

Brigden Fair Demolition Derby

Full size Stock Rules

1. Any year vehicles permitted. **No imperials or hearse. fresh cars only for Billy Bash teams**

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 SWEPT FREE OF ALL DEBRIS.

3. Stock fuel tanks must be removed. metal tank/fuel cells must be mounted inside of car behind driver's seat.

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

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

6. May use 1/8" thick mesh or flat 1/8" metal with 4- 3/8" bolts on front of core support between mounts. Core support must remain in factory location. No other metal added to the core support in front or behind of radiator or condenser, no expandable foam - may use an AC condenser instead of 1/8" metal.

8. Cars must have a working Fire extinguisher.

SUSPENSION:

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

2. UPPER control arms may be chained or plate to gain height. weld two links on frame and 2 3/8 links on control arm or you may use 3" x 3" x 1/4" square plate welded 1 for front and 1 for back of the a-arm.

3. No homemade a-arms permitted.

4. No Watts link conversion kits allowed. You may change upper A-arm and control arms but Must be direct bolt on.

5. you may change out the steering column with an aftermarket column. No hydro steer.

BUMPERS:

1. Bumper ends may be trimmed. homemade bumpers/ replica bumpers permitted. Seam welding and loading of bumper permitted. No aggressive points on bumpers. If your using square tube as a bumper ends must be cut to a 45 degree and a chrome skin welded around bumper.
2. You may weld bumper to bumper shocks. Shocks may also be welded to frame or you may Hardnose bumper to frame. Your Allowed 2x6 1/4 strap on frame rail to attach bumper to car (2 per rail). if using bumper shocks, they must be from year make and model of car you're running and in stock location. No interchanging front bumper shocks, brackets from front to rear.
3. Core support must remain in factory location- no shortening of mount. No shortening of front frame. Metal or rubber core support spacers allowed from bottom of core support to top of frame mount, no welding.

FRAME:

1. No welding on frames permitted. Rust repair must be verified (text pics). Must prove rust.
3. Rear frame may be dimpled and/or notched no re-welding Notch or dimple.

BODY:

1. Sheet metal is to remain in stock position. No shaping, forming or creasing will be allowed, other than what is listed here. You May tuck trunk. Must have one 8" holes in trunk and hood.
2. Hood must be open for inspection. Hood must remain 100% in stock location. May have a total of 6 spots to hold your hood down (4- 2"x2" 4" long angle or 1/2" threaded rod welded to a 3"x3" plate welded to fender. 3/4" threaded rod through core support & frame, metal or rubber mounts allowed at core support, you may only use 4 additional 1/2" bolts to fasten hood down.
3. Fasten doors with a 3" x 3" x 1/8" plate maximum 4 plates per vertical door seam.
4. May weld trunk or tailgate with 3x3 1/4 max 6 spots to sheet metal only not to bumper.
5. No excessive cutting through tranny hump and firewall.
6. rust repair to body must be approved. No sheeting body panels.

BODY MOUNTS:

1. must remain stock size and in stock location
2. you may have 3/4 threaded rod in two of the body mounts in the trunk area. They may go to top side of trunk lid only. 3- 3x3 1/4 washers and 3 3/4 nuts max. wagons may change 2 rear body bolts but can't go to roof or tailgate must stay in stock location.

CAGE:

1. May run one dash bar and one bar behind seat from post to post, 6" maximum pipe or tube. May run door bars to be attached, dash pipe to seat pipe, maximum 6" pipe or tube. Door bars must be no longer than 72".
2. Maximum size of front window bars, 2" x 1/4" round, square or flat. Must run one front window bar.
3. Driver's doors must be padded or door panel on. May also have a door plate on the outside of car 72"x12". Plate must have 4- 3/4 bolts holding plate to doors. May also weld the vertical end of plate.
4. Floating gas tank mount and gas tank protector can be used but must have a 1" gap from protector to sheet metal. Max 36" outer diameter. Must stay in second row seat area on station wagons.
5. May run 1 vertical halo bar- 6" max- pipe or tube, may go to floor or frame. Can be thru bolted to a 6"x6" square plate with 4 3/4 bolts or welded to frame. must be attached to roof in 2 spots with two 1/2" bolt with 3"x 3" x 1/4" max. If halo bar is welded to door bar/ seat bar and not to frame, you may have a vertical down bar off door bar to mid rail of frame not both. 1 bar per side of car.

DRIVE LINE:

1. Any motor or stock transmission may be used. You're allowed a lower cradle, front plate, pulley protector, and carb protector. If your using a pulley protector you cant run a sway bar. Any part of cradle can't go past center line of heads from back to front. Stock mounts may be welded. Any excessive or added mounts will result in disqualification
2. Aftermarket shifter, gas pedal, brake pedal, trans coolers, headers, sliding driveshafts and fuel cell are the only aftermarket parts allowed.
3. Stock rear end only 5 bolt, no reinforcing tubes. rearend brackets may be swapped from one rearend to another and re-welded to fit in car of choice. Coil sprung cars must stay coil sprung, same with leaf sprung cars. Rear end gears may be welded. Must run stock length trailing arms, no modifications. No homemade brackets, pinion brakes allowed, If mounted in an unsafe way you will be asked to remove pinion brake or disqualified
4. 2003 and newer crown vic/marquis/towncar may swap out aluminum front spindles to stock OEM ford car spindles. May use a SMW style cradle. Must use factory aluminum cradle. cars must run stock watts link rear end. If using strut spacer, you can't weld or chain down upper a-arm.
5. You may use a 6x6 1/4 plate welded to the engine crossmember only to mount your lower motor mount in Chryslers and Cadillac's 6"x6" square plate may be gusseted back to the engine crossmember only.
6. transmission crossmember must be a straight 2"x2 1/4 wall or stock crossmember. You may weld 2" angle 6: long on mid rail to mount crossmember. No aftermarket mounts.

Fix it plates

Your allowed 6-4x4 1/4 square plates to fix your bent or rotten frame. Welds on plate must have a 1" gap from other welds on plates. plate must be welded to frame only. Once plate is welded on you can't take them off. You May have 9 wire from roof or cage to frame in 4 spots and 2 spots sheet metal to sheet metal. 4 strands per spot. You may start with 2 plates fresh.

Metric GM's (1977 and newer) and Chrysler's may have 10 plates. All other plate rules are the same.

Any questions just ask. just because its not on here does not mean you can do it

WE HAVE THE RIGHT TO RE-INSPECT, CUT OR DRILL ANY CAR AT ANY TIME IF YOU ARE CAUGHT BREAKING THE RULES YOU WILL FORFEIT ANY AND ALL WINNINGS and PRIZES YOU WERE AWARDED. NO REFUNDS ON ILLEGAL CARS