

2019 Southern Nationals

Demolition Derby

(2 Man Team Show)

GENERAL

1. You must pass inspection within 3 times through inspection or you will not be allowed to run.
2. Any American-made sedan or station wagon no 1973 or older Chrysler imperials or 03 and newer Ford, Lincoln, Mercury. All teams must be 2 different colors, no full color for teams. No limos, hearses, or flower cars.
3. Cars must be stock unless modifications stated in rules. Cars must have functioning brakes at all times, at least on one axle. Helmet, seat belt, and eye protection must be worn at all times.
4. Any questions call first if it doesn't say you can don't do it. Cars must be stock unless modification is stated in the rules. No painting of the frames, inside of body of car, or underneath of car and inside of trunk.
5. Any controversies or protests must be brought up during the drivers meeting. We have the right to re inspect cut or drill any car at any time. If you are caught breaking the rules set here forth you will forfeit any and all winnings and or prizes you are due. Judges decisions are final. If you stretch a rule you will lose that rule.
6. All glass, plastic, and interior must be removed before arriving to the event. Any tire and rim permitted.
7. Any aftermarket parts must be approved, you must call and submit pictures for approval. Parts that are not approved before the derby will not be permitted to run.
8. All cars after the heat will be allowed unlimited #9.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. No welds on frame may exceed a single pass 3/8 max. No weave passes or building the weld up will be permitted. All unused bolts must be removed from frame. Do not paint frame.

2. You may seam weld frame from firewall forward top side only with a single bead of weld no weave passes or excessive welds will be permitted (if you weld more than the top seam you will cut away any extra welds).

3. For coil sprung cars you may use a hump plate they may be ¼" x 6" x 24" straight across. 24" will be measured from center of hump (12" from center forward, 12" from center back). Plate must be 2" away from all rear end protection or rear end.

4. No frame creasing, hammering, or beating down the top/bottom or sides of frame in any way permitted. You can notch or dimple the last 12" of **REAR** frame this is to help rear of car roll not to strengthen the frame. No shortening front or rear frames.

5. If a car has frame damage you must call first to repair it. Frame spacers for body can be no larger than 3 in diameter and must be 1 tall. These may not weld to frame in any way.

6. No welding washers, Plates, or anything else over top or inside of spring pockets.

7. **TILTING FRONT FRAMES.** You may cut seams at firewall crush boxes to tilt the frame, weld them back with no extra metal. If your frame does not have boxes to cut and re-weld, you may cut frame at the cross member and tilt that way with NO added metal, seam weld cut back together. Do not grind down welds where you tilted frame! Frames may only be tilted one time in one spot per side.

8. All frames may be cut off flush in front of radiator support frame mounting hole. Do not cut and move any body mount or radiator support mount. If your car frame is found to be shortened, you will not get to run! On 1980 and newer cars the front frame may be cut off in front of the front body mount bracket at the radiator support. Radiator support frame mount cannot be moved in any way.

9. If you are only running a lower cradle you may add kickers from dash bar to frame (This means just basic lower cradle. No mid-plate, front-plate, or DP) These kickers must be 2"x2" in size and must be welded 2" behind A arms. You may only weld these to top side of frame. If you're running a full cradle you are not allowed these kickers. This rule is for the guys who don't have the big protectors.

BUMPERS

1. Homemade bumpers are permitted. If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8" X 8" . The point must taper over an area of at least 32 wide and cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper. If using a factory bumper it may be loaded or stuffed full. (any questions regarding homemade style bumper please call, and no a skin over the front does not make it a loaded stock bumper). Bumper must remain in front of the radiator support. Do not recess bumper on frame.

2. Bumpers may be no lower than 14" and no higher than 22" to bottom of bumper this will be strictly enforced. Rear bumper may be seam welded no metal may be added to rear bumper.

3. Front bumper bracket may be 4" wide by 3/8" thick extended down side of frame. This plate may not exceed past the forward most part of any part of A arm or A arm bracket. This plate cannot wrap around any corner of the frame. Example: The plate cannot be folded over top or bottom of frame. If you run this plate you have forfeited your bumper shock. If you choose not to run this plate, you may weld factory bumper shock solid to frame or replace factory shock/bracket with a 12" X 2" X 2" tubing welded inside or outside of frame. Rear bumper shocks must be factory rear bumper shocks or you can replace them with 12" X 2" X 2" tubing. These may be welded outside of frame or inside. You may add (4) 2"X3"X1/8" thick plates from REAR bumper to body.

SUSPENSION

1. Rear end of choice permitted. Tie rods may be reinforced. Bead locks may be used no bigger than 21" from edge to edge.
2. Upper A arms may be welded down by folding down the front side and rear side of a arm and welding to frame with a 1/4" X 2" X 6" piece of metal on front and rear side of A Arms. The strapping to weld down A Arms cannot extend farther than 2" from A Arm in any place. Lower A-Arms may not be welded. You can change out the new style A-arms for old style ones. Cars do not have to bounce solid suspension is allowed.
3. Rear end braces may be used but may not be used to strengthen car in any way.
4. Leaf spring cars may replace broken springs with 5/16" springs. No more than (9) 5/16" springs allowed and must have a 1" stagger/stair step. Rarends must be mounted on top of springs. Leaf spring clamps may be 2" wide by 4" long 3/8" thick. 4 per side allowed. 2 bolts per clamp 1/2" bolts max.
5. Solid shocks permitted. You may use 1 all thread for shocks.
6. Coil spring cars may use 2" x 2" square tubing for trailing arms they must be in factory location no relocating trailing arms permitted. No coil to leaf conversions.
7. If sway bars are used, they must remain in factory location but may be welded to frame with a 2"x4" bracket or tubing. Only 4" will be welded to frame, any other welds will be cut out.
8. On front coil springs you cannot use any spring spacers on top or bottom of coil going inside of frame. You cannot have any metal or any other material around, on top of, or in coil spring pocket or inside of frame.
9. The top edge of A ARM toward engine cannot be beat down to frame they must remain in factory shape and cannot be welded in any way.
10. Any aftermarket spindle is allowed. After market ball joints and tie rod ends are ok. No ball joint protectors aloud!

BODY

1. Body-to-frame hardware and bushings may be replaced with 5/8 bolts, with 3" top and bottom metal washer. Washers not to exceed 3" x 3". If body bolts are replaced there must be a 1" spacing between body and frame. No exceptions. Cars without a space will not be permitted to run. Do not weld the body washers to the floor or frame. All washers must be free floating body bolts must start and stop in factory location and cannot run to bottom of frame bottom of bolts must be inside of frame except for front two body bolts at core support these may run through frame.
2. Doors may be welded all the way around on outside of body only with 3/4" x 3 wide strapping no excessive overlapping of strapping is permitted.
3. Deck lids and tailgates may be welded all the way around using 1/4" x 3" wide pieces of steel. Deck lids and tailgates must be in original location deck lids may be folded down into the trunk, trunk lids may be dipped along with speaker deck. Speaker deck can be removed. You may weld trunk solid to the floor if speaker tray is removed. Two (2) 8" x 8" inspection holes must be put in all deck lids within 2" of trunk strapping in center of deck lid for inspection and fire safety. . deck lids must be factory for make and model of car i.e.: ford to ford gm to gm no pre 1980 deck lids on 1980 and newer cars. You can tuck the center of trunk. Trunk may have (2) 1" pieces of all-thread connecting the floor pan to the trunk. They may also be attached to the frame 4" and must be straight up and down. On wagons, these may go through the roof or rear roof pillars. These all-thread pieces must be located behind rear end on both sedans and wagons.
4. Hood may be 9 wired in 8 places or bolted in 6 places bolts may be 5/8 in dia... Front 2 body mounts may extend through core support and used as 2 of the 6 hood bolts 1" all thread max for the front two body bolts only you cannot sleeve the all thread with anything from bottom of core support and above. A 12" hole minimum must be in the hood. The front 2 radiator support bolts must be straight up and down.
5. No x/wire will be permitted in window or door areas. Rear window bar permitted on sedans only using no more than 2"x2" tubing and welded 3" on roof at window area and 3" welded to deck lid at window area. There must be a 6" space from window bar to gas tank protector. Front window bar may run from roll over bar to dash bar 2"x2" tubing. Nothing welded to firewall.
6. Radiator support may not be moved must be in factory position and be in line with radiator mount holes in frame. No welding on firewall permitted for any reason. No seam welding on body will be permitted.
7. Body creasing permitted. Do not fold creases and weld.
8. No extra brackets, bracing, of any type permitted on body of car.
9. You may plate drivers and passengers front doors with steel (no more than 3/8" thick) from door seam to door seam this is for added safety to drivers. **Inside or outside but not both.**
10. You may bolt front and back wheel lips. (5) 1/2" bolts max per wheel lip. Standard 1/2" fender washers only for wheel lip bolts.

CAGE

1. You may have a cage surrounding the drivers compartment with a roll over bar. All bars 6 dia. max. Must be sheet metal to sheet metal only. You may use 10 X 10 X ¼ plate to attach bars to sheet metal. On non-package tray cars the gas tank protector cannot go past the center line of rear end or you may have a rear bar on gas tank protector that goes from rear door to rear door against wheel tubs to be used as a gas tank protector the sheet metal cannot be removed.
2. The dash bar must be 5" off the transmission tunnel and 5" from the center of the distributor.
3. Roll over bar must be straight up and down no angling permitted. You may use a gas tank protector that can be 32" wide and extend to sheet metal.
5. Door bars may be no farther forward than the firewall and extend into rear doors on 4 door cars they must stop 2" from back door seam and on 2 door cars they must stop 3" from rear wheel well on the body the Rear of these bars must be free floating and may not attach to body. You may have gussets in cage at the corners.
6. You may add 4 down bars to the frame, these bars must be straight up and down and may only be attached to the door bars or back seat bar. Bars may not exceed 3" in size and can only be welded to the top side of frame.

ENGINE / TRANSMISSION

1. Engine swaps are o.k. no form of mounting engine and transmission may strengthen frame or body.
2. You must use a frame mount to attach engine to frame. Aftermarket mounts are ok. Engine can be welded in solid. No chains permitted to engine. Nothing may be welded to frame rails. Engine mounting must weld only to cradle under engine.
3. External headers may be used straight up through hood only. Radiators may be removed but cannot be relocated in the vehicle. Radiator overflow must be pointed down to the ground. Bolting of sub-bracing of hood is permitted if hole is cut in hood but shall not exceed 12 - ½" bolts in hood.
4. Distributor protectors and engine cradles will be permitted. Mounting of these may not strengthen car in any manner. Nothing on engine protector may be wider than stacks.
5. Transmission protectors are allowed. They may not attach or brace to the frame, body, or any part of the cage components trans blanket is recommended. OEM trans cross member or 2"X 2"X ¼" max replacement. Skid plates are allowed. They may be one piece from engine to transmission. They may not extend past oil pan or transmission pan. Don't connect to transmission cross member or k-frame. NO bolting or welding the skid plate to the frame. Trans mount may be bolted or welded in.
6. Original gas tank must be removed and replaced with a boat-type tank or fuel cell only. Tank must be moved inside of car behind drivers seat but no further back than rear axle no ratchet straps may be used on fuel tanks they must be securely fastened with bolts and metal straps. No stock tanks inside of car batteries must be moved to passenger side floor board and securely fastened.
7. You may run an electric fuel pump but you must have a on and off switch clearly marked.

8. All fuel lines must be secure and leak proof. Any method of mounting tanks can in no way strengthen your car.

9. Any stock type radiator is allowed, and must be mounted in stock location. You may (float your radiator) using 9 wire, bungee straps, or anything of that nature, maximum of 3 spots. If using a steel fan it must be a clutch fan and covered with the hood. Plastic solid fans will be acceptable. Electric fans are permitted.

10. No chains to engine permitted. No water coolers permitted or overflow bottles permitted must be factory car radiator or an OEM replacement only. Auxiliary transmission coolers are permitted they must be covered and securely mounted.

11. No radiator protectors.

For questions on rules please call Nick King 513-571-7547