



## 2026 Demolition Derby

# LIMITED BUILD RULES

This is a limited build class, meant to bring back the fun and affordability to the sport, and give drivers that wouldn't usually run, or new drivers, a chance to put a car together and have some fun.

## Demo Driver Information/General Rules

- 1) Each driver will have 90 seconds to make a hit. The definition of a hit is as long as your car is running and able to make a hit unassisted in a forward or reverse motion under power (1/2 car length or more - no car rocking).
- 2) No sandbagging (determined by track officials).
- 3) No intentional hitting of a non-flagged car.
- 4) Any driver's concern over another build must be brought up prior to or at the driver's meeting. We have the right to reinspect, cut or drill any car at any time.
- 5) All winning cars will be re-inspected prior to leaving the arena and before payout. If you are caught breaking the rules, you will forfeit all winnings.
- 6) Any instance resulting in a tie, the money will be split. Trophy will be determined with a coin toss.

## Build Rules

Just because it is not listed in these rules doesn't make it legal. If you are not sure about a rule, contact an official before you do it

## General

- 1) Any American made car 1979 and older only (no Imperials, Ambulances, Hearses, Convertibles, Limousines. 4x4s or trucks).
- 2) Must be a minimum 105 inch wheel base.
- 3) American made cars after 1979 may be used assuming it meets the minimum wheel base and is deemed "safe" to run in a large car show (subject to official's approval – if you aren't sure, we recommend you ask an official before building).
- 4) Remove all breakable/flammable material prior to entering the fairgrounds – Windows/glass, plastic bumper covers, headlights, taillights, all chrome, all pot metal, door handles, emblems, grills, mirrors etc. Interior must be swept clean of debris and glass. Under the hood, you may take plastic fender wells out, strip out other plastic and unneeded parts.

## Safety

- 1) Stock seat belt or racing harness lap belt required (although a 5 point is HIGHLY recommended).
- 2) Fire extinguisher recommended.

## **Driver's Compartment**

- 1) Any racing or factory automobile seat may be used (bench seat ok). Must be securely mounted (may in no way be attached to the frame).
- 2) All rear seats must be removed.
- 3) You are not required to remove the dash, but it is recommended. If removed, you must install a dash bar from side to side, above the steering wheel (welded or bolted).
- 4) Disconnect or remove any air bags.
- 5) Do not remove speaker deck or cut out transmission tunnel.
- 6) All holes in firewall must be covered with a non-flammable material. For cars with the distributor in the back, minor cutting for distributor cap clearance only is allowed (reasonable size and fully covered with non-flammable material). No cutting the firewall for the purpose of moving the motor/transmission back (distributor cap clearance only). Excessive cutting of the firewall is not allowed.
- 7) Homemade throttle pedals are allowed.
- 8) Padding inside driver's door HIGHLY recommended.

## **Ignition**

- 1) Complete ignition may be relocated with toggle/buttons provided they are within reach of the driver.

## **Electrical/Battery**

- 1) Batteries must be moved to the passenger front floorboard. They must be properly secured (no rubber straps). You may lengthen cables to reach it. Cover/splashguard is highly recommended.
- 2) No more than two batteries allowed.

## **Fuel System**

- 1) Must have a boat type fuel tank (plastic or metal) and must be mounted on the back seat floor. Must be secured (no rubber straps) and covered if using a plastic tank. Maximum 5 gallons of fuel.
- 2) All tanks must have a secure cap.
- 3) All fuel lines and fittings must be leak proof and be completely covered with another hose.
- 4) All cars equipped with an electric fuel pump must have some type of shut-off switch easily accessible to driver and clearly marked "fuel pump - on/off".
- 5) Stock gas tank may remain in car, but MUST be drained and empty.

## **Cage**

- 1) Minimum two vertical posts bolted from floor to roof behind each front seat is required. Spreader bar welded or bolted inside the upright vertical posts is optional, but highly recommended.
- 2) Connecting bars from the outside of vertical posts to the inside of the door skin/door bar is optional and allowed on both sides. The ends of the connecting bar may be attached to up to an 8"x8"x1/4 plate if needed, and may be welded or bolted to the door skin/door bar.
- 3) No part of the cage may be attached directly to the frame or kickers.
- 4) Full interior roll cage, or halo bar located behind front doors rear seam is optional.

## **Doors**

- 1) Driver's door may be welded 100% on all three seams, chained, or both. All other doors are limited to welding 50% of each seam, chained, or both. If chaining, limited to one chain per door. Maximum weld filler size is 2"x1/4" flat bar or 3/4" round-rod.
- 2) Door bars are mandatory on driver's side AND passenger side (minimum 6" channel). The door bars may be inside or outside of the door, but cannot extend more than 6" past the last door seam and may NOT be attached directly to the frame or kickers. Each door bar must have a minimum 4 bolts in each.
- 3) Each end of exterior door bars must be cut at a 45 degree angle with the end points flush to the door (to eliminate sharp edges from sticking out away from the door).

## **Windows**

- 1) Must have a bar running down the center of the windshield from the roof down to the firewall. A 3" wide flat bar or something similar is sufficient (can be welded or bolted).
- 2) Mud screen required on front driver's side windshield (something that does not block visibility).
- 3) Easily removable window net/screen required on driver's door window.

## **Roof**

- 1) All sunroofs must have glass removed and covered/fastened with sheet metal of similar strength as roof material.
- 2) A roughly 18" x 18" minimum roof sign with your car number on each side is required. It cannot strengthen the car in any way.

## **Body**

- 1) Front and rear fenders may be trimmed away for clearance. Up to five 3/8 inch bolts may be used per fender to bolt the inner and outer fender skin around the wheel well.
- 2) No welding body to the frame.
- 3) Trailer hitches must be cut off.
- 4) No extra body mounts. Must have stock rubber mounts.

## **Hood/Trunk**

- 1) Hood/Trunk may be bolted in six locations each (if using hinges, they count as two locations). Angle iron to bolt down hood/trunk can be used.
- 2) No welding of hood or trunk seams (welding allowed to attach the angle iron to lid around seams).
- 3) All thread (3/4" max) may be used for a maximum of two of the six points in the hood (not trunk) and may be bolted thru frame in any location (holes may be cut in top and bottom of frame for this purpose ONLY and can be secured by nuts/washers on top and bottom of frame and top of hood).
- 4) Washers may be no larger than 3" (homemade washers may be used with flat plate – within reason).
- 5) You may tuck the trunk lid with one single 90 degree bend (you may NOT weld the trunk lid or fenders to the trunk floor).
- 6) Trunks must remain empty.
- 7) Mandatory to create a minimum of two 12" holes in the hood for fire detection (or one large hole). Holes must be large enough to get a fire extinguisher to reach all areas of the engine compartment. Can use 3/8 max bolts around these holes only (max 8 bolts per hole).

## **Engine/Transmission**

- 1) You may run any engine and stock transmission/bell housing with no transmission braces.
- 2) You may use factory mounts or factory like aftermarket style motor mounts and weld them solid. You may only weld them to the engine crossmember. Chaining down is allowed, but only around crossmember (not frame - one chain per side).
- 3) Engine location may be moved but must remain within 3" of stock position. NO cutting out of the firewall for the purpose of moving back of engine/transmission is allowed.
- 4) Full engine cradles, distributor protectors, header protectors, carburetor protectors, etc are NOT permitted.
- 5) Factory transmission crossmembers must be used (bolted or welded in is allowed). If the car is missing the factory transmission crossmember, 3" square tube or something similar in place of transmission mount allowed in stock position (subject to tech inspection). It cannot be used to strengthen frames or be stronger than a stock mount.
- 6) Transmission coolers are allowed. Must be inside the car and all lines must be leak proof and completely covered with another hose (double clamped).
- 7) Aftermarket floor/cable shifters and stacks/headers are allowed.

## **Radiator**

- 1) Must remain in stock location. No water from the cooling system inside the driver's compartment
- 2) No radiator guards (except stock air conditioner condenser). Electric fans allowed.
- 3) Only wire, garden hose, straps, rope or plastic zip ties may be used to secure the radiator in place.

## **Bumpers**

- 1) Bumper swaps are permitted by using any factory car bumper.
- 2) No stuffing or reinforcing of the bumpers. Must be able to see inside bumpers for inspection.
- 3) Bumper ends may be trimmed down.
- 4) You may hardnose the front bumper only by welding bumper to the frame (all the way around), but you may NOT shorten the frame besides to square off for bumper mounting purposes only (no metal added).
- 5) If using the existing factory front bumper brackets and bolts in factory locations, they may be welded on two of the four sides (brackets welded on two sides of the frame, and bumper welded to two sides of the bumper brackets).
- 6) On a car with missing factory bumper brackets, you may use one maximum 6"x6"x1/4" flat plate welded to the frame/bumper on two of the four sides, on one side of the frame ONLY. This bracket may NOT extend past 6" from the front of the frame.
- 7) Shock tube may be compressed and welded (single pass only).
- 8) Maximum height from ground to the center of the front and rear bumper not to exceed roughly 18"-24" (officials to determine if excessive). Limited 9 wire may be used to hold bumper up.

## **Frame**

- 1) Do not cut, shape, manipulate, weld or alter any part of the frame in any way other than what is listed in these rules.
- 2) The rear frame behind the humps may be dimpled or notched, but at no time can this be rewelded.
- 3) One wrap of chain or 9 wire around rear humps to axle/rear end is allowed (cannot be welded to frame or rear end).
- 4) Painting of the frame or underneath the car is NOT allowed.

## **Steering/Front Suspension**

- 1) Steering and suspension components must be stock factory parts, or the parts must be replaced with box store replacements. No aftermarket or reinforced ball joints or spindles.

- 2) You must use stock tie rods, but you can weld one piece of 1"x1" angle iron to them to support them (maximum of 8" on each).
- 3) No welding the upper a-arm to frame.
- 4) You may use an aftermarket steering column.

## **Rear End**

- 1) You may use any factory 5 lug automotive/passenger car rear end housing.
- 2) Rear ends must mount into the original factory location using the factory mounts, brackets and hardware. No reinforcement will be allowed.
- 3) Internals, gears and axles may be upgraded. You may weld spider gears to create posi-traction.
- 4) You may use a slider driveline.

## **Brakes**

- 1) Cars must have functioning brakes at all times on at least one axle (must show the ability to stop).

## **Tires/Wheels**

- 1) Air filled tires only (tubes ok).
- 2) No lugged/agricultural tractor tires are allowed.
- 3) DOT approved tires (including mud tires) and higher ply tires (including hyster/forklift/skid steer tires) are allowed. Hot knifing/tire grooving/siping is allowed within reason. Tread must be reasonable – any tires deemed to have excessive or “lugged” tread can be disallowed by officials.
- 4) No bead locks/protectors, wheel protectors or full wheel centers (stock wheels only).
- 5) Valve stem protectors are allowed.