

DERBYDOG INC

DEMOLITION DERBY

80s & NEWER MOTOR SWAP FULL-SIZE

1/3/2022

-RULES SUBJECT to CHANGE at ANYTIME-

GENERAL RULES:

1. Any 1980s and newer vehicles permitted. Use of older vehicles must be approved PRIOR to inspection.

(ie: Some Mid-Size GM, Ford, & Chrysler may be permitted- CALL FIRST) See last line for exceptions.

2. ALL GLASS; including windshield, side & rear windows, head & taillights must be removed. All exterior chrome mouldings, hubcaps, emblems, wiper arms, plastic grilles, outside door handles, bumper covers, and header panels must be removed before entering venue. All carpeting, interior mouldings, rear seats, headliner, inner door panels, and all other flammable material must be removed. Dash board is optional. VEHICLE MUST BE SWEEPED FREE OF ALL DEBRIS.

3. Stock fuel tanks must be removed. 10 gallon max metal tank/fuel cells must be mounted inside of car behind driver's seat. May use gas tank shelf. MAX WIDTH: 24" wide. Must attached to rear seat bar. May be mounted tightly to rear packing shelf. Must have a 6" clearance from sides. MUST NOT ATTACH TO ANY OTHER PART OF VEHICLE. CANNOT ATTACHED TO FRAME CROSSMEMBERS.

4. Battery must be relocated to the passenger front floor area and secured to the floor.

5. Transmission coolers permitted.

6. Any tire permitted. Round, rubber, and safe. No solid rims. No beadlocks. Weld-in centers permitted.

7. Can use 1/8" thick mesh with 4- 3/8" bolts on front of core support. Core support must remain in factory location. No other metal added to the core support- in front or behind of radiator or condenser.

10. After-market parts permitted; Shifter, Steering Column, Pedals, Pinion Brake, Engine Cradle, Slider Drive-shaft, pulley protector. NO OTHER ENGINE ARMOUR PERMITTED! NO FRONT or MID-PLATES PERMITTED.

SUSPENSION:

1. No suspension modifications permitted. Must remain strictly stock, unless listed below. No aftermarket spindles/ball joints.

2. Control arms may be chained or plated to gain height. May weld two links on frame and 2 links on control arm. If using a plate 3" x 3" x 1/4" plate welded-Either to front side or back side of A-arm.

3. No homemade a-arms permitted.

4. Lower trailing arms may be bolted to the frame ONLY with 1" of washers between frame and trailing arm max.

5. 98 & up Ford lower control arm factory Ford bracket may be moved to inside of frame for lower arm only.

6. 1" all-thread for shocks permitted. No larger than 1" material.

BUMPERS:

1. 1970s and newer car stock bumpers (any OEM bumper with working shocks). No reinforcement. Bumper ends may be trimmed. Aftermarket bumpers permitted. (TEXT FOR APPROVAL).

No Chrysler Pointys or aftermarket Pointys permitted.

2. May weld bumper to bumper shocks. Shocks may also be welded. Hardnosing bumper permitted.

NO MORE THAN A TOTAL OF 2" TO MOUNT BUMPER TO FRAME.

3. Core support must remain in factory location- no shortening of mounting.

FRAME:

1. NO TILTING PERMITTED. No welding on frames permitted, except where noted.. Rust repair must be verified (text pics). Must prove rust. All cars may use fix-it plates- 3" x 3" x 1/4" maximum. Maximum (6)-fix-it plates total. Must have 1" gap between fix-it plates. RUST REPAIR MAY BE CONSIDERED "FIXIT" PLATES. DO NOT OVERLAP!

NEW FIXIT PLATE RULES:

1. FRESH CARS: No Fixit Plates permitted.

2. AFTER ONE RUN: (2) Fixit Plates permitted.

3. AFTER TWO RUNS: (4) Fixit Plates permitted.

4. AFTER THREE RUNS: (6) Fixit Plates permitted.

5. NO MORE THAN (6) FIXIT PLATES PERMITTED TOTAL.

2. Lower engine cradle permitted. **No welding engine cradle to frame rails. Only welded at motor mount location.**

3. Rear frame may be dimpled and/or notched.

4. If relocating transmission cross member, 2 pieces of 3" angle iron, 6 inches wide, or 2" x 2" box tubing may be welded to the frame. Sides only. Top must not be welded.

BODY:

1. Sheet metal is to remain in stock position. May tuck trunk. Quarter panels must stay in upright position. No folding over. May be welded in two spots- 3" maximum. Trunk and speaker deck may be dished.

2. Hood must be open for inspection. Hood must remain 100% in stock location. May use six bolts total for hood. If using 1" through core support & frame, you may only use 4 additional 1/2" bolts.

3. Fasten doors with no more than; 3 plates, 3" x 3" per vertical seam AND per horizontal seam. May weld driver's door solid.

4. May weld trunk; 6 plates, 3" x 3". Sheet metal to sheet metal ONLY!

5. May change body bolts but must retain stock 3" factory body mount rubbers with factory cone spacers or hockey pucks between the body and frame. Body mounts to be 1/2" bolt maximum with one 3" x 1/4" plate, top or bottom. Strictly enforced. Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts to check.

6. 3 inch spacer under core support maximum. Cannot be welded to support or frame.

CAGE:

1. May run one dash bar and one bar behind seat from post to post, 4" maximum pipe or tube. May run door bars to be attached, dash pipe to seat pipe, maximum 4" pipe or tube.

2. Must have a brace coming from firewall to roof for driver's safety.

3. Optional rear bar speaker deck to roof, splitting seam on 6" x 6" x 1/4" plate, trunk to deck. No square tubing or angle on the trunk.
4. Maximum size of window bar, 2" x 1/4" round, square or flat. Must run one front window bar max.
5. Driver's doors must be padded or door panel on.
6. May run 1 halo bar- 4" max- pipe or tube, attached to rear seat bar. CAN NOT BE WELDED TO DOOR OR DOOR POSTS. May be attached to roof in 2 spots- either two 1/2" bolt with 3"x 3" x 1/4" max plate on underside of roof or 3" weld.
7. 2" x 2" downlegs are permitted. From cage to sheet metal ONLY! Do not attach to frame at all!

DRIVE LINE:

1. Any engine may be used. May use any slider shafts. NO distributor protectors or carb protectors. Stock OEM frame and motor mounts only. Motor mounts may be welded solid. Old Skool style flat plate from frame to motor mount permitted. Pulley Protector or Sway Bar permitted. NOT BOTH.
2. Aftermarket shifter, gas pedal, brake pedal and pinion brakes permitted.
3. 5-lug braced rear or 8-lug NON-BRACED rear-end permitted. No reinforcing tubes. Rear end gears may be welded.
4. Pinion Brake permitted.

5. All steering components must be OEM factory. No Rack-n-Pinion protectors/shields. 2003 & newer Ford must run factory Crown Vic steering.

6. Aftermarket Cradles for 2003 & newer MUST NOT be welded to frame in anyway. May be bolted to aluminum with no added steel.
7. OEM Tie-Rod ends only. Tie-rod tubes may be re-enforced.

PRE-RANS:

1. See Fix-It-Plate rule above.
2. No excessive tilting when pulling down pre-ran cars. This will be checked to the best of our abilities. Officials Decisions are Final.

1979 & OLDER PERMITTED:

Chevelle, Malibu, Monte Carlo, El Camino, Wildcat, Century, Riviera, Regal, Cutlass, Grand Am, Grand Prix, Le Mans, Seville, Eldorado, etc. Other models may be used-MUST TEXT FIRST! (440)-223-4723