

Mike's Crash-N-Bash



Demolition Derby

Full Size Car Rules

These rules are meant to provide safe orderly conduct of racing events. All participants are to follow these rules. These rules are intended as a guide for the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

Read all rules carefully and follow them! Don't twist or bend any of these rules in any way. If it doesn't say you can do it, don't do it. Don't assume you can change them. Don't bring a vehicle built any more than what is listed in the rules or **YOU WILL NOT RUN.**

Do not read anything into these rules, JUST READ THE RULES! If it doesn't say you can, YOU CAN'T!

OFFICIALS DECISIONS ARE FINAL!

DRIVER ONLY FOR CAR INSPECTION NO PIT CREW MEMBERS ALLOWED!!!

- **WHEN ENTERING PITS YOU ARE TO UNLOAD CAR AND BRING TO INSPECTION IMMEDIATELY, UNLESS WORKING ON CAR!!!**
- **NO IMPERIALS, SUICIDES, SEDAGONS OR CHECKER CARS**
- Year 08 and back vehicles.
- All cars must have contrasting letter/number.
- Remove all glass, mirrors and plastic. Remove all decking in wagons.
- **NO painting at all on suspension or frame. If painted you WILL NOT RUN.**
- Drivers must remain in vehicle with helmet, seat belt, eye protection and steering wheel on until referee says safe to exit.
- Driver's door hits are illegal. If the hit is deemed intentional, you will be disqualified.
- **Using driver's door (aka. pulling driver's door) for defense is illegal. If you repeatedly use door as defense, you will be disqualified.**
- You are allowed one fire but a second will result in disqualification.
- **Sandbagging is NOT tolerated and will be strictly enforced. Locking up brakes prior to a hit for anything other than driver's door will result in DISQUALIFICATION.** The fans pay to see a show. SO PUT ON A SHOW!!!
- **TEAM DRIVING WILL NOT BE TOLERATED.**

ABSOLUTELY NO ALCOHOL OR DRUGS ALLOWED IN PITS. This includes pit crews. If you or any of your crew is caught with any, you will be disqualified.

1. **ZERO CREASE ENHANCEMENT. ZERO SHEET METAL OR FRAME SHAPING, FORMING OR FOLDING.**
2. Deck and hood must be in 100% stock location and open for inspection. After inspection you may tuck trunk to the floor with one single 90 degree bend. Wagons ONLY if you remove your tailgate you may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.
3. Anything can be removed NOTHING CAN BE ADDED. All cars competing must have a hood on at all times to run. Any car with a sunroof must be covered with metal.
4. Fasten trunks, hoods and tail gates 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.
5. Door seams may have no more than 6" of weld, vertical seams only. Drivers' door may be welded 12" total on vertical seams only 2" by ¼" strap.
6. Window bars must be no bigger than ¼" by 3" wide MAX.
7. **Radiator guard may be 3/16" thick MAX. May run aluminum air conditioning condenser IN PLACE of radiator guard.**
8. You may have up to a 4" core support spacer, 2"x2" tubing MAX (it may NOT be welded if metal.)
9. **If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates ¼"x5"x5" MAX, 7- ⅝" nuts, 7- 3" OD MAX ⅝" thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed this will count as 2 of your 6 body mount plates. MAY NOT BE WELDED IN ANYWAY! NO METAL MAY BE ADDED TO CORE SUPPORT FOR ADDITION STRENGTH. Body mounts and spacers are to remain stock and in place. DO NOT EVEN TOUCH THEM! Exception, you may change a total of 6 body bolts out with ⅝"x30" long threaded rod MAX with 3 NUTS TOTAL. NO EXCEPTIONS! 3- ⅝" store bought washers and 3- 5"x5" ¼" metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece of #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire. No attaching body bolts to any part of cage/roll over bar.**
10. #9 wire chain required in front windshield.
11. **On a FRESH CAR you may put 4 plates, 4"x4"- ¼" thick and must have 1" between plates. On a pre-run car you may put 6 plates. NO EXCEPTIONS!**
12. You may dimple your rear frame rails only to achieve the frame to roll.
13. **No welding, bolting, wiring or adding any material/substance to strengthen frames. AT INSPECTORS DISCRETION FRAMES MAY BE DRILLED, WIRE WHEELED, OR WIPED DOWN. ABSOLUTELY NO PAINTING OR SPRAYING ANY MATERIAL ON FRAMES OR WELDS. CARS WILL NOT BE INSPECTED!**
14. **NO COLD BENDING FRAMES AT ALL!** All frames will be checked with a straight edge.
15. You may have 1 3"x6" plate for bumper mounting per frame rail. This is allowed on front and rear.
16. OEM cross member OR 2"x2" a straight piece of square tube. May weld a piece of 3"x3"x6" angle to frame to aid in attaching cross member only to side rails.
17. Bumper shock must be Era specific, model specific. (Ex. metric for to metric ford).
18. You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.
19. You may not have a wishbone if your car did not come factory with them. (Ex. 98-02 may not use a box ford wishbone).
20. You may change coil springs to stiffer OEM passenger car spring.
21. OEM style replacement ball joints only.
22. You may use store bought spring spacers (no homemade spacers or spacers on top of the springs).
23. You may use a single strand of #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands of #9 wire as a leaf clamps per spring stack.
24. All suspension and steering must remain stock (unless modification is stated).
25. Aftermarket steering columns and shafts are allowed. These components may not strengthen car in anyway at anytime.
26. Tie rods may be reinforced in only 1 of the following ways! Sleeve may be discarded and pipe/solid rod tapped can be put in its place, OR Factory sleeve 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.
27. 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. (Ex. 80-91 box ford A-Arms

being installed on a 98-02). Cut the mounting bar out and trim the edges of A-Arms to get height.

28. Rear control arms may be changed but must be stock.
29. Rear control arms must be OEM but may be boxed in or doubled.
30. You are only allowed to have 4 control arms MAX.
31. 98 up watt links conversion will be allowed in the following way! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x12"x $\frac{3}{8}$ " thick max 4- $\frac{5}{8}$ " bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru body. Brackets may not strengthen frame or body. **NO WELDING AT ALL OF UPPER BRACKETS.**
32. 98 up watt links LOWER BRACKET conversion. Only 1 way will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3"x3"x $\frac{3}{8}$ "x3" 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 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.
33. 03 Engine Cradles may **NOT** be welded to the frame in any way (if found to be welded you will **NOT** get the option to cut). **MUST BE ON RUBBER MOUNTS.**
34. May only mount to top 4 cradle bolts, may only go past cradle bolts 3" MAX. (Ex. Budde Metric Cradle or "Big Show" Cradle).
35. Any drive train & transmission (manual transmissions allowed, only stock tail housing, no trans brace, no mid plates, OEM transmission case only).
36. You may run a basic front plate and lower engine cradle with pulley protector, but it must be mounted to the car with OEM style mounts. Nothing can attach cradle to bell, brace or tail. Side Bars on cradle may **NOT** be longer then back side of motor mount.
37. No engine chains, unless approved with pictures.
38. No halo/carb protectors
39. Rear axle but must be hung with factory type control arms.
40. Rear end brace will be allowed.
41. Pinion brace is ok.
42. You may run $\frac{3}{8}$ " chain around 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. **NO EXCEPTIONS!**
43. No all-thread shocks.
44. 4 point square cage only 1 down tube in the center of each front door welded to sheet metal **ONLY** nothing to frame. **MAX 60" CAGE OVER ALL MEASUREMENTS. 6" MAX.** Must be mounted horizontally and 6" off floor. Gussets on in interior of 4 point cage.
45. **GAS TANK MOUNT MAY BE WELDED TO BACK BAR, BUT BAR AND FUEL CELL/TANK MUST BE 4" FROM REAR SHEET METAL. SEE BELOW MOUNTING FUEL TANK/CELL TO FLOOR.**
46. Halo bar allowed, 2- $\frac{1}{2}$ " bolts with $\frac{1}{2}$ washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars not to floor.
47. **DRIVERS' DOOR MUST BE PADDED.**
48. **GAS TANK AND BATTERY MUST BE MOVED AND SECURED. TANK BEHIND THE SEAT. BATTERY CENTERED IN THE PASSENGER FRONT FLOOR. 24" WIDE MAX. ONE BATTERY ONLY!**
49. Nothing may be mounted in a way that strengthens the car.
50. Trans coolers allowed. Must be mounted inside 4 point cage area or on cage must be tight to cage if mounted on back bar.
51. Down bars must be in center of front doors, mounted only to top of floor pan welded to sheet metal only. 2"x4" max tubing (if you beat floor pans down you will cut them loose).
52. **You may hard-nose front and rear bumpers if desired, but NO shortening rear frame.**
53. You may weld on any DI approved bumper (see below). Bumper brackets (in factory location) may be welded continuously to frame 4" from the back of bumper **ONLY**. In addition you may put 4- 1" welds on back side of bumper bracket or weld to shock inside frame (Ex. Crown Vics).
54. You may shorten 80 and newer fords up to an inch in front of the core support mount, you may also be hard-nosed.
55. Call with special cars to mount bumper legally. Rear brackets on rear end front brackets on front or you may chain 2 pieces of chain per side **BOLTED** from mount to mount to hold on the bumper.
56. **FRONT BUMPER HEIGHT MAY BE NO MORE THAN 30" FROM GROUND TO TOP OF BUMPER MEASURED FROM THE CENTER OF THE BUMPER. ABSOLUTELY NO EXCEPTIONS!!!**

57. **REAR BUMPER MUST BE NO LOWER THAN 14" MEASURED FROM THE GROUND TO THE BOTTOM OF THE FRAME AT THE REAR BODY MOUNT.**
58. Bumper may not exceed 9"x9".
59. Bumpers are interchangeable for all cars.
60. If you start with stock replacement bumper you are allowed to re-enforce inside of bumper.
61. Bumper must appear stock from the stands with no spike or protruding items.
62. If your bumper will not fit in the factory skin, it is too big.
63. 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).
64. No tires smaller than 30". 4 wheels max per car. No dual tires. No split rims, studded tires or 100% solid wheels, you may use aftermarket center with various bolt patterns, solid centers are fine. Welds must be approved by officials on rear tires.
65. Stay off the area of the rim the tube touches except to weld your center to the rim.
66. Valve stem protectors are allowed. Valve stem protectors may not extend more than 6" from the valve stem. Not allowed to be a rim protector.
67. Doubled or foam filled tires are allowed. All cars must be able to demonstrate the ability to stop at anytime. **If your brakes do not work you will not compete.**
68. You may **NOT** change tires after inspection, ride height will be measured with your competition tires **ONLY**.

Simple Rules! Simple Build! Keep it that way!

DO NOT GET CREATIVE OR READ INTO THESE RULES!!!

Let's get back to the basics! **If not clearly described above, IT IS NOT ALLOWED! IF IT DOESN'T SAY YOU CAN YOU CAN'T!!!**

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You will be given the opportunity to correct items on your car. Each car gets a **MAXIMUM OF 2 TIMES THROUGH INSPECTION. ONE RE-INSPECTION!** Cars will be impounded after inspection and put in designated car staging area. Once car is impounded it **MAY NOT** be moved. **No further work will be allowed!** Cars will **NOT** be allowed to return to trailers once inspection is passed. Do **NOT** go to inspection line if you are not done preparing your car. **ANY ADDED OR WELDED METAL PLATE/ROD OR MATERIAL NOT SPECIFICALLY COVERED IN THE RULES WILL BE REMOVED COMPLETELY AS WELL AS THE SURROUNDING METAL.** Don't do it or your car will be weakened.

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ARGUING OF ANY KIND FROM DRIVER OR PIT CREW/MEMBERS WILL RESULT IN AUTOMATIC DISQUALIFICATION OF DRIVER!

Contact Mike Coomer (270) 604-1344 or (270) 269-6428 with any questions!