



2023 DEMOLITION DERBY OFFICIAL RULES

V8 Pro Stock Class

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!!! Use common sense!!! Contact Alex at Full Send Derby Promotions (740-213-0902) if you have any questions on any of these rules.

GENERAL:

- Any year American made sedan or station wagon is allowed EXCEPT: Imperials, Hearses, Limos, Checker Cabs, and Ambulances. No 4X4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed.
- No make swapping! GM body must be on GM frame. Ford to Ford, etc.
- Do not paint anywhere on suspension or frame. We will not even inspect your car.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. All glass removed.
- You must have a working seat belt. Lap or shoulder is fine.
- You may remove anything, NOTHING can be added!!
- Any tire may be used in this class!
- Any stock wheel can be used in this class, Weld in center allowed, beadlocks allowed. No (2) piece wheels!
- All cars must have working brakes

BODY:

- Body mount bushings must remain in car. There must be a 1in gap between body and frame. 1/2inch body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top the body. Maximum plate size is 4" x 4" x 1/4" inch. No welding
- You may weld the driver's door all the way around, all other doors 5 on 5 off, 5" x3" x 1/4" strap max.
- Doors must be at least chained or wired.

- You may crease rear quarters only 2 lines.
- Rust repair or body rips is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!
- No welding of interior body seams
- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max)

FRAMES:

- ABSOLUTELY NO WELDING ON FRAMES ALLOWED
- Frames must be completely stock . No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame
- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.
- IF SHORTENING THE FRONT FRAME SECTION, A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.
- Coil spring cars may have a 24"x6"x1/4" hump plate, Leaf springs cars get 12" x 6"x 1/4 hump plate. plate must be on the outside of frame facing the wheel . Plate must be located between the 9 and 3 o'clock on frame rail.
- NO TILTING or cold bending!! No pressure loading. No rear suspension swaps.
- All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Mount may be replaced with 1 inch all thread that may run through the top side of hood.
- Core support and core support mount must be in factory location.
- You are allowed 4 fix plates total. 4" x 4" x 1/4" thick plates only. No splitting up or dividing to double plate. Plates can't attach to the body. Plates must have 1in gap between them.
- Pre Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car)
- Pre runs can only be restubed with same make, model, and year.

SUSPENSION/STEERING:

- You may weld A-arms down 2 plates per a arm 1/4" thick 4" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.
- You may run 1in all thread for rear shocks. No all thread for front shocks. All thread cannot be used as a body mount.
- You may run an aftermarket steering column. Steering box must be in factory location. No hydro steering.
- You may reinforce tie rods but must utilize factory tie rod ends.
- Leaf cars may run leaf clamps (Max 3per side)

- Leaf cars must run factory leaf springs. No adding leaves or homemade leaf packs.
- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED. 03 and newer Fords will be allowed to use the old-style spindles and upper arms. NO ADDED METAL.
- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.
- 1998 and Newer Fords: Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces. Lower may be a max of 2" x 3" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2"x3" must bolt to that bracket. LOWER CANNOT BE WELDED IN ANY FASHION. Upper watts link uppers cannot exceed 8"x8", lower brackets can be a max of 3"x3" x 1/4" thick and 6 inches long.

DRIVETRAIN:

- Lower engine cradles will be allowed. Only lower engine cradles w/pully protector, no full cradles, no distributor protectors, no coil pack/valve cover protectors, no halos or header protectors. Cradle can not in any way tie into or touch the frame or body.
- You may run any motor and transmission.
- Only lower motor mounts may be welded to the frame only. You may use two 3 / 4" thick 6 x 6 spacers to raise the engine for steering components clearance. You may extend off back of frame but nothing excessive. Nothing can be welded to frame. For example(SBC in Cadillac or Ford).
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only no welding.
- ABSOLUTELY ZERO PROTECTORS!! This includes skid plates,, and transmission protectors. If you run a steel bell you cannot have a heavy steel trans pan connected to it.
- You may weld rear end gears only.
- Any rearend, it cannot strengthen the car in any way, nothing overboard .
INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTHS TO FRAME OR BODY.
- Slider drive shafts are allowed
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of 2" x 2" square tubing may be used for cross member. This cannot strengthen the car in any way! No belly bars.

DRIVERS COMPARTMENT:

- 4 point cage is highly recommended! Maximum 60inch side bars, 4inch diameter max. Cage cannot extend farther than 6" behind the driver seat. Roll over bar is optional but recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage has to be 4" off firewall and 6" off floor. No kickers or down legs
- You may weld the driver's door all the way around, all other doors 5 on 5 off . 3" x 5" x 1/4" strap max.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. gas tanks must be securely mounted and properly covered.
- You may have a 28" wide gas tank protector 3" x 3" max tubing. It may butt up to package tray but can not be bolted or welded to anything. Bars may not exceed outside of car or higher than speaker deck or windows.

BUMPERS:

- You may use any stock bumper off any car.
- **HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8" X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 14" FROM FLAT BACK OF BUMPER. POINT MUST TAPER OVER 32".** Homemade Points that step out then taper over 32" will not be allowed. BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD.
- You may collapse bumper shock's and weld a single pass around the shock. Bumpers may be seam welded.
- Factory Bumpers may be loaded. may use aftermarket bumpers.
- **HARDNOSEING:** You may hardnose the bumper. If you hardnose you may only square the end of the frame off. Nothing Excessive!! 20 in rule applies!
- You may weld a bumpershock on the outside facial(factory location) of the frame only. You may only weld 8 inches(single pass only) back from the end of the frame rail, not the length of the bracket or shock. Judges' decisions are final on this. Please call if something is in question.
- If not using factory bumper bracket you may use a 4" x 6" x 1/4" thick plate on outside of frame to mount bumper.
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame **UNLESS** it came that way from the factory. Shocks cannot be inside and outside of frame.
- Rear bumper brackets must remain stock and in stock location.
- Maximum bumper height is 21 inches to bottom of bumper. Minimum bumper height is 14 inches to bottom of bumper.

TRUNKS:

- Trunk lid must remain in stock location. You may have one rear window bar 2x2max, can not attach to the cage in any way. bar or mounting plate cannot be more than 3in passed the trunk/speaker deck seem.
- You may Tuck trunk, or lightly dish the center down. Must be 10in off floor in center. Quarters must be factory standing .. Do not abuse this! No full wedge jobs
- you may weld the trunk 5 on-5 off, 3x5x1/4 plate.
- a 12 inch hole must appear for inspecting.

HOOD:

- Hood must remain in stock location.
- A 12 inch hole must appear in the hood for fire suppression. (2) 6inch hole's okay.
- hood can be wired or bolted in 6 places.
- You may replace 2 of the 6 points of hood attachments with 1 inch max threaded rod. Rod may replace the body bolt and run through the top of core support and mount through hood. (max (4) 4"x4" plates can be used). No weld.

RADIATORS:

- Radiators must be in stock location.
- You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal.
- Radiator must hold water. No alcohol or antifreeze allowed.
- No foam filler will be allowed around the radiator.
- You may secure the radiator with two options: 1. Two ratchet style straps. 2. Two pieces 3/8inch max threaded rod behind radiator. This rod only may be sleeved. (Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. NO EXCEPTIONS!!
- Transmission coolers are allowed

Please direct all additional questions to Alex at Full Send Derby Promotions by calling 740-213-0902.