

**2018 Marshall-Putnam Fair Demolition Derby
Compact Weld Rules**

QUESTIONS

***** READ THE RULES FIRST*****

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participant are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND 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 his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the officials. Their decision is final.

CONTACT ROB MAHNESMITH WITH ANY QUESTIONS ON RULES: (309) 267-3129

GENERAL WELD RULES: COMPACT, FULLSIZE, AND TRUCKS

No full frame imperials. No hearses, or limousines.

Compact Class- 111" wheelbase maximum on front wheel drive and 106" maximum wheelbase on rear drive. Engine must be six (6) cylinder or smaller. No all wheel drive cars.

No 4x4 or all-wheel drive vehicles allowed. 4x4 trucks can compete but must have front drive shaft removed.

PASSENGERS WILL BE ALLOWED IN THE BEGINNER AND FULLSIZE WIRE CLASSES ONLY!!!!!!

1. An entry fee will be charged for each Driver/Rider.
2. All persons MUST sign an entry form, insurance waiver, and release form, and purchase pit pass before entering pit area.
3. No one allowed in race area under the influence of alcohol. POSSESSION OF ALCOHOLIC BEVERAGES IN THE PIT AREA WILL RESULT IN LOSS OF PIT PASS AND EXPULSION FROM THE PITS.
4. All drivers/riders MUST be 16 years or older. Participants 16 & 17 years old MUST have a PARENT sign a minor and release form. Pit person under the age of 18 years old MUST have a PARENT/GUARDIAN sign minor and release form before entering pit area. **NO EXCEPTIONS!!**

5. All drivers/riders MUST wear approved helmets, long pants and shirt.
6. All vehicles are recommended to have their car number exhibited on an upright number plate on the roof of the car, minimum of 15" by 15". Car numbers are registered first come first serve basis. No pre-registered numbers are allowed. NO PROFANITY will be allowed.
7. Drivers must wear approved eye protection. It is suggested that seat belts be tied in a knot at the appropriate adjustment as to not allow it to keep retracting on your waist during competition.
8. All rear seats MUST be removed. DISCONNECT OR REMOVE ANY AIR BAGS. All cars MUST be swept clean, both drivers compartments and trunk. No spare tires, broken glass or trash, etc.
9. Battery may be moved, but MUST be securely fastened and covered in front seat passenger floorboards. No more than two batteries allowed.
10. All entries MUST have either a bar, wire or chain, etc. running center mast from roof down to the firewall. If a bar is ran; bar cannot contact the halo bar.
11. Stock gas tank MUST be removed from original position and mounted in rear seat area (trucks-behind cab) and secured by existing seat belts or added metal straps. NO CHAINS OR RUBBER STRAPES or round bottom tanks. Mounting is not to be designed to strengthen car. A metal marine (boat) tank is STRONGLY recommended. NO PLASTIC BOAT TANKS. All tanks MUST have secure cap. All lines and fittings MUST be leak proof. NO MORE THAN 7 GALLONS OF GAS IN TANK. All cars equipped with electric fuel pump MUST have some type of shut-off switch easily accessible to driver. All compact cars must have fuel tanks secured in back seat area.

AUTOMOBILE BODY/FRAME REGULATIONS:

1. Trailer Hitches, Class A or frame mounted MUST be totally removed, Class B or bumper mounted, trailer ball stub MUST be cut off.
2. ALL FRAMES MUST REMAIN OEM STOCK UNLESS OTHERWISE OUTLINED ELSEWHERE IN THESE RULES. YOU WILL BE ALLOWED TO LIGHTLY RE-WELD THE FRAME SEAMS FORWARD OF THE CAGE ZONE. Any driver caught with an altered frame at check in inspection will not be allowed to enter the car. Any driver caught with an altered frame at post race inspection will forfeit any winnings.
3. Patching of the frame will be allowed on fresh or per-ran entries. Patches must be external of the frames. **NO METAL INSIDE THE FRAME!!!** You will be allowed 24" of patch total. Cage zone and hump plates will not be count against your patch allowance. A single patch will be allowed on 2 sides of the frame. If two sides are used and are staggered, total length will be used against 24" allowance. If patching is on more than two side, the additional patch will be counted against the 24" allowance. **PATCHING ALLOWANCES WILL BE STRICTLY ENFORCED!!!**
4. A lower radiator support may be added between the frame rails in the stock location. No larger than a 4" piece of channel iron.
5. Seams welding on radiator core support will be allowed. No added metal.
6. Any OEM bumper and shock canister may be bolted or welded on any car. **NO HOMEMADE BUMPERS!!!** Bumpers skins may be cut, beat down and welded. Holes in bumper skin can be filled with metal of same thickness. Homemade mounts will be allowed but cannot exceed 10" onto the frame. **REGARDLESS OF HOMEMADE OR OEM MOUNT- NO WELDING BEYOND 10" ONTO FRAME.** Shock tubes on bumpers may be collapsed and welded. If you choose, frame can be cut and bumper welded directly to the frame without a bumper mount. TRUCK BUMPER

HEIGHT- Bottom of bumpers 26" MAXIMUM FROM GROUND and 16" MINIMUM. NO RELOCATING OR EXTENDING BUMPERS TO ACHIEVE THIS HEIGHT!! ANY DEVIATION FROM THIS RULE ON PERRANS WILL BE AT DISCRETION OF THE OFFICIALS.

7. FRONT- You may weld 4 (two top and two bottom) thin straps of metal on the front bumper not to exceed 4" wide x 1/4" thick, from the top of bumper to no more than 3" of contact on the radiator support. The lower straps must attach to the frame not to extend more than 10" from the bumper. These straps can be substituted with chain/wire **OR** you may have a non OEM radiator guard not to exceed 1" beyond core support radiator opening and not contact the bumper. **YOU WILL NOT BE ALLOWED BOTH!!!**
8. REAR- You may weld 4 (two top and two bottom) thin straps of metal on the rear bumper not to exceed 4" wide x 1/4" thick, from the top of the bumper to no more than 3" onto the deck lid/tailgate. The lower straps must attach to frame not to extend more than 10" from the bumper. These straps can be substituted with chain/wire.
9. All side doors may be welded and reinforced. External door reinforcing may not extend more than 6" past the front and rear door seam.

CAGES:

CARS- All internal cages will be limited to specific area: the cage may be installed from firewall to rear seat area. **CAGE CANNOT EXTEND BEYOND A VERTICAL LINE 12" IN FRONT OF THE CENTER LINE OF THE REAR AXLE.** Rear of cage may contact but cannot be welded to frame or sheet metal. Internal cage supports (down bars) may be welded to top, side or through the frame rails. No welding to or on frame arches front or rear unless outlined elsewhere in the rules. The down tubes **MUST** stay on the flat part of the frame within the cage area. **IN THE REAR OF CAGE ZONE, ONCE THE FRAME MAKES A STOCK BEND, UP OR DOWN THAT AREA IS OFF LIMITS UNLESS OUTLINED ELSEWHERE IN THESE RULES. THE FRONT OF THE CAGE/DOWN BAR ZONE WILL BE NO FURTHER FORWARD THAN A VERTICAL LINE ON THE FLAT OF THE FIREWALL.** No part of the cage will be allowed forward of the firewall. The "down bar area" is your safety area, do what you wish inside this zone.

TRUCKS- Cage and down bars may be mounted between a vertical line from the firewall to a vertical line 2" ahead of the furthest forward part of wheel well. Truck boxes must remain in stock location with wheel wells in stock locations. Trucks must have OEM type box/bed – no aftermarket box/beds. No shifting box back to gain cage length. The "down bar area" is your safety area do what you wish inside this zone.

10. "Pitching" of frames allowed. Any metal added outside of the down bar zone counts against the 24" patch allowance when "tilting/pitching".
11. 1 single bar, chain or wire may be run from top rear window to trunk/tailgate. This must be within 4" of the front seam of the trunk lid/top of tailgate. The contact area, if a plate is used cannot exceed 4"x4" on top or bottom of this rear window support. If a bar is ran: bar cannot contact the halo bar. **TRUCKS-** This strap will be limited to the cage/down bar zone only on pickup trucks (cannot extend to tailgate).
Additionally- Each window opening outside of the cage zone will be allowed a single chain, wire or 2" wide steel strap across opening. This wire, strap or chain must attach within 4" of window

opening on both ends. A 1" washer may be lightly welded to sheet metal for the wire or chain to avoid tearing.

12. Sheet metal body bolts may be replaced but cannot exceed 3/8" OD with no larger than a 1" washer. Each wheel opening will be allowed (10) bolts not to exceed 3/8" OD with no larger than a 1" washer. These bolts may not be further than 4" from the edge of the wheel opening.
13. Hoods MUST have two (2) holes, at least four (4) inches in diameter, on each side of carburetor- Not directly on top of carburetor. **IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT.** Hoods holes may have the sheet metal folded under and lightly welded 1" weld, skip 5", 1" weld, etc. If no weld is used, hood holes may have 3/8" bolts with washers no larger than 1" every 6" on edge of hole in place of weld. If bolts are used, bolts must be within 1" of edge of hood hole. In addition you may use (20) 3/8 bolts with washers no larger than 1" from hood to inner hood support.
14. On all cars, hoods, trunks and tailgates may be secured with the following method:

ON HOOD;

A maximum of (10) bolts may be used to secure hood down. The bolts cannot exceed 1" diameter with a washer no larger than six (6) inches square or 1/4" thick. (4) One of these bolts may be attached vertically to the frame with the remaining (6) being sheet metal to sheet metal only. If welding lower part of bolt to sheet metal for mounting purpose, weld not exceed 3" on bolt. Frame mounted bolts not to be welded to sheet metal with the exception of a washer on top of radiator support. A 3" long piece of thin angle iron may be used to mount sheet metal bolts. Washers may be lightly welded to sheet metal. Sleeving of bolts allowed- external diameter of sleeves not to exceed 1" maximum (1" bolts/all thread cannot be sleeved but may be butt welded to 1" maximum pipe to make bolts longer and not thicker)

ON THE REAR OF CAR;

Deck lid/tailgate must remain on stock hinges. Deck lid and quarter panels may be cut or pre-bent. Station wagons/Suburbans roof may be cut or pre-bent but if pushed down, must allow adequate room for inspection. If roof is pushed down: No welding allowed, only four (4) 1" bolts allowed through roof on "sedagons" only. You may use (20) 3/8 bolts with washers no larger than 1" from rear deck to inner rear deck support.

15. SECURE TRUNK/TAILGATE ONE OF TWO WAYS BELOW:

Method 1- Tailgate/truck seam- Trunk seam may be completely welded with 3"x1/8" strap max with an additional 4 bolts through lid/gate to frame. Bolts cannot exceed 1" diameter with washers no larger than six (6) inches square or 1/4 inch thick. Washers may be lightly welded to sheet metal of deck lid/gate only. Bolts may be through frame or lightly welded vertically alongside.

NOTE THAT THE FRONT OF TRUNK TO PACKAGE TRAY IS NOT A SEAM AND CANNOT BE WELDED!!

OR IF NO WELD IS USED

Method 2- A maximum of (14) bolts may be used to secure deck lid/tailgate. The bolts cannot exceed 1" diameter with washers no larger than (6) inches square or 1/4 inch thick. Washers may be lightly welded to sheet metal on deck lid/tailgate only. Four (4) of these bolts may be attached vertically to frame with the remaining ten (10) being sheet metal to sheet metal only. The four frame bolts may be through frame or lightly welded alongside.

16. Sleeving of bolts allowed- external diameter of sleeves not to exceed 1" maximum (1" bolts/all thread cannot be sleeved but may be butt welded to 1" maximum pipe to make bolts longer and thicker).
17. Chain, wire or cable may be installed cross ways between rear frame rails behind rear end in one place only.
18. Rubber body mounts biscuits may be removed and the body bolted to frame. Stock body mount bolts can be replaced with bolts no larger than 1" OD and washers no larger than 6" square. A total of 2 additional body bolts may be added behind the previously mentioned down bar zone either through existing frame holes or lightly welding a bolt vertically alongside of the frame.
Bottom washers on stock and/or added mounts may be asked to be removed for inspection purpose. Be prepared to remove them. NO EXCUSES.
19. **FOR WELD CLASS ONLY-** You will be allowed a 22" hump plate. The plate may be no more than 1/4" thick and a maximum of 22" in length. **"THIS WILL BE MEASURED FROM CENTER OF HUMPS 11 INCHES FORWARD AND 11 INCHES BACK"** This plate must be cut to contour of frame, placed in center of hump and this plate must be on outside of frame only. Plate may be bolted or welded to frame with a single pass weld. **IF YOU LEAF – SPRING COVERT YOU CAN NOT HUMP PLATE!!**

DRIVETRAIN REGULATIONS:

1. Any engine or transmission may be used in any car (except compact), but MUST be mounted in a stock position. On a v- block motor, front spark plugs MUST be even or in front of upper ball joint. On in-line motors, number two (2) spark plug MUST be even or in front of upper ball joint. You may replace the aluminum engine cradles with a stock GM or FORD steel cradle. It must be in stock location with weld not to exceed that of the stock installation. All other required components may welded (weld not exceed that of stock installation) as necessary to frame. No added non- OEM metal, braces or gussets with the exception of a small pipe in which it's only purpose is to hold the coil spring in place.
Fair class- Chrysler R- body cars may remove the rubber engine mount pucks and weld the mount to the frame. Single pass of weld and NO ADDED METAL.
2. Distributor protectors allowed but must be designed to protect distributor ONLY. Not to strengthen car. NO ENFORCING OF FIREWALL!!
3. Chained, welded, or homemade motor mounts will be permitted, but MUST be designed for engine mounting only and not strengthening of car. OFFICIAL'S DECISION WILL BE FINAL.
4. Any type automobile radiator may be used but MUST be mounted in stock position. At drivers option he/she may compete without radiator.

A lower radiator support may be added between the frame rails in the stock location. No larger than 4" piece of channel iron.

Engine cooling system should be drained and flushed free of antifreeze. Air conditioning Freon MUST be properly evacuated from system. This work MUST be accomplished BEFORE arrival at race site.

5. Any type of header is allowed, but MUST be directed away from driver compartment.
6. Transmission oil coolers permitted. Transmission cooler mounting cannot extend behind cage zone.
7. Any driveshaft or u joint may be used. Welding of drive shaft is permitted.

SUSPENSION AND STEERING:

1. Original suspension components must be used unless specified elsewhere in these rules.
2. Steering components may be strengthened or modified.
3. Rear differentials may be interchanged; rear differential may be no more than 8 lugs/ studs. Tilting rear end is allowed. You may chain rear end in 4 spots. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. No aftermarket solid rims. Watts- link conversion for FORDS. You may convert a Watts – Link to standard 4 link system in the following way; Use the upper and lower trailing arms brackets off an older FORD. After market brackets are allowed, but no thicker than 1/4" and may be attached with a max of 3-1/2" bolts each OR a single pass weld on brackets. No positioning of brackets to strengthen the front down legs of the rear hump. Mounts must be mounted in the similar stock location of which the installed rear differential was designed for.
4. Suspension shocks can be replaced with 2" pipe.
5. Cars may have no more than 14 inches of ground clearance in the middle of the car. Cars/ trucks originally equipped with leaf springs will not be allowed more than nine (9) leaves in the stack. Leaves must have 1" stagger with the exception of one leaf equal to the main leaf length and must consist of all stock leaves. No homemade or flat steel leaves. Stiffness of the suspension will be left to the discretion of the driver.
You may add 4 homemade spring clamps per side. These homemade clamps must be in stock appearing spring clamps and cannot be more than 2" long. No welding of the leaves.
Coil Spring Cars- an OEM trailing arm must be used but may be altered or reinforced in any manner.
Leaf spring conversions are welcome as long as it is done in a stock looking manor. Leafs can be on top of rear- end as long as it passes the height restriction.
6. Any size rim and tire combination allowed but automobile cannot exceed height maximum. NO SPLIT RIMS ALLOWED!!
7. Valve stem protectors okay. Aftermarket centers will be permitted to allow for bolt pattern and rim straightening. No other welding or reinforcing allowed.
8. Liquid in tires permitted, studs or screws in rims to hold tires in place permitted.
9. Doubling of tires allowed.