

On Wednesday, July 19th, you and your racer will be inspected by our Chief Inspector, Ed Phelps and his crew. All points covered in the Rule Book will be checked. This includes various items pertaining to safety and sportsmanship which may not be spelled out in black and white. Following are some points which will be checked particularly close:

- (1) Did you build your own racer?
- (2) Is the racer 80" or less?
- (3) The total weight, racer and driver, must not exceed 250 lbs.
- (4) If your racer contains metal, you must have performed all of the metal work yourself.
- (5) Metal may not be used to add weight. Weight is obtained by building wood into the body or chassis.
- (6) The racer must have 3" road clearance with the driver in it.
- (7) Wheels and axles may not be altered in any way.
- (8) Nose of racer must be foremost part.
- (9) Brake and steering and kingpin must be able to be inspected.
- (10) There may be no welding, brazing, or soldering of any kind, except in attaching steering wheel to shaft.
- (11) The cockpit must be at least 14" wide and not more than 15" from road when racer is empty.
- (12) The floorboard must be wood and at least 3/4" thick.
- (13) Sheet metal is not permitted as a body covering.
- (14) The brake and steering systems must be assembled with bolts and nuts.
- (15) The brake must have at least 9 square inches of rubber which hits the road flat.
- (16) Eye bolts must be at least of 1/4" diameter.
- (17) The steering cable must be attached within at least 2" of the ends of the square part of the axle.
- (18) The bottom of the steering shaft, where attached to the steering wheel, must be at least 12" above the floor board.
- (19) Remember - weight is obtained by building wood into the car - other materials such as putty, plaster, metal, lead, rocks, concrete, etc. are not permitted except as provided for in the Rule Book.
- (20) Anything which is considered unsafe to the driver, his opponent, car handlers, derby workers, or spectators will have to be changed.
- (21) Anything that would indicate that you are attempting to take an unfair advantage of your opponent or the rules will result in disqualification.

The above points include those which are most difficult to correct if wrong or those which are found wrong most frequently. Many items have been omitted, so check your Rule Book for complete rules. If you have followed the book and have conducted your own periodic inspections, you will have little or no difficulty in passing final inspection.

Bill Lisby