

# **2024 Garland County Fair Association Demolition Derby**

## **Rules and Regulations**

**Contact: Joe Turner 501-617-0480**

**Feature: Top 5**

**Top Feature: 3 places with checks**

**Heat Trophy-24 heat winners**

**Most Enthusiastic Driver 2 ½ ft trophy**

**Kids-Top 4 trophies youth compact**

**NO PASSENGERS!!!**

**50 cars or less, (will take max of 24 cars in feature heat).**

**60 cars or more, (will take max of 30 cars in feature heat).**

**There are only 16 winner trophies, the rest will be decided through consolation.**

**There are NO trophies for consi winners.**

### **Rules have been changed and added, please read carefully:**

- Total space at core 3" regardless of combination!
- 1/8-inch steel or ¼ inch expanded metal radiator guards covering the front of radiator allowed bolted in with no more than four 3/8 bolts one per corner.
- No point bumpers or point replicas on 03 up for 2024!
- Black cars allowed in 2024 but keep them looking good.
- Letters must contrast well!
- **MANDATORY ROOF SIGNS ARE REQUIRED (Minimum 16" X 16").**
- **NO ROOF SIGN... YOU WILL NOT RUN!!**

### **FRESH CARS:**

- Fresh cars are allowed 1 plate per frame rail 4x4x1/4. Your choice of placement.
- Up to ½ inch weld max.

**PRE-RUN:**

- 6 plates, 3 per frame rail, 4 x 4 x ¼ total on PRE-RUN cars. PLATE must be located where there is a visible bend.

**BUMPERS:**

- NO point bumpers or point replicas on 03 and up!
- Can NOT be more than 14 inches measured from the mounting surface to tip and must be minimum 32 inches.
- Wide at the base of the point so that the shape is very similar to a Chrysler point at most!
- IF NOT, YOU WILL CUT IT OFF AND PUT A NEW BUMPER ON!!!!

**DRIVER DOOR:**

- Drivers side only, door plate inner side allowed to ½ inch thickness MAX!!
- You may weld the door with up to 1/8" material. You will be allowed 10-inch MAX on VERTICAL seams only.

**PASSENGER DOORS:**

- You may weld doors with up to 1/8" material. You will be allowed 10 inches MAX on all passenger doors VERTICAL seams only.

**PATCH PLATES:**

- 6 total 4x4x1/4 THREE per rail after the car has run
- If you cut the plate at all, the drop must be thrown away
- The only plate manipulation allowed is a taco bend with NO cut!

**#9 WIRE**

- One place per window opening in the center of the car
- two wraps, 4 strands, with one 3/8 bolt per twist loop FRESH and an additional 10 spots, 4 wraps, 2 strands for repair once ran.
- No more unlimited for repair.
- Washers may be used no larger than a store bought 1' washer with 4 TAC welds.
- You may run 1 spot #9 wire vertical from rear end to frame per side nothing through the body.
- 4 loops, 8 strands together in center twist only.
- Floor shifters, headers, gas pedals, and brakes allowed.
- ALSO, solid rod steering columns are allowed, CLARIFICATION: No bolt on component may strengthen car. 6-5/8" max bolts and 3" washer max.
- Clutch pedal may be mounted to dash bar only.

- SFI aluminum ultrabell allowed racing production type only.
- NO derby purpose bells allowed; this is being allowed to accommodate.

### **03 and up RULES:**

#### **STEERING:**

- 03 and up factory rack and pinion must be run.
- NO more adding a steering system from an older car!
- 03 and up A-Arms must remain 03/11, they can be swapped to stamp steel from cast, but must be from that family of car.
- The bolt in metal assemblies used to mount the engine will still be allowed but can NOT tie to the frame in any way. This system may NOT completely wrap the aluminum cradle.
- There must be at minimum a ½ inch gap from this to the frame in any direction.
- The only mounting points allowed are the factory engine mounts and two rack mounting studs. This should only set on top and front side of the cradle, nothing excessive beyond engine mounting.
- If you get excessive, DO NOT BE UPSET when you have to cut on this component!

#### **SEMI STOCK RULES:**

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

**OR YOUR CAR WILL BE LOADED!!!**

- Do NOT paint anywhere on the suspension, frame, inside the body, or wheel wells... **YOUR CAR WILL NOT BE INSPECTED!!**
- Body component must be direct bolt up only. Must be factory hardware or equivalent in size 7-1/16, grade 5 bolts/nuts/washers.
- Remove all glass mirrors and plastic.
- Remove all decking in wagons
- Vehicles must be swept clean of all debris.
- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding. This means with wire.
- All body panels must remain in stock location.
- Deck and hood must be 100% in stock location.
- Window bars are allowed, 2"x 1/4 flat strap on windshield area, welded or bolt-on.
- Anything can be removed; NOTHING can be added.
- Hoods get one hood clip in firewall area and 2 core support rods any combination
- Sheet metal to sheet metal only.

## TRUNKS:

- You may weld twelve 1" x 2" x 1/8" straps or may use twelve 1/2 inch bolts plus 2 places for #9 wire.
- If you change trunk body mounts, these 12 straps may only connect from the lid to quarter top, 4 per car side, plus 4 along the speaker deck.
- Nothing beyond the tuck, inside the trunk, or in the taillight area!
- Fasten trunks before the show, but a 10-inch hole must be cut for inspection.
- You may choose the bolt or weld method, but not both!

## HOODS:

- Hood must be 100% in stock location.
- Hoods attached in 6 spots 5/8 bolt max if you choose to change the core support body bolts with all thread those count as two of your attaching points.
- Do not weld hood except 4-1/2" tack welds per washer.
- 5x5 washers max or hood clips allowed, no pre-welding washers for #9 wire used period.
- If the washers are used for anything but securing the hood, they will be cut off!

## CORE SUPPORT AND BODY MOUNTS:

- You may add a 3" long tube 2 inch outside diameter for core support spacer any larger will be cut out completely. This means 3 inches of space TOTAL, not 3" of tube plus body pucks or other nuts, washers, etc...
- If we feel the car has been tilted, cold bent, or otherwise you will be loaded!!!
- If you choose to change your core support mounts with 2 of your threaded rods, those are counted as two of your body bolts.
- You get 3 plates 1/4 thick, 5x5 max, OD 7- 3/4 nuts, 7- 3" OD max, 1/8 thick washers per threaded rod core.

## SUPPORT ONLY:

- Body mounts and spacers to remain stock and in place. **DO NOT EVEN TOUCH THEM!!**
- Exception, you may change a total of 6 rusted body bolts out, with 5/8" threaded rod with 3 nuts, 3 5/8 store bought washers and 3 5x5 1/4" thick plates per rod.
- These bolts cannot pass through any cage material or anything other than the top side of the frame and top of the floor surface **no exceptions.**
- They must also be through an existing body mount, no choosing holes and removing a body bolt!
- If you choose a 3/4 rod may be used for the core support rod, but they must be used for two of your hood bolts and the remaining 4 bolts must be 5/8.

- Must be straight vertical rod only, no bends or angle pieces.
- Must have 1 inch rubber or metal spacer, no larger than stock body pucks and all bottom nuts must be inside frame.
- If they are broken or busted out, a single piece #9 wire may be substituted.
- ZERO welding allowed to mount this rod.
- #9 wire or chain required in front windshield.

#### **FRAMES:**

- **NO frame manipulation** in any way this will be left to the judge's discretion, so be careful before you pressure or bend.
- You may dimple your rear frame rails in place of trunk notch only no hump creasing.
- NO welding on frames allowed.

#### **SUSPENSION:**

- The front of the car can be no higher than 22" to the bottom of the frame measured at the bumper and the rear can be no lower than 16" to the bottom of the frame measured at the rear body mount.
- Can run any A-Arm must bolt up no modifications.
- A-Arms may be welded with two plates per arm 2x3x1/4 inch for holding suspension only!
- Any automotive ball joint, no aftermarket ball joints.
- Bolt on pinion brakes allowed.
- ONLY the stock engine mounts may be welded to k member.
- You may use two 1/2" thick 6x6 flat spacers to raise the engine. Or if you need more than 1/2 inch to raise engine to clear steering components and may not exceed rubber mount area. You may extend off the back of the cradle, but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar).
- No tranny protectors, stock mounting only, stock cross members bolted to the mounting points only.
- May use 2"x3"x6" 1/4 angle. If relocating (2-1/2 bolts per side to mount angle to frame or it may be welded to the side of frame).
- You may weld rear end gears and mount tabs only.
- Rear end swaps allowed, no bracing, no welding, and no re-enforcement.
- Mounting tabs may be added to the rear end or watts conversions may be bolted on only if using an aftermarket conversion kit, may NOT be pinned through both sides of the frame!
- If you use a factory lower bracket you may weld bracket and bracket only to the frame!

- If watt converted the factory watt arms may not be used in addition to the conversion arms.
- Conversion arms may only be stock trailing arms, no tube or manipulating, only a 1-inch overlap! If you do not convert you may double factory watt arms.
- Any rear end may be used, but the tabs may be tubed, but automotive ends only, no heim.
- You may change coil springs to a stiffer OEM passenger car spring. Front springs in the front, rear in the rear, no swapping locations.
- ALL suspension must remain stock. ZERO aftermarket parts.
- You may change upper A-Arms to stamped steel from the cast arms on Ford's.
- Rear control arms may be changed, but if shortened or length added no more than 1" overlap.
- You may use (store bought spring spacers, no homemade spacers on top of the springs).
- You may use 3/8 chain and one 1/2" bolt, one wrap to hold coil spring to rear end and leaf. Sprung cars may use 4 single strands #9 wire as leaf clamps.

#### **DRIVE TRAIN:**

- (2) 3/8 threaded rod two 3" wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.
- ANY drivetrain and transmission, manuals allowed.
- ABSOLUTELY NO BRACING OF THE REAR END HOUSING, THE ONLY WELDING ALLOWED IS TO ADD MOUNTING POINTS!!
- You may have 2-5/16 chains, 1 per side attached from block or headers to engine frame mount, not to frame or k member. Nothing excessive only for safety.
- You may swap engines, ie...Chevy in a Ford.
- Slip shafts allowed at all shows.
- Stock OEM rubber motor mounts to mount engine.
- Lower cradle is accepted 1/2" max on metal thickness.
- Pully protectors are accepted, but absolutely **CANNOT** touch or be welded to sway bar!!

#### **DRIVERS COMPARTMENT:**

- 4-point square cage only, 1 down tube in the center of each front door.
- DO NOT POUND floor down to the frame when mounting the body, it must have a clear gap between it and the frame directly under any cage bar welded to sheet metal only, nothing to the frame.
- Max 60-inch cage over all measurement. 6-inch max.
- Must be mounted horizontally and 6 inches off floor.

- Gussets only in interior of 4-point cage.
- Halo bar allowed 2 ½ bolts with ½ washers to attach to roof, only to back seat bar or sidebars, not to floor.
- Gas tank mount may be welded to back bar but must be 6 inches from rear sheet metal. No wider than 24”.
- We will not allow rear seat areas or wagons to be filled in the back seat area with gas tank protector! This is a mount only!
- Drivers’ door must be padded.
- Gas tank and max two batteries must be moved and secured. Tank behind the seat.
- Batteries centered in the passenger front floor using the box or boxes to strengthen the floor will get you loaded.
- Trans coolers allowed. Must be mounted inside 4-point cage area, or on cage.
- Must be tight to cage if mounted on back bar.

#### **BUMPERS:**

- You may weld rear bumper straight to frame or follow the rules for the front bumper if using a shock.
- You may weld on any bumper, (must appear automotive and no points beyond factory sec, see new rule).
- You may weld bumper brackets (in factory location) to frame 4 inches from the back of bumper, in addition you may put 4-1 inch welds on back side of bumper bracket or to weld shock inside frame (example Crown Vics).
- You may shorten up to an inch in front of the core support to be hard-nosed, but nothing cut off beyond the front body mount. If you have a hard nose, no shock allowed inside the frame.
- If your car did not come with a (this section is for old iron shows havoc is 80 up) shock (example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts, only welding described above.
- Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold the bumper.
- You may hardnose old iron also, but no bracket or shock used at all.
- Only weld a single pass to bumper max ½ inch wide
- The only frame cutting you can do is square the end from bumper fit, no welding 4 inches back if you choose this method.
- Any tire wheel combo bead locks must be on inside and no larger than 2” larger than total rim size.
- Bead protectors okay, but in bead area only.
- Brakes MUST work!

- Only welding allowed is doors, bumper, engine mount, cage and rear end gears!