



STOCK DEMOLITION DERBY RULES 2011

1. Refer to General Rules for non-building rules.
2. No 4X4 or all-wheel drive vehicles allowed. Front wheel or rear wheel drive is allowed.
3. Pre-derbied cars are allowed provided they meet all rules. No rust or damage repairs. If you need to add metal, wire, etc, you will have to bump up to Pro class.

VEHICLE PREPARATION:

4. Remove all glass, chrome, plastic, moldings, headliner, dash, flammable material, A/C coolant, antifreeze, trailer hitches and interior decking.
5. Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. If original tank is needed due to the fuel injection system, you will be allowed to use it. Tank mounting, covering and system must be very safe. Use the properly rated lines.
6. Electric fuel pump allowed, but switch must be clearly marked on/off.
7. No more than 2 batteries allowed which must be relocated to front passenger floor, secured and covered.
8. Floor shifter allowed. Ignition and wiring modifications (hotwire) allowed.
9. Hood must have 12" x 12" minimum hole to easily extinguish fires. Extra hole(s) in hood not required if header holes are at least 12" x 12".

FRAME, BODY & BUMPERS:

10. No welding, bolting, pinning, screwing, etc. of the frame or body seams. You are allowed to weld the top frame seam from the front side of A-frames forward. ½ " max weld bead width. Frames will be scoped.
11. NO frame or body repairs allowed. You may pre-bend or tilt factory frames with no more than the factory amount of welding. No aftermarket or homemade gussets anywhere. If frame cannot be tilted without adding metal, don't do it. Ford crushboxes without factory gussets you cannot add your own.
12. No stuffing or filling of frame. Do not undercoat, paint, cover or put any substance on or in the frame.
13. Firewall, floor pan (for shifter) and wheel wells or fenders can be trimmed for clearance.
14. Fenders or wheel wells and hood cut outs may be bolted in 6 places each. No bolts larger than ½".
15. Tucking of trunk or roof is allowed but 50% must remain in stock location. Must allow access for inspection.
16. Doors must be chained, wired or welded shut in 2 places per door seam, each side of the window frame is considered a separate seam. Plates for welding door shut may not exceed 4" x 4" x 1/4" except on driver's door which may be welded solid. Plates cannot attach to frame. Sheet metal to sheet metal only. Chains/wires can go around the frame for the bottom door seams. If bottom door seams are chained, you can NOT weld the bottom door seams with the 4" x 4" x 1/4" plates. Doors may not be bolted shut in any way.



17. Trunk lid/tailgate and hood must be secured by a max of 6 bolts each. Max of 1" in diameter. An equivalent sized piece of steel (i.e. 1 1/2" pipe or tube steel) may be substituted and a bolt may be welded on the end instead of using a long piece of threaded rod. Four bolts can go from sheet metal to sheet metal only and 2 can be bolted or welded to frame. They can be bolted through the top of the core support and may be welded to the core support. If they are located at the firewall, they can be welded to the firewall and frame, but must stay vertical, no angles (kickers). Body mount spacers can be eliminated for core support. All threaded rod or bolts must be vertical, no bending rod to create extra surface area to weld, this will have to be removed completely. No flat washers or plates larger than 6" x 6" x 1/4". Do not weld plates to hood/trunklids. Angle iron can be used for the tin to tin bolts and these bolts can be horizontal, 2 bolts no longer than 2" per angle iron hold-down. Angle iron can be no longer than 6". Six chains or wire can be used instead of bolts, but only 2 of these 6 can go to the frame. You cannot use plates welded to trunklid/fender in place of chain/wire/bolts. Exception is wagon tailgates, these can use max of (2) 4" x 4" x 1/4" plates per side seam (not bottom unless 4x12x1/4 bumper straps are attached to body instead of frame) to weld tailgate on.
18. Original body mount bolts may be replaced with up to 1" diameter max bolts with flat plates or washers no larger than 6" x 6" x 1/4". Bolts can extend all the way through the frame, bottom plates/washers, and plates on body floor cannot be welded to frame/body. Body bolt locations cannot be changed. Body mount biscuits must remain in place or suitable equal sized replacement spacer allowed (stacked flat washers are OK). You can weld a washer to top of frame where stock body mount holes are so 1" bolts fit tight. Core support body spacers can be left out.
19. Leaf spring clamps are allowed – max of 5 per side. Leaf springs must be factory stock with at least 1" stagger between them. Shackles or spring mounts may not be modified. Coil springs may be secured with chain/wire or a tack weld only. Suspension, spring and shocks must remain stock, unless noted. Max bumper height of 28" to bottom of bumper. No suspension or spring conversions allowed (coil to leaf, link to coil, etc.). You may use one 2" wide strap to hold up front suspension on each side no thicker than 1/4".
20. Stock steering joints, tie rods and rear control arms may be reinforced or modified.
21. Front control arms (A-arms) and ball joints used must be of an automotive type and can be interchanged from manufacturer to manufacturer. No reinforcing allowed.
22. Bumpers and brackets may be interchanged from make/model/year. Automotive bumpers and brackets only. No homemade bumpers or brackets allowed. Bumper brackets must be in factory location and may not be relocated to reinforce the frame.
23. Bumpers, shocks and brackets may be welded, bolted and chained/wired. Two pieces of 4" x 12" x 1/4" metal may be welded or bolted to help hold the bumper on. Bumpers may be trimmed, but no sharp edges. Bumper skins may be welded to inner bumper.
24. Dash bar and seat bars are allowed for driver's safety. Bars may be connected to each other with door bars and may be connected to the floor (in 4 places max). Cannot weld to body bolt plates in ANY way and must remain completely inside of driver compartment. Bars may not extend past the inside of firewall. A gas tank bar is allowed and must remain in the driver's compartment not to extend into the trunk area. Wagon gas tank bars may not extend past front of rear wheel tubs. Gas tank bars may not tie into rear frame humps, drive train, frame or body mount bolt plates. Halo (rollover) bars allowed but must remain within the safety cage area. No forward kickers off of dash bar allowed.

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25. Drivers side windshield net/guard is recommended. Hardtop (no post) cars must have straps or chains/wires from door to roof in door post and/or passenger area. Two rear window straps are optional and can only connect to the speaker deck area inside of the car. Bars attached to trunk deck lid in any way will be removed completely. No rear window straps allowed on wagons. No additional strapping chaining/wiring is allowed.

ENGINE & DRIVETRAIN:

26. Any engine, transmission, rear-end combination may be used. Rear end must be a max of a 5-lug automotive type. Rear end may be welded or spooled. Rear end guards allowed. Rear end guards that are supporting rear frame humps in any way will not be allowed. Rear-ends may be chained/wired to frame in (2) places max.
27. Engine must be within 5" of original position. Engine components may be modified (fan blades, header pipes, etc.). Transmission cooler allowed and must be secure and safe. Transmission cross member may be welded with no more than factory length welds allowed. Transmission may be chained, bolted or wired in place.
28. Motor mounts may be modified to hold engine in place but may not strengthen car. Engine may be welded or chained down with bracing or chains that can only be mounted to the engine in front of the motor mounts and cannot extend further than 12" to the side from the engine welded in 4 places max. Engine hold downs that are angled forward or back as kickers to strengthen the frame will be cut out.
29. Distributor protectors allowed. However, guards and mounting brackets may not be wider than engine block. Distributor guard must be 6" from dash bar.
30. You may remove the aluminum engine crossmember from '03 or newer Fords and replace it with another. It must stay in the stock location. It may be welded in place with no more than the factory amount of welding. No added metal, braces or gussets. No imperial, truck or homemade crossmembers will be allowed.

MISCELLANEOUS:

31. Radiators or radi-barrels must be in stock location. Must not exceed factory dimensions. Must be bolted to sheet metal only. May not connect to frame in any way. Radiator guards allowed provided they are no thicker than 1/4" and are connected only to sheet metal. They may not connect to the frame or bumper and cannot be larger than 3" taller and longer than radiator.
32. Any type of tire or wheel may be used. Split rims must be welded solid. Wheel weights must be removed. Valve stem protectors are allowed.