

## 2022 FULL SIZE MODIFIED RULES

PLEASE READ THESE RULES THOROUGHLY AND COMPLETELY  
ALL JUDGES DECISIONS ARE FINAL  
NO REFUNDS WILL BE MADE DUE TO FAILURE TO MEET REGULATIONS!

Mods will follow all safety rules and regulations posted in the General Rules section.

1. Passenger cars or station wagons only. No trucks, jeeps, hearses, or limousines. NO CHRYSLER IMPERIALS 73 & OLDER AND NO IMPERIAL SUB-FRAMES. NO 61 – 69 LINCOLNS. Cars previously run in Demolition Derby may install new front clip. Any clip may be used on any car, MUST be installed in stock manner. Officials MUST approve installation.
2. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching racetrack. Rolling down windows is not permitted.
3. Rear seat of sedan must be removed, top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to floorboards. All cars must be swept clean, both drivers compartment and trunk. No spare tires, broken glass, or trash, etc., allowed in cars.
4. Cars must have a seatbelt and working brakes. MANDATORY!!
5. You can carry a fire extinguisher, but it must be mounted securely and free of movement
6. Battery must be moved and must be securely fastened and covered in passenger compartment. MAXIMUM OF TWO AUTOMOBILE TYPE BATTERIES ALLOWED.
7. Any type automotive radiator may be used but must be mounted in stock position. NO RESERVE TANKS. Electric fan may be used.
8. Fenders may be bolted together with 3/8 inch bolts or smaller with 3/8 inch or smaller washers only. A maximum of 10 bolts per fender.
9. All doors may be welded (Outside of body only), chained or wired. Straps should not be larger than 1/4" thick or 4 inches wide on door shell (vertical) and 2 inches wide on window frame. You may beat top of doors down and weld them. No extra metal added.

10. No doubling of body panels allowed, no added metal allowed.

11. Patching floorboards, if you have to patch rusty floorboards you must cut out all the rust, overlap no more than 1" with same thickness as body material and sheet metal screws – no more than one every 4". No Welding to floorboards or firewall.

12. You may crease and fold body panels but do not weld. No extra metal may be added.

13. NO OTHER BODY WELDS OTHER THAN WHAT IS LISTED ABOVE.

14. All sunroofs must be covered with a thin sheet of metal, I.E. welded, bolted (with bolt head inside the car) or riveted.

#### HOODS, TRUNKS AND BODY BOLTS

MUST BE OPEN AT INSPECTION! So don't come to inspection line with hood bolted down....

1. , HOODs 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.

2. On all cars, hoods, trunks, and tailgates may be secured with the following method: on front of car, HOOD: two pieces of 1 inch all thread, NO SLEEVING ENTIRE ALL THREAD JUST BETWEEN CORE SUPPORT AND FRAME, YOU CAN WELD IT, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads MUST be mounted outboard of the radiator. In addition to all threads, six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16 thick or longer than 6 inches. Three on each side of car, a total of six. Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All wire, or cable MUST be mounted outboard of radiator. A maximum of 50 bolts 3/8 inch or smaller are allowed to bolt together hood seams.

TRUNK, 4 pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be mounted through deck lid and frame anywhere in trunk, can be welded to the frame or in body mount holes. In addition to all threads, you may weld trunk 5" SKIP 5" (MEANS NO METAL) 5 off, Straps not be larger than 1/4" thick or 2 inches wide or six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any

amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons two pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be used in the rear through roof and stock body mount replacing existing bolt.

TAILGATE 5 on 5 off, you may weld 5" SKIP 5" (MEANS NO METAL) 5 off, Straps not be larger than 1/4" thick or 2 inches wide or six (6) 1-inches O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any amount of wire or cable. YOU CAN WELD WASHERS (no bigger than 5/8 washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

3. You may have rear window bar 2"X2"X1/4" MAX. IN SIZE, 6" max. on roof 4"X4"X1/4" FLAT PLATE TO ATTACH TO THIS BAR TOP AND BOTTOM and must be centered on front side drip rail on trunk no further back or forward (2" on each side). Weld to the strapping on your trunk. There must be 6" minimum distance (gap) from the top of this bar on the roof and halo bar.... This is the only location allowed for this bar.

4. All other may be replaced with 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick. YOU CAN REMOVE BODY BUSHING AND SET BODY ON THE FRAME. Body mount bolts inside passenger compartment that are close together may have one washer six (6) inches x twelve (12) inches, must have two (2) or more body mount bolts through washer. You may add two (2) additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom or you can weld the bottom of the all thread to the frame. Vertical part of the frame only.

5. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF USING METAL STRAPS MAX. SIZE 2" WIDE X 1/4" THICK, 12" ID APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY.

## CAGE AND HALO BARS

1. All driver and passenger doors may be reinforced. You should have a six (6)-point cage, cross bars may be ran as follows, one across dash, one behind front seats, and one in rear seat area. You can run four (4) down tubes, two (2) per side. No further forward then the inner front door seam, Lower door bars are allowed between down tubes must be 6 inches or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between

cage and front doors. Must be securely fastened to cage. Front bar must be mounted no more than 2" below the bottom of the front window seal and be no more than 4" in diameter. Must have 6" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CAN NOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF REAR DRIVERS COMPARTMENT. Without a DP you can have a bar (kicker) is allowed 2"x2"x1/4" SQUARE stock from your dash bar to 2" behind A arm (NOT UP AGAINST ARM OR WELED TO IT) MAX. SIZE 2"x2"x1/4" O.D. THIS SIZE WILL BE STRICTLY ENFORCED OR YOU WILL NOT RUN. If you have a DP on your motor you're not allowed this bar/kicker. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors).

2. 3RD bar must stay inside of interior of rear drivers compartment. Nothing can be added to the top or bottom of this bar.

3. Halo bar are allowed. Can be attached to door bar. Could be run to the frame but it would be counted as one of your down tubes. Nothing attached to halo bar.

4. This is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage, must be 2" off of floor, this is for protection not reinforcement.

5. DP can't touch dash bar during or at the end of the derby or you will be disqualified

## FRAME

1. Top frame seams from front of A-arms forward may have single bead of weld added. Must be single pass no wider than 3/8" wide by 3/8" high, no extra metal may be added. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANYTHING THAT ATTACHES TO IT OR SUB -FRAME AND ANY OTHER BRACKETS ATTACHED TO FRAME. NO CONCRETE!!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.

A. CAN'T REWELD TORSION BARS TO CRADLE

2. FULL SIZE MOD. CARS ONLY may pitch frame in front. ON THE OUTSIDE OF FRAME ONLY YOU CAN ONLY REWELD THE WELDS THAT YOU HAVE TO CUT TO PITCH

THE FRONT. MUST BE SINGLE PASS NO WIDER THAN 3/8" WIDE BY 3/8" HIGH DO NOT REWELD ALL OF THE WELDS ON THE BOXES. NO ADDED METAL. NO EXTRA BRACING OR GUSSETS. DO NOT CUT AND REWELD ON TOP OR BOTTOM.

3. FULL SIZE MOD. CARS ONLY may have hump plates. Hump plates can be no longer than 22" long: 11" each way from the center of the hump; 1/4" or less thickness and contour to frame width and hump; on the outside of the frame only, and must contour to the shape of the frame and have a 3/8" inspection hole drilled through plate and frame for inspection. If you do a leaf spring conversation from coils you're not allowed the hump plates.

A. If your car came with factory leaf springs, NO hump plates

4. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.

5. You cannot add or replace engine cross members. 03 and up must use factory engine cross member (cradle)

6. If you use FACTORY UPPER TRAY ORIGINAL MUST BE LEFT IN, non-watts tray must be 1" or more from frame rails. It can be bolted or welded. No welds, gussets, or bracing to frame rails. If you use factory lower brackets they must be mounted in factory position. They may be welded with welds no more than the FACTORY WELDS would be. DO NOT OVER WELD!!! If you use aftermarket or homemade upper or lower brackets they may be bolted only! NO WELDING AFTERMARKET OR HOMEMADE BRACKETS TO FRAME!!!

7. You may run one (1) wire or chain from frame rail to frame rail underneath back of car behind rear end.

8. You may put a bolt with a stamped flat washer thru frame to hold it together. Only one (1) per wheel opening must be loose during inspection. DO NOT weld washer. (Pinning of frame)

9. You may notch the frame for minimal pre-bending, but do NOT weld the cut.

10. Buick, Olds or Pontiacs YOU MAY fill the large hole in the frame behind the radiator support.

11. If changing front stub, you can overlap 2 1/2", able to weld both sides, but no adding extra metal. MUST BE FROM SAME MAKE AND MODEL.

12. If restubbing one side of the frame, you are allowed to cut and fit the new frame flush and weld one pass all the way around (butt – fit – weld).

13. All trailer hitches MUST be totally removed.

14. If running a used car prior to this derby, you are allowed 8 patch plates outside of the frame only. No plate larger than 4"x4"x1/4", and must be painted a fluorescent color. So it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION – NO MONEY WILL PAID OUT

15. 4 plates on fresh cars to fix/patch rust holes outside the frame only, unless it's a preran/used car then follow patch plate rule.

## BUMPERS

### NO BUMPER MOUNTING/BRACKETS PAST FACTORY LOCATION

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM MOUNTING BOLT LOCATION ON FRAME. May use 2½" max. Round or square tubing. No thicker than ¼ inch. No solid stock may be used. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.

2. Front bumper may be reinforced inside or outside and end to end. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers. Replica bumper ok'

3. You may have 6" long 4" wide 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper. If you're running a preran and choice to put your extra. 4 by 4 1/4" plate up front there must be at least a 1/8" gap between the 2 plates. Any questions please call.

## SUSPENSION

1. Stiffness of suspension will be left up to the discretion of the driver. no aftermarket spindles allowed. Suspension parts must be OEM. A-arms may be bolted or lightly welded with strap no more than ¼" thick and 2" wide, MUST RUN STRAIGHT UP AND DOWN. One in front and one behind A-arm for a total of 2 per A-arm. Can be to upper or lower A-arm, but not both. Can only be welded 2" on A-arm and 2" on frame. Only a 2"X2" area on each end of strap may be welded to A-arm and frame. DO NOT WELD ENTIRE A-ARM TO THE FRAME! NO OTHER METAL ADDED!

2. Homemade or aftermarket tie rods (NO HEIMS) and homemade steering shaft are permitted.

## ENGINE AND TRANSMISSION

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY CAR, 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.

2. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.

3. Any type of header is allowed, but must be directed away from driver compartment.

4. Transmission oil coolers and engines oil coolers are permitted. All tranny lines must be wrapped or run through PVC. Inspection personnel must approve all mountings, lines, and fittings.

5. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.

6. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.

7. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.

8. Transmission protectors are allowed. MUST HAVE 2" BETWEEN PROTECTOR AND CROSS MEMBER ON A FRESH CAR. PROTECTOR CAN NOT BE WELDED OR BOLTED SOLID TO CROSS MEMBER. MUST FLOAT OVER CROSS MEMBER.

9. IF ORIGINAL CROSS MEMBER IS REPLACED, YOU MAY USE OEM OR 2" ANGLE IRON OR 2" CHANNEL MAX OR 2"X 2"X ¼" O.D. NOTHING thicker than ¼ inch. Thick. This will be strictly enforced or you will not run.

## GAS TANKS

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!! Other types of installations will not be allowed. NO GAS CANS with hoses duct taped. A Marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a rubber cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of Officials. Electric fuel pumps are permitted but MUST have shut-off within reach of driver. NO MORE THAN ten (10) GALLONS OF GAS IN TANK.

## REAR END

1. Any automobile rear end can be used in any car. TRUCK OR FLOATER REAR ENDS can be used in any car. You can transform a coil spring to leaf spring or vice versa. Only on the following models: 80 and newer Ford, 79 and newer Chrysler and 77 and newer GM. On models originally equipped with leaf springs, stock leaf springs and hangers MUST be used. Leaf packs on all cars may have no more than 8 leaves per pack Must be OEM stock. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. You may tilt rear end by shortening or lengthening rear end control arms. Trailing arms may be reinforced. Rear end housing may be reinforced. No dually wheels allowed.

Any drive shaft or U joint may be used. Welding of drive shaft is permitted. Pinion brake ok



No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed.  
JUDGES HAVE FINAL DECISION.

You may have five (5) spring clamps per spring. You pick if you want them in front of or behind axle, or split them between the front and back.

## TIRES

1. Only sixteen (16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED. All wheels and rims must be strictly stock, valve stem protectors are allowed. Full center ok
2. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.
3. Forklift and skid loader tires are allowed

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