

HEAVY HITTING PRODUCTIONS DEMOLITION DERBY RULES

In fairness to all contestants, the following rules and regulations will be strictly enforced. SO IF THE RULES DON'T SAY YOU CAN'T DO IT DOESN'T MEAN YOU CAN! So call or email before you do it!

Drivers must be at least 16 years of age, and hold a valid state drivers license 16 and 17 year olds need to have a signed consent wavier by parents or guardian to participate. Driver must furnish his/her own car. All drivers and pit personal must sign a liability wavier before entering pit area or track. All drivers and pit personal must attend drivers meeting prior to race time. Any driver under the influence of alcohol or drugs will not be allowed to compete. No alcohol or drugs permitted in pits. No one under 16 years of age allowed in pits.

PARTICIPANT REGULATIONS

Any year sedan, mini van or station wagon will be allowed! **EXCEPT IMPERIALS 1973 AND OLDER, CHECKER CABS, HEARSEs, OR LIMO! No Imperial sub frame conversions allowed.** Any 4 or 6 cylinder car with a wheel base 109" or less will be considered a compact. Compacts will run their own heat for their own prize and money. NO COMPACT CARS WILL BE ALLOWED IN FULLSIZE CAR FEATURE! All cars and drivers need to be on event premises no later than 2 hours before event start time **NO EXCEPTIONS!** Drivers and mechanics must attend drivers meeting prior to the event. Drivers must maneuver cars forward and backwards hitting a live car in **ONE MINUTES TIME** or they will be disqualified. Sandbagging will not be **tolerated** and if caught doing so you will be made an example of in front of everybody. All vehicles must have proper working brakes **NO BRAKES NO ENTRY NO EXCEPTIONS!** No drivers door hits allowed (Judges discretion). All drivers will be **REQUIRED** to wear a DOT approved helmet, eye protection and a long sleeve shirt and pants. Neck brace is recommended. Drivers must remain in his/her car with all required safety gear on until car is removed from track unless officials/safety personal tell you different. No deliberate drivers door hits allowed! **OFFICIALS CALL AND DECISION IS FINAL!**

PREPARATION OF CARS

You must have a number painted on both front doors big enough and bright enough to be seen. Vehicles may have a roof sign with car # on it. Signs must be 15"x 15", 24"x24" max and is to be securely mounted to roof. Drivers may choose number and already have it painted on car. If your # is already being used you will have to put a letter behind it. Both front doors will need to be numbered as well. **(NO PROFANITY)** All glass to include front windshields, **AIRBAGS**, chrome, lights, carpet, headliners, back seats, fiberglass, and headlight header panels must be removed. Dashboards and front passenger seat are **(OPTIONAL!)** All rear seats and deck lids **must be removed** from station wagons. All these items need to be removed from car before brought to event location! **NO LOOSE GLASS INSIDE CAR OR INSIDE DOORS!** Make them clean! One steel bar or one piece of chain need to be installed across windshield area. Bars need to run from top of roof straight down to top of firewall. Bars must be secured either by weld or bolts nothing else. **These are mandatory and for the drivers safety.**

BATTERY

Two 12 volt Batteries may used. Batteries may be relocated to the **passenger side front floorboard only!** If you choose to relocate them to the passenger side floorboard they must be

securely fastened **no bungee cords used for hold down on batteries**. Batteries need to be fully covered by some type of rubber. (Floor mat or inner tube) We will be looking for zero movement. Leave cover off until after inspection but bring it with you.

GAS TANKS

Stock gas tanks must be **removed**. A boat tank or fuel cell **must be securely fastened** in the back seat area. **Bungee cords will not be accepted for hold down. No more 10 gallons of gas allowed.** If your tank measures greater than an 10 gallon capacity, you will not run (outside measurements). No methanol/alcohol type fuels or mixes will be allowed. Officials will be looking for zero movement. So tighten them up! Fuel lines may run inside the car rubber fuel lines need to be run inside another hose. All high pressure fuel systems lines need to be rated for high pressure and double hose clamped on ends. Electric fuel pumps will be allowed, but kill switch needs to be clearly marked. No gas tank protectors allowed! Tanks need to be covered with a plastic or metal material. Covers need to be securely fastened also. Leave covers off until after inspection but bring it with you.

BODY- DOORS, TRUNK LID, AND WAGON GATES

Must be secured shut by weld, chain or band. Drivers door is the only door that can be welded solid. The rest of the doors and trunk lid are only allowed 12 inches of weld per seam. Wagon gates only allowed 6 inches per seam. You may bolt trunk lids and wagon gates instead of welding them. Six ½” bolts and washers per seam on trunk lids and three ½” bolts and washers per seam on wagon gates. Sheet metal to sheet metal only! **No weld and bolt combinations allowed on any seam.** No interior seam welding allowed. **Do not paint inside of cars!** You will not be inspected you, will be loaded! **A 12 x 12 hole must be cut in center of trunk lids for inspection purposes. THIS IS MANDATORY NO HOLE YOU WILL NOT BE INSPECTED!** If tucked inspection hole still needs to be there.

PRE-BENDING OF BODIES

Pre-bending will be allowed. Trunk lids may be tucked or cut but 50% must remain in the stock position. You may “V” the trunk lid in the center but it must remain at least 10” off the floor. Tail light panel and rear quarters must remain vertical. **No sedagons! Example: smash topping of station wagons.** No body panel creasing, enhancing of existing body lines addition of bodylines allowed. **No wedging allowed!** No back window bars allowed. If your car is wedged, you will not run! **These rules will be enforced! Call on pre-run cars.**

HOODS, FRONT AND REAR WHEEL WELLS

You must run a hood. Any car hood may be used (does not need to match make and model.) Hood latches need to be removed. **HOODS MUST BE BOLTED DOWN** in two spots six **max** with ½” diameter bolts no larger than 1 inch. Hood washer size is not to exceed 4”x 4” ¼” thick. You may run all thread from hood down to core support mounts but they will count has two hood bolts and don’t exceed diameter size! Chrysler products may run all thread behind core support, but must drill or cut a hole in frame to bolt in place. Do not weld them in place. A 12x12 hole needs to be cut in center of hood above air cleaner. If you choose to run exhaust straight up though the hood (stacks) and your holes are big enough to get a fire hose in you will not need to cut a hole in center. You will be allowed to bolt around holes with 12 3/8 bolts and flat washers. Hoods need to be open for inspection regardless of hole size. Front and rear wheel wells can be cut and folded up for tire clearance. Folds can be bolted or tack welded in place. Six 3x8 bolts and washer or Six ½” tack welds MAX per wheel well. **Do not exceed bolt and washer size or you will be asked to remove them!**

CORE SUPPORT

No welding of core support seams. Core support mounts can be removed and support can be bolted solid to frame. You can use up to 1-inch diameter All thread for mounting bolts and they can run up through hood. Will count as two hood bolts! Where front fenders bolt to top of core support you may lay a bead of weld across them but make sure bead does not exceed a ½” width. **No other modifications or welding to core support are to be made!**

BODY MOUNTS, WASHERS, AND BOLTS

Rubber mounts can be removed and bodies can be suck down tight to frames. You may replace bolts and washers. Replacement bolt size is not to exceed 5/8” dia. with no washers greater than 3”x 3” 1/4 thick max for all makes and models. **NO WASHERS ARE TO BE ON THE OUTSIDE OF FRAME.** They need to be inside mount holes! **Do not run rear body bolts up thru trunk lids!** You may add 2 extra body mount bolts to a location of your choice but bolts need to be installed thru a drilled or cut hole in frame no welding them to frames. Extra bolts need to be painted yellow or white for easy identification.

FRAME

No reinforcing frames! Front frame pitch may be altered **only** by “power bending/cold tilting it” EXAMPLE (pulling down of frame rails with out cutting or re-welding crush box seams) You can cut and re-weld flaps on the front outside of the frame on fords so they pull down easier. No re-welding of crush box seams! **THIS IS A ZEROTOLERANCE RULE YOU WILL BE LOADED IF CRUSH BOXES ARE FOUND TO BE RE-WELDED!** You may weld top frame seams only from front of firewall forward. **DO NOT WELD SEAMS UNDER FIREWALL!** Weld beads are not to exceed ½” wide! You may hard nose/stub nose front frames. No other seam welding will be allowed! You may notch or dimple rear frame rails. Frames can be pre-bent up at notch area and then re-welded back together but no plating of notch spots. **NO HUMP PLATES ALLOWED!** You may chain the rear humps one of two ways one chain ran side to side or each hump separate. Do not weld chain links together to create a bar effect. **NO PAINTING OR UNDERCOATING OF FRAMES ISIDE OR OUT.** You will not be inspected you, will be loaded! We will cut and drill any frame that we feel has been altered past what rules says at any time during the event

BUMPERS, BRACKETS AND SHOCKS

Bumpers, bumper shocks, and mounting brackets may be interchanged within reason. All bumpers and mounting assemblies must be from a car and remain stock appearing. All mounting brackets may be welded to frame. Bumpers shocks may be welded. **No rear shocks brackets are to be used on the fronts of cars when converting bracket bumper cars to impact shocks. Fronts on front and rears on rear! EXAMPLE: 76 Buick front shocks and brackets can be mounted on the side of frame rails on a older Ford or Lincoln not the Buick rears.** Bumper skins may be welded. Bumper ends may be trimmed off or bent in. Bumpers may be welded on solid and chained or #9 wired on in two spots per bumper. No chain bigger than 3/8! We do not want bumpers to come off (Safety reasons)

ENGINE, TRANSMISSION, COOLING SYSTEM, AND DRIVESHAFT

Any type motor or transmission combo allowed. Mounts may be chained or welded in but, no plates or pipes going to frame rails. No engine or transmission skid plates wider or longer than the pans them gbrowne99@frontier.com. Bolt on engine cradles allowed. **NO PULLEY OR FUEL PUMP PROTECTORS.** Transmission floor shifters allowed but they must be safe. If the judges feel it is not safe be prepared to move it back to stock location. Transmission coolers/Ice boxes will be allowed but must be securely fastened to floorboard if inside of car and the lines going to it must be metal or hydraulic hose. **NO RUBBER HOSE! Any questions call.** Distributor/carb

protectors and after market gas pedals will be allowed but must bolt to engine and transmission not to firewall or dash bar. They are not to be any wider than the engine or further forward than water pump pulley. Do not attach window bars to it. **They are to protect the distributor/carb only!** Hand throttles will be allowed. All blocks need to be drained of coolant. **Water only!** Radiators must remain in stock locations. Only clutch type or electric cooling fans may be used. Plastic racing style fans will be allowed. Drive shafts may be altered does not have to match make or model. Slider shafts will be allowed.

REAR-END

Any 5 lug car rear-end will be allowed. Does not have to match make and model as long as it bolts right up to factory hangers and frame brackets. Hybrid rear ends allowed. Rear-end axle housing tubes can be welded where they meet carrier housing. Rear-end protectors allowed. They are not to strengthen anything but the rear end. Watt-Link rear end and other ford link cars may not be converted but you may reinforce link arms but the bushings and mounting ends must remain stock. Call if you have any questions.

STEERING COMPONENTS

You may reinforce your tie rods, but you must start with an OEM tie rod. Must be able to see adjusting threads and ends need to remain OEM. All steering components need to have OEM working joints with the exception of the pitman arm to the center link you can install 1 grade 8 bolt there. **Do not replace any other joints with bolts.** Any stock or aftermarket steering column may be used. You may add u-joints to column shaft at box and at firewall. You may change gear boxes from make and model. Gear box adapter plates will be allowed.

SUSPENSION AND TIRES

The main leaf must be on top and re-main the stock length and in the stock mounting position. No leafs or mains thicker than 5/16 allowed (5/16 max!) A total of 6 springs plus a main (7 total) with no less than a 2 inch step front rear. Spring packs and hangers must bolt in their OEM locations on frames (do not move them forward or backwards!) Three homemade clamps per spring pack allowed. Front coil springs may be changed. Rear coil springs can be secured in place by weld, wire, or cable. Aftermarket spring lifts may be used but they need to be safety wired into place. You can weld or bolt a piece of pipe or flat stock from lower a-arm to bottom of frame where coil spring pocket is located. **ONLY ONE PER SIDE AND IT IS TO ONLY OVER LAY ON THE FRAME RAIL 2 INCHES!** Stiff suspension is ok does not need to bounce. All shocks and springs must remain in their stock locations. No suspension conversions except airbags to coil springs. Do not install all thread in place of them. **Max height is 23 inches from bottom of bumper.** Cars must sit within 5 inches front to rear with no car sitting lower than 18 inches or higher 23 inches. Lengthening or shorting the trail arms is permitted. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin. Watts-Link rear end links may be reinforced but must be OEM origin and must operate. Upper and lower A- Arms, spindles may be swapped from year and model but need to be from the same make Ford to Ford, Gm to GM. No tire ply max. Tire inside a tire and foamed filled tires allowed. We do not like flats! Aggressive tires allowed. No screwing of tire beads. All wheel weights need to be removed. Valve stem protectors allowed. No liquid filled tires.

SAFETY CAGE AND SUPPORT BARS

Side to side bars may be used directly behind the driver's seat and in place of the dash. They must be a min. size of 2" O.D. and a max. of 4" O.D. They must be welded with mounting plates not exceeding 1/4" x 6" x 6" Up to 6" channel may be used for side/door bars, but they may not be more than 60" long. **Side bars are to run along side the doors not inside them.** Bar behind seat cannot be any farther back than where the kick panel meets the bench seat. Front bar needs to be at

least 6 inches from center of firewall and distributor. **NO DOWN KICKERS TO FRAME OR FLOOR PAN!** You may run a Halo/rollover bar. It must be attach to bar behind the seat. It may travel straight up, across the top of the roof, and be bolted to the roof in two places. Non posted cars can weld the vertical bars to the roof to create posts for driver safety. Roof bars may not travel front to back!

PROTEST RULE

There is a \$100.00 protest fee. All protests need to be in written form and specific to what is wrong with car and must be given to one of the officials 10 minutes before the start of that cars heat or feature. If the car is found illegal the money will be returned to the protestor and the driver of that car will be disqualified from all winnings. If the car is found legal the money will be added to drivers winnings. **Only drivers can protest.** Top three cars of feature will be re-inspected by judges before any winnings will be given out.

You will be given one opportunity to correct items on your car. Each car gets a MAXIMUM OF 2 TIMES TRU INSPECTION. Build your cars to these rules and not beyond them, and come and have fun. Do not read between the lines or seek out gray areas. Feel free to contact us with any questions or concerns to these rules at (585) 794-0156 or email: heavyhittingproduction@hotmail.com