



2020 Limited Weld Demolition Rules

These rules specifically state what can be done to the vehicle. There are no gray areas. If it doesn't say you can, then you can't. If there is a discrepancy in the rules, common sense will apply.

DRIVER QUALIFICATIONS

1. Complete Demo Derby Driver Application.
 - a. If submitted 2 weeks prior to show (by 4/24/20) and driver shows up with qualified vehicle that competes, you will receive \$200. (check will be mailed/submitted to driver by COB no later than one week after event).
2. Valid picture ID is required at registration.
3. All drivers must be 16 years or older. Those drivers under the age of 18 years must complete and submit a signed waiver by parent or legal guardian.
4. W9 required upon registration (attached to application).
5. Driver must be checked-in and car ready and inspected by 6:15 p.m. Pre-race drivers meeting will be held in the pits at 6:30 p.m. Drivers and pit crew are required to attend.
6. Alcohol and drugs are not permitted in the pits. Any driver suspected of being under the influence or found to be consuming, will be disqualified immediately.

A: COMPETING MODELS / ELIGIBILITY

1. No '73 or older Imperials or commercial vehicles allowed (no Herse no limos).
2. No mini vans, SUVs, Pickups or El Caminos.

B: GENERAL PREPARATION

1. Build to the rules! Don't over build beyond rules. If anything is added to the inside of the frame other than what is specified, you will immediately fail inspection and not be allowed to compete.
2. Original frame, body, clip/doghouse suspension and parts must be used unless otherwise specified below.
3. All glass, plastic, pot metal, exterior trim, lights and fiberglass front end panels must be removed. All outer hardware must be removed – door handles, mirrors, chrome, moldings, screws. Loose glass must be cleaned out.
4. Driver door must be padded on the inside.
5. All Flammable material must be removed from interior; head liner, rear seats, door panels, carpet, etc.
6. No adding weight to the vehicle, no packing, stuffing of frames, trunks, passenger doors or under floor decking.
7. All trailer hitches must be removed.
8. All vehicles must have a roof sign showing their number on both sides. Minimum of 15" x 15". Must not strengthen the car in any way. Make sure your number is clearly visible.
9. The stock driver's seat and seat belt must be retained on their stock mounts. A functioning seatbelt is required. Modifications can be made to the driver's seat for additional support to keep the seat from folding back (see Rule C2).

10. All air bags must be removed.
11. Hoods must have a 4" hole on each side for fire extinguisher access.
12. Modification or reinforcement to the driver's door only is allowed for safety.
13. Tires may not be studded or foam filled; tubes are allowed.
14. A permanent red STOP sign must be painted on the driver's door.

C: CAGES & DOOR BARS

1. All cage material must be no larger than 6" O.D., unless specified for a specific rule. Driver's door bar only may be any size for driver's protection. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight.
2. A bar must be welded immediately behind the seat from the door post to door post, it can be an X, however do not connect it directly to the frame. You may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar.
3. 2 bars may be welded down from the cage to the floor pan or frame vertically to protect batteries and your feet.
 - a. These bars must remain behind the inside door seam.
4. Back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up. You may weld or bolt to the sheet metal or frame, 2 more down bars vertically below the rear seat bar.
 - a. These bars cannot exceed 3".
5. Halo bars and/or rollover bars are for your safety; not mandatory but highly recommended.
 - a. May run on the exterior, but not recommended.
 - b. Halo bars must be in a direct vertical line with the seat bar. (must be vertical, not angled up and back).

D: GAS TANK PROTECTOR / FUEL SYSTEM

1. Gas tank protector cannot attach to anything other than the seat bar. Must be centered in back seat area.
2. The protector must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.
3. One 12" Max. gusset per side from the seat bar to the protector may be used.
4. If you choose to run a gas tank cage you must follow all cage to sheet metal distances listed above.
 - a. Gas tank protector cannot reinforce the car.
 - b. In a wagon, the rear gas tank protector cannot be any further from the rear seat bar than 30".
5. Original gas tank must be removed.
6. Only metal marine type tank, metal fuel tank or derby type metal fuel tank can be used.
7. Fuel tank must be securely fastened in the back seat area inside the car.
 - a. Must be securely mounted to the sheet metal with bolts, metal straps or chain.
 - b. No other source of gas/ether inside the car is allowed.
8. 7-gallon tank maximum may be used, must fit within gas tank protector specs.

9. Fuel lines must be run inside the car, not under the car.
 - a. Must be inside a protective line with-in the engine compartment.
10. Tranny and fuel cooler are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
11. If not using a gas tank/trans cooler protector, the fuel cell and tranny cooler must be 4" away from the rear sheet metal.
 - a. Nothing can be within 4" of any sheet metal.
12. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint.
 - a. An E" will be attached to rear pillar to identify the electric fuel pump.
 - b. Bring to an inspector's attention.

E: DOORS

1. All doors may be welded or chained completely shut for safety.
2. Outer driver door skin reinforcement is allowed and highly recommended. You may smash the upper and inner skin of the window opening and weld them together. The same filler as in welding the door seem but no longer than the window opening.
3. Door seams must be welded using rolled rod no bigger than ½" or flat strap no bigger than 2" wide by ¼" thick.
4. No window fabric netting or chicken wire type material is allowed.
5. Tailgate on a station wagon is considered a door.

F: BUMPER – the intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off.

1. Only stock O.E.M. bumpers off of passenger cars or square tubing may be used.
 - a. A maximum 5" by 5" by ¼" square tube may be used but must be open ended and straight; no sharp edges.
 - b. Cannot extend more than 10" outside of the frame ends.
2. Bumper swaps are allowed, they may be flipped over and the ends trimmed, but must remain smooth.
3. Non-compression bumpers may be welded to no more than 12" of the outside tip of the bumper side of the body only using max of 2" x ¼" flat strap.
4. One wrap of chain may be wrapped around the bumper, frame and core support (one wrap per side, see hood bolting rule).
 - a. Or two 2" x ¼" x 36" long flat strap from top side of sheet metal or 4" on top of core support to the bumper.
 - b. These may not cross but may be in front of the radiator. 1" thread may pass through them.

Ways to mount a bumper: 2 options for mounting front or rear bumpers (pick one!)

1. Use the stock bumper bracket or brackets and shock tubes in the exact location and manner they were intended from the factory. Weld the first 10" of them measuring from the back of the bumper. No metal added. You may not strap bumper brackets and or shock tubes/beans.

2. Remove ALL factory brackets and shock tubes and in its place weld a 10" x 4" x ¼" flat plate to the side of the frame and weld it to the backside of the bumper. Hardnose options. If you need to square up the frame to get a good place to weld the bumper to, do this by cutting off as little of the frame as needed. 80 up Lincolns and Mercury's may cut the front frame back to match the specs of a Ford.
3. You may use a 6" x 6" x ¼" plate at the end of the front frame rail to mount your bumper.

On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back but don't touch anything beyond 10" with the welder.

G: FRAME

1. All body mounts "pucks" (rubber biscuit and cone) must be in place: no welding. Do not remove bolts and place washers. Exceptions will be made for all-thread in the trunk and in the core support areas below.
2. No seam welding, or frame swapping in any way.
3. Frames may be notched or dimpled between the 2 rear body mounts; however, do not touch the frame with a hammer anywhere else. Frame rust is to be handled on a case by case basis with officials.
4. Absolutely no cutting, tilting, welding, bending, adding to or altering the front frame in any way other than what is specified.
5. Plates are allowed on pre-run cars not fresh cars.
 - a. Ten (10) plates not to exceed a 6" x 4" area by 3/16" of which, only 3 may be used in front of the transmission cross member pre frame rail.
 - b. Plates may be bent and cut but excess may not be used elsewhere.
 - c. Plates and weld must be separated by 1". May not be welded to the body or any other bolted on framed components without permission.
 - d. *No other frame welding will be allowed!* All other repairs made to the frame will be removed.
 - e. You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.

H: HOOD / TRUNK / BODY

1. Only quarter panels and fender may be creased. All body panels must be in near original position vertically.
2. The only body rust repairs that will be allowed using sheet metal of the same thickness as the body are:
 - a. The floor pan to "FIX" rust holes only, no skinning of the entire floor. This applies to the driver seat and foot area, battery and gas tank mounting areas. Nothing up the doglegs or excessive or it will be removed completely.
 - b. Body rust repairs will also be allowed on the "pillars" only. A piece no bigger than 14" x 14" may be used. At least one 1" inspection hole must be in the sheet metal for inspection. Do not cover more than the rusted area (i.e. 4" rust hole does not need the full 14")
3. Hood must be open for inspection and closed prior to being flagged.

4. Two 10" holes need to be cut in the trunk lid for inspection.
5. Trunk lid and hood must be 100% in stock location.
6. All decking in wagons must be removed.
7. Trunk may be tucked or dished. If your trunk lid is pushed down in the center must be at least 12" off trunk floor body at mount elevation.
8. You may use up to 1" all-thread, with 3 nuts, (2) 3" washers and (1) 5" washer (that must be on top of the hood and trunk lid).
 - a. It may go through the front body mounts, or down the side of the frame and welded to the frame only or a nut welded to the top of the frame.
 - b. All options must be within 1" of the core support. This may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded.
 - c. If you choose to use a body mount hold from your trunk all-thread, this does not have to be up inside frame, a washer can go on the bottom side of the frame and be no larger than 3" O.D. x ¼" thick.
 - d. If you run your all-threads through the body mount, you must still have 1" rubber biscuits between the body and the frame.
 - e. Trunk deck and core support may be nutted and fitted with a 3" washer.
9. Secure trunk (choose one). This is allowed instead of the (2) 1" all-thread.
 - a. Weld the trunk. 3 places on the drivers and passenger side with separate pieces of 6" lengths of ½" rod welded in the seam or 2" wide x ¼" thick flat stock.
10. Secure the hood (Choose one). This is allowed instead of the (2) 1" all-thread.
 - a. If bolting, 3 places on the driver and passenger side. Bolts may be no larger than 8" x ¾" with (2) 5" washers per bolt. 5" washers may be welded and only be through sheet metal.
11. Clearance cut outs over the wheel openings are legal but can't be re-bolted or welded.
12. If inspection holes and fire holes are determined too small you will be asked to fix.
13. 2"-8" holes need to be in the trunk and hood for inspection.

I: ENGINES, TRANSMISSIONS & REAR ENDS

1. Engines may be swapped but must remain as close to original position as possible. No cutting of the floor or tunnel to accommodate different motors.
2. Stock engine mounting pads can be welded to the factory engine cradle only.
 - a. May weld 1 chain link to the engine frame cradle and use chain or cable to secure motor.
 - b. May have 1 on the left and right side.
 - c. No welding of the frame rails.
3. A hole can be cut for the distributor, only the area directly behind the distributor above the tunnel seam (if don't have a tunnel seam pretend you do), but must be covered.
4. If using an engine saddle cradle it may only be welded with 12" of weld or bolted to the factory engine cradle and not the frame and you may not use any strap, cable or chain. (2) pieces of 2" x 2" x 6" square tube may be used as a lower motor mount.
5. Any direct bolt in 5 lug NON braced passenger car rear end may be used. Factory style brackets close to the factory size, homemade or other may be added.

6. The only welding that will be allowed is welding to butt seam weld axle tube ends to make a bolt in axle work, add coil, control arm leaf mounts, coil spring perches and spider gears.
 - a. No full float axles.
 - b. May weld the tube to the center housing, gears and axles may be changed but must be factory passenger car 5 lug pattern.
 - c. Rear brakes must work.
7. Stock transmission housing must be used. No after-market cases, steel bells, aluminum bolt on bells, steel tails, plated pans, skid plates or braces.
8. A 2" x 2" x 1/4" thick tube may be used in place of the original stock transmission cross member. Must mount in the factory position for the car.
9. Must have an air cleaner over the carburetor.

J: SUSPENSION & STEERING

1. Suspension must be stock components from a car legal in this class.
2. Front a-arms and rear control arms may not be reinforced, modified or welded down. Must run the stock leaf pack for leaf cars.
 - a. Original leaf spring clamps only.
 - b. Exception lower rear control arms may be shortened by cutting them and overlapping then and seam welding only, no reinforcing.
3. Tie rods and ball joints must be stock for year, make, and model of the car.
4. Coil springs may be welded to the axle only and may be double or shimmed.
5. No other means other than tires and springs and spring spacer in the front suspension per rules may be used to raise the cars suspension. Nothing can be inside the spring bucket other than the spring, spring and/or spacer may not be welded to the spring bucket.
6. No duct taping of leaf springs.
7. Max front and rear bumper height to the bottom is 22" and max low on the rear is 15" to the bottom.

K: WINDOWS

1. 2 window bars in the center of the front and rear window are allowed.
 - a. No more than 18" from the window center, or 3/8" chain.
2. Bars may not be bigger than 36" long by 2" x 2"
3. Bars can only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 4" by 3/16" angle or plate on the roof, cowl, speaker deck or trunk. Plate cannot be mounted on the trunk lid itself.
4. No rear window bars in a station wagon tailgate.
5. No wiring or chaining any window.
6. Window bars cannot be attached to the halo bar or any cage components.

L: RADIATORS, RADIATOR SUPPORTS

1. Only OEM style passenger car radiators allowed.
 - a. Aluminum racing radiators of the same style may be used.
2. Radiator must be attached to the core support in the original stock location and position

- a. Radiators can be mounted in such a way to hold the radiator in place, not strengthen the core support.
 - b. If no lower or upper mounting area, you may attach (2) 2" x 6" 1/8" flat steel on top and bottom, under each radiator tank, and must be welded to the core support.
 - c. If welding radiator in place you may use (4) 1" welds, one per corner.
 - d. No other added metal may be used to mount the radiator.
3. No radiator guards allowed other than 1/8" expanded metal or old condensers may be used.
 - a. They may be on stock mounts or wired in or a maximum of (6) 1" welds to hold it place.
 4. Cannot add cooling capacity. No supplemental cooling devices allowed.
 5. Radiator loops may be used.
 6. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
 7. 1" all-thread can go from hood to the frame.
 8. Radiator core support seam welding is NOT allowed.
 9. Radiator support cannot be welded to the frame, bumper brackets, bumpers or anything else.
 10. No foam fill is allowed.

M: BATTERY

1. Batteries must be secured inside the car and covered, unless using a gel cell battery.
2. Battery box must be made out of metal and bolted to the floor.
 - a. Bolts cannot go through or around the frame.
 - b. Seat belts or pull type tie downs are not allowed.
3. Rusted out holes in the floor sheet metal may be patched where components will be mounted for driver's safety with sheet metal only.
 - a. Cannot patch clean and solid floors.

N: TIRES & BRAKES

1. No split rims or studded tires allowed.
2. Must start with a stock wheel, no bead locks or full wheel centers.
 - a. May add a piece of 1/2" rolled or flat steel to the exterior rim lip only; may add valve stem protectors
 - b. No foam filled tires and no wheel weights.
3. Must be able to demonstrate the ability to stop at any time. If brakes do not work, you cannot compete.
4. May not change tires after inspection without the official's consent.

O: SAFETY

1. Driver must wear helmet, eye protection, and seat belt at all times during competition.
2. Driver must remain in vehicle with all safety equipment on until directed by a track official to exit the vehicle (fire is the only exception).
3. Must be able to demonstrate the ability to stop at any time. If your brakes do not work, you cannot compete.
4. Driver's door hits are illegal. Any driver's door hit deemed intentional or repeated unintentional or careless driver's door hits will be cause for disqualification.

5. Intentional or repeated unintentional use of your driver's door as a defense may result in disqualification.
6. **DO NOT** hit a dead vehicle (flag down).
7. Everyone in the pit area must have a pit pass. (\$15 pp)
8. Any indecent behavior, obscene gestures, fighting, alcoholic beverages will result in immediate disqualification and immediate remove from grounds. All prize money and trophies will be forfeited.

P: TECHNICAL INSPECTION

1. It is your responsibility to show up with a legal car.
2. Hood and trunk lid must be opened for inspection.
3. All cars are subject to inspection and rule enforcement at any time including before, during or after the show.
4. You have 2 times to pass inspection otherwise car/driver will be disqualified.
5. Inspector will tape participation flag to all qualified cars. (required to enter arena).
6. Protests are not allowed.
7. Official's decisions are final.

Q: COMPETITION RULES

1. 10 cars required to be registered 2 weeks prior to show (by 10/31/2019). Otherwise derby will be cancelled.
2. An air horn will start and stop the race.
3. No sandbagging. You must make a competitive hit every 2 minutes.
4. YELLOW FLAG = WARNING; you must move and go play ☺
5. RED FLAG = STOP and shut down car. Fire or emergency on track.
6. BLACK FLAG = OUT; pull participate flag from top of your roof, you are finished.
7. The winner is the last driver standing in the main event.
8. Obey the Official's commands.
9. One FIRE and you are out
10. HAVE FUN, BE SAFE and put on a GREAT SHOW for the crowd!

Placement	Purse
1 st Place	\$2,000
2 nd Place	\$1,500
3 rd Place	\$1,000
4 th Place	\$500
Personality Parade Winner	\$100
<i>Each Confirmed Contestant</i> <small>(pre-registered by 4/24/20 with qualified car that races and a complete W-9)</small>	\$200

Checks will be mailed/submitted to driver by the City of Buckeye no later than one week after the event.

If you have any questions about the rules please contact our race inspector Glen Madden at 480-559-4982. Please do not ASSUME.