

## 2023 Demo Derby Rules

### General Rules for all classes

All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

Anyone caught building to other than these rules will be loaded up! NO REFUNDS!

All cars will be inspected off of the trailer in a designated area with driver of the car and officials only.

Car must be checked in at least 30 minutes before start time. If you are late there will be a \$100 late fee or you won't run.

Any protests should be made prior to the Feature by the driver. After the Feature starts, it is too late.

Cars must make contact every 60 (sixty) seconds

NO alcohol or drugs permitted in pit area. Any driver or pit crewmember under the influence will be escorted out.

Air bags must be removed.

Flag rules will be explained at drivers' meeting.

Cage highly recommended. Roll over bars recommended.

Cars without headers through hood must have two 8-inch holes on each side of carburetor.

More than one car can be entered by the same entrant

If you have a concern, report to the judge's stand and ask available official to discuss a resolution to the problem.

Must have some form of an operable seat belt. We recommend padding for protection inside the driver's door.

All hoods will be open for inspection.

Stock gas tank must be removed and replaced with a tank inside the car. The gas tank must be tightly secured and covered with a protective firewall.

Batteries must be moved inside driver's compartment and must be secured and covered.

All cars must have numbers on both sides of vehicle, and a roof number. A 15 x 15 roof sign with numbers on both sides is optional.

All glass, plastic and pot metal must be removed. Nothing may remain in the bottom of the doors or trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding, screw, fiberglass, rear seats, station wagon decking, etc.)

Front seats must be securely mounted to the floor, however if you are using bolts to secure the seat, they may not go thru the frame.

All flammable materials inside the car must be removed except necessary safety padding and seat.

Any infractions, of any rule, will deem that car illegal, and it will not be allowed to compete!

Cars may be inspected at any time, before, during, and after competitions.

If the vehicle is found to be illegal, it and the driver will be disqualified! "NO REFUNDS"!

All rules and procedures will be followed at all times or you will not run!

Any American made sedan or station wagon can be run. No 1973 or Older Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, commercial vehicles, etc.

Drivers must be 16 years old or older to compete. Drivers 16-17 will be required to have a parent or legal guardian to sign a minor's release form.

Driver must wear seat belt and helmet, along with eye protection at all times when operating vehicle.

All drivers must attend the drivers' meeting. Meeting will be 15min prior to start time.

DO NOT hit in the driver's door. Sometimes this happens, but if it looks intentional or Careless, you will be disqualified.

Do not use your door as a shield; it may cause you to be disqualified.

No hot-rodding in the pits, keep it at an idle. Any excessive or erratic driving will get you disqualified and possibly removed from the premises.

Any open door or fire will cause disqualification if deemed a safety hazard. If in heat, you may fix it and come back in the consolation if you have finished high enough to transfer, car count will determine number of transfer positions.

Arguments, whining, sandbagging, team driving, hit and hold tactics, or improper displays will get you removed and possibly barred from any further competitions held by us!

We will not tolerate any disruptive behavior.

Absolutely NO alcohol in you, on you, or with you will be allowed until after your event

Event Top five will be inspected after feature event.

If a car is found to be illegal, the money will go to the next finisher (example: 1st place

Illegal=2nd place will be awarded the win, 3rd to 2nd etc.)

If you have a concern, report to the judge's stand and ask available official to discuss a Resolution to the problem.

Do not get out of your car in the arena at any time unless safety is an issue such as fire, or when directed by an official, failure to comply may get you barred from this and future events.

Drivers will be the only people allowed to discuss concerns with officials.

No car may run in final event that has not run in a heat.

No profanities may be placed on any part of the car where it may be visible to the Fans.

Any questions give us a call! If it does not say you can do it, do not do it. Call first.

Judges Decisions are final.

Contact: For limited weld and 80s stock rules call Josh Delahr 815-955-7121.

Contact: For compacts and vans rules call Matt Slade 217-530-3435

Contact: For general information call Andy Zahnd 217-419-0357

If it doesn't say you can do it, don't assume that you can. There are no grey areas in these rules. These rules listed below are how you can build your car. NO EXCEPTIONS.

All cars should be built to these rules.

## Limited weld

This class is open to any year car.

### GENERAL CAR PREP

1. All cars must be stripped of factory components.
2. Cars must have a seatbelt and working brakes. MANDATORY!
3. Battery may be moved but must be securely fastened and covered in the car. Two batteries are allowed.

### GAS TANKS AND FUEL PUMPS

1. Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured.
2. All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials.
3. Electric fuel pumps are allowed. Must be covered with nonflammable material.
4. All lines must be ran inside the car, not along the frame underneath.
5. Gas tank protectors 36" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST BE A 4" GAP BETWEEN GAS TANK MOUNT and or GAS TANK AND PACKAGE TRAY.
6. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle.

### RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any automotive type radiator can be used. Aluminum Radiators are LEGAL.
3. DO NOT MOVE CORE SUPPORT OR FACTORY FRAME MOUNT.
4. Factory condenser or  $\frac{1}{8}$  expanded metal only may be bolted in with (4) -  $\frac{3}{8}$  bolts.
5. Core support spacer can be 2"x2" tube 6" long. May not protrude onto frame side. No more than a 6" space between factory mount and bottom of core support. Can only be welded to factory frame mount.
6. May change bolts for Core support to (1" threaded rod max) Cannot sleeve all thread. Max of 5 nuts per all thread.
7. (2) 6"x3" x  $\frac{1}{8}$  flat strap with 4 pieces of  $\frac{3}{8}$  threaded rod to hold radiator in. Bolted or welded to the core support.
8. May shorten core support for radiator clearance. 2 bolts or single pass weld up to 3" long.
9. You are allowed (2) locations of #9 wire from bumper to core support.

### BODY

1. May change 8 body mounts total that are already in a stock location to 5/8's all thread. All thread may only be 6 inches long. Must have factory oem spacer or 1 hockey puck. Core support all thread counts for 2 locations. All other locations must remain stock bolts, rubber, and triangle. Body mounts must be up inside frame to bolt body back down.

2. 2 nuts, 2 washers,(3"x3") Max on replacement body bolts in each location. These cannot be welded to the frame.
3. No body seams may be welded. No metal may be added.
4. No doubling of body panels allowed. No added metal allowed.
5. Doors may be chained or wired. May weld doors shut, 3" on 3" off. Straps no bigger than 3" wide.
6. Cars may cold tilt at the boxes or may cut where the crossmember goes and bend/tilt there. Must be where 3"x6" angle iron is. Cannot reweld or cut on boxes. If you want to pitch or weld on boxes use your Band-Aid to Cover all welds, No other welds visible on boxes besides patch plate.
7. May cut any metal out, May crease front fenders.

## **HOODS**

**MUST BE OPEN AT INSPECTION!**

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8)  $\frac{3}{8}$  bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in the core support. May use a 4x4 washer to hold the hood down.
3. (4) LOCATIONS of #9 wire OR 5/16 chain or angle 2x2x2 inches long weld to top of the hood and fender with a  $\frac{1}{2}$  bolt per location. (only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)

## **TRUNK**

1. You may choose ONE of the following options for your (8) attachment points
  - a) (8) attachment point places of #9 wire to sheet metal only.  
one hole on the fender and one hole on the truck-lid is an attachment point.
  - b) (8)  $\frac{3}{8}$  bolts and washers through the rain channel.
  - c) 8 angle 2x2x2 inches long weld to top of the trunk and quarter panel  
with a  $\frac{1}{2}$  bolt per location
  - d) 3" on 3" off. Plate no wider than 3"
2. You may weld washers 2  $\frac{1}{2}$  O.D. Max to the sheet metal only for your #9 wire.
3. (2) Locations of  $\frac{5}{8}$  thread rod welded to the side of the frame 4" of weld down the frame. (3x3) washer OD & (1) nut per threaded rod.
4. May tuck truck lid. Must remain 6" off the highest point inside the trunk.
5. Speaker deck must remain in factory location. Cannot push down.
6. May crease/push in rear panels up to the rear door seam.
7. Quarter panels must remain horizontal. Cannot push them over.

## **SAFETY CAGES**

1. All cars must have a safety cage and roll over bar.

2. A 4-point cage is required. Your cage must have a dash bar that must be 4" from the firewall.
3. Your cage must have a bar behind the driver's seat.
4. You must have (2) side bars 1 per side and they cannot be longer than 60" 4" away from the wheel tub.
5. Roll over bar cannot be more than 8" behind the top of the head rest. Must be horizontal. Rollover bar cannot attach to frame. Weld or Bolt it to sheet metal only. No kickers off halo. Cannot be attached to any body mounts.
6. Rollover bar can be bolted with 2"x2"x2" angle to the roof, no kickers coming off the cage or rollover bar.
7. The cage can be welded to sheet metal only.
8. (4) down posts 2"x4" max. two (2) per side. Front 2 down legs can be welded to the top of frame horizontally, single pass weld, cannot attach to anything else. No added metal. Must have a 6" gap from crush box. Roll over bar counts as 2 if ran to the floor. Other 2 must be to sheet metal.
9. Cage can be made from nothing bigger than 4" pipe, 4" square tubing, or 2"x 6" box tube MAX.
10. All down tubes must be at or behind the dash bar, straight up and down and above the side rail. Welded to sheet metal only other than where noted. Must be a min of 4" away from the wheel tub.
11. Gas tank protectors 36" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST BE A 4" GAP BETWEEN GAS TANK MOUNT and or GAS TANK AND PACKAGE TRAY.
12. You may have a door plate outside of the car on drivers side only.
13. All down bars / dash bars / rear bars and halo must be within the 60" door bars. Not in front or behind door bars.
14. Must have (2) 3"x 1/4" Window down bars. Must bolt in. No welding, cannot reenforce the car. Sheet metal to sheet metal only.
15. No kickers off of dash bar to firewall.

## **FRAMES/SUSPENSION**

1. 2 – 4"x6" 1/4 Patch Plates on Fresh Car for rust repair or your choice of placement. Plates/Welds cannot be touching bumper strap. You cannot use as a kicker to a driveline component. Cannot attach to cage or body. Pre ran cars can have up to 4 – 4"x6"x 1/4 Patch Plates your choice of placement. if weld is found excessive you will remove weld and frame behind it. Cannot use as a kicker to a drive line component. Cannot be welded from frame to cage. Cannot be cut off and replaced. Cannot cut patches and spread them open. Plates/Welds cannot be touching. Welds and patch plates should not be touching. Must have a 1/2" gap. \*\* Unlimited #9 wire \*\*.
2. All steering / suspension must remain OEM stock. No drilling, No welding or fabrication.
3. Spring spacers are allowed but nothing metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car springs only.
4. No lift spindles, must be factory. No gearbox adaptor plates.
5. Tie rods must be oem with factory ends. May weld the factory sleeves. OR May run aftermarket tie rods for a car (no truck tie rods), Must be a bolt on fit. No drilling or welding to make them work.
6. Factory spindle swaps are ok- Ford to Chevy, etc..
7. You may use replacement ball joints with new stock ones. No Aftermarket. No welding.
8. You may change A-arms from new style to old style A-arms. Must bolt on- No welding. You can weld your A-arms down with (4) 2"x3" 1/4 inch straps. 2 per A-Arm. Cannot be welded or touching Plates.

9. May have all thread shocks in rear - No double nutting.
10. No welding, plating, or reinforcing of the frame or suspension.
11. All factory frame holes must be left open.
12. Any reinforcement of the frame found will result in disqualification. NO fixing allowed... YOU WILL BE LOADED!
13. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten front frame up to the front body mount, cannot remove the front body mount.
14. Aftermarket steering columns are ok. No Hydro Steering
15. Rear frame rails may not be shortened.
16. You may use 3/8 chain or wire from your axle to the frame hump. ONE PLACE PER SIDE. Must remain in center of hump. NO WELDING.
17. NO frame shaping. May only dimple rear rails to aid in getting the rails to role/bend top only.

## **BUMPERS**

1. Bumpers may be loaded. May use a 4x4 bumper or aftermarket replica bumper.
2. May mount your bumper in 1 of 3 ways
  1. Hard nose right to the frame with 4"x20" ¼" flat plate welded to back of bumper. If using this plate you cannot use 4"x8" bumper strap / shocks. This option cannot be used on 03 and newer.
  2. May weld directly to your cars factory shock. Cannot change bumper shocks.
  3. (2) 4x8 inch bumper strap on one side of the frame only. 1 per frame rail, 2 straps total.  
Cannot use bumper shock. Can only weld 8 inches back from bumper to the frame. This covers shocks / bumper straps. May cap the frame to mount your bumper.
3. Rear bumper – May hardnose to frame or use factory shock. 4"x8" bumper strap aloud, 1 per frame rail
4. **\*\*NO WELDING or Bolting Further than 8" FROM BACK OF BUMPERS FRONT OR REAR Other than where its noted\*\*** If you have questions about this, please call Josh! (815-955-7121) No Calls after 8pm.
5. Bumpers can be no higher than 22" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper.

## **ENGINE AND TRANSMISSION**

1. Any engine or transmission may be used in any car, must be mounted within 4" of the original locations.
2. NO MID PLATES OR TRANNY PROTECTORS.
3. Basic Lower engine cradle with front plate and pulley protector are allowed. May also have halo to protect carburetor. Nothing can go past the back side of carburetor. This is to protect the carburetor only. If using a pulley protector you MUST remove the sway bar.

4. Cradle can not go past the center of the engine on the sides. No higher than the valve covers.
5. Factory / Aftermarket basic motor/transmission mounts are allowed. Must be rubber mounted.
6. May weld 1 inch spacer on motor mount to raise engine.
7. 03 and newer basic engine cradles only for a stock class show. Can only be mounted in 2 factory locations on aluminum cradle, and 4 factory locations on frame. Cradle must have ½" gap to side rails. No further protectors or boxing. Call Josh with questions.
8. Cadillac / Chrysler may use equivalent cradle and mounting locations as above.
9. HOMEMADE gas pedals and shifters are allowed but may not reinforce the car in anyway.
10. OEM crossmember OR 2"x2" a straight piece of square tube. May weld a piece of 3"x3"x6" angle to frame to aid in attaching crossmember only to side rails. Angle can only be welded to inside of frame rail, nothing else.
11. Can run Aftermarket bellhousings or tailshafts. Must cut (8) 6x1 slits in floor.

## **REAR END**

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shaft is permitted.
3. You may have (5) Leaf spring clamp per side of car. Clamps can be no bigger than 2"x5" 3/8s thick with (2) ½" bolts per clamp. Leaf springs need to be off passenger car only. No homemade stacks. (9) 5/16" max with 6" stager. No welding or taping.
4. May run aftermarket trailing arms. Must have factory appearance. Must be bolted in, NO WELDING, No oversized or crazy trailing arms.
5. May run watts link conversions. Single pass weld. Must bolt in and cannot go through the sheet metal in the car. Frame only. Must remove existing factory components if running Watts conversion.
6. No leaf spring conversions
7. You may use 3/8 chain or wire from your axle around the frame / hump. ONE PLACE PER SIDE. NO WELDING. TIRES
8. Any Tires and wheel combo must have a tire- cannot run just a rim. With exception of NO split rims or studded tires.

Everybody needs to read and re-read these rules. If you are found to be over built for these rules, you will be given 2 options:

- A. CUT OR REMOVE ILLEGAL PARTS.
- B. LOAD ON TRAILER AND GO HOME.

For questions call Josh Delahr 815-955-7121

If it doesn't say you can do it, don't assume that you can. There are no grey areas in these rules. These rules listed below are how you can build your car. NO EXCEPTIONS.

All cars should be built to these rules.

### 80's Wire Bonestock

- Cars will remain ALL STOCK except where noted.
- May change front and rear bumpers you may use a 4x4 or replicate of your choice.
- Only welding allowed to the bumper is to fasten the bumper to the frame and shocks may use a 6"x4" strap to hold bumper on. May change the front 2 body mounts at the core support only 5/8 all thread 3 nuts per side, no welding, may go through the hood. May shorten frame up to front body mount. All other body mounts must be stock don't touch them. May use 4" spacer at core support, must be free floating NO welding.
- • May change engine and transmission with a carbureted/older. May only have basic lower cradle, this is to protect the engine only as they are expensive. May run auto or stick shift transmission. Any motor in any make. Stock or aftermarket Motor mounts. May chain or wire engine at 2 locations. Cross members need to be bolted in, may weld 2x3 angle iron. Cross member must be bolted to angle iron.
- May use aftermarket steering column, nothing else. Must use stock tire rods and a-frames. No welding on steering everything must bolt on
- 1980 or newer rear end must remain stock. No 9-inch Fords, no bolt in axles in GM's no Dana 60's. May run a gear in the rear end. May run pinion break. May modify trailer arms, Single cut and weld to adjust angle of drive line. May wire or chain humps to reared must be a c-clip reared 5 lug.
- Two wires or chain from roof to cal area. No bars or plate.
- Box style cage recommended, with no kickers or any post going to the floor. Box only no additional cross braces of any kind inside box cage. 6" C-Channel max on doors with 5" max diameter pipe may be used for box cage. C-Channel may not be longer than 60" and seat bar must be within 6" of seat. roll over bars recommended. Simple gas tank protector bracket. 8" away from sheet metal or package tray.
- My run 4 strands of 9 wire in 4 spots around the frame to the cage.
- Any tire up to 16". May run any tire and rim you want. Stem protectors OK.
- All doors must be wired or chained shut (3/8 max chain) in at least four places. May have 3- 12 inch strips to weld doors shut.
- Hood and trunk may be wired only in six spots max. May weld washers OR (6) 2"x2"2" Angle with 3/8's bolts max.
- There may be two additional spots of wire added going from core support to front bumper outboard of radiator. The same goes for the back. Two spots only.
- Stock type driveshafts or you can run a slider drive shaft.
- The only welding allowed will be what is notated here in the rules.
- Suspension must remain factory stock. This includes A-Frames, ball joints, gearbox, tie rods, spindles. If swapping suspension must be a bolt on fit, no fabricating or welding to make it fit.
- May use (1) 2"x3" ¼ strap to weld A-Frame down. 1 per side 2 total.
- Safety and conduct rules will apply with other classes.
- The only non-stock/aftermarket components allowed will be HEADERS, SHIFTERS, GAS PEDAL, TRANS. COOLERS, and FUEL TANKS AND TIRES, Steering column.



- May tuck trunk 50%. No other body creasing,
- May dimple rear frame.
- No tilting frames, Front or rear.
- Sheet metal no folding or hammering body parts may cut out metal but not add
- Pre ran cars can have up to 6-4" x8"x1/4" plates, plates can only be used to repair damaged areas; plates nor welds can touch, must have a 1/2" gap.

For questions call Josh Delahr 815-955-7121

## ***Mini Vans***

V6 or smaller no rear end swaps on astro vans

No all-wheel drive vans, so you can take the shafts out of witch ever end you prefer

Suspension must be factory oem components only. No aftermarket Struts, Axels, Tie rods, Gas pedals, Ball joints, motor mounts, Trans mounts, Steering columns, Steering Knuckles, Body Bushings, Rear ends, No welding or reinforcing.

Move the battery and gas tank inside the car and strap them down no exceptions.

4-point cage with 2 down bars to the floor welded to sheet metal only. Side door bars my not exceed 60" and must be 6" from rear fender wells. You may have gas tank protector 30" wide 2" off the floor.

You may use unlimited 9 wire on your doors or you can weld 2" door strapping 12" per vertical seam on doors only.

You may wire the hood and trunk down in six places must be outboard the radiator No bolting.

You must have a wire or chain from dash area to the roof

Aftermarket parts your allowed to use. Headers, Shifters, ECM, Tires/Wheels

No carb swaps.

Bumper swaps are ok but must resemble a factory style bumper. Mounting of bumper, you may use a total of 8" of 2x2 box tubing or 4" by 8" plate 1/4 thick as bumper shock. Plate may not be used as a gusset. If tubing is slid inside the frame, I need to be able to see where it stops so keep that in mind. If we can't tell where it stops, we will drill the side of the frame for inspection.

If the car has been run and is clearly BENT you may have up to 6 plates 4" by 6" 1/4 thick.

If it doesn't say you can do it in the rules then you can't. Officials decision is final...

Questions Call Matt Slade 217-530-3435

## ***Bone stock compacts***

This class is open to all 110" and under fwd and 105" and under rear wheel drive V6 or smaller. This is a stock class meant for beginners and people to just have fun and not be so serious.

Suspension must be factory oem components only. No aftermarket Struts, Axels, Tie rods, Gas pedals, Ball joints, motor mounts, Trans mounts, Steering columns, Steering Knuckles, Body Bushings, Rear ends, No welding or reinforcing.

Move the battery and gas tank inside the car and strap them down no exceptions.

4-point cage with 2 down bars to the floor welded to sheet metal only. Side bars may not exceed 60" and must be 6" from rear fender wells. You may have gas tank protector 30" wide 2" off the floor and 4" from rear decking.

You may use unlimited 9 wire on your doors or you can weld 2" door strapping 12" per vertical seam on doors only.

You may wire the hood and trunk down in six places must be outboard the radiator No bolting.

You must have a wire or chain from dash area to the roof

Aftermarket parts your allowed to use. Headers, Shifters, ECM, Tires/Wheels

No carb swaps.

Bumper swaps are ok but must be factory looking. Mounting of bumper you may use a total of 8" of 2x2 box tubing or 4" by 8" plate ¼ thick as bumper shock. Plate may not be used as a gusset. If tubing is slid inside the frame I need to be able to see where it stops so keep that in mind. If we can't tell where it stops we will drill the side of the frame for inspection.

If the car has been ran and is clearly BENT you may have up to 6 plates 4" by 6" ¼ thick. They may not be touching or overlapped.

If it doesn't say you can do it in the rules then you can't. Officials decision is final...

Questions Call Matt Slade 217-530-3435