



Monroe County Demolition Derby 2020

Full Size Stock Class Rules

July 4, 2020

EVENT RULES DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The Promoter shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

"IF RULES DON'T SAY YOU CAN, THEN YOU CAN'T"

Only 50% of your car can be painted black! NO All Black Cars! Every car must have a roof sign with a visible car number and the driver's door must be painted white!

Any American made full size car is eligible to compete EXCEPT for 73 or older Chrysler Imperials. 2003 and newer Fords. Hearses, Suicide Lincolns, 4x4's, Limousines, or checker cabs. Any parts being swapped from cars must be from the same era and must be GM to GM, Ford to Ford, Chrysler to Chrysler. If you have any questions text or call.

Body:

- A. Remove all glass, mirrors, chrome, plastic, and decking in wagons.
- B. Creasing is allowed on rear quarters and front fenders ONLY. Trunk and hood must be open for inspection. Quarters must stay in the vertical position.
- C. You may use (5) 3/8" bolts per wheel well opening with 3/8" hardware washers to hold sheet metal together.
- D. All body mounts must remain original factory with the exception of front 2 core support bolts may be replaced with 5/8" all thread max (may have a 4" max spacer of 2x2 that is floating, not welded between core support and frame) through hood with 4"x4" square plate 1/4" Max thickness as tie down plate on the hood (1 per side). You may also change back 2 body bolts with 5/8" max all thread from inside frame to top of the trunk pan. 4"x4" square plate 1/4" max thick plate on top of trunk pan. Any other broken body mounts may be replaced with stock body bolt (must use stock rubber body spacer with metal left stock in the stock manner they came don't flip bottom washers) or have #9 wire 2 strands ran through the body and frame.

E. Driver's door may be welded solid, all other doors may be chained or wired (4 places per door not around the frame) or you may weld door seams no more than 12" of weld, vertical seam only. 4" x 1/4" strap max. Don't weld the bottom of doors to the rockers in any way. Driver's door may have a door plate that is welded or bolted to the door (may not go more than 6" past seams). Door plate is mandatory if the car does not have a door bar!!!

F. All cars must have a Mandatory windshield bar, wire, or chain with no more than 6" of attachment to the bottom edge of window and roof that prevents the hood from coming through the windshield. Max 2 bars.

G. Places where the wire goes through the body may have a 1" hardware store washer, no bigger welded all the way around. H. No lacing of windows with wire or chain. No wire or chain to pillars or top of car I. Top of doors may be beat over and welded with (3) 1" welds.

Hood:

1. Must have a hole cut in each half of hood for safety, header holes are good enough.
2. May use (10) zip screws or (10) 3/8" bolts with 3/8" hardware store washer to hold hood bracing and sheet metal together.
3. Hoods can be secured shut (not including your 2 spots of 5/8" all thread) with ONE of the following:
 - a. (4) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 3/8" bolt through them.
 - b. (4) 3"x3"x1/4" plates with 5/8" all thread max. 4"x4" square plate 1/4" Max thickness as tie down plate for hood pins.
 - c. (4) spots of # 9 wire attaching hood to fender.

Sheet metal to sheet metal only for any of these methods.

Trunk:

- A. Must remain on hinges or run no trunk lid. Trunk must be open for inspection.
- B. The lid must stay on top of the rain rails. No more than 50% of the trunk lid may be bent down at a 90 angle toward the trunk floor.
- C. Must have 8"x8" inspection hole in the trunk lid. You may use (10) zip screws or (6) 3/8" bolts with 3/8" hardware store washer to hold bracing and sheet metal together.
- D. Trunk can be held shut with ONE of the following:
 - a. (6 spots) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 3/8" bolt through them.
 - b. (6 spots) triple stranded of # 9 wire with (12) 3/4 inch hardware store washer. Note: Wire must be sheet metal to sheet metal, NOT around frame
 - c. (6) 3/8" bolts with 3/8" hardware store washers through the rain channel

Frames:

- A. Stock frames. NO WELDING ANYWHERE ON FRAME (This includes seam welding)!!! All factory frame holes must be left open!!! NO EXCEPTIONS UNLESS RULES SAY YOU CAN!!!!
- B. No creasing or shortening of the frames, front or rear, with the exception of 80 and newer cars may shorten up to 1" in front of the core support mount. Old iron can square off frame in order to have a flat surface when hard nosing. If we think you cut more than what was needed to square frame off, you will not run!!!
- C. No tilting in any way.
- D. Frame can be notched but no pre-bending.
- E. Hump plates will be allowed. 3" wide X 12" long and ¼" max thick, placed in the middle of hump face only. No Shaping plates. NO cutting will be allowed after inspection. If plates too big, you don't run, NO REFUNDS!!
- F. You are allowed (2) 4"x 6" patches on frames; no more than a total of 2 patches per car (during fair season) and must have a 1" gap between the plates (that goes for fresh car or pre-ran car). If you have plates on your frame from past shows they must be cut off completely (no windowing), no weld or slag left on frame and must be painted white. No angle for patches. No overlapping, shaping, or bending of the plate, they must stay flat. This is not to be used as a gusset in any way. Patches must be painted white and declared. Pre ran cars may cut the frame and pull them back down (no more than a 1/2" max welds) but must use your 2 fix it plates where frame was fixed. Fords may cut the flap and reweld stock factory welds back only. Plate may be welded over top of flap but do not slide plate under the flap. Only cars that have ran our shows this year may fix their cars without being approved. Pre ran cars from another show must provide pictures and be approved. Tech inspection has final say on patches

Drivetrain:

- A. Any engine may be used in any make car.
- B. Lower motor mounts may be factory stock style (you may weld 1/4" 4x6 plate from cradle to cross frame) or run after market motor mounts. If you choose to run after market mounts, they can be no bigger than the stock mounts. No solid motor mounts factory or aftermarket.
- C. Lower mounts may be welded to cross frame only!
- D. You may use two 1/2" thick 7"x7" spacers to raise engine. If you need more than 1/2 to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only (example in Caddy, Mopar). Nothing to frame! No Exceptions!
- E. No protectors of any kind on the engine, or transmission. No steel bells or tail shafts. You may run an aluminum ultra-bell on automatics. Manual transmissions may run a blow proof bell housing. No additional bolts or welding permitted. Lower cradle with front plate and pulley protector allowed only (½" max). Cradle may not exceed past middle of engine block (where factory mounts would bolt to block) and may go no higher than the header flange, do not go past the back of the heads, and do not

touch the frame in any manner will be allowed. If your cradle has anything that goes under the front pulley; sway bar must be removed.

F. Any factory stock OEM car cross member or square tube no bigger than 2"x2". You may weld 2x2 angle by 6 in. to frame to mount cross member (6" away from the crush box). Do not bolt or weld to the floor in any way. If cross member is homemade it can be no longer than the one that came with that make or model of car and must be straight across.

Radiators:

A. Radiators must remain in stock location.

B. Any automotive type radiator or aluminum radiator may be used.

C. No mounts that strengthen the core support will be allowed.

D. You may run either a factory Condenser or a piece of expanded metal no wider than 32" and no thicker than 1/8" in front of your radiator. It can only be mounted with (8) 1" welds or (6) 1/2" bolts. No spray foam around the radiator.

E. Electric fans are allowed.

Rear end:

A. Rear end must be a stock 5 lug. Any gear. Any axle. No metal may be added to strengthen. You may weld new mounts onto rear end.

B. No Rear end bracing of any kind! Must be cut completely off!

C. No all thread on rear-ends.

D. Coil springs can be wired to rear-end and package tray tight. You may chain rear end, but chain must be loose and able to move freely on the rear end (NO bigger than 3/8" chain bolted together).NO Welding

E. Leaf spring cars must use only factory spring clamps and number of leafs. No flat leafs.

F. 98 and up Fords may move trailing arms inside of frame (Watt Links). You may use bolt in brackets to mount upper trailing arms. 5-5/8" bolts, nuts and washers max may be used per bracket. No welding washer nuts or bolts to package tray. Bolt in brackets may be no larger than 6"x12" max and 3/8" thick max. The bolt in brackets must be 2 separate brackets. The brackets may not be joined in any way or used to strengthen frame or body.

G. Lower trailing arm brackets may be taken from older Ford and welded in 1/2" max welds. You may use 3"x3"x1/4"x3" long max square tubing to mount lower trailing arms if you don't use the stock brackets from old Ford 1/2" max welds. Do not bolt all the way through the frame, only through one side (DO not use it as a pin or it will be removed).

H. You must use a factory car trailing arms to mount rear end (No 2x2). NO homemade trailing arms

I. Trailing arms may be shortened or lengthened (1" overlapped max) but may not be reinforced. This means no adding steel, material, substance or any kind of welding to them. You may use free floating washers on the bolts.

J. Each car is only allowed to have 4 trailing arms at a maximum.

K. Slider drive shafts are allowed. Pinion Brakes are allowed attached to center section only no excessive metal aiding in attachment.

Driver's Compartment:

A. NO CAGE INSIDE OF DOORS!

B. 4-point floating cage; dash bar, two side bars, rear bar. (4"x4" material max size) Optional side bars may be 2' x 6".

C. (4) 2x2 down legs can be attached to the frame but must be located no closer than 4" from the Box or S and no further back than 6" past door post. They can be welded to top of side rails only and must be straight up and down with no other plates aiding in attachment. (Any questions call)

D. Side bars can't exceed the dash bar, 60" max door bar length, rear bar 6" max behind driver's seat, and must be a minimum of 6" above the factory body mount height. Dash bar must be 5" from firewall and all bars must be 5" off the transmission tunnel.

E. You can weld the cage to the door post, cowl and steering column to secure cage. You may have 2 bolts or 2 pieces of all thread (5/8" all thread and washers max) from the cage to the firewall in order to hold firewall in place, but no Metal or welding to the firewall.

F. Gas tanks and batteries must be moved, safely secured, and covered.

G. Battery holder must be bolted to sheet metal or in the seat. Size of battery holder must be reasonable.

H. Gas tank protectors are allowed but must remain 6" from the rear firewall (Don't beat metal back) and no more than 30 inches wide, and in the center of the car (4" off the floor pan). Gas tank can be bolted to the floor if NOT attached to the cage. No bolts, all thread, or Metal is attaching protector to the floor. Pre ran cars must have a 4" gap between GTP and sheet metal before they will be allowed to run.

I. Steering column: After-market steering column allowed. No more than 2 knuckles in column. Steering wheel may be removable. No brackets to frame.

J. Roll over bar permitted. They may go to frame. No farther back than 6" from rear seat. It can be bolted to the roof with (2) 1/2" bolts. No using roof sign to connect cage to the body in any way!!!

K. Transmission coolers are permitted. Must be 6" above the floor if attached to cage or bolted to sheet metal floor only. May not strengthen car in any way. Must be covered or enclosed.

L. Floor shifters are allowed. Cable shifters allowed.

M. After market throttles are allowed, bolted to sheet metal or engine only.

N. After market brake systems are allowed. Maximum plate size is 17 inches long by 10 inches wide. Must be bolted to sheet metal only.

Bumpers:

A. Any factory car bumper is permitted.

B. Homemade bumpers are allowed with the following stipulations:

- a. A single pipe design no more than 7" by 7"
- b. No more of a point than that of a 1974 Impala bumper and must follow the same contour.
- c. Must be rounded on the ends. No rough or jagged edges.

C. You may bolt or weld bumper to a stock bumper shock (Maximum bolt size is ½") You may weld bumper shock face plate to the bumper (Front & Rear) no adding metal allowed You may weld bumper to frame (Butt weld only, NO adding metal.) NO WELDING OF BUMPER OR BUMPER SHOCKS/BRACKETS PAST FIRST 4" OF FRAME. If your car came with a bumper shock you must use the one that came with the car. If your car did not come with a shock(example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts or weld an impala cup in the stock manner onto the frame with a single pass of weld, only welding described above. Text with pictures about special cars to mount the bumper legally.

D. You may use 3" x ¼" flat strap (1 per frame rail front and back) to help hold bumper on no more than 4" back on the frame. This is the only added metal allowed when mounting bumper.

E. Stock bumper brackets must stay in the stock locations. No altering brackets, no rear brackets on front. NO homemade shocks or brackets, if it looks homemade in anyway it won't run. Do not move brackets back on the frame when squaring it off, they must stay in the factory location.

F. Maximum bumper height is 20" Minimum bumper height is 14" On a fresh car if the bumper is less than 14" off the ground due to sagging springs, the springs must be changed to meet the minimum height.

G. You can run #9 wire (3 wraps max) from core support to bumper in 2 spots. Nothing in front of the radiator.

Tires and Rims:

A. Any Tire and wheel combo. 14" to 16" tire. Must be pneumatic. NO split rims, bare rims or studded tires. No bead locks or fully plated wheels on the outside.

B. Full wheel centers are fine but must have a stock face of a wheel in front of it.

C. You may run small weld on lip rings no wider than 2". D. 1-inch lug nuts are allowed. Valve stem protectors ok.

Suspension:

A. All suspension must move front and back!

B. Factory stock only!

C. NO kicking front springs.

D. No strutting.

E. Stock steering components. No aftermarket ball joints, tie rods, or spindles. Tie rod adjuster sleeve seam maybe welded but no metal added. No wire, chain, or cable from spindles or tie rods to keep suspension held together.

F. You can swap new style a-arms with old style a-arms but must be bolted in the stock manner (Do not do anything to strengthen between the a- arm brackets)

G. You may use (1) 3" long ½" bolt per a-arm with hardware style washers to hold a-arm down. You may weld the bolt to the top of the frame with a single pass of weld (don't put it on the car in any way to strengthen the car or you will lose the bolt). A-arm must be loose when you come through inspection so it will move and prove it's not welded, and it can be tightened down after inspection. If you come through inspection and the a-arms don't move, you will lose the bolt and it will bounce! Don't weld them down

Repairs:

A. A pre ran bent rail or clip may be replaced using the butt-weld method. If replacing a clip, it must be done at the side rail or in the side rail. We will use a level to check for pitch. You may only reclip the front frame or rear rails of the car not both. Must be the same make, and model (example No 98-02 clips in an 88 vic) No clipping fresh cars

B. Body rust- If floor boards or body needs to be patched it must be done with same thickness sheet metal (20 gauge max). This means an actual hole all the way through the sheet metal (we need to be able to see it was rusted). Sheet metal may be overlapped by 1" max all the way around the hole. These repairs may be held in with (4) 5/16" bolts, (8) zip screws, or (4) 1" welds per 5"x5"sq. Only 1 of the 3 methods may be used to secure the repaired sheet metal into place.

C. Frame rust- you may repair 2 spots 3" x 3" max with no thicker than 1/8" material. May only be welded on 2 sides. If we don't see any rust, plate will be removed completely even if you cut into your frame.

Notes:

A. **Driver's only** allowed in inspection area no other crew allowed. You will pre-pay before inspection. If your car does not pass inspection with reasonable attempts, NO REFUNDS.

B. Once a car passes inspection the hood and trunk will be allowed to be fastened down.

C. Inspector's decision is final. Never assume, always ask.

"IF IT DOESN'T SAY YOU CAN THEN YOU CAN'T."!!

Drivers must wear DOT helmet, eye protection, long pants, long sleeve shirt and closed toed shoes. Fire suits are always recommended, but not required. Helmets stay on the entire time in car. Only get out of car if told ok to do so. Drivers must make an aggressive hit every 60 seconds.

Inspection will start approximately 3 hours prior to event. Inspection closes 1 hour prior to event start time. Please be on time as inspection will close without you. NO Exceptions!!!

Contact: Tyler Prather at (812)-606-2565

Inspection: Noon-6pm, Show starts at 7pm

Facebook: Monroe County Demolition Derby: Bloomington, Indiana