

Waller County Demolition Derby 2019

RULE BOOK DISCLAIMER

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

COMPETITION RULES:

- Drivers must remain in the vehicle with helmet, seatbelt on until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause disqualification.
- Your allowed One fire, Second fire you will be disqualified.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You will be given 2 minutes for restarts. We try to work with you if you are hung up.
- If your car is running you must be making constant contact if you don't officials will give you 1 warning verbally or with the flags, if not recognized by the driver, he or she can be called for disqualification.
- This is not a team event, team driving will not be tolerated.
- THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a post race inspection before any prize money is awarded.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- Dot approved helmet, gloves, a long sleeve shirt, safety glasses and pants are required. Neck brace in highly recommended.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

Rules for building Full size bone stock

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!

GENERAL PREPARATION:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. No added weight to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seat must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- Coolant must be drained and water added to radiator.
- 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 Full size cars allowed EXCEPT No Imperials and Imperial sub frames, no Suicide Lincolns, and no Hearses, no limos, no trucks, no SUV's, no Camaros, no mini vans or AWD's allowed.

-Body components must be direct bolt up only.

- Remove all glass mirrors and plastic. Remove all decking in wagons
- Vehicles must be swept clean of all debris if not you will vacuum it out at the show.
- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping (other than what the rules state), forming or folding.
- Hood must be 100% in stock location and open for inspection.
- Anything can be removed, NOTHING can be added, you may cut a hole in the firewall for the distributor to go through as the front comes up.

Body:

- Fasten trunks, hoods, tail gates in 4 places, 2 strands of #9 wire you also get one hood clip set per side 2x2x3 with one 1/2" bolt per tab set to bolt together,
- you may weld doors 5" on 5" off total on each vertical seam only. Drivers door may be welded Solid on vertical seams. 2" x 1/8" strap max.
- Do not weld Hood, Trunk, or tailgates shut.
- You may tuck trunk with one 90 degree bend.
- Body mounts and spacers to remain stock and in place. If they are broken or rusted out, a single piece #9 wire may be substituted. No body bolt changing allowed. DO NOT EVEN TOUCH THEM, **Exception:** You may change a total of 6 body bolts out with 5/8" threaded rod no more than 24 inches long with a maximum of 3 nuts, 3 5/8" store bought washers and 3 5x5 1/4" plates per rod.

Must be straight and vertical, no bends or angle pieces, zero welding of rod to body or frame to mount the rod.

- Core support; If you choose two of the 6 rods your allowed, 2 may be used in the core support, if you choose to do this the two rods in the core support may be $\frac{3}{4}$ " threaded rod no more than 24 inches long with 3 plates 5x5 $\frac{1}{4}$ " thick, 7 $\frac{3}{4}$ " nuts, 7 3" OD $\frac{1}{8}$ " thick washers per rod, with a core support spacer that is no more than 2" OD and no more than 3" tall, if the spacer is more than that you will cut completely out. Nothing else is allowed between core support and frame mount hole other then your 3" space. Bottom nuts and washers must be inside frame rail.
- You must have 2 window bars in the front windshield they can be made of #9 wired, 2" x $\frac{1}{8}$ " flat bar or 2"x2" angle, connect is directly to fire wall only nothing else these may be welded or bolted
- Your allowed one rear window bar attached from roof to trunk or rear cowl, it may be welded or bolted can not touch any part of the cage.

Frames:

- NO welding on frames allowed other then in the bumper rule.
- **You may dimple your rear frame rail in one spot per rear frame rail on top between hump and rear bumper.**
- You may beat the side of the hump in.

Suspension & steering:

- Stock suspension
- All suspension and steering parts must be direct bolt on no modifying to bolt a part on.
- Coil springs can be changed out to a different set as long the spring comes from a car allowed in this class. Front coils in, front Rear coils in rear.
- Upper a arms can be changed to a set from a car allowed in this class.
- Rear control arms may be changed but must be stock **NO SHORTING, 100% stock**
- You may use 2 twist in spring spacers per side(store bought, no homemade)
- You may you a single strand #9 wire to hold coil spring to rear end and leaf spring cars may use 4 single strands #9 wire as leaf clamps.
- No reinforcing of steering components
- You are allowed to build or buy a after market steering column.

DRIVETRAIN:

- ANY drivetrain & transmission (manuals allowed, no aftermarket bellhousings, OEM only) allowed with the following criteria.
- Only the lower stock engine mounts may be welded to cradle only. You may use two $\frac{1}{2}$ " thick 6x6 spacers to raise engine. If you need more than $\frac{1}{2}$ to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, $\frac{1}{2}$ " flat plate only(example SBC in Caddy, Mopar) – No tranny protectors, stock mounting only, stock cross members only. No welding, bolt only - May use 2"x3"x $6\frac{1}{4}$ " angle. If relocating (2- $\frac{1}{2}$ bolts per side to mount to frame - You may weld rear end gears only.
- Rear end swaps allowed, no bracing, no welding, no re-enforcement. Max axle size 31 spline **Aftermarket axles allowed no more than 31 spline.** You can change mount tabs to retro fit rear ends this is the only welding allowed on the rear end.

You may run 2 strands of #9 from rear end to frame, nothing thru body. 2 loops, 4 strands together in center twist only.

-Floor shifters allowed, headers allowed, gas pedals and brakes, Clarification: none may strengthen car. **Clutch pedal may be mounted to dash bar only. Aftermarket solid steering columns with universal joints allowed.**

-No skid plates, protectors of any kind, and no aftermarket parts of this nature at all.

-LOWER CRADLES ALLOWED, may only bolt to original spots on block for engine mounts and 2 spots on the face of the block, no cradles that cover the face of the block or attach to the heads or transmission, no pulley protectors allowed. The lower cradle maybe bolted or welded to engine cross member nothing else do not take anything to the frame.

-If you run an LS, you may use conversion brackets to accept an old style rubber frame mount or run a lower cradle.

-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.

-Slip shafts/ slider driveshaft allowed.

DRIVERS COMPARTMENT :

- 4 point square cage only, max 60 inch side bars 6 inch max, Must be mounted horizontally and 6 inches off floor one down bar per side centered on drivers and passenger doors may be welded from side bar to floor sheetmetal only. Gussets only in interior of 4 point cage.

- Halo bar allowed attached with two 1/2" bolts and two 1/2" washers through the roof only and to the back seat bar or sidebars, not to floor.

- Gas tank mount may be welded to seat bar but must be 6 inches from rear sheet metal. You may have a protector around the tank but must stay 6 inches from rear sheet metal and can ONLY be attached to the seat bar and gas tank mount no where else.

- Drivers door must be padded.

- Gas tank and single battery must be moved to inside the car

- Nothing may be mounted in a way that strengthens the car.

- Transmission coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

- There must be a fuel cutoff switch in drivers compartment that is visibly marked if car has An electric fuel pump.

Bumpers:

-Bumpers may be reinforced ie loaded with end capped no concrete in bumper

- you may also build a bumper from square tubing but must have a chrome skin or appear to look like a bumper. No points beyond 6" of center line of bumper.

-You may choose one of two options to mount a bumper can not combined the two options to mount your bumper one or the other

- option 1

- use factory mounts and hardware the mounts may be welded on, the welds can not exceed 10" back from the factory mounting point of the bumper.

- you may weld the factory mount to the bumper.

- you are allowed to collapse the bumper shocks and weld them.

-Option 2

- Discard all factory mounts and hard ware.

- you may Cut front of frame flush with core support mount.

- you are allowed 1- 4" x 10" plate with a 90 degree bend in it to attach the bumper to the frame.
- you are allowed to weld the bumper to the frame, do not add any extra materials in the process of your welding the bumper on, other than what has been stated.

TIRES:

- Any size tires, 4 tires max per car
- No split rims, studded tires or 100% solid wheels
- you may use aftermarket center with various bolt pattern small center only no full centers
- No outer bead welding or plating. Stay off the area of the rim the tube touches, except to weld your center into the rim.
- Valve stem protectors allowed, they may not extend more than 6 inches from valve stem.
- no bead locks allowed
- Doubled or foam filled tires allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection unless its for the feature due to tire being lost.

Pre Ran cars and info for after heat races

- You are allowed 4- 4"x4" patch plates
- You are allowed unlimited #9wire

Final notice:

- Build to the rules, if you have questions call but the answer will not change from what the rules say.
- All Cars will be inspected again before the feature.

Call or Email questions concerning rules of building your car to:

Travis Hostetler @ 317-523-9933 or thos65@me.com

Email questions concerning General info for the derby and for pre registering to:

Troy Guidry @ tguidry.horses@sbcglobal.net

Or

Call the fair offices @ 979-826-2825