

2021 Demolition Derby - Bone Stock Rules

Paoli Chamber of Commerce and T&E Promotions

General Rules

1. Do not try to go by your own interpretation. If it is not listed as allowed, it is not allowed.
2. Failure to abide by the rules, will result in disqualification. It is your choice.
3. **NO** black cars.
 - a. Dark cars must have contrasting letters/numbers.
 - b. **DO NOT** paint anywhere on suspension or frame. We will not even inspect your car.
4. Remove all glass mirrors and plastic. Remove all decking in wagons.
5. Any year - no imperials, limousines, or hearses.
6. **IF YOU RUN '03 FORD AND UP IT MUST HAVE A BOLT IN CRADLE, MUST RUN FACTORY STEERING.**

Competition Rules

7. Drivers must remain in the vehicle with helmet, seat belt, eye protection and steering wheel on until notified by an official that it is safe to exit the vehicle.
8. Driver's door hits are **illegal**. If the hit is deemed by the official to be careless or intentional, you will be disqualified.
 - a. If you use your driver's door as a defense, we will not enforce the rules.
 - b. If you use the door defense repeatedly you will be disqualified.
9. No hot rodding in the pits. Keep it at an idle.
10. Any open door will cause disqualification.
11. You are allowed one fire. A second fire will be cause for disqualification. You may return in later rounds.
12. Sandbagging is not tolerated and will be strictly enforced.
13. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
14. You must make an **AGGRESSIVE HIT every 60 seconds**.
 - a. You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up.
 - b. Hitters get more time than sandbaggers.

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15. This is not a team event; team driving will not be tolerated.
16. **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
17. Any questions, **CALL FIRST.** Do not assume anything.
18. The Officials' decisions are **FINAL.**

Body

19. No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming, or folding.
 - a. Deck and Hood must be 100% in stock location and open for inspection.
 - b. After inspection you may tuck trunk to the floor with one single 90° bend.
20. Wagons ONLY: if you remove your tail gate may have 6 places of wire (2 strands max), must be behind axle sheet metal to sheet metal only roof to floor.
21. Anything can be removed; **NOTHING** can be added.
22. All cars competing must *a/ways* have a hood on to run.
23. Fasten trunks, hoods, and tailgates in 6 places, 2 strands of #9 wire (Sheet metal to sheet metal only) or (6) locations using ½ bolts with store bought washers through the drip rail in the trunk. You may also use angle no longer than 2" long and a single ½" bolt to hold hoods shut.
24. Door seams may have no more than 6" of weld, vertical seam only. Driver's door may be welded 12 inches total on vertical seams only. 2" x 1/4" strap.

Body Mounts

25. You may have up to a 6" core support spacer (it may not be welded if metal).
26. If you choose to change your core support mounts with (2) of your threaded rods, you get 3 plates 1/4x 5"x 5" max, 7- 5/8 nuts, 7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.
27. Body mounts and spacers to remain stock and in place. **DO NOT EVEN TOUCH THEM!**
 - a. Exception: you may change a total of 6 body bolts out, with 5/8"x 30" long threaded rod max with 3 nuts, 3- 5/8 store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle

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pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside the frame. If they are broken or rusted out, a single piece #9 wire may be substituted. **ZERO** welding allowed us to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

28. No attaching body bolts to any part of the cage/roll over bar.

29. #9 wire or chain required in front windshield.

Frames

30. No hump plates.

31. You may dimple your rear frame rails only to achieve the frame to roll.

32. PLATE RULE on a pre ran your allowed 6 4x4 on a fresh your allowed 2 4x4 plates.

33. NO welding, bolting, wiring or adding any material/substance to strengthen frames.

34. At Inspectors' discretion frames will be drilled, wire wheeled or wiped down.

- a. Absolutely no painting or spraying any material on frames or welds. Cars will not be inspected.

35. No cold bending frames at all!! All frames will be checked with a straight edge.

Suspension & Steering

36. You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.

37. You may change coil springs to a stiffer oem passenger car spring. Leaf spring cars must run factory leaf spring no flat leafing. 4 clamps per side

38. You may use store bought spring spacers (no homemade spacers or spacers on top of the springs).

39. You may use a single strand #9 wires to hold the coil spring to the rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.

40. All suspension and steering must remain stock (Unless a modification is stated).

41. Aftermarket steering columns and shafts are allowed.

- a. These components may not strengthen the car in any way at any time.

42. Tie rods may be reinforced in only ONE of the following 2 ways:

- a. Sleeves may be discarded, and pipe/solid rod tapped can be put in its place.

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- b. Factory sleeves and ends may be welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store-bought washer may be placed over the stem of the tie rod and welded.
43. Upper A arms may be interchanged as long as they are able to be bolted on. You may cut/ trim to make fit but no welding on brackets etc. A-arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes.
- a. Example: 80-91 box for arms being installed on a 98-02. Cut the mounting bar out and trim the edges of the arms to get height.
44. Rear control arms may be changed but must be stock. You may shorten but max 2" overlap.
45. 98 up watt links conversion will be allowed only in the following way!!
- a. Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, and may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to the tow package and bolts may not stick through the body. Brackets may not strengthen the frame or body. NO WELDING AT ALL OF UPPER BRACKETS.
46. 98 up watt links LOWER BRACKET Conversion. Only 1 way will be allowed to mount the lower trailing arm bracket.
- a. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame may be used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

Drive Train

47. ANY drive train & transmission (manual transmissions allowed, no steel bell housings, no trans brace, no mid plates. You may run aluminum ultra bell.
48. You may run a basic front plate and lower engine cradle with pulley protector, but it must be mounted to the car with some style mounts.

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49. No engine chains, unless approved with pictures.

Rear Axle

50. Rear end brace will be allowed.

51. Any rear end.

52. Pinion brake is ok.

53. You may run 3/8 chain around the rear end back to the frame with only each end of the chain welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.

Driver's Compartment

54. 4-point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. max 60-inch cage over all measurements. 6-inch max, Must be mounted horizontally and 6 inches off floor. Gussets only in the interior of a 4-point cage.

55. Gas tank mounts may be welded to the back bar, but the bar and fuel cell/tank must be 4 inches from rear sheet metal.

56. Halo bars allowed 2-1/2 bolts with 1/2 washers to attach to the roof. The halo bar may only be attached to the back seat bar or sidebars, not to the floor.

57. Drivers' doors can be padded.

58. Gas tanks and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.

59. Nothing may be mounted in a way that strengthens the car.

60. Trans coolers allowed. Must be mounted inside a 4-point cage area. Or a cage must be tight to cage if mounted on the back bar.

Bumpers

61. You may hardnose front and rear bumpers if desired, but no shortening rear frame. Follow rules below if using a shock.

62. You may weld on any DI approved bumper (see below). Bumper brackets (in factory location) may be welded continuously to frame 4 inches from the back of the bumper

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only. In addition, you may put 4 one inch welds on the back side of the bumper bracket or to weld shock inside the frame (example Crown Vics).

63. You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hardnosed.
64. Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.
65. Bumper may not exceed 9"x9". - BUMPERS are interchangeable for all cars. -IF you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper
66. Bumpers must appear stock from the stands with no spike or protruding items.
67. If your bumper does not fit in a factory skin, it is too big.
68. You may weld the outer chrome skin to the bumper inner frame - Bumpers may be cut to keep them out of the tires/ no sharp ends. - Bumpers may be flipped (upside down).

Tires & Brakes

69. No tires taller than 30". 4 wheels max per car. No dual tires. - No split rims, studded tires or, you may use an aftermarket center with various bolt patterns, solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.
70. Valve stem protectors allowed. Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector. -Inner bead locks must not extend past the stock tire bead area, not to exceed 2 inches wide. 1-inch outer lip ring allowed on outside bead.
71. Doubled or foam filled tires allowed. - All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
72. You may not change tires after inspection, ride height will be measured with your competition tires only.
73. Simple rules, simple build, keep it that way. Again - do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed. If it does not say you can, YOU CAN'T!!