

# 2026 Bonestock Minivan/SUV Demolition Derby Rules

## General Preparation

- Any factory built minivan or mid-size SUV allowed. No full-size SUVs (**Example:** Suburbans, 04+ Durangos, Yukons, Tahoes, Expeditions, Excursions, etc.) If you have questions whether your vehicle fits criteria, call first!
- 4, 6, and 8 cylinder vehicles are allowed.
- No four-wheel-drive (4WD) or all-wheel drive (AWD) vehicles allowed. 4WD/AWD vehicles must have (1) drive axle disabled by removing driveshaft and/or axle shafts. Unplugging/switching 4WD control not allowed, mechanical parts MUST be removed to ensure no 4WD/AWD engagement.
- No full-framed cars, trucks, full size vans or full-size SUV's allowed.
- No T-tops or convertibles allowed.
- All interior plastic, upholstery, seats, trim panels, etc. must be removed. Nothing to remain in the bottom of the doors, trunk, or floorpan. This includes all carpet material. No broken glass inside of doors or other loose material anywhere inside the vehicle. Vehicle must be completely clean of loose debris.
- Front dash can remain in the vehicle or be removed. Any dash components or molding that can become loose must be removed. (**Example:** Radio, heater control, dash bezel, etc.) ● Driver door panel can be left in place or suitably replaced. Driver's door must have padding of some type.
- All outer hardware must be removed. (**Example:** All glass, door handles, mirrors, chrome, molding, fiberglass, etc.)
- All flammable material must be removed.
- ALL airbags must be completely removed. Only unplugging/cutting airbag wires is not allowed!
- The ECM/PCM can be relocated and secured. Securing engine computer may not strengthen vehicle in any fashion. Spray foam is okay to secure.
- All seats except the driver seat and the passenger seat must be removed from the vehicle. This includes all fold-down seats (**Example:** "Stow-N-Go" minivans). Rear seats must be completely removed from the vehicle. Area where seats were removed must also be empty and clear of material.
  - Drivers door must be painted white!
  - **DRIVERS-** Must wear long sleeve shirt or jacket, pants, close toed shoes. No exceptions. Must wear approved full face helmet and have eye protection.
    - If your helmet is not strapped right and comes off your stick will be broke off and you'll be done for the night.
    - A main power switch to turn the motor and fuel off must be located on or near the drivers side "A" pillar for track personnel to use in case of a fire. Will be tested during inspection.

## Body Preparation

- All cars must run a hood. Hood sheet metal must stay over top of fans.
- Hoods will be opened for inspection. Do not secure hood until after you pass inspection! ● Hoods may use (2) 1/2" bolts or hood pins to secure front of hood down. Bolts/pins may ONLY attach to the top layer of sheetmetal of the core support. May be welded or bolted through, use 1/2" store-bought washers to secure to core support. (1) 3" x 1/4" maximum washer may be used on top

of hood only per side. Bolts/pins may not pass down through top section of core support toward unibody or frame. Do not get excessive with welding or bolting! ● Hood securing locations must use double-strand #9 wire, cable, seat belt, or chain in a maximum of (6) locations. This will be done immediately after inspection when you line up in the staging area. If using pins/bolts in front locations stated above, these count toward (6) total securing locations. (2) securing locations may be to bumper.

- Tailgates & hatches may be secured shut using (1) of the following options, no combining securing options.
  - **Option 1:** Tailgate/hatch securing locations must use double-strand #9 wire, cable, seat belt, or chain in a maximum of (6) locations.
  - **Option 2:** Tailgate/hatch may be secured shut using 1/2" maximum bolts with corresponding store-bought washers. Bolts may be through tailgate/hatch and rear pillar or roof sheetmetal only.
  - **Option 3:** Tailgate/hatch may be welded shut using a maximum of (6) 4" X 1/4" maximum size square plates. Any other additional welding or material will be completely removed, do not get excessive!
- (2) tailgate/hatch securing locations may be to the rear bumper. Tailgate/hatch may also be completely removed. If you remove the tailgate/hatch, securing location options are also sacrificed. If tailgate/hatch is removed, (2) locations of double-strand #9 wire, cable, seat belt, or chain may be used in place of the tailgate/hatch.
- Hood and must have a minimum 12"x 12" access hole in them for inspection and safety.
- Creasing/body-shaping is allowed.
- Fenders and quarter panels can be cut away for clearance.
- Sunroofs must be covered, no exceptions.
- Driver's door can be completely welded shut. Other doors must use double-strand #9 wire, chain, cable, or seat belt in (6) spots maximum. All other doors may be welded closed using (2) 4" X 1/4" maximum square plates per vertical door seam only. Any other welding or material will be completely cut off, do not get excessive! If using weld, no other securing may be used anywhere on doors.
- Body mounts and bolts must be factory, no aftermarket bolts.
- No body seam welding. No other body welding is allowed at all unless it is specifically mentioned within these rules.

### **Steering & Suspension**

- No modifications to the steering or suspension allowed. Must be the OEM equipment for that vehicle. Do not alter or change to heavier/aftermarket parts.
- Control arms must be factory. No aftermarket control arms or added metal plates or welding.
- Struts must be factory. No aftermarket struts. Front and rear suspension must have bounce. ● No changing out the rear end components to heavier/aftermarket parts. Must be OEM parts only!
- Coil springs may be wired or clamped in.
- Leaf springs and shackles may not be changed or altered. No adding spring clamps! ● No aftermarket steering columns or gas/brake pedal setups. Stock to that vehicle only allowed. ● Inspectors may drill or unbolt as necessary if they think that something has been tampered with to ensure that all rules are being followed.

### **Brakes & Tires**

- Car must have working brakes at all times and have the ability to stop.
- Any tire/rim combo is allowed.
- (4) wheels max per vehicle, no dual tires.
- No split rims or studded tires
- Wheel weights must be removed.
- Tubes and outer tire flaps/skins are allowed.
- Valve stem protectors are allowed but must be deemed safe.

### **Frame / Unibody / Bumpers**

- No frame or unibody welding of any kind allowed.
- No filling frame or body holes with spray foam.
- Crush boxes are allowed to be removed.
- **Pre-Ran Vehicles Only:** You will be allowed (2) 4" x 4" x 1/8" "Fix-It-Plates" total. 1/2" weld bead width maximum, must have at least a 1/2" gap between plates, this also includes the welds. Do not add more than (2) plates per vehicle! Once these plates are welded on, you will not be allowed to remove/move them to run again in the future.
- If you have frame repair questions call Logan BEFORE you do the work or come to the show with instructions how to fix it.
- Several options for bumpers will be allowed:
  - **Option 1:** Any OEM automotive bumper is allowed. Loading bumper is allowed but must stay within factory envelope of the bumper. Bumper ends may be trimmed or folded around and welded. Seam welding is ok.
  - **Option 2:** A manufactured replica or aftermarket bumper is allowed, but may not be a steeper or more aggressive point than an OEM New Yorker "Pointy" bumper. Officials decision is final!
  - **Option 3:** A straight piece of 4" x 4" maximum square tube may be used, no wider than 6" past outside edge of frame on each side. Ends may not be angle cut or sharp. Ends may be capped.
- If vehicle did not originally come with bumper shocks, bumper shocks may not be installed or used.
- Bumpers may NOT have sharp points or protruding edges.
- 4" x 6" x 1/4" maximum plates may be welded on any (3) sides of the unibody/frame per side.
  - **Unibody vehicles:** Plates must attach to the bumper and cannot be touching or welded to the K-frame/engine cradle in any way.
- A 4" x 4" x 1/4" plate can be mounted flat to the back of the bumper on each side for mounting purposes. 1/2" maximum weld bead, do not overweld. Absolutely nothing can be inside the frame.
- No capping or welding factory frame holes closed other than stated above. Officials decision to drill frames to check inside areas or remove parts. If any added material/weld inside of frame is found you may forfeit competing in the event.

### **Drivetrain**

- Radiator must mount in factory location or be removed.
- Stock OEM style radiator only.
- NO homemade radiators or reservoir tanks allowed.
- Radiators can be spray foamed in place.
- Electric fans are allowed.

- Engine & transmission must be stock for the make and model of the car. ● Exhaust may exit down under vehicle past driver's area or straight up through the hood. ● NO engine/transmission cradles/braces allowed.
- Welded differential is allowed.
- Driveshafts/axles must be stock OEM.
- Stock motor mounts only. No aftermarket/solid motor mounts are allowed. Motor mounts can be secured by one of 2 of the following ways:
  - **Option 1:** (2) wraps of #9 wire around mount.
  - **Option 2:** A single loop of 3/8" chain with a single 3/8" bolt allowed but bolt/chain cannot be welded anywhere.

### **Cage/Drivers Compartment**

- A chain, strap, or single 4" x 4" x 1/4" maximum material will be allowed behind the driver seat from B-pillar to B-pillar UNLESS you have a 4-point cage.
- A single Rollover bar can be welded or bolted to the cage only, but not down to the floor. Bar must be straight down in 2 spots to the rear bar. Rollover bars cannot be more than 10" past the B-pillar. The rollover bar must be behind driver's seat. Rollover bar can be bolted or welded in (2) spots on the front side of the rollover bar to the roof only.
- Cages are allowed: 4" x 4" x 1/4" (or equivalent material **Example:** 2" x 6") maximum material allowed. Driver side door bar can be up to 12" tall material. A single down leg is allowed in the center of both front doors but can only be attached to sheet metal and not to the frame/engine cradle. Cage gusset bars only within the interior of cage. Cage cannot go further than 3" in front of the front door seams and no further than 10" past the B-pillar seam.
- Cage must be 5" off of the floor and cannot be higher than 5" below the window sill of the doors.
- Driver's door may be foamed for protection.
- Gas tank may stay in stock position if located in front of the rear axle. If gas tank is behind the rear axle it must be removed, and a steel tank or fuel cell must be used inside the vehicle. ● Fuel cells must be mounted inside the car in these ways:
  - **Option 1:** A tank tray may be built to attach fuel tank to. Tray must be no larger than the fuel tank. Fuel tank and fuel tank tray must stay 4" away from all sheet metal.
  - **Option 2:** Fuel tank may be bolted to floor in (4) locations minimum.
- Pump gas only. No exotic fuels allowed.
- Aftermarket and electric fuel pumps are allowed. An "ON/OFF" switch must be mounted to the left side of the steering column on the dash/dash bar with the "OFF" in the down position. ● If windshield is removed. Windshield protection cannot be attached to the cage or drivetrain in any way. Windshield protection may be used in (2) ways:
  - **Option 1:** (2) positions from roof to cowl of chain, cable, seat belt, or #9 wire.
  - **Option 2:** (1) 2" x 1/4" maximum flat-bar must be used. Bar must be mounted using a 3" x 3" x 1/4" maximum mounting plate on the center of the roof to center of the cowl and must be within 4" from windshield lip edge on roof and cowl, bar may be welded or bolted. Do not get excessive!
- (1) automobile type battery allowed. Battery must be relocated to front passenger seat or front floorboard area or mounted in a steel tray on cage away from doors. Battery must be securely fastened and covered.
- #9 wire will be limited inside the vehicle. Only (1) wrap per side in the back-seat area connecting the floor to the roof allowed.

- Driver's door protection is allowed to go up to 3" maximum past front door seams forward and 10" maximum past the B-pillar. The door protection overlap rule is for the outside of the door. If your door protection is inside the car then you must go by the cage rule. Driver door protection must be positioned in the middle of the door if it is located on the outside of the door (hip/abdomen height). If using separate pieces located inside the door, they must be 2 pieces built in an "X" fashion and attached securely using bolts, #9 wire, weld, or combination of all of these.
- **Driver door protection:** T-post is not allowed to be used as driver door protection. It is strongly suggested that drivers doors are foamed and have a plate on the outside if not running a cage. We cannot stress enough how important this rule is. If using channel, angle, or another similar material for exterior door protection, the ends of this material MUST be trimmed at an angle to stop ends from protruding and easily being ripped off or puncturing into other vehicles.

If your fresh car shows up over built you better be prepared to start cutting if you want to run. Any questions get ahold of Dan Weber at (906) 221-1091 or Danny Weber at (906) 282-9991

- Be safe and be aware of the safety of your competitors, all officials, pit crews, and volunteers. We want everyone to end this event injury free.
  - Have fun and put on a great show! Nobody likes a sandbagger!