

2012 Demolition Derby Rules

Marshall-Putnam Fairgrounds

Questions – READ THE RULES FIRST - Aron Shofner – 309-339-8266

Officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the safety factor. Any interpretation or deviation of these rules is left to the discretion of the officials, and their decision is final.

A. PARTICIPANT ENTRIES:

1. An entry fee will be charged for each vehicle.
2. All persons **MUST** sign an entry form, insurance waiver, and release form, and purchase pit pass before entering pit area.
3. No one allowed in race area under the influence of alcohol. **POSSESSION OF ALCOHOLIC BEVERAGES IN THE PIT AREA WILL RESULT IN LOSS OF PIT PASS AND EXPULSION FROM THE PITS.**
5. All drivers **MUST** be 16 years or older. Participants 16 & 17 years old **MUST** have a PARENT sign a minor and release form. Pit persons under the age of 18 years old **MUST** have a parent/guardian sign minor and release form before entering pit area. **NO EXCEPTIONS!**
6. All drivers **MUST** wear approved helmets, long pants and shirt.

General rules

- Fair Class - GM cars must be 1978 or newer. FORD, CHRYSLER and any FRONT WHEEL DRIVE car **MUST BE** 1980 or newer. No hearses, or limousines.
- Compact Class – 111” wheelbase maximum on front wheel drive and 106” maximum wheelbase on rear wheel drive. Engine must be six (6) cylinder or smaller. No all wheel drive cars.
- No 4X4 or all wheel drive vehicles allowed. 4X4 trucks can compete but must have front drive shaft removed.
- Wire Class – see separate specific rules at bottom.
- Open Class – see separate specific rules at bottom.

B. AUTOMOBILE BODY/FRAME REGULATIONS:

1. Patching of the frame will be allowed only where it is bent, broken or rusted completely through. **NO PATCHING IF FRAME IS NOT YET DAMAGED.** Patches must be external of the frame. **NO METAL INSIDE FRAME!!**
 - A PATCH will be defined as – two pieces of 4”X6” plates no thicker than ¼” on two sides of the frame, the two pieces are not to be staggered from each other.
 - A patch **CANNOT** be within 12 inches of another patch.
 - Patching of torn sheet metal allowed but must use same thickness sheet metal and only cover torn area. Patch not to exceed 2” from tear outside of the cage zone.
 - Patching allowances will be strictly enforced!!
2. All vehicles **MUST** have car number exhibited on upright number plate on the roof of the car, minimum of 15 inches by 15 inches. Car numbers are registered first come first serve basis. No pre-registered numbers are allowed. **NO PROFANITY** will be allowed.

3. Drivers must wear approved eye protection. It is suggested that seat belts be tied in a knot at the appropriate adjustment as to not allow it to keep retracting on your waist during competition.
4. All rear seats **MUST** be removed. Disconnect or remove any air bags. All cars **MUST** be swept clean, both drivers compartment and trunk. No spare tires, broken glass or trash, etc.
5. Battery may be moved, but **MUST** be securely fastened and covered in front seat passenger floorboards. No more than two batteries allowed.
6. Any type automotive radiator may be used but **MUST** be mounted in stock position. At drivers option he/she may compete without radiator.

* A lower radiator support may be added between the frame rails in the stock location. No larger than a 4" piece of channel iron.
7. All cars must have either - a bar, wire, chain, etc. running center mast from roof down to the firewall. If a bar is ran; bar cannot contact the halo bar.
8. All side doors may be welded and reinforced. External door reinforcing may not extend more than 6" past the front and rear door seam.

CAGES:

NOTE - If running a distributor protector you are required to have a minimum of 6" between distributor protector and any cage component.

Cars - All internal cages will be limited to a specific area; the cage may be installed from firewall to rear seat area. **CAGE CANNOT EXTEND BEYOND A VERTICAL LINE 12" IN FRONT OF THE CENTER LINE OF THE REAR AXLE.** Rear of cage may contact but cannot be welded to frame or sheet metal. Internal cage supports (down bars) may be welded to top, side or through the frame rails. **NO** welding to or on frame arches front or rear unless outlined elsewhere in the rules. The down tubes **MUST** stay on the flat part of the frame within the cage area. **IN THE REAR OF CAGE ZONE, ONCE THE FRAME MAKES A STOCK BEND, UP OR DOWN THAT AREA IS OFF LIMITS UNLESS OUTLINED ELSEWHERE IN THESE RULES. THE FRONT OF THE CAGE/DOWN BAR ZONE WILL BE NO FURTHER FORWARD THAN A VERTICAL LINE ON THE FLAT OF THE FIREWALL. NO part of the cage will be allowed forward of the firewall.**

The "down bar area" is your safety area, do what you wish inside this zone.

"Pitching" of frames allowed within the down bar zone **OR** on 80s and newer Fords you may cut and re-weld the flaps on front outside of the frame directly in front of crush box (**NOT TO EXCEED STOCK WELD**). **NO** other metal or gussets can be added when "tilting/pitching" this way. Cold pitching allowed but any bend in the frame caused by this does not qualify for a "patch".

TRUCK – Cage and down bars may be mounted between a vertical line from the firewall to a vertical line 2" ahead of the furthest forward part of wheel well. Truck boxes must remain in stock location with wheel wells in stock locations. Trucks must have OEM type box/bed- no aftermarket box/beds. No shifting box back to gain cage length.

The "down bar area" is your safety area, do what you wish inside this zone.

9. 1 single bar, chain or wire may be run from top of rear window to trunk/tailgate. This must be within 4" of the front seam of the trunk lid/top of tailgate. The contact area, if a plate is used

cannot exceed 4"x4" on the top or bottom of this rear window support. If a bar is ran; bar cannot contact the halo bar.

NOTE - This strap will be limited to the cage/down bar zone only on pickup trucks (cannot extend to tailgate).

Additionally- Each window opening outside of the cage zone will be allowed a single chain, wire or 2" wide steel strap across opening. This wire, strap or chain must attach within 4" of window opening on both ends. A 1" washer may be lightly welded to sheet metal for the wire or chain to avoid tearing.

10. Sheet metal body bolts may be replaced but cannot exceed 3/8" OD with no larger than a 1" washer. Each wheel opening will be allowed (10) bolts not to exceed 3/8" OD with no larger than a 1" washer. These bolts may not be further than 4" from the edge of the wheel opening.
11. Stock gas tank **MUST** be removed from original position and mounted in rear seat area (trucks-behind cab) and secured by existing seat belts or added metal straps. **NO CHAINS OR RUBBER STRAPS** or round bottom tanks. Mounting is not to be designed to strengthen car. A metal marine (boat) tank is **STRONGLY** recommended. **NO PLASTIC BOAT TANKS**. All tanks **MUST** have secure cap. All lines and fittings **MUST** be leak proof. **NO MORE THAN seven (7) GALLONS OF GAS IN TANK**. All cars equipped with an electric fuel pump **MUST** have some type of shut-off switch easily accessible to driver. Compact cars with the fuel tank mounted ahead of rear axle may choose to leave the tank in the stock location.
12. Any OEM bumper and shock canister may be bolted or welded on any car.
 - Homemade mounts will be allowed but cannot exceed 10" onto the frame.
 - Shock tubes on bumpers may be collapsed and welded.
 - If you choose, frame can be cut and bumper welded directly to the frame without a bumper mount.
 - Bumper skins may be cut, beat down and welded. Holes in bumper skin can be filled with metal of same thickness.
 - You may weld 4 (two top and two bottom) thin straps of metal on each bumper, not to exceed 4" wide X 1/4" thick, from the top of the bumper to no more than 3" of contact on the radiator support in the front and 3" onto the deck lid/tailgate on the rear. The lower straps must attach to frame not to extend more than 10" from the bumper. These straps can be substituted with chain/wire.
13. Hoods **MUST** have two (2) holes, at least four (4) inches in diameter, on each side of carburetor—**NOT** directly on top of carburetor. **IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT**.
 - Hood holes may have the sheet metal folded under and lightly welded 1" weld, skip 5", 1" weld, skip 5", etc.
 - If no weld is used, hood holes may use 3/8" bolts with washers no larger than 1" every 6" on edge of hole in place of weld. If bolts are used, bolts must be within 1" of edge of hood hole.
 - In addition you may use (20) 3/8 bolts with washers no larger than 1" from hood to inner hood support.
14. On all cars, hoods, trunks and tailgates may be secured with the following method:

On hood;

 - A maximum of (10) bolts may be used to secure hood down. The bolts cannot exceed 1" diameter with a washers no larger than six (6) inches square or 1/4 inch thick.
 - (4) of these bolts may be attached vertically to the frame with the remaining (6) being sheet metal to sheet metal only. If welding lower part of bolt to sheet metal for mounting purpose, weld not to exceed 3" on bolt. Frame mounted bolts not to be welded to sheet metal with the exception of a washer on top of radiator support.
 - A 3" long piece of thin angle iron may be used to mount sheet metal bolts.
 - Washers may be lightly welded to sheet metal.

- **Sleeving of bolts allowed- external diameter of sleeves not to exceed 1" maximum (1" bolts/all thread cannot be sleeved but may be butt welded to 1"maximum pipe to make bolts longer and not thicker)**

On the rear of car;

- **Deck lid/tailgate must remain on stock hinges. Deck lid and quarter panels may be cut or pre-bent. Station wagon/Suburban roof may be cut or pre-bent but if pushed down, must allow adequate room for inspection. If roof is pushed down: No welding allowed, only four 1" bolts allowed through roof on "sedagons" only.**
- **You may use (20) 3/8 bolts with washers no larger than 1" from rear deck to inner rear deck support.**

SECURE TRUNK/TAILGATE ONE OF THE TWO WAYS BELOW:

- **Method 1- Tailgate/trunk seam – Trunk seam may be completely welded with 3"x1/8" strap max with an additional 4 bolts through lid/gate to frame. Bolts cannot exceed 1" diameter with washers no larger than six (6) inches square or 1/4 inch thick. Washers may be lightly welded to sheet metal of deck lid/tailgate only. Bolts may be through frame or lightly welded vertically along side.**

OR IF NO WELD IS USED

- **Method 2- A maximum of (14) bolts may be used to secure deck lid/tailgate. The bolts cannot exceed 1" diameter with washers no larger than six (6) inches square or 1/4 inch thick. Washers may be lightly welded to sheet metal of deck lid/tailgate only. Four (4) of these bolts may be attached vertically to frame with the remaining ten (10) being sheet metal to sheet metal only. The four frame bolts may be through frame or lightly welded along side.**

- **Sleeving of bolts allowed- external diameter of sleeves not to exceed 1" maximum (1" bolts/all thread cannot be sleeved but may be butt welded to 1"maximum pipe to make bolts longer and not thicker).**

15. **Chain, wire or cable may be installed cross ways between rear frame rails behind rear end in one place only.**
16. **Rubber body mount biscuits may be removed and the body bolted to frame. Stock body mount bolts can be replaced with bolts no larger than 1" OD and washers no larger than 6" square.**
 - **A total of 2 additional body bolts may be added behind the previously mentioned down bar zone either through existing frame holes or lightly welding a bolt vertically along side of the frame.**
 - **Bottom washers on stock and/or added mounts may be asked to be removed for inspection purposes. Be prepared to remove them. No excuses.**
17. **FOR FAIR CLASS ONLY- You will be allowed a 22" hump plate. The plate may be no more than 1/4" thick and a maximum of 22" in length. This plate must be cut to contour of frame, placed in center of hump and this plate must be on the outside of frame only. Plate may be bolted or welded to frame with a single pass weld.**
18. **ALL FRAMES MUST REMAIN OEM STOCK UNLESS OTHERWISE OUTLINED ELSEWHERE IN THESE RULES. YOU WILL BE ALLOWED TO LIGHTLY RE-WELD THE FRAME SEAMS FORWARD OF THE CAGE ZONE. Any driver caught with an altered frame at check in inspection will not be allowed to enter the car. Any driver caught with an altered frame at post race inspection will forfeit any winnings.**

19. Trailer Hitches, Class A or frame mounted **MUST** be totally removed, Class B or bumper mounted, trailer ball stub **MUST** be cut off.

C. DRIVETRAIN REGULATIONS:

1. Any engine or transmission may be used in any car (except Compact), but **MUST** be mounted in a stock position. On a V-block motor, front spark plugs **MUST** be even or in front of upper ball joint; on in-line motors, number two (2) spark plug **MUST** be even or in front of upper ball joint. You may replace the aluminum engine cradles with a stock GM or Ford steel cradle. It must be in the stock location with weld not to exceed that of the stock installation. All other required components may welded (weld not to exceed that of stock installation) as necessary to frame. No added non-OEM metal, braces or gussets with the exception of a small pipe in which it's only purpose is to hold the coil spring in place.
- Fair Class - Chrysler R-body cars may remove the rubber engine mount pucks and weld the mount to frame. Single pass weld and **NO ADDED METAL**.
2. Engine cooling system should be drained and flushed free of antifreeze. Air conditioning Freon **MUST** be properly evacuated from system. This work **MUST** be accomplished **BEFORE** arrival at race site.
3. Chained, welded, or homemade motor mounts will be permitted, but **MUST** be designed for engine mounting only and not strengthening of car. Official's decision will be final.
4. Any type of header is allowed, but **MUST** be directed away from driver compartment.
5. Transmission oil coolers permitted. Transmission cooler mounting cannot extend behind cage zone.
6. Suspension and steering components from steering box to wheels **MUST** be made up of stock OEM parts. The stock OEM steering parts can be strengthened with a half pipe or small angle iron but must have the entire length of the stock part showing at some point. Steering shaft/column may be changed or altered.
7. Rear differentials may be interchanged; rear differential may be no more than 8 lugs/studs. Tilting rear end is allowed. You may chain rear end in 4 spots. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. No aftermarket solid rims.
- Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. After market brackets are allowed, but no thicker than ¼ inch and may be attached with a max of 3 – 1/2“ bolts each side OR a single pass weld on brackets. No positioning of brackets to strengthen the front down legs of the rear hump. Mounts must be mounted in the similar stock location of which the installed rear differential was designed for.
8. Cars may have no more than 14 inches of ground clearance in the middle of the car. Cars/trucks originally equipped with leaf springs will not be allowed more than nine (9) leaves in the stack. Leaves must have a 1” stagger with the exception of one leaf equal to the main leaf length and must consist of all stock leaves. No home made or flat steel leaves. Stiffness of the suspension will be left to the discretion of the driver.
 - You may add 4 homemade spring clamps per side. These homemade clamps must be stock appearing spring clamps and cannot be more than 2” long. No welding of the leaves.
 - Coil spring cars - an OEM trailing arm must be used but may be altered or reinforced in any manner.
9. Any driveshaft or U joint may be used. Welding of drive shaft is permitted.
10. Distributor protectors allowed but must be designed to protect distributor **ONLY**. Not to strengthen car. No enforcing of the firewall.

NOTE: If running a distributor protector you are required to have a minimum of 6" between distributor protector and any cage component. Official's decision will be final.

11. Any size rim and tire combination allowed but automobile cannot exceed height maximum. **NO SPLIT RIMS ALLOWED.**
12. Valve stem protectors okay. Aftermarket centers will be permitted to allow for bolt pattern and rim straightening. No other welding or reinforcing allowed.
13. Liquid in tires permitted, studs or screws in rims to hold tires in place permitted.
14. Doubling of tires allowed.

WIRE CLASS RULES

1. ANY FULL SIZE CARS EXCEPT FOR THE FOLLOWING. FULL FRAME IMPERIALS OR IMPERIAL SUB FRAME CARS, AMBULANCES, OR HEARSEs.
2. THIS CLASS WILL ALLOW PASSENGERS. PASSENGERS MUST SIGN IN AS A DRIVER.
3. THIS CLASS IS FOR GETTING BACK TO THE ROOTS OF DEMOLITION DERBY. THESE CARS SHOULD TAKE NO MORE THAN A COUPLE OF NIGHTS TO BUILD.
4. GENERAL SAFETY RULES APPLY.
5. DRIVE TRAIN- ENGINE & TRANSMISSION (GM ON GM, FORD ON FORD ETC.). REAR DIFFERENTIAL MUST REMAIN STOCK. TRAILING ARMS MUST REMAIN STRICTLY STOCK. DRIVESHAFT CAN BE BUILT OR MODIFIED AS LONG AS IT IS ALL OEM PARTS.
6. DO NOT MODIFY STEERING COMPONENTS.
7. DO NOT BOLT OR WORE FENDERS.
8. ANY TIRE MAY BE USED. VALVE STEM PROTECTORS WILL BE ALLOWED
9. CARS MUST BE STRIPPED OF INTERIOR MATERIAL (CARPET, DOOR PANELS, HEADLINER, ETC.) MAY LEAVE THE DASH. PLEASE DISCONNECT THE AIR BAGS. ALL GLASS AND EXTERIOR MOLDINGS MUST BE REMOVED.
10. GAS TANKS MUST BE RELOCATED TO REAR SEAT AREA AND SECURED TIGHTLY. (DO NOT USE BUNGE CORDS) Must meet approval of inspectors.
11. BATTERY MAY BE MOVED TO THE INTERIOR OF CAR.
12. HOMEMADE/AFTERMARKET HEADERS, FLOOR SHIFTER AND GAS PEDAL WILL BE ALLOWED.
13. NO AFTER MARKET COMPONENTS UNLESS SPECIFIED ELSEWHERE IN THESE RULES (STEERING, TRANS COOLERS, RADIATORS, DRIVE SHAFTS, ETC. WILL NOT BE PERMITTED)
Call if you have questions.
14. BUMPERS - ANY CAR CAN SWITCH TO AN 80 AND NEWER BUMPER ONLY. SHOCKS CAN HAVE A HOLE. BUMPER SHOCK MUST BE SLID OUT. NO WELDING. CHAIN/WIRE MAY BE WRAPPED AROUND BUMPER AND BOLTED TO FRAME IN TWO PLACES.
15. THE ONLY WELDING THAT CAN BE DONE ON THE CARS IS THE FOLLOWING.
 - YOU MAY WELD THE SPIDER GEARS (REAR DIFFERENTIAL).
 - DRIVERS DOOR MAYBE WELDED ON THE DOOR SEAM BEHIND THE DRIVER WITH A MAX PIECE OF STRAP NO MORE THAN 4" WIDE AND 1/8" THICK. THE SAME GOES FOR THE PASSENGER DOOR IF YOU HAVE A PASSENGER. REAR OF THE FRONT DOORS ONLY!!
 - SAFETY CAGE.
 - LOWER ENGINE MOUNTS MAY BE WELDED WITH A SINGLE PASS WELD. MUST BE AN OEM MOUNT WITH NO ADDED METAL DESIGNED TO MOUNT ENGINE AND NOT STRENGTHEN CAR IN ANY WAY!
 - IF YOU WELD ANYTHING OTHER THAN THE ABOVE SPECIFIED YOU WILL NOT RUN IN THE STOCK CLASS, YOU CAN RUN IN THE OTHERS CLASSES.
16. CAGES CAN BE NO MORE THAN 6" IN DIAMETER. YOU ARE ALLOWED A SEAT BAR AND A DASH BAR. YOU MAY CONNECT THESE BARS, BUT DO NOT GO PAST THE SEAT BAR OR

DASH BAR. THE CAGE SHOULD FORM A BOX. IF YOU HAVE A PASSENGER YOU MUST HAVE A SEAT BAR. ALL CAGE COMPONENTS ARE TO SHEET METAL ONLY.

- 17. #9 WIRE MAY BE RAN IN 6 PLACES INSIDE THE CAR. 4 LOOPS MAXIMUM. THESE WIRES MAY GO AROUND FRAME.**
- 18. DOORS, HOODS, TRUNKS. HOODS MUST HAVE TWO 4" HOLES CUT ON THE SIDES OF THE CARBURETOR. HOOD MAY BE SECURED WITH #9 WIRE OR LIGHT CHAIN. HOOD SECURE POINTS MUST BE OUT BOARD OF THE RADIATOR. YOU MAY SECURE UP TO SIX SPOTS ON THE HOOD. SAME GOES FOR THE DOORS. DRIVERS AND PASSENGER DOORS MUST BE WELDED, WIRED OR CHAINED SHUT. TRUNK CAN BE SECURED UP TO 6 PLACES. YOU MAY RUN WIRE FROM HOOD TO FRONT BUMPER (MUST BE OUTBOARD OF RADIATOR). MAY WIRE FROM TRUNK TO REAR BUMPER. IF YOU DO THIS, IT COUNTS AS ONE OF YOUR SIX SPOTS. SEE RULE ON WELDING DRIVERS AND PASSENGER DOOR.**
- 19. RADIATOR SUPPORT BODY BOLTS MAY BE REPLACED WITH UP 3/4" BOLT/ALL THREAD BUT MAY NOT EXTEND THROUGH HOOD OR UPPER PART OF RADIATOR SUPPORT. THESE ARE THE ONLY BODY BOLTS THAT MAY BE REPLACED.**
- 20. TUCKING OF TRUNK AND NOTCHING OF FRAME WILL BE ALLOWED**
- 21. SPRING SPACERS WILL BE ALLOWED BUT MUST MEET APPROVAL AT INSPECTION**
- 22. YOU WILL BE ALLOWED A WIRE REAR HUMP TO DIFFERENTIAL. ONE ON EACH FRAME RAIL. 4 LOOPS MAXIMUM ON WIRE.**
- 23. IF YOU HAVE QUESTIONS CALL. DO NOT ASSUME ANYTHING THAT MAY NOT BE COVERED IN THESE RULES FOR THIS CLASS! BUILD FOR HAVING FUN IN MIND AND NOT TURNING THIS INTO ANOTHER HIGH DOLLAR CLASS LIKE MOST OTHERS.**

OPEN CLASS RULES

THIS IS A "CLEAN UP" CLASS NOT OUTLAW. Meaning patch your car as it is needed.

- 1. Cars only but no full frame Imperials.**
- 2. The above Fair Class cage rules apply.**
- 3. No concrete.**
- 4. No kickers.**
- 5. No doubling of frames or body parts.**