

2024 Demolition Derby Rules - Full Size Truck Class

General Driver Rules & Expectations:

1. ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN
2. Drivers must wear seat belt, helmet, fire suit jacket and long pants while participating.
3. ALL drivers must attend the drivers meeting.
4. During event you are given 1 minute to make an aggressive hit or will be disqualified.
5. You MUST run a roof sign.
6. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions. ZERO TOLERANCE RULE!!!

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR TRUCK. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T! GRAY AREA'S WILL BE BROUGHT TO LIGHT WITH A TORCH

Truck Preparation:

NO PAINTING OR UNDERCOATING OF THE FRAME. NO BUFFING OR GRIDING FRAMES OR BODIES EXCEPT WHERE WELDING IS SPECIFICALLY ALLOWED IN THESE RULES. NO PAINTING IN THE INSIDE OF THE BODY OR TRUCK. IF THIS IS DONE THE TRUCK WILL NOT BE INSPECTED.

1. Any ½ ton, ¾ ton, regular cab, crew cab, suburban, blazer, bronco, carryall, scout, or van, built after 1950 may be used. If unsure, call. No El Camino's, Ranchero's, or ambulances. No Dual rear wheels.
2. All Trucks must be stock unless modification is specifically stated in these rules.
3. All glass, plastic, chrome, and interior must be removed from Truck before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to the passenger floorboard and properly secured/covered.
6. All Trucks must have working brakes when you cross the hoist. If the Truck is not able to exhibit the ability to stop it will not be inspected.
7. NO welding other than what is mentioned in this set of rules. If your Truck is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your Truck will not run.

Bumper/Bumper brackets:

Bumpers are interchangeable. Any automotive bumper may be used on any Truck, but no more than one set of bumper brackets may be used. Bumper brackets may be from any Truck that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods.

First way – factory bumper bracket that is legal to a Truck in your class may not extend any further back than the first 10" of the frame. You can weld bumper brackets to the frame (single pass only).

You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4" wide x 1/4" thick plate extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it and cannot be any longer 10". You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate Must stay flat no reconfiguring plate.

Do not abuse this rule YOU WILL CUT.

You may reinforce bumpers on the inside of the bumper. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off.

The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point over a 36" span and 8" tall. Bumpers can be manufactured but MUST be to the specs of original bumper. Will be checking this. Rear Bumper Brackets must follow the front bracket rule, no longer than 10" on the frame.

Max Bumper height 30 inches max from the top of the bumper. And bumpers cannot be any lower than 18 inches measured from the bottom of the bumper.

Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails

Rear Bumper Brackets must follow the front bracket rule, no longer than 10" on the frame.

To Keep Bumper on the truck you are allowed 2 straps from the core support to the front bumper.

These straps cannot exceed 3 inches wide and ¼ inch thick

Straps cannot go in front of the radiator and CANNOT go around threaded rod.

This Strap can be welded to the Radiator support and the Bumper only NOT TO THE HOOD!!!!.

Frame Welding:

NO FRAME WELDING.

NO TILTING.

NO COLD BENDING

Rust Repair – Call before fixing any rust on the frame.

Frame Shaping – NO frame shaping is allowed.

Front Suspension:

Suspension can be solid.

Tie Rods and Ball Joints

Stock tie rods and tie rod tubes only not reinforcement.

Stock ball joints no screw in or weld in ball joints STOCK REPLACEMENT ONLY.

Steering box –

May be interchanged but must remain a stock box for a Truck that is legal in the class you are running. Pitman arms must remain stock or stock replacement

Idler Arm –

Idler arm must remain stock or interchanged for an idler arm for that is off a Truck that is legal in the class you are running.

Hubs –

Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles

Spindles –

Must be stock for a Truck that is legal in the class you are running, with no modifications.

Rear Suspension:

Leaf springs must be the stock springs Max 10 Leafs with a 2 inch stagger. You are allowed 6 clamps per leaf pack. Clamps may be no bigger than 2"x4" x ¼ inch strap. With 2 bolts per strap. Do NOT wrap with tape.

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way.

You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount.

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. Max chain link size 3 ¼" OD. You may use a 1" bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1" bolt to help hold rear end in Truck.

You cannot leaf spring a factory coil spring Truck. FRONT OR REAR!!!!

Trailing arms:

Both upper and lower must be a factory non loaded trailing arm. Must use a factory trailing arm for a Truck approved for this class. May shorten or lengthen with 2-inch overlap.

Rear- Ends:

-Use rear end of choice.

- You can tilt rear end if you wish.
- Welded or posi-track highly recommended.
- Pinion brakes are allowed.
- Rear end control arms cannot be reinforced.

They must attach in stock configuration for the suspension setup you are using. No Hybrid Setups.

Tires:

Tires no bigger than 17 inches, No split rims, No studded tires. Foam filled or doubled tires are ok. Valve stem protectors are ok. Tire and wheels are unlimited other than what is stated above.

Motor:

- Use motor of choice, motor must be in stock location.
- Mid Plates are NOT allowed.
- Lower Cradles are allowed but must attached to a factory style engine mount, with rubber bushing attached to frame. The factory engine mounts are the only way of tying the motor down.
- YOU are allowed a front lower cradle and pulley protector.
- NO Distributor protectors or Full cradles!!
- Header Protectors are allowed, Piece of 4X4 ¼" welded around header ONLY and cannot connect to anything.

Transmission Brace, Bell Housing & Plate:

You may run a transmission brace with the following guidelines:

1. Transmission brace must follow the contour of the transmission and never extend more than 2 inches off the case.
2. Transmission brace may only be attached to the engine by the bell housing bolts. Nothing to the heads, spacer plate, or underneath.
3. You may run a steel bell and tail with the brace.
4. Transmission must have 3 inches of unobstructed slide before "locking " in. No bolting, welding, or chaining to hold the transmission tight if using a transmission brace.
5. Transmission tunnel must be slit length ways the distance of the transmission if running a brace.
6. Trans mount area may be up to 12 inches wide, but has to maintain the 3 inches of slide throughout.
7. You may run an aftermarket bell housing, but no other modifications may be done to the transmission.
8. You are allowed 1 loop of 3/8" chain to the cross member with one link welded per side or bolt it down with 2 – 5/8" bolts with 1.5" washers using the factory holes in the factory tail shaft cone.
9. May run a bell housing spacer if you have a short bell. May only be attached thru the bell housing bolts.
10. Must stay below the heads and a maximum of 2 inches wider than the bell housing itself and not allowed to come in contact with the sheet metal or cage at any time.

Transmission Cross Member:

-You must use a factory cross member for mounting transmission. This can be out of another Truck legal for this class.

OR

- use a straight piece of 2x2x1/4" tubing, no contours and must be mounted in the stock location on the transmission. You may also use 2x2x4x1/4 inch angle iron to tie cross member to the frame. If using this method you must have 2 ½ inch holes drilled into the tranny cross member to check thickness.

-Tranny cross members must mount in factory location for the Truck only.

-The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in.

Body

Body Shaping:

Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the truck, or inside the engine compartment at all.

If your frame is rusted through, CALL for instructions on how to fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU RUN IT.

#9 Wire:

-You may run wire from frame rail underneath back of Truck, behind rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole This wire may pass through the trunk floor if you choose.

Radiators:

Radiators must be mounted in the stock location.

NO AUXILARY COOLING

NO radiator guards allowed.

Radiator support mounts can be removed, and you can suck the radiator support down solid. Absolutely no body mounts may be moved or added, do not shorten the front of your Truck and move back past the body mount hole as your Truck will not run.

If you have to build core support spacers you may no weld it to the body or the frame mount. Core Support Spacers cannot exceed 2" square material.

The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole.

Hood & Front Clip:

-Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 10 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 bolts.

You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length!

All hood bolts must be placed outside the windshield bars.

MAX 8 Spots. 1 wrap of 3/8 chain or 1 wrap of #9 wire counts as a fastener. Hinges count as fasteners if used.

- If using angle iron you are allowed 2"x2"x4"x 1/4" Pieces bolted with 1, 1/2" bolts max.

- You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.

- NO WELDING HOODS.

- Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came factory.

- You may cut wheel wells for tire clearance. No rolling your fenders and welding them.

Windshield Bar & Firewall:

Firewall-

you are allowed to cut firewall out for engine clearance do not use to reinforce the Truck.

Window Bar-

For safety, all Trucks must have (2) windshield bars extending from the roof/halo of the Truck to the firewall/dash bar.

Doors

Drivers door can be plated, Filled with concrete, we want you safe.

-you may weld your doors solid with 3/8 rod or 3"x1/8" Strap. Rear doors can be welded, wired or chained shut.

-You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward. The driver door you can be welded completely shut with the 3" by 1/8 strapping. No overlap.

Cage

All cage material must be no larger than 6" od, unless specified for specific rule smaller. It must be a minimum of 4" off the floor everywhere except the down legs going straight down that includes being 4" off of the transmission/tunnel. No cage material may be within 6" of the firewall and any part of the engine or components and be minimum of 4" off the transmission tunnel which cannot be altered. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace you dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You must have a roll loop behind the seat, which must be welded to the floor and may be welded or bolted to the roof. You may also weld a steering column to the cage. Cage can have 4 down bars to the frame must be straight up and down no kickers.

All vehicles must have a roll bar or halo bar installed to protect the driver in the event of a rollover. Rollover bar may be placed behind the cab at the very front of the bed. 2 bars may angle down to floor, but may be no farther than 36" from the front of the bed. They should be NO wider than the frame rails. They should be attached to the gas tank protector and the bed floor only. On short bed and compact pickups, bars should be in front of axle. Don't push it or you will cut!

Fuel Tank, Oil Coolers, & Transmission Coolers:

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the Truck where the back seat use to be. No other source of gas inside the Truck at all.

Engine oil coolers and transmission coolers are allowed.

These coolers cannot be placed to reinforce the Truck. No bolts may extend through the frame to create a body mount.

AFTERMARKET PARTS THAT ARE ALLOWED:

- Transmission cooler
- Oil cooler
- Gas and brake pedal
- Shifter
- Headers
- Driveshaft (Sliders)
- Motor mounts with rubber bushing
- Steering column
- Lower cradle
- Transmission brace

BEDS and Tailgates

- -BEDS can be welded to Cab and tailgate 3x1/8 or 3/8 rod.
- You are NOT allowed to wedge the Bed.

You can change all body mounts and suck the body down tight. MAX 1 INCH BOLTS OR THREADED ROD.

-all suburbans/wagons must remove all rear decking and seat components.

All other rules above must be followed.

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JUDGES DECISION IS FINAL!!!

FIX IT PLATES YOU ARE ALLOWED 4 4"x6"x1/4 PLATE PER FRAME RAILS.

Plates cannot be cut apart and spread out. You are allowed 4 plates per rail for fix it plates.

Plates must have a 1 inch gap between welds.

This is allowed for fresh and pre ran trucks.