

Valentine Demolition Derby 2016 Stock Class

General Rules

1. Any American made sedan or station wagon can be run. No compacts, No 1970 or older Lincolns! No 1973 or older Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, el caminos or limos.
2. Drivers must be 18 years of age and have a valid driver's license. Ages 16 to 17 must have a signed notarized parental permission slip and have some form of driver's license. The person that signs in as the driver must be the driver for that event.
3. **Driver must wear seat belt, full-faced helmet and eye protection at all times, and must have a fire coat or non-flammable jacket to wear while driving in the event.**

Car Preparation

1. All cars must be stock (including frame), unless modification is stated in the rules!
2. **NO built engines, distributor protectors, slider-driveshaft, or hybrid rear-ends allowed!**
3. NO additional welding will be allowed on any part of the body or frame, unless it is allowed in the following rules. If any additional welding is found, you will not run!
4. All glass, plastic, chrome and interior must be removed from car.
5. All decking in station wagons must be removed; any trailer hitches or braces must be removed.
6. Any holes in firewall must be covered.
7. No rims bigger than 15", max 29" tire diameter. No split rims, no studded tires. Double tires, foam-filled, valve stem protectors, and tires screwed to rims are okay.
8. Radiator must remain in stock location. Overflow tubes must be secured and pointing down. Ratchet straps may be used to secure radiator. A/C condenser may be bolted in front of radiator.
9. All cars must have at least one set of working brakes.
10. All steering and suspension components must remain stock.
11. Original gas tanks must be removed.
12. You must have brightly colored numbers on each front door and must have at least a 15"x15" roof sign number.

Car Building

1. Doors & trunk lid may be chained, wired, bolted or welded shut up to four spots per door/trunk. When welding, **PLATES MAY BE USED AND CAN BE NO BIGGER THAN 4"x6" PLATE, 1/8 INCH THICK. WHEN WELDING, MUST HAVE A 6" SPACE BETWEEN EACH PLATE.** If you choose not to weld, you may wire, bolt, or chain up to four spots per door seam / trunk lid, and must be sheet metal to sheet metal. Driver's door may be welded shut inside and out with no wider than 4" strap material. (Must see rule #2).
2. ****FOR DRIVER'S SAFETY: You MUST weld, bolt, or both, an 8 inch plate (MINIMUM – but prefer HALF THE DOOR COVERED) that is at least 3/16 inch thick but no more than ONE**

inch thick, across the driver's door (inside or outside or both – driver's choice) not less than 6 inches and not more than 10 inches past each front and rear seem (no grader blades, channel iron, or I-beams allowed). If C-channel is used, it **MUST be cut so it is just a **FLAT** piece of metal!**

3. You must have two windshield bars going from roof to dash in front of driver for safety reasons. ****YOU MAY HAVE ONE BACK WINDOW BAR, MUST BE WELDED OR BOLTED TO TOP OF DECKING, (BUT NOT ONTO THE TRUNK LID).**
4. A brace bar (max 6") must be welded in behind driver's seat from door post to door post. A dash bar may be installed if dash is removed. Dash bar and rear bar may be connected together along the doors. ****YOU MUST HAVE A ROLL-OVER / HALO BAR it may be welded to the roof - No kickers going from the brace bars down to the frame will be allowed.**
5. NO gas cans, you must use a boat tank or fuel cell; plastic gas tanks must be placed in a metal box. Fuel tanks must be placed in passenger area behind driver's seat and must be properly secured with metal straps and bolted down. Fuel tank must be covered with a non-flammable material.
6. Transmission coolers will be allowed, but must be safe and properly secured with bolts.
7. **All fuel and transmission cooler lines must be secured and properly fastened away from any exhaust. Any rubber lines must be covered.**
8. Batteries must be moved to passenger floor board and properly secured with bolts and covered for safety.

Bumpers:

9. Any stock automotive bumper is allowed on any car. NO homemade bumpers or brackets. No stuffed bumpers allowed. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. Must use brackets that come with car or bumper but not both!!! You may collapse shocks and weld shocks to shock towers. You may trim bumper ends or fold them around. When welding bumpers, shocks and brackets, DO NOT add any metal. Rear bumper may have four spots of wire or chains from trunk deck or tailgate to bumper (not frame). You are allowed wire or chain from radiator support to front bumper in four locations. YOU MAY WELD THE SKIN SEAM OF BUMPERS BUT CAN NOT USE ANY FILLER!!

Hood/Trunk:

10. NO welding on hood.
11. Hood must have at least a 12" hole, in case of fire. You are allowed twelve extra (max 3/8") bolts to bolt your hood skin back together (not trunk skin).
12. You will be allowed a max of eight bolts to hold the hood down (min 4 bolts). You may use up to 1" all-thread rod in two places going from the hood down to the frame (but not in front of the radiator). All-thread may pass through frame.
13. Washers for hood bolts cannot exceed 5"x5"x1/2".
14. You may fold trunks or hoods but not over 60%. Hood and trunk lid must be in factory location.
15. You may use up to 1" all-thread rod in two spots to go from trunk lid to the frame, and must go through a body mount hole, or you may use

wire in two spots with four loops each and may go around the frame. **You can do one or the other but not both options.**

16. Trunk lids and tailgates may be chained, wired or bolted from sheet metal to sheet metal in eight spots.

Body Mounts/Frames:

17. Body mounts must remain stock. No added body mounts allowed. Bolts may be replaced with an equal size bolt if broke or rusted.

18. If frame is rusted through or cracked, it may be welded back together with plate of the same thickness as frame, 2" on either side of the bad spot.

No layering of patches.

19. Bent frames may be repaired just like rule #18.

20. No altering of frames in any form (no swapping K-members with original aluminum cradles), no squaring of frames, etc. Frames are to be stock!

21. You can weld a total of 16 inches to each frame rail from the firewall forward. No additional welding, chaining, or wiring body anywhere to the frame.

Suspension:

22. Car must be at stock height. Components must remain stock. NO coil to leaf spring conversions!

23. Spacers may be used in coil springs to restore height. You may bolt or wire the coil springs to prevent them from falling out.

24. Leaf springs must be stock with a maximum of 5 leafs, 3/8" thick, and must have a 2" stagger. A total of two clamps in front of axle and two rear of axle are allowed per side. These clamps must be a maximum of 2"x5"x 1/4" thick. Leaf spring mounting brackets may be welded to frame.

25. A-arms and control arms must be stock and cannot be reinforced. Control arms can be shortened or lengthened without any additional metal for reinforcement.

26. Any factory 5-lug rear end may be used. No housing reinforcement allowed. Welded or posi-trac differential is allowed. Again, NO hybrid rear ends.

27. A-arms may be chained down to set bumper height. Rear ends may be wired or chained, once on each side, no bigger than #9 wire or 3/8" chain may be used.

Steering:

28. Components must remain stock and not reinforced. Steering columns may be altered, or after market steering columns and steering knuckles may be used to prevent steering loss.

Engine/Transmission/Driveshaft:

29. Engine of choice may be used, but must be stock. NO high-performance cams! An aftermarket Intake manifold, carburetor, or distributor may be used. Exhaust headers may also be used.

30. Engines must remain in factory location. NO distributor protectors allowed!

31. Engine mounts may be welded solid. Engines may also be chained, cabled, or use a maximum 2"x3/8" thick strap to secure engine down. No additional metal can be used for reinforcement. **NO FULL CRADLES OR PULLEY PROTECTORS ALLOWED!**

32. Switch panels, hand throttle, and electric fuel pump are all okay. *fuel pump must be wired with ignition switch so it shuts off when engine does*

33. Transmission may be bolted, or chained down.

34. A custom shifter may used and run through the floor.

35. NO slider drive-shafts! A longer front slip yoke at the transmission may be used.

Fenders:

36. Wheel wells may be cut for tire clearance. The fenders may be bolted back together with maximum of twelve, up to 3/8" bolts, per wheel well.

37. Creasing is allowed on fenders.