

DEMOLITION DERBY RULES: BIG CAR ALH Motor Speedway

Car Preparation Rules & Regulations

General

1. All cars must be stock, unless modification is stated in these rules
2. 8 and 6 cylinder class - Any American made sedan, or station wagons can run. No 4x4's, ambulances, hearses, trucks, limousines, etc. No sub-frame swaps. eg imperial sub into a newyorker
- Stripping 1. All glass, (including windshield) plastic, fiberglass, chrome, and interior must be removed from car before arriving at the derby. All decking in station wagons must be removed

Tires

1. Tires can be "P" or "LT" and a maximum size of 235/75R15. Tires must be street legal and can be no more the 4 ply sidewall.
2. All tires MUST be car tires or truck tires, no tractor, skid steer/ implement will be allowed.
3. No studded tires
4. No screwing tires to rims. Valve stem protectors are allowed using 3/8 rod max on either side of valve stem. No weld in rim centers, rim bracing or bead protectors allowed.
5. No double tires.
6. Tires must have air in them and air only.
7. Wheel centers may be used but only the center portion (bolt pattern) may be replaced. Not the entire centre of the rim.

Radiators

1. Radiator must be stock, located in stock position. Water only. Please flush out coolant prior to derby day. This a safety as well as a environmental caution that will be strictly enforced.

Brakes 1. All cars must have working brakes.

2. Pinion brakes are allowed.

Gas Tank

1. Original gas tanks must be removed. You must use a boat tank or well-made/CSA Approved fuel cell and it must be properly secured and covered. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or center of the car where the back seat used to be
2. No plastic versions of tanks will be allowed (no jerry can made tanks)

ELECTRICAL

1. Batteries must be moved to passenger side floorboard close to the transmission tunnel. It must be properly secured and covered. Industrial batteries may be used but a max of 2 batteries are allowed.

Doors

1. Driver's door MUST BE PAINTED WHITE with no numbers on the door. (this will be enforced) NO WHITE CARS! No exceptions!! ! NO OTHER COLOR ON DOOR ACCEPTED!!! WHITE OR YOU CAN'T RUN.
2. CAR NUMBER MUST BE PAINTED ON ROOF OF CAR IN LARGE EASY TO READ NUMBERS. This is to allow for better identification for officials/announcer.

3. Doors may be fastened one of the following ways: - Welded: welding 3 inches then leaving a 6 inch gap before welding another 3 inches. - Strapped: Same as welding. Strap are to be no bigger than 3 inch by 3 inch 1/8 inch thick and must leave 6 inch gap between straps. - Chained using 3/8" chain
4. Drivers Door may have a piece of flat steel 1/4" thick and 8" wide overlapping the seams by 6 inches over top of any of the above.

Trunk

1. Trunk lids may use ONE of the following: chained, wired, bolted or maybe welded same as doors - weld 3" skipped 6" weld 3" skipped 6", but must have a 12x12 inspection hole
2. Allowed to v the trunk lid with a max 10 inch v and you can tuck your trunk 50% max tuck.
3. You are allowed to crese your fenders but fenders must remain upright. No folding fenders over the trunk creating a ramp.
4. Max 4- 1inch bolts 2 through the frame. Washers must not be bigger then 5x5 1/4 inch thick and must remain free floating when bolts are loosened.
5. When using a stationwagon you may run 2 bolts through the roof down through the frame the same as a trunk. Only 2

Bumper

1. Bumpers swaps are allowed.
2. Bumpers/shocks/brackets are interchagable from car to car. Can be hardnosed. Allowed to weld brackets/shocks to frame, brackets/shocks to bumper and thats it. also allowed to compress shocks and weld. no stuffing bumpers or welding seams of bumpers. no back bumper shocks to be used on the front of the car. if you want to bolt bumpers you can cut a hole in the bumper and run 3/4 inch max rod threw. 3x3x1/4" max plate allowed and cant be welded. use one option only not both.
4. Bumper ends may be cut flush with body but must be straight cut and not sharp or jagged.
5. Rear bumpers must remain stock but you can remove them if you like.
6. Bumpers can be no more then 21 inches from the ground

Safety Bars

1. You are allowed to run a single bar behind driver's seat from door post to door post atleast 12 inches off the floor or 2 bars in an "x" configuration from door post to door post. Bars can only be secured to the door post and not the frame of the vehicle. All tubing must not be bigger then 4x4x1/4 and mounting plates no bigger then 5x5.
2. Dash bar must run straight across atleast 12 inches off the floor. it must also be atleast 6 inches from the tranny tunnel.
3. You can run an outside door bar no bigger then 1/4 thick by 8 inch not extending 6 inch past the door seams. may be fastenend using 3- 1inch bolts max.
4. You can run a halo bar up and over the roof but must be only attached to the seat bar and the floorboards not the frame. 2- 1/2 inch bolts may be used to attach it to the roof as well. If you dont want to run over the roof you can mount a bar from the seat bar up the the roof in 2 places. Dont use both methods.
5. NO down bars are allowed below the dash bar and seat bar.No kicker bars
6. You can run 3 bars in your front window no bigger then 2x2x1/4 attached to the roof and dash cowl area only. Plates to attach bars no bigger then 3x3. You can also use 2 single loop chains instead of bars. No bars to be used in the back windows.

Chassis

1. Rubber spacers mounting body to frame must remain stock. no removing them and re bolting. 2. All trailer hitches and mounting braces must be removed 3. No fresh paint/ undercoating on the frame 4. Frame seams can not be welded in any place 5. No tilting or squaring the frame. 6. May notch the frame but do not reweld the notch after bending it.

Hood 1. Hood may be chained, wired, bolted, welded (weld 3" skip 6") or threaded rod, but only ONE method can be used.

2. Hoods: you may bolt your hood with max 6 - 1 inch bolts. Front 2 bolts may run through your body mounts but the rubber mounts must remain in place. No other body mounts can be touched (2 in the frame only!!!) (Rods only up and down NOT sideways to the frame), NO VARIATIONS ALLOWED. Fenders may be bolted, maximum of 5 bolts / fender (no bigger than 1 inch).

3. All hoods must have holes over carburetor for fire extinguisher access and must be available to be open for inspection

Suspension

1. Suspension must be stock. Leaf springs must be stock; you can wrap the leaf springs (no more than 3 wraps or clamps per side.No welding or bolting springs together. You can put spacers in sagging coil springs to get your height. You can wire or weld coil springs to the rear – end housing only to prevent springs from falling out. You can loop chain or wire from rear – end to rear floor boards in 2 spots.

2. No coil spring to leaf spring conversions allowed

3. You may tie down your a frames using a chain to gain your height but do not weld them solid.

Power Train

1. You can tilt rear end if you wish. Welded or posi-track highly recommended.

2. Any stock 5 lug car rearend allowed but no extra bracing other then factory mounts to mount it in. Example you can use ford 9 inch mounts to mount it into a chevy car.

3. No rearend bracing and must use a stock housing.

Steering

1. You may alter your steering column to prevent loss of steering.

2. Stock steering components only. Example no after market or homemade tierods.

Body 1. NO welding of body seams.

2. NO reinforcing the body with extra plates of steel.

3. NO double skinning of sheet metal.

4. NO patching of rust on the entire car.

5. Creasing front and rear fenders is allowed but the fender must remain upright.

Engine & Transmission

1. Use motor and transmission of choice, motor must be in stock location. You may chain or weld motor or transmission to keep in place (don't strengthen the frame).

2. Transmission coolers allowed but must be double clamped lines or hydraulic fittings.

3. Breathers covering carburetors is mandatory, Do not remove air cleaner.(causes fires)

4. Tie rods, A-arms, driveshaft ,u-joints and Ball joints must be factory stock.

5. Electric fuel pumps must have a shut off switch within reach for the driver and from the outside, switch must be clearly marked on/off.

6. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – it must be hooked up to your ignition switch – so when your car shuts off it shuts off.

7. You can run after market brake and gas pedal combos if you like.

8. Any driveshaft is allowed including sliders.
9. No distributor protectors, tranny braces or engine cradels allowed
10. Carb protectors are allowed.