

# 2018 Waller County Fair Demolition Derby

## Stock Rules

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice!

NO black cars, dark cars must have contrasting letter/numbers. DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

- Any year car EXCEPT No Imperials, no Suicide Lincolns, and no Hearses
- Body component must be direct bolt up only. Must be factory hardware or equivalent in size
- Remove all glass mirrors and plastic. Remove all decking in wagons
- Vehicles must be swept clean of all debris
- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding.
- Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk with a single 90 degree bend.
- Anything can be removed, NOTHING can be added

- Fasten trunks, hoods, tail gates in 4 places, 2 strands of #9 wire, you may weld doors 6 inches total on each vertical seam only. Drivers door may be welded 12 inches total on vertical seams only. 2" x 1/8" strap. Do not weld hood or trunk, except 4-1/2" tack welds per washer 1" washers max

### -BODYMOUNTS

you may add 3" of rubber for core support spacer

- if you choose to change ur core support mounts with 2 of ur threaded rod you get 3 plates 1/4 thick 5x5 max OD 7 5/8 nuts 7 3"OD max 1/8 thick washers per threaded rod
- CORE SUPPORT ONLY

Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM

Exception, You may change a total of 6 body bolts out, with 5/8" threaded rod 24" long max with 3 nuts, 3 5/8 store bought washers and 3 5x5 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

- #9 wire or chain required in front windshield.

### - FRAMES

- You may dimple your rear frame rails
- NO welding on frames allowed.

#### - SUSPENSION

- you may change coil springs to a stiffer oem passenger car spring. Front springs in the front. Rear in the rear no swapping locations.
- All suspension must remain stock. ZERO aftermarket parts.
- Rear control arms may be changed but must be stock NO SHORTING %100 stock
- You may use (store bought spring spacers, no homemade no spacers on top of the springs)
- You may use a single strand #9 wire to hold coil spring to rear end and leaf sprung cars may use 4 single strands #9 wire as leaf clamps.

#### - DRIVETRAIN

- (2) 3/8 threaded rod two 3"wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.
- ANY drivetrain & transmission (manuals allowed no aftermarket bellhousings OEM only ) allowed with the following criteria.
- No pinion brakes
- Only the lower stock engine mounts may be welded to cradle only. You may use two 1/2" thick 6x6 spacers to raise engine. If you need more than 1/2 to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only(example SBC in Caddy, Mopar)
- No tranny protectors, stock mounting only, stock cross members only.
- May use 2"x 3"x 6"1/4 angle. If relocating (2- 1/2 bolts per side to mount to frame or weld to the side of frame
- You may weld rear end gears only.
- Rear end swaps allowed, no bracing, no welding, no re-enforcement unless specified. Max axle size 31 spline, Ford, GM or Mopar Clarification: All must be factory axles(cast flanges) and rear ends, **we will allow you to weld factory brackets on rearend to mount any 5 lug passenger rearend. No added metal, do not weld tubes to center section or anywhere else, no bracing outside or inside. C-clip to Bolt-in mods allowed, no extra metal. All mods must be on rearend, nothing allowed on frame or body.**
- You may run 1 spot of #9 from rear end to frame per side, nothing thru body. 4 loops, 8 strands together in center twist only.
- Floor shifters allowed, headers allowed, gas pedals and brakes, Clarification: none may strengthen car. 6x 5/8" max bolts and 3" washer max.Clutch pedal may be mounted to dash bar only.
- No engine cradles, skid plates, protectors of any kind, and no aftermarket parts of this nature at all.
- If u run an LS you may use conversion brackets 3/16 max thickness no gussets. To except an old style rubber frame mount. Plz call.
- You may run the chevy to ford engine mounts 3/16 max thickness no gussets. 3 PLATE DESIGN PLZ CALL
- You may have 2-5/16 chains 1- per side attached from block or headers to engine frame mount not to frame or cradle nothing excessive only for safety

- You may swap engines, ie.. Chevy in a Ford.
- Slip shafts allowed at all shows.

#### -DRIVERS COMPARTMENT :

- 4 point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. 6 inch max, Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.
- Halo bar allowed (2)1/2 bolts with 1/2 washers to attach to roof, only to the back seat bar or sidebars, not to floor. Gas tank mount may be welded to back bar but must be 6 inches from rear sheet metal.
- Drivers door must be padded.
- Gas tank and single battery must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
- Nothing may be mounted in a way that strengthens the car.
- Trans coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

#### Bumpers:

- you may weld rear bumper strait to frame or fallow the rules for the front bumper if using a shock.
- You may weld on any DI approved bumper(see below), you may weld bumper bracket(in factory location) to frame 4 inches from the back of bumper, , in addition you may put 4 one inch welds on back side of bumper bracket or to weld shock inside frame(example Crown Vics).

-

You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard nosed

Old iron may shorten anything forward of the frame you want , You must have a 1 inch gap between frame and bumper, the only thing that can be in that one inch gap is your welded shock.

---If your car did not come with a shock(example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts, only welding described above. Call Vince with special cars to mount bumper legally.

- Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper.

- Any approved DI tire, Brakes MUST work.

Only welding allowed is doors, bumper, engine mount, cage and rear end gears! This build should only take 3 days, if you spend more than that you are overbuilt for this class and will not run!

If you call me on these, the answer is most likely NO! Simple rules, simple build, keep it that way. Again do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed.

#### SS Class

Refer to everything above(Bone Stock) for your body, suspension, steering, interior and frame. For your "drivetrain" only, refer below(Icon rules). Your drivetrain ends at your frame side engine mount, your transmission mount and the top ears on rear end.

Aftermarket Steering column will be allowed