2025
Limited Weld
Demolition Derby Rules

Subject to change by officials for safety and/or other reasons necessary

Please don’t push the "gray area" with welds or your own interpretations. If the rules don’t specifically say you can do it, then you can’t—no exceptions. If you’re unsure about something, please call.

1. All cars must pass inspection according to these rules.
2. Any car that the officials think is unsafe, will not be allowed to compete.
3. We accept any American-made car or station wagon.
4. No alcoholic drinks are allowed in the pit area due to state restrictions. Security will be strict, and there will be no tolerance for open containers.
5. NO Imperials, commercial vehicles, convertible frames, vans, trucks, or 2003 and newer Ford frame swaps.
6. All cars will be inspected before entering the arena.
    a. All winning cars will be inspected again before leaving the arena and receiving the payout.
7. All glass, chrome, plastic, mirrors, headlights, taillights, chrome rings, emblems, grills, and anything flammable must be removed. The driver's seat can stay.
8. Seat belts are required. You must have either a stock shoulder/lap belt or a racing lap belt. A 4-point harness is recommended. You must keep the seat belt on at all times unless told otherwise by an official.
9. A DOT-approved safety helmet is required and must be worn the entire time.
10. A fire extinguisher must be securely mounted and easy for the driver to reach.
11. If a car catches fire twice, it may be disqualified, at the officials discretion.
12. The car must always be able to stop. If the brakes fail, the car will be disqualified.
13. Car numbers must be at least 18 inches tall and in a clear, contrasting color. A roof sign is recommended. If you don't have a roof sign, make sure your numbers are on the roof and on both sides of the car.
    a. Roof signs cannot be used to strengthen the car.
14. No additional welding is allowed after the inspection.

Frame

Do NOT change, add to, take from or weld the frame at all unless it is allowed below.

1. You can cut the **front frame** to be flush with the front edge of the factory body mount hole or up to the core support if there's no body mount hole.
    a. Caddies must be 19" from the center of spring pocket and 69-72 cannot be cut down to the 2nd core support.
2. The lower core support must stay in its original position, either welded or bolted.
    a. If you weld the body mount, leave the remaining part of the body mount in place.
3. If you remove or change the core support body mount, you cannot compete.
4. All thread must only pass through the factory core support holes.
5. Factory seams can only be welded as allowed in these rules.
6. You can weld the frame from the back of the front bumper to the beginning of the A-arm mount. The welding can only be a ½-inch bead on the top and bottom of the frame from the control arms forward.
7. Do NOT shape the frame in any way.
8. Do NOT heat treat the frame. You will be disqualified.
9. Do NOT add fresh paint or undercoating to the frame.
10. You can notch or dimple the trunk area in four spots, but you cannot weld them shut.
    a. If you notch or dimple the frame, it can only be done on the back frame rails, behind the rear wheels.
11. Do NOT pre-bend the frame.
    a. Pre-Ran cars can dimple the humps to keep them from blowing out more.
12. <u>80s and newer</u> **except 03+**, you have 2 options: **no tilting 03+.**
    a. DO NOT cold bend in front of the transmission cross member. **Choose one method, not both**.
13. **Option 1** <u>Tilt at the crush box</u>. You may cut the 3 tabs free at the crush box, bend it down, and weld it back with no extra metal. The weld must be no more than ½-inch wide and no longer than 14 inches, you will cut any overkill welding with daylight holes.

14. **Option 2** Tilting at the cross member. You may cut a pie shape section at the cross member, bend it down, and weld it back with no extra metal. The weld must be no more than ½-inch wide and no longer than 14 inches, you will cut any overkill welding with daylight holes.
15. **Old Iron AND 03+ DO NOT tilt the frame.**
16. The only frame modifications allowed are the ones listed in these rules.
17. If there is any welding on the frame that is not allowed in the rules, **you must cut out a 3-inch section on either side of the illegal weld.** This applies to all frame parts.

Rear Suspension and Rear End

1. Suspension must have all stock parts.
2. You cannot change coil springs to leaf springs, or vice versa.
3. Leaf springs must be made from stock material.
    a. The springs must have a 1-inch stagger, with the main leaf being the top spring. The main leaf cannot be longer than any other leaf.
    b. You can have up to 7 leaf springs, but they can't be thicker than 3/8 inch and no wider than 2 ¾ inches.
    c. There can be 6 leaf clamps on each leaf pack. These clamps can be homemade but can't be longer than 4 inches, wider than 2 inches, or thicker than 1/4 inch. You can use two 1/2-inch bolts to hold the clamps together.
    d. Leaf spring hangers can be made from 2-inch by 6-inch by 3/8-inch thick straps. They must be mounted with one ½-inch bolt per frame rail (no welding). You can't pin this part of the frame; only the bolt can go through it. The hangers cannot extend past the top of the frame rail.
4. You can wrap one 3/8-inch chain per side around your axle to the frame hump. This can only go through the sheet metal directly above the hump. The chain links cannot be welded or bolted to the frame.
5. The only things allowed to raise the suspension are tires, springs, and spring spacers (spacers can't be bigger than the springs).
    a. No All-Thread shocks are allowed.
6. Rear-end control arms can be reinforced. **They must start from a stock set** but can be reinforced. They must attach to the stock suspension setup.
7. You can use a Watts link conversion kit. ***Pics on last page***
    a. The upper control arm bracket plate can be no larger than 6" x 10" x 1/4" and has to be bolted only with no more than four ½" bolts and cannot be connected in the middle in any way, **NO WELDING.**
    b. Bolts can only go through the package tray, not through the sheet metal.
    c. Lower mounts can only be 3" x 3" x ¼" maximum of 4" in length and can either be welded or bolted to the side of the frame using up to two ½ bolts with maximum 2.5" washer and must be located on the exact opposite side of the frame as the original brackets.
    d. No gussets or extra material can be added.
    e. All brackets must be in the same position as a car without the Watts link (for example, a 98-02 Ford must be mounted like a 97 Ford).
    f. All other brackets must be removed.
8. You can use any 5-lug or 8-lug rear end.
9. You can adjust the pinion angle.
10. You can have a welded, spooled, or Posi-track rear end.
11. The rear end cannot support the frame or body.
12. **No bracing is allowed within 8 inches of the axle flange.** It cannot reinforce the body or frame in any way.
13. Pinion brakes are allowed.
14. Sliders are allowed.

15. No axle savers.

Front Suspension and Steering

1. You can use aftermarket tie rods and ball joints.
2. The upper and lower control arms, struts, strut mounts, and spindles must be stock and in their original position.
3. Do not change how the steering parts are attached to the frame.
4. You can reinforce stock tie rods with 1” x 1” x ⅛” angle iron.
    a. No other parts of the front suspension or steering can be reinforced.
5. Ball joint sleeves-rings can be ½” bigger than the ball joint and 2” tall. These can only be welded to the control arm.
    a. Ball joints cannot be touching or welded to the frame.
6. The upper A-arms can be welded.
    a. You can only use up to two 3” x 4” x 3/16” thick straps per upper A-arm. The straps must weld to both the A-arm and the frame, and they cannot extend more than 1” past the widest part of the A-arm frame.
    b. If you swap the upper control arms, they must bolt on directly without any extra mounts.
    c. The A-arm must mount in its original position.
7. You can swap the steering box with other stock steering boxes.
8. The idler arm and center link must be stock.
9. Hubs must be stock for the spindle you are using.
    a. No aftermarket spindles, hubs, or rotors.
    b. Brake calipers must be stock for the stock spindles.
10. All cars must be able to stop at any time.
    a. If your brakes do not work, you cannot compete.
11. Spindles must be stock for the car class you are running, with no modifications.
12. The spindles must be factory and in the factory position. They must be original for a sedan, OEM.
13. Steering bump stops can be no bigger than a ⅜” bolt or ¼” cold roll and no longer than 4”.
    a. They can only be welded or bolted on one side but cannot be welded or bolted to the frame.

Tires and Wheels

1. No split rims, studded tires, or foam-filled tires.
2. Only stock wheels are allowed.
3. You can use lip protectors.
4. Wheel centers are allowed.
5. No bead locks are allowed.
6. Valve stem protectors are allowed.
7. Wheel weights must be removed.
8. You cannot change your tires after inspection without the official's permission.
9. No other reinforcements are allowed.

Bumpers

These rules are meant to help you mount your bumpers so they are less likely to fall off. If an official finds that your bumper doesn’t follow the rules, you can fix it to compete. If you don’t fix it, you will be disqualified. **Officials have the final decision.**

Any OEM car bumper or mass produced homemade made-to-look-like OEM bumper are allowed, but they must follow these rules.

1. Loaded stock bumpers are allowed, but they cannot be welded to the body.
2. Homemade bumpers are allowed.
3. Front bumper- 6” x 6” x ⅜” max square tube bumper is allowed, but it cannot stick out further than the width of the body.
    a. Tip on pointy bumpers must be the same height as square tube used with no taper.
    b. 14” maximum point from back of the bumper. Bumper point must be spread out over a minimum of 36”. If deemed unsafe you will cut it off. **Pic on last page**
4. Rear bumpers can either be factory or a straight 4” x 4” x ⅜” hollow square tube. **NO rear pointy bumpers.**
5. Bumpers can be cut to make room for the tires, but there can be no jagged or sharp edges after cutting.
6. Front bumper max height is 22 inches to the bottom of the bumper.
7. Rear bumper minimum height is 15 inches to the bottom, with a 5-inch tall rear bumper.
8. Bumper straps cannot be longer than 36 inches, and you can only weld 4 inches at each point.
    a. The maximum size for straps is 3” x ¼” thick.
    b. You can use 9 wire instead with no more than 6 wraps.

You have two options to mount the FRONT BUMPER Pick ONE, and follow it exactly:

Use the stock bumper brackets and shock tubes

- The brackets and shock tubes must stay factory for the car you are using and in the exact location as factory.
- Weld the first 10 inches of the brackets or shock tubes, measured from the back of the bumper.
- Do not add any extra metal.
- You are NOT allowed to swap bumper brackets or shock tubes/beams between different cars.

Replace the factory brackets and shock tubes

- Remove all the factory brackets and shock tubes.
- Weld a 14” x 4” x ⅜” maximum flat plate to the side of the frame. The plate must touch and be welded to the backside of the bumper.
- You can square up the end of the frame only enough to mount the bumper. If you need to cut the frame to square it, or if it’s already square, **call an official before you cut.**
- Bumpers can be mounted only within the first 6 inches of the main frame rail on both the front and rear bumpers.
- The bumper can only attach to the frame and the bumper itself.
- The frame rail must attach to the *outside* of the bumper. The frame cannot go inside the bumper or extend below the bumper like a shelf to the ground.

You have two options to mount the REAR BUMPER Pick ONE, and follow it exactly:

Use the stock bumper brackets and shock tubes

- The brackets and shock tubes must stay factory for the car you are using and in the exact location as factory.
- Weld the first 10 inches of the brackets or shock tubes, measured from the back of the bumper.
- Do not add any extra metal.
- You are NOT allowed to swap bumper brackets or shock tubes/beams between different cars.

Replace the factory brackets and shock tubes

- Remove all the factory brackets and shock tubes.
- Weld a 10” x 4” x ⅜” maximum flat plate to the side of the frame. The plate must touch and be welded to the backside of the bumper.
- You can square up the end of the frame only enough to mount the bumper. If you need to cut the frame to square it, or if it’s already square, **call an official before you cut.**
- Bumpers can be mounted only within the first 6 inches of the main frame rail on both the front and rear bumpers.
- The bumper can only attach to the frame and the bumper itself.
- The frame rail must attach to the *outside* of the bumper. The frame cannot go inside the bumper or extend below the bumper like a shelf to the ground.

Engine and Transmission

1. Any gas engine is allowed.
    a. You can swap engines.
    b. You cannot change or modify the firewall to fit a different engine.
    c. The back of the motor block (not the heads) must sit in front of the vertical part of the firewall.
    d. There must be a visible gap between the back of the motor block and the vertical part of the firewall. Inspectors will check for this gap.
2. Only lower cradles are allowed.
3. If you use a pulley protector, it cannot extend more than 4 inches past the balancer and cannot strengthen the car in any way.
4. Valve cover protectors are allowed but must be mounted only to the back of the head and stay within 1 inch of the valve cover.
    a. If using valve cover protectors on any engine, you must cut the firewall behind it.
5. You can use a 6” x 6” x ⅜” plate to mount the engine mounts to the engine saddle, you cannot weld to the frame rails, you will be required to cut if welded to the frame.
6. You cannot weld the lower cradle directly to the engine saddle.
7. Aftermarket engine mounts are allowed, as long as they don’t exceed the 6” x 6” x ⅜” size.
8. No mid plates, or distributor protectors.
9. You can run an engine halo to tie into stack protectors but it cannot go past stacks towards the rear of the motor.
10. BOP to Chevy adapters are allowed, but they can’t be more than ¼” thick and can’t extend past the mounting surface.
11. You can use aluminum or steel bell housings (e.g., JW, Nerat).
    a. If using a steel bell housing, you must cut out part of the firewall.
12. You can have a steel tail housing.
13. No transmission skid plates and aftermarket transmission pans.
14. You can have an **UPPER trans brace**, no lower. **OR** you can have an **aftermarket transmission case (e.g., Reid)** **<u>choose 1 not both!</u>**
    a. The upper half of the transmission can be covered, but it cannot connect to the lower half or the transmission pan. The trans pan cannot connect to the trans brace, steel bell, or lower cradle.
15. You can use the factory cross member that came with the car or a piece of square tubing (maximum size is 2” x 2” x 3/16” thick) with two 6” x 2” x 2” x ¼” thick angle iron to mount.
    a. It must be mounted within 6” of the factory mounting location.
    b. Only 1 piece of tubing, frame rail to frame rail and cannot be bent or manipulated anyway.
16. All transmission lines must be double-clamped or have crimped fittings.

Body Mounts

1. You can remove body mounts, but there must be a 1-inch gap between the frame and the body.
2. Spacer size can be 1” thick and 3” in diameter. You can use any material for the spacer, but NO WELDING.
3. Body mount washers cannot be wider than 3” in diameter.
4. You can replace body mount bolts with ⅝” bolts and 3” diameter washers.
5. You can remove the radiator support mounts and attach the radiator support solidly.
6. You cannot move or add any body mounts.
    a. If shortening the frame, you cannot cut past the front of the original factory body mount hole.
7. Chrysler cross members cannot be changed.

Hood and Trunk

1. The trunk lid and hood must stay in their original positions. The hood must be able to open for inspection.
2. If you cut holes in the hood, you can bolt them back together with ⅜” or smaller bolts and 1.25” diameter washers. You can use up to 8 bolts to hold the hood sheet metal together. You can cut multiple holes but do not use more than 8 bolts in total.
3. The hood can be secured with a total of 8 points: (2) 1” all-thread bolts at the core support, and 6 more spots.
    a. Only the (2) at the core support can go through the frame. The rest must go sheet metal to sheet metal and cannot be longer than 8” in length.
4. You can use a 6” x 6” x ¼” plate for each 1” all-thread bolt on the hood.
5. You can use 2” x 2” angle iron, up to 5” long. You can weld them to the hood and fender back-to-back, connecting them with only (2) ⅜” bolts. You can mix and match securement points, but you can’t use more than 8 in total.
6. You can fold the hood and trunk lid. The trunk lid must stay in its stock shape but can be folded in and kept clean.
7. The trunk lid can be secured with a total of 8 points:
8. You can use (2) 1” all-thread bolts welded to the side of the frame and up to the trunk lid with a 6” x 6” x ¼” washer on top.
9. The all-thread must be vertical, with no more than 4” welded, and cannot go further forward than the base of the humps.
10. Alternatively, the trunk lid can be bolted through the body mount with no more than (2) 3” x 3” x ¼” plates on each side.
11. To complete the 8 points for the trunk, you can use up to (12) 2” x 2” x 5” angle iron pieces. These can be welded to the trunk and fender back-to-back, connected with (2) ⅜” bolts.
    a. Alternatively, you can use (6) 2” x 2” x 5” flat straps or (6) ¼” x 5” cold-rolled round stock.

Body

You must contact the officials and send pictures before doing any repair.

1. You are allowed to crease body lines on fenders and rear quarter panels.
2. All fenders, quarter panels, and rear sheet metal above the bumper must stay in a vertical position.
3. No collapsing, wedging, dovetailing, or canoeing of rear quarter panels, trunks, or trunk lids.
4. You cannot weld any created seams.

5. You cannot weld any body sheet metal unless the rules specifically allow it.
6. Quarter panels must be present on the car.
7. You cannot change or double the rear package tray.
8. If you repair rust on the body or in the engine compartment, the repair can overlap by up to 2 inches and must use the same thickness of sheet metal. Do NOT cut out the rust!
9. You can repair the floorboards with sheet metal to mount battery boxes, gas tanks, etc. The repair can only overlap by 2 inches.
10. The floorboard repair refers to the area directly behind the crossbar, and does not include doglegs, wheel wells, firewalls, etc. It is for mounting equipment only.
11. You may fix rust on the trunk floor around the body mounts with the same thickness sheet metal. The repair must be no larger than 6" x 6".
12. If the frame has rust, you can fix it by cutting out the rusted section and welding in a patch from another car's frame. The weld must be a single pass with a maximum width of ½ inch, **no grinding.**
    a. **You must contact the officials and send pictures before doing any repair.**
13. You may cut wheel wells for tire clearance. Fenders may be bolted back together with (5) 3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support, do not exceed (4) 3/8" bolts with 1.25" washers to bolt back to the core support of the fender.
14. Wagons must remove all rear decking and seat components. All other rules above must be followed.
15. All front clips must mount in factory position with factory mounts. It must be family to family. (GM-GM FORD-FORD)

Doors

1. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. You may weld your doors shut with a maximum of a 3" x 3/16 inch thick flat strap or ½ cold rod as filler for the door seam. Do not overlap the strap or rod, or you will cut the welds.
3. You may smash the inner and outer skin together of the window opening on doors only and weld them solid. You may use the same filler as in welding the door seems but no longer than the window opening per door.
4. Driver's door and driver's side of the front windshield may have "netting" for driver's safety. NO other windows may have "netting".
5. You may "double skin" the driver's door for safety; however, it cannot exceed 2" past the footprint of the driver's door.
6. You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may only be 12" tall, and must not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam, either forward or backward.

Radiators

1. Only OEM-style passenger car radiators can be used. Aluminum racing radiators of the same style are also allowed.
2. The radiator must be attached to the core support. It must be mounted in a way that holds the radiator in place but does not strengthen the core support.
3. No radiator guards or spray foam can be used for protection.
4. You cannot add extra cooling capacity, but electric fans are allowed.

5. The front core support cannot be moved from its factory location. It must be bolted to the fenders exactly as it was from the factory.
6. Radiator core support seam welding is NOT allowed. Only small modifications for bumper brackets to mount the core support back into the original position are allowed, at the officials discretion.
7. Radiator supports cannot be welded to the frame, bumper brackets, bumpers, or any other part.
8. If you use a condenser to protect the radiator, it must be tied-wired or bolted with no more than 6 bolts (3/8" size) to the core support only.
9. You can use a 6-inch core support spacer, but it must be free-floating (no welding). The maximum size is 2" x 2" x ¼" thick.

CAGES & DOOR BARS

1. Door bars are required on both the driver's and passenger's sides.
    a. Use a minimum of 2" x 6" x ¼" square tube or 2" x 6" x ¼" C-channel.
2. The halo or uprights can be bolted or welded to the floor or frame.
    a. If bolting, use a minimum of four ¾" bolts per attachment point.
3. The cage material must be placed within the seating area, not inside the doors.
4. The total length of the cage cannot exceed 62". This includes side door bars, rear seat bars, dash bars, and the halo.
    a. All bars (halo, door bars, and down bars) must be inside or even with the dash bar and rear seat bar.
5. The dash bar must be at least 6" from the firewall at the center.
6. All bars must be straight.
7. Gussets are allowed on each corner.
8. There must be a 4" gap between the cage and all floor sheet metal, including the transmission tunnel (except for down bars).
9. You can have up to four down bars, two on each door bar side.
    a. Down bars must be vertical and not cover any body mounts. If your halo bar runs to the floor, it counts as two of your four down bars.
    b. All down bars may be welded to the sheet metal or frame.
    c. The maximum size for front down bars is 2" x 2".
    d. All down bars must stay within 62" and be attached to the side door bars, not going past the front dash bar.
10. You must have a vertical roll loop/halo, rear seat bar, or uprights. These must be behind the seat and above the rear seat bar.
    a. It is suggested that the roof bar be attached to the roof, but no more than 12 inches of the bar can be attached to the roof in the middle of the halo bar.
    b. The rear spreader bar upright post must be attached to the roof with a plate, welded, or bolted in. The max plate size is 10" x 10".
    c. The rear seat bar upright post must be mounted vertically and must be sturdy (e.g., gusseted).
    d. The rear seat bar must be bolted or welded to the doors/pillars on both sides.
11. Gas tank protectors are allowed but must be attached only to your rear spreader bar.
    a. Gas tank bars must be at least 4" away from all sheet metal and rear window bars.
    b. Gas tank protector can't be any wider than 36" inside diameter and still must remain 4" from any sheet metal.
    c. The gas tank protector must follow the angle of the rear seat sheet metal and cannot extend over the rear speaker deck (wagons do not have a speaker deck, so the protector cannot extend past the front of the wheel well).
    d. You can use one 12" horizontal gusset per side that connects the spreader bar to the protector.

12. If you have questions about the cage and safety, contact the Official.

Windshield Bars and Firewall

1. Firewall: You can lay the firewall flat by cutting reliefs and pounding it flat. If you shape or weld the firewall to reinforce it, any reinforced areas must be cut out. If you add any metal to the firewall, the car will be disqualified, and you will not be allowed to fix it.
2. You can cut the firewall to make room for the distributor.
3. Windshield Bars (for safety): All cars must have two windshield bars that extend from the roof to the firewall/dash.
    a. The bars can be no larger than 3” in diameter.
    b. No more than 6” of material is allowed on the roof and no more than 6” on the firewall.
    c. The bars cannot be connected to the dash bar, only to the sheet metal.
    d. The bars must be at least 16” from the pillars, and no more than 6” of material can be used on the roof or firewall, or you will be disqualified.
    e. You can connect the bars with up to two flat straps horizontally.
4. Rear Window Bars:
    a. Rear window bars can only have 4” of contact and cannot connect to each other or attach to anything except the body.
    b. The bars cannot extend more than 4” past the front trunk lid seam.
    c. The maximum size for rear window bars is 2” x 2” square tubing, 3” flat strap, or 2” x 2” angle iron (¼” thickness).
    d. Rear window bars should not extend past the speaker deck.
5. Window bars cannot be attached to the halo bar or any other cage components.

Fuel Tank, Fuel Lines, Oil Cooler & Transmission Cooler

1. The original gas tank must be removed.
2. Only metal marine-type tanks, metal fuel tanks, or derby-type metal fuel tanks are allowed, NO plastic boat tanks.
3. Maximum fuel tank size is 6 gallons.
4. Only gasoline is allowed; no methanol or alcohol fuels.
5. The fuel tank must be placed behind the driver’s seat or in the center of the car where the back seat was.
6. The fuel tank must be securely mounted using bolts, metal straps, or chains.
    a. No seat belts or pull tie straps are allowed for mounting.
    b. Fuel lines must run inside the car, not underneath along the frame.
7. The fuel line must be inside a protective line in the engine compartment.
8. Transmission coolers are allowed.
    a. These coolers cannot be used to reinforce the car.
    b. No bolts can extend through the frame to create a body mount.
9. If you're not using a gas tank protector, the fuel tank and transmission cooler must be at least 4” away from the rear sheet metal.
10. If using an electric fuel pump, you must notify the officials and have a clearly visible fuel cut-off switch for them to see.

BATTERIES

1. Batteries must be moved to the passenger front floorboard.
2. They must be securely mounted and covered, unless using a gel cell battery.
3. You can use up to two 12-volt batteries.
4. The battery box must be metal and bolted to the floor.
    a. Bolts cannot go through or around the frame.

    b. Seat belts or pull-type tie-downs cannot be used to secure the battery.
    c. Rusted-out holes in the floor sheet metal can be patched with sheet metal for mounting components or for driver safety.
5. You cannot patch clean, solid floors.
6. All body mounts must be visible.

03 and newer Fords

1. Aluminum cross members must be used.
2. Engines must be mounted using brackets that are not welded to the frame.
    a. Use a maximum of 6” x 6” x 12” x ¼” angle iron, and bolt them to the top two A-arm bolts.
    b. You can weld steel to these to create a surface for your motor mounts to weld to, but they must be separate and cannot connect together. This is for securing the motor, not strengthening the car.
    c. Or you can use an NLR bolt in cradle- Picture on the last page.
3. You can change the upper A-arms and spindles to a different stock set from a car that is allowed in this class.
4. You can use a Watts link conversion kit. ***Pics on last page***
    a. The upper control arm bracket plate can be no larger than 6” x 10” x 1/4” and has to be bolted only with no more than four ½” bolts and cannot be connected in the middle in any way, **NO WELDING.**
    b. Bolts can only go through the package tray, not through the sheet metal.
    c. Lower mounts can only be 3” x 3” x ¼” maximum of 4” in length and can either be welded or bolted to the side of the frame using up to two ½ bolts with maximum 2.5” washer and must be located on the exact opposite side of the frame as the original brackets.
    d. No gussets or extra material can be added.
    e. All brackets must be in the same position as a car without the Watts link (for example, a 98-02 Ford must be mounted like a 97 Ford).
    f. All other brackets must be removed.
5. All steering components must be completely stock.
6. **All 03+ must follow old iron rules**
    a. **No tilting**
    b. **Only 14” of seam weld behind the a arm**

REPAIR RULES

You must contact the officials and send pictures before doing any repair.

1. You can use up to eight 4” x 6” x 1/4” plates. These plates must be placed on the outside of the frame if you're using them there.
    a. The plates can be cut and shaped to your liking, but they must remain in one piece. Anything you cut off the plates cannot be used elsewhere.
    b. These plates can be used anywhere except inside the frame.
    c. If the plates are thicker or larger than allowed, you will be disqualified.
    d. Plates are only for pre-ran cars.
    e. A "Pre-Ran Car" is a car that has been used in a demolition derby heat or finale.
        i. Any type of race does not count.
2. If your frame is ripped, you must provide proof of the rip before welding it back together. You cannot add extra material and can only use a ½” wide bead of weld.
3. If the body sheet metal is ripped, you can patch it with sheet metal only.
4. The patch can overlap the existing sheet metal by a maximum of 2 inches and must be welded with a ½” bead of weld.

5. No cold bending is allowed to tilt the frame at the firewall on pre-ran cars.
6. You can pull down bellied-out cars, but they cannot go past the factory location/height.
7. No altering the crush box, including adding fix-it plates inside the crush box.

The officials must approve all repairs. Unapproved repairs will be removed, or you will not be allowed on the track. You must contact the officials and send pictures before doing any repair.

Tech and Officials Rules

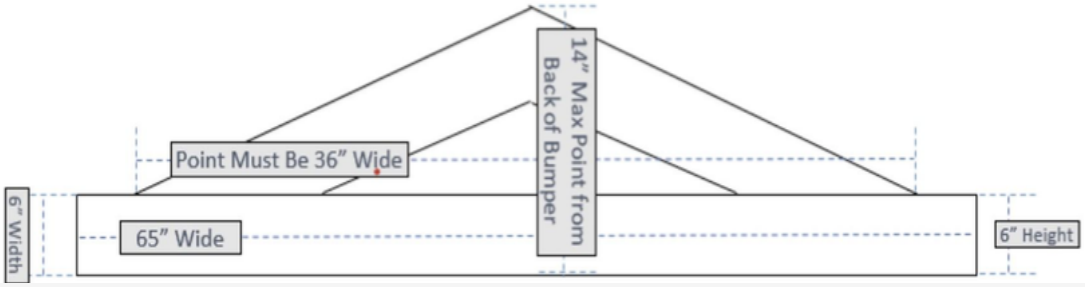
1. All cars and drivers must pass through the tech line to compete in the show.
2. If tech requires you to fix, alter, add, or remove anything from the vehicle, you must complete the changes and return to the tech line for re-inspection.
3. Multiple attempts to come through tech without completing required changes may cause disqualification.
4. The hood and trunk areas must be clearly visible for inspection.
5. Tech may require you to open these areas if needed.
6. Officials and techs have the final say in the interpretation of these rules, keeping in mind minimum safety requirements.
7. These rules, guidelines, recommendations, and regulations are meant to guide the sport. They do not guarantee safety from injury or death to participants, officials, spectators, or anyone else.

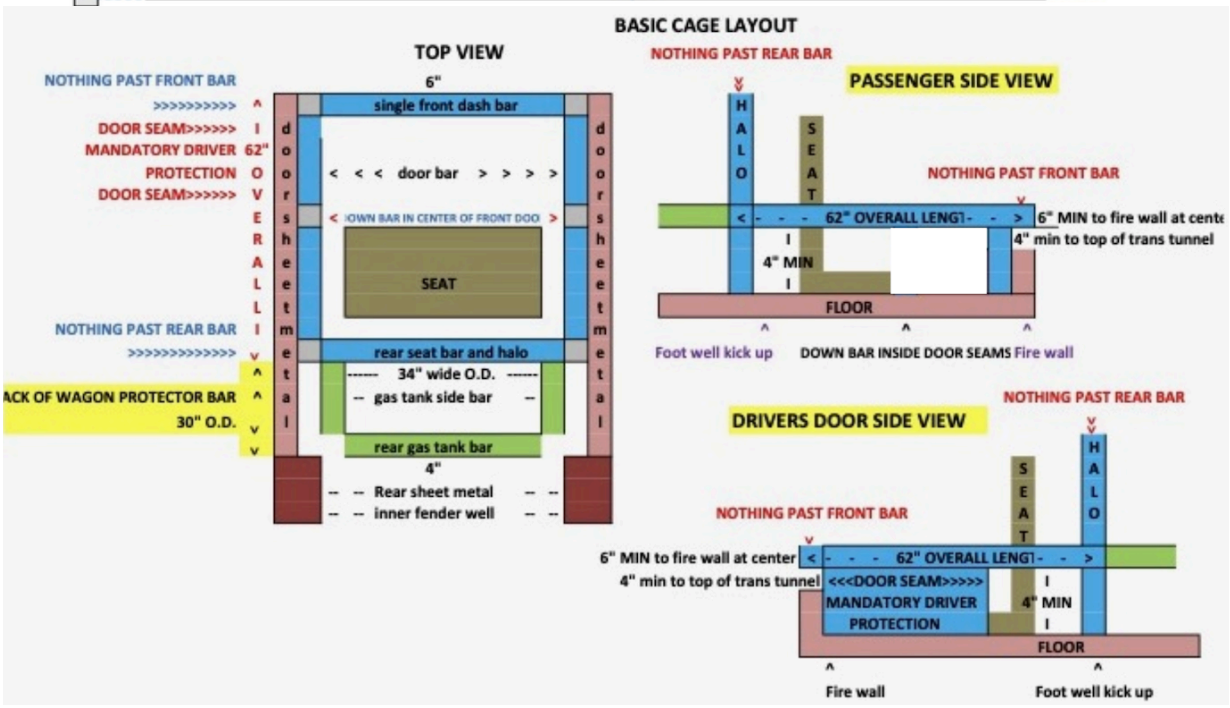
On Track Driver Rules

1. Drivers must be 16 years or older to compete. Drivers under 18 must have a parent or guardian’s signature, and both must show a valid ID.
2. Drivers must have a current, valid state driver's license.
3. Drivers must wear helmets and seatbelts at all times.
4. Drivers cannot remove their seatbelts or helmets or exit the vehicle during the event, unless there is a fire or other major hazard, and they can exit safely or are instructed to exit by an official.
5. Drivers must pay attention to officials, flaggers, and announcers in case of an emergency.
6. Failure to obey an official’s instructions will result in disqualification.
7. Driver's door hits are illegal. If officials believe it is intentional, the driver will be disqualified.
8. Repeated use of the driver’s door, either intentionally or unintentionally, as a defense strategy may also result in disqualification.
9. Continuation after fires, rollovers, or other emergencies will be determined by the officials decision at the time of the incident.
10. If you do not hit other cars under your own power every 60 seconds, you will be placed on the clock for elimination from the competition.
11. If officials suspect sandbagging, you will also be placed on the clock for elimination from the competition.

For any building-related questions contact Official Blaine (509)520-9333

Please don’t push the "gray area" with welds or your own interpretations. If the rules don’t specifically say you can do it, then you can’t—no exceptions. If you’re unsure about something, please call. Officials have the final say and will not tolerate any protests!


14" Max Point from Back of Bumper
Point Must Be 36" Wide
6" Width
65" Wide
6" Height


BASIC CAGE LAYOUT
TOP VIEW
NOTHING PAST FRONT BAR
>>>>>>>>>>
DOOR SEAM>>>>>>
MANDATORY DRIVER
PROTECTION
DOOR SEAM>>>>>>
62" OVERALL
NOTHING PAST REAR BAR
>>>>>>>>>>>>>
BACK OF WAGON PROTECTOR BAR
30" O.D.
6"
single front dash bar
door bar
SEAT
rear seat bar and halo
34" wide O.D.
gas tank side bar
rear gas tank bar
4"
Rear sheet metal
inner fender well
door sheet metal
NOTHING PAST REAR BAR
PASSENGER SIDE VIEW
HALO
SEAT
NOTHING PAST FRONT BAR
62" OVERALL LENGTH
6" MIN to fire wall at center
4" min to top of trans tunnel
4" MIN
FLOOR
Foot well kick up
DOWN BAR INSIDE DOOR SEAMS
Fire wall
NOTHING PAST REAR BAR
DRIVERS DOOR SIDE VIEW
HALO
SEAT
NOTHING PAST FRONT BAR
6" MIN to fire wall at center
4" min to top of trans tunnel
62" OVERALL LENGTH
<<<DOOR SEAM>>>>>
MANDATORY DRIVER
PROTECTION
4" MIN
FLOOR
Fire wall
Foot well kick up