2026 GOOBER CLASS

(COMPACT)

DRIVERS/CREW MEMBERS ARE RESPONSIBLE FOR READING AND UNDERSTANDING THE RULES

RULES AND REGULATIONS

- The Peanut Fest Demolition Derby is promoted as an unusual spectator attraction. In the interest of safety, Drivers and Mechanics are subject to, and must obey, the following rules and regulations which are set up by the promoter and the track where this event is being held:
- Each driver must fill out an entry form. All drivers must supply their own cars, only one entry per person, per class.
- Proof of ownership may be required on each car entered.
- All drivers or pit personal 16 to 17 years of age must have a release signed by his/her parent or guardian.

NO ONE UNDER THE AGE OF 16 IS PERMITTED PARTICIPATE OR BE IN THE PIT AREA.

- The Suffolk Peanut Festival reserves the right to approve or reject any or all entries.
- All participants must sign a waiver to receive a pit pass and be permitted in the pit area or on the track.
- Only drivers will receive a free pit pass upon registration of a car on the day of show. All other pit passes must be purchased.
- No consumption of alcoholic beverages on the track, emergency vehicle area or in the pit area. Any driver or pit person under the influence of alcohol or drugs will be immediately disqualified and removed from the grounds.
- Any driver or crew member disobeying the rules will cause his or her car to be disqualified.
- Unsportsmanlike conduct will not be tolerated and will be grounds for disqualification and barred from future events. Drivers are responsible for the actions of their crew members.
- The event promoter; Suffolk Festivals, Inc.; City of Suffolk; and/or festival volunteers will not be held responsible for any cars, parts or personal property before, during or after the show.
- Car and drivers must sign in at registration desk at least one hour prior to show time or a $20.00 fine will be imposed for late arrivals.

TOWING AND TRANSPORTING CARS

- Towing and transporting Event Vehicles to and from race locations must meet highway safety codes (including proper light controls, safety chains, low bars, towing trailers, etc.)
- PREPARATION OF CAR (Remove following before arriving at festival grounds or track.)
- Any year car permitted front wheel drive cars only within 110 inch wheelbase

1. All vehicles must be stripped of all plastic, glass, headlights, taillights and anything else that could fall onto the track during the show.
2. All glass must be removed and swept clean
3. Battery must be moved to the drivers compartment and secured and covered (1 battery maximum)
4. Drivers must have a DOT helmet, long pants, long sleeves, eye protection, and closed toed shoes. Fire jacket/suits are highly recommended.
5. Car must have a functioning seat belt and always working brakes

6. Zero tolerance for any spray foam that is found anywhere on the car.
7. All sunroofs must be covered with metal or plexiglass.
8. Only drivers are allowed in Tech Inspection.
9. Tech Inspectors have the right to drill and unbolt anything on the car if they feel the driver is hiding something.
10. Pre-ran cars must follow these rules to participate. The rules will not be changed to fit your car.
11. Event officials reserve the right to refuse entry or participation for any vehicle or driver at their discretion.
12. For **fresh or pre-run vehicles**, a maximum of **four (4) repair plates** measuring **4" x 4" x 1/4"** is permitted, with **two (2) plates per frame rail**.
13. Repair plates may be either **square** or **parallelogram shaped**. If a parallelogram plate is used, it must measure **exactly 4 inches top-to-bottom and 4 inches side-to-side**, with the two furthest points measuring **exactly 7 inches apart**.
14. All repair plates must be mounted **externally**. Plates may **not** be used to tie the subframe to the unibody or to connect K-members to the unibody.
15. A minimum **1-inch gap** must be maintained between welds. Gaps between welds or between plates may **not** be filled. Welds around repair plates are limited to a maximum of **1/2 inch** in width and must remain at least **1 inch away from any bumper shock**.
16. Vehicles may also use up to **eight (8) attachment locations** of **double-strand 9-gauge wire**. Braided or twisted 9-gauge wire is considered **two strands**, not one.
17. No additional repair plates will be allowed beyond those specified above.
18. Each participant will be permitted two inspections. Failure to meet the inspectors' requirements on the second inspection will result in disqualification from the event, and no refund will be provided.
19. All Inspection decisions will be final.
20. Any factory part can be interchanged if the car is permitted to run this class.
21. This must be a factory stock bolt on part and that could be purchased from a parts store.
22. May remove metal but cannot add back or weld to make it work, must only bolt in a factory manner. Don’t abuse this or try to read into it somehow.
23. All rust repairs must be pre-approved. This is to restore cars back to OEM not to strengthen. No replacing frame sections pre run or fresh.

FRAMES

1. Frames must be 100 percent stock absolutely no welding anywhere will be permitted unless otherwise stated
2. No seam welding even if missed from the factory. If found, you will cut the center of weld out with a grinder or torch
3. You may notch or dimple cars in one location
4. UNIBODY CARS STILL HAVE FRAME RAILS, FOLLOW THE FRAME BUILDING RULES.
5. Painting or applying undercoating to the frame is prohibited. Any paint, undercoating, or overspray found on the frame must be completely removed before competition.
6. The frame may be shortened to the front edge of the core support. Shortening or modifying the rear portion of the frame is strictly prohibited.

Bumpers

1. Any factory-loaded seam-welded automotive bumper is permitted. These bumper rules apply to both the front and rear of the vehicle. Commercially manufactured bumpers are allowed. Replicated factory-style bumpers are also permitted.

2. Homemade bumpers may be constructed from tubing up to **8" x 8"**. A center point is allowed, but it may extend no more than **4 inches** beyond the front face of the bumper and must taper across a minimum width of **32 inches**. Rear bumpers must have a minimum of **5 inches** of flat rear-facing surface. Pointed or slanted bumpers are prohibited on the rear of any vehicle.
3. A **4" x 6" x 3/8" plate** or **2" x 2" tubing** may be used as a bumper bracket or shock replacement. This material may be mounted on **one side of the frame rail only**, not boxed around all four sides, and may be installed on either the subframe or K-member, but not both. It must be positioned on the outside of the frame. Any bracket, plate, or tubing located inside the frame rail will result in disqualification from competition.
4. Bracket material may remain straight or be contoured but must contact the bumper directly. Any bracket or shock extending more than **6 inches** from the frame will be removed, whether factory or aftermarket. If using the plate or tubing option, the factory shock or bracket must be completely removed.
5. Factory bumper brackets and shocks must match the make and model of the vehicle being run and remain in their original factory mounting locations.
6. A **6" x 6" x 1/4" plate** may be welded to the end of the frame to create a flat bumper mounting surface. The plate must remain between the frame and bumper and may not be folded, wrapped, or extended onto the frame rail.
7. Bumpers may be welded directly to the end of the frame. Bumpers may not be sleeved over, inserted into, or mounted inside the frame or subframe rails.
8. Vehicles that cannot weld the bumper may secure it using wire, chain, or bolts and may retain factory shock. This option applies only to vehicles with non-welded bumpers.
9. Up to **two (2) attachment points** of double-strand 9-gauge wire may be used from the bumper to sheet metal only:

- **Front bumper:** Wire may wrap around the core support only and may not pass through the hood or around hood all-thread mounts.
- **Rear bumper:** Wire may attach only from the bumper to the trunk lid and must connect to sheet metal only.

Body

1. All body panels must remain factory stock unless otherwise specified in these rules.
2. Body mounts must remain in their original factory locations with **no modifications permitted**.
3. Creasing is allowed only on front fender and rear quarter panels

Doors

1. The driver's door may be welded solid for safety.
2. All other doors may be welded using the **5-inch weld, 5-inch gap** method with material not exceeding **3" x 5" x 1/8"**.
3. For driver protection, an inner or outer driver's door plate is strongly recommended. Driver's door plates ay not exceed **1/4-inch** thickness and may extend no more than **3 inches** past each door seam.
4. If doors are not welded, they may be secured with wire or chain using up to **eight (8) attachment points per door**.
5. A standard **5/8-inch washer** may be welded around attachment holes to prevent tearing.

Trunks and Tailgates

1. Rear quarter panels must remain at factory height.
2. Trunks and tailgates must remain in their factory positions and above the factory rain channels. A simple trunk tuck is permitted, provided it is not attached to the floor, trunk pan, or any structural component.

   Choose **one (1)** of the following methods to secure the trunk or tailgate:

Option 1: Wire

- Maximum of **10 attachment points**
- No more than **two strands of 9-gauge wire per attachment point**
- Standard **5/8-inch washers** may be welded around holes to prevent tearing

Option 2: Chain

- Maximum of **8 attachment points**
- Chain may not exceed **3/8-inch links**
- Chain must remain free-floating
- Standard **5/8-inch washers** may be welded around holes to prevent tearing

Option 3: Weld

- Maximum of **8 weld locations**
- **3" x 5" x 1/4" plates** may be used

Hoods

1. All hoods must have a minimum **12" x 12" inspection/fire access hole**.
2. Hoods that have been cut may be reattached using up to **twelve (12) 3/8-inch bolts** with standard nuts and washers.
3. Hoods must remain open and accessible during technical inspection.
4. No component may be welded, bolted, or otherwise attached to the subframe, K-frame, or unibody and pass through the hood for reinforcement or mounting purposes.

Choose **one (1)** of the following methods to secure the hood:

Option 1: Wire or Chain

- Maximum of **8 attachment points**
- Standard **5/8-inch washers** may be welded around holes to prevent tearing

Option 2: Bolts

- Maximum of **6 attachment points**
- May use **2" x 2" angle iron**, up to **2 inches long**, at each mounting location
- Fasteners may not exceed **1/2-inch bolts** with standard washers

Copilot said:

Window Bars

Each vehicle may have **one (1) front window bar and one (1) rear window bar**.

Front Window Bar

The front window bar may run:

- From the halo bar to the first 6 inches of the roof or cowl area, or
- From the halo bar directly to the top of the dash bar.

The front window bar may consist of **one (1)** of the following:

- Square tubing not exceeding **2" x 2" x 1/4"**
- Pipe not exceeding **4 inches in diameter**
- Flat stock up to **3 inches wide and 3/8 inch thick**
- Chain
- 9-gauge wire

Only **one method** may be used.

Rear Window Bar

The rear window bar may attach only within:

- The first **6 inches of the roof** nearest the rear window, and
- The first **6 inches of the trunk lid** is nearest to the rear window.

The rear window bar may consist of **one (1)** of the following:

- Square tubing not exceeding **2" x 2" x 1/4"**
- Pipe not exceeding **4 inches in diameter**
- Flat stock up to **3 inches wide and 3/8 inch thick**
- Chain
- 9-gauge wire

Only **one method** may be used.

Additional rear window bar rules:

- The rear window bar must remain at least **6 inches away** from the gas tank protector on both fresh and pre-run vehicles.
- No part of the rear window bar may attach to the gas tank protector.
- Rear window bars are **not permitted on wagons**.

Driver Cage

A **4-point cage with a halo bar** is highly recommended for safety but is not required.

Cage Specifications

- Cage material may not exceed **2" x 6" x 1/4" tubing** or **4-inch diameter pipe**.
- No portion of the cage may extend into the doors.
- All cage components must remain at least **5 inches above the floor** with no exceptions.

Dash and Rear Seat Bars

- The dash bar must be at least **5 inches away from the firewall** and **5 inches above the transmission tunnel**.
- The rear seat bar may extend no farther rearward than the point where the rear kick panel meets the floor (the front edge of the rear seat location).

Side Bars

- Side bars may not exceed **62 inches in length**.
- Side bars must remain at least **5 inches away from the firewall** and **5 inches above the floor**.

Center Bar

- One center bar is permitted.
- The center bar must remain at least **5 inches above all floor sheet metal**.

Halo Bar

- Halo bars are permitted.
- Halo bar uprights must run straight up and down.
- The halo bar must connect to the side bars or rear seat bar.
- The halo bar may be attached to the roof in a maximum of **two (2) locations**.

Attachment Points

Cage attachment points may utilize:

- **2" x 2" x 1/4" angle iron**, up to **6 inches long**, and

- One **1/2-inch bolt** with a standard washer and nut.

No other attachment method is permitted.

Gas Tank Protector

A gas tank protector is permitted under the following guidelines:

- Maximum width: **32 inches**
- On sedans, it may extend no farther rearward than the **speaker deck**.
- On wagons, it may extend no farther rearward than the **rear interior door seam**.
- The gas tank protector may **not attach to any sheet metal**.

Upper Halo

An upper halo may be constructed around the gas tank protector provided that:

- It does not extend higher than the rear speaker deck on sedans.
- On wagons, it remains at least **15 inches below the roof**.

Additional Rules

- Bars may run from the gas tank protector to the vertical uprights of the roof halo bar.
- Vehicles with a fuel tank mounted underneath the vehicle may **not** use a gas tank protector.
- No bars or braces may connect the gas tank protector to the rear window bar.

Suspension

The suspension system must remain **100% factory stock** and operational. Vehicles must retain suspension travel and demonstrate normal suspension movement (bounce).

Permitted Modifications

The only after-market suspension components allowed are:

- Spring spacers
- Strut risers

These components:

- Must be bolt-on only.
- Must remain mounted on the **top side of the strut**.

- May be used on either the front or rear suspension.

All control arms must remain factory OEM, unmodified, and mounted in their original factory locations for the vehicle being used. Aftermarket trailing arms are prohibited and must be replaced with factory components. Failure to do so may result in disqualification.

No other aftermarket, reinforced, altered, or modified suspension components are permitted.

Steering

The following steering modifications are permitted:

- Aftermarket or modified tie rods are allowed.
- Tie rods must utilize stock-style ends.
- Heims, rod ends, and bolts used in place of stock-style ends are prohibited.
- An aftermarket steering column may be used.
- Factory rack-and-pinion steering only. The rack must be correct for the make and model being run.
- Hydraulic steering systems (hydro steering) are not permitted.

Tires and Wheels

Any tire and wheel combination is permitted provided the wheel originated as a factory production rim.

The following are allowed:

- Bead locks
- Lip protectors
- Full centers
- Valve stem protectors

Engine and Transmission

The engine and transmission must remain OEM and match the manufacturer of the vehicle being run. Cross-manufacturer swaps are prohibited. Examples include:

- Ford to Ford only
- Chevrolet to Chevrolet only

- Toyota to Toyota only

Motor Mounts

Aftermarket front engine mounts are permitted, provided they do not exceed **2" x 2"**.

Manufacturer-specific allowances:

- **Toyota:** Front motor mounts running to the K-member may be modified but must bolt on in the factory location and manner. Welding is not permitted.
- **GM:** The upper two motor mounts may be modified but must bolt into the factory engine and core support mounting points.
- **Honda:** The front motor mount may be modified but must remain mounted in the factory location and configuration.

Engine and Transmission Protection

The following are prohibited:

- Engine cradles
- Distributor protectors
- Transmission braces
- Coil pack protectors
- Any other engine or transmission protection devices

In general, engine and transmission components must remain OEM.

Transmission

- The transmission must be factory-style for the vehicle and mounted in the factory location.
- Transmission coolers are permitted but must be mounted inside the driver's compartment.
- Proper transmission cooler lines must be used.
- Aftermarket shifters are permitted.

Headers and Carburetors

- Headers are permitted.
- Carburetor conversions are permitted.

A carburetor/header protector is allowed under the following conditions:

- Must attach only to the engine using bolts.
- May not connect to, brace against, or tie into the core support, firewall, frame, subframe, or unibody.
- Must be supported solely by the engine.

Fuel Tanks and Fuel Cells

Any metal fuel cell is permitted. Marine-style fuel tanks are also permitted.

If a plastic fuel cell or tank is used, it must be fully enclosed within a securely mounted metal container or structure.

All fuel systems must be properly secured and safe. Event officials reserve the right to inspect any fuel system and require corrections to any condition deemed unsafe. Any identified safety issue must be corrected before the vehicle will be allowed to compete.

Safety is the highest priority and this rule will be strictly enforced.

If the fuel tank remains in front of the rear axle, it may stay in its factory location but must be protected by a skid plate.

Permitted Aftermarket Components

The following aftermarket components are allowed:

- Headers
- Shifters
- Pedal assemblies
- Steering columns
- Fuel cells