

# THOMASVILLE EXCHANGE CLUB DEMOLITION DERBY RULES

## LIGHT BUILD

### GENERAL

1. ALL DRIVERS AND MECHANICS MUST SIGN A HOLD HARMLESS AGREEMENT AT TIME OF ENTRY.
2. THE DRIVER MUST BE 18 YEARS OLD.
3. ALCOHOL IN PITS MEANS DISQUALIFICATION.
4. ABSOLUTELY NO CHILDREN IN THE PIT AREA.
5. DRIVERS MUST REMAIN IN THEIR SEATBELTS AND HELMETS AT ALL TIMES DURING THE COMPETITION.
6. DRIVER IS REQUIRED TO WEAR A NECK BRACE, HELMET, AND EYE PROTECTION.
7. NO INTENTIONAL HITTING IN DRIVER'S DOOR.
8. ALL CARS MUST MAKE CONTACT WITH ANOTHER ACTIVE CAR WITHIN 60 SECONDS. STALLED OR NON-MOVING CARS WILL BE DISQUALIFIED.
9. NO INTENTIONAL HEAD ON COLLISIONS.
10. NO INTENTIONAL HITTING A NON-FLAGGED CAR.
11. JUDGES ARE NOT AFFILIATED WITH THE EXCHANGE CLUB AND THEIR DECISIONS WILL BE FINAL.
12. NUMBERS ON BOTH DOORS 12" TALL, OR DUAL NUMBER PLATE ON TOP OF CAR.
13. NO FULL SIZE TRUCKS, 4X4'S, IMPERIALS, OR HEARSE ALLOWED.
14. ALL CARS MUST HAVE BRAKES.
15. OFFICIALS DECISIONS ARE FINAL.

### Fenders / 1/4 PANELS

1. (4) 3/8" MAX BOLTS PER FENDER/QUARTER PANEL WITH 3/8" MAX STORE BOUGHT WASHERS.
2. 4 BOLTS, 8 WASHERS, AND 4 NUTS PER FENDER/QUARTER PANEL THROUGH SHEET METAL ONLY.
3. NO ADDED BRACKETS OR NEW FACTORY BOLT LOCATIONS.
4. IF REPLACING FACTORY BOLTS, USE NOTHING LARGER THAN 3/8" BOLTS/WASHERS/NUTS.

5. MAY CREASE/PACK/PRE-DENT REAR QUARTERS AND FENDERS BUT NO WELDING OR DOUBLING.
6. IF YOU USE LARGER BOLTS AND WAHERS, YOU LOSE THE BOLTS AND WASHERS.
7. QUARTERS MUST REMAIN UPRIGHT. NO WEDGING

## **HOOD**

1. 6 TOTAL ATTACHMENT POINTS.
2. MAY USE 1" ALL THREAD THROUGH THE FRONT 2 BODY MOUNTS (RAD SUPPORT MOUNTING HOLES). THIS COUNTS AS 2 ATTACHMENT POINTS. THE OTHER 4 MUST BE SHEET METAL TO SHEET METAL WITH NO LARGER THAN A 5/8 X 5" BOLT.
3. ALL HOOD WASHERS NOT TO EXCEED 4"X4"X1/4", FLAT OR ANGLE.
- 4.(14)3/8" BOLTS/NUTS/WASHERS MAY BE USED TO SECURE WEBBING PER HEADER OPENING ON HOODS.
5. HOOD HINDGES MUST REMAIN FACTORY OR REMOVED.

## **ROOF**

1. NO SEAM WELDING OR BOLTING UNLESS SPECIFIED.

## **DOORS**

1. 4" ON 6" OFFWELDING ON EXTERIOR SEAMS. MUST BE INDIVIDUAL 4"X4"X1/4" PLATES.
2. PLEASE REINFORCE THE DRIVERS DOOR ON THE INSIDE **OR** OUTSIDE **NOT BOTH**. THE DRIVERS DOOR IS THE ONLY DOOR ALLOWED. NO MORE THAN 3"PAST THE DOOR SEAMS AND NO THICKER THAN 1/4" STEEL.

## **TRUNK**

1. 4" ON 6" OFF WELDING ON EXTERIOR TRUNK SEAM. MUST BE INDIVIDUAL 4"X4"X1/4 PLATES
2. SPEAKER DECK MUST REMAIN IN FACTORY LOCATION. **DO NOT REMOVE**.
3. 12" HOLE IN THE TOP OF THE TRUNK LID. IF WE CAN'T SEE BEHIND THE WHEELS OR ABOVE THE FRAME RAILS, YOU'LL BE ASKED TO CUT ANOTHER HOLE.
4. MAY BE DISHED NO MORE THAN 6" IN THE CENTER FOR VISIBILITY-THIS INCLUDES THE SPEAKER TRAY.

## **RUST**

- 1.RUSTED AREA MAY BE REMOVED, 1/2" OVERLAP FROM NEW METAL TO OLD METAL, NEW RUST PATCHES MAY NOT OVERLAP. YOU MUST BUTT WELD, USING YOUR STITCH WELD. DON'T STAGGER THE WELDS ON TWO PATCHES TO HAVE ONE CONTINUOUS WELD BETWEEN TWO PATCHES.

2. NEW METAL NOT TO EXCEED FACTORY THICKNESS.
3. MUST BE WELDED 1" ON 1" OFF- ABUSE IT, YOU'LL LOSE IT-ZERO TOLERANCE.

#### **FLOOR PAN**

1. ALL RUST REPAIR STATED IN RUST SECTION APPLIES.
2. NO DOUBLING OF FLOOR PANS.

#### **BODY MOUNTS**

1. REPLACE WITH 5/8" MAX SIZE BOLT. 5" MAX LENGTH (TOP SIDE FRAME TO BODY)
2. 3"X3"X1/4" FREE FLOATING WASHERS MAY BE USE TO SECURE THE BODY TO THE FRAME.
3. MUST HAVE 1" MINIMUM FREE FLOATING INDIVIDUAL SPACERS BETWEEN THE BODY AND FRAME. 3"X 1/4" MAX ROUND OR SQUARE TUBING. NO ADDED BODY MOUNTS. YOU MAY NOT RELOCATE ANY OF THE FACTORY BODY MOUNTS.
4. IF YOU CHANGE THE BODY MOUNT YOU MUST MAINTAIN THE 1" GAP.

#### **WINDOWS**

1. TWO 3"X1/4" FLAT BAR WINDOW BATS IN THE FRONT WINDOW ONLY.
2. REAR WINDOW BAR CAN BE NO LARGER THAN 2"X2" SQUARE TUBING.
3. 3" OF ATTACHMENT ON TOP AND BOTTOM.
4. WINDOW BAR MOUNTED WITHIN 3" OF WINDOW OPENING.
5. WINDOW BAR CANNOT COME IN CONTACT WITH HALO, ROOF SIGN, OR HALO BRACING.

#### **CORE SUPPORT**

1. FILL THE OPENING IN FRONT OF THE RADIATOR WITH 1/8" MAX STORE BOUGHT EXPANDED METAL. 1/8" STAMPED/CUT RADIATOR GUARD WILL BE ACCEPTED. MUST REMAIN WITHIN THE CORE SUPPORT BODY MOUNTS. MAY ONLY BE BOLTED WITH (8) 3/8" BOLTS AND 3/8" STORE BOUGHT WASHERS MAX.
2. SPACERS CANNOT EXCEED 2"X2" TUBING AND 5" LONG. NO WELDING ON CORE SUPPORT SPACERS.
3. NO SEAM WELDING ON THE CORE SUPPORT.

#### **INTERIOR CAGE**

1. 4 POINT CAGE MOUNTED TO SHEET METAL ONLY.

2. DASH BAR MUST BE 6" FROM THE FIRE WALL AND/OR TRANS TUNNEL.
3. REAR SEAT BAR NO FUTHER BACK THAN REAR KICK PANEL, 6" OFF THE FLOOR.
4. MAY HAVE CENTER BAR AND 6" FROM ALL SHEET METAL.
5. 32" WIDE GAS TANK PROTECTOR, NO GAP NEEDED. **DO NOT ATTACH TO CAR IN ANY WAY.**
6. ROLL BAR, STRAIGHT UP- STRAIGHT ACROSS AND NO FUTHER BACK THAN THE KICK PANEL. MUST BE MOUNTED TO THE CAGE ONLY. ROLL BAR CAN BE BOLTED TO THE ROOF IN (2) SPOTS. NO TAILS OFF OF THE ROLL BAR. BOLTS MUST GO DIRECTLY THROUGH THE ROLL BAR.
7. INNER CAGE CORNERS MAY BE GUSSETED.
8. NO KICKERS.
9. DOOR BARS CAN'T BE ANY FURTHER FORWARD THAN THE INSIDE OF THE FIREWALL OR ANY FURTHER BACK THAN THE REAR KICK PANEL.
10. ALL CAGE MATERIAL MUST REMAIN INSIDE THE PASSENGER COMPARTMENT.

#### **COMPONENTS**

(GAS PEDAL, BRAKE PEDAL, SHIFTER, BATTER BOX, TRANS COOLER, GAS TANK, ETC.)

1. NO COMPONENTS MAY STENGTHEN THE CAR IN ANY FORM.
2. COMPONENTS MUST BE FASTENED TO SHEET METAL OR CAGE ONLY.

#### **FRAME**

1. NO PATCHING RUST. SEE RULE #4
2. NO FRAME CLIPPING OR STUBBING PERIOD.
3. FRONT FRAME MAY BE SHORTENED TO THE FRONT EDGE OF THE RADIATOR SUPPORT MOUNTING HOLT/ BRACKET. DO NOT SHORTEN INTO THE HOLE. NO SHORTENING OR EXTENDING OF THE REAR FRAME PERIOD.
4. REAR FRAME - YOU MAY WELD A 6"X22"X1/4" HUMP PLATE TO THE OUTSIDE (TIRE SIDE) FRAME HUMP. \*\*THIS RULE IF FOR COIL SPRING CARS ONLY WITH THE EXCEPTION OF LEAF SPRING CHRYSLER PRODUCT UNI-BODY CARS. METRIC GM AND CHRYSLER CARS MAY HAVE A 32"X1/4" THICK CONTOURED HUMP PLATE CENTERED ON THE HUMP. ALL HUMP PLATES MUST BE ON THE TIRE SIDE OF THE FRAME OR UNI-BODY. GM WAGONS CAN HAVE A 6"X12" HUMP PLATE ON THE TIRE SIDE OF THE REAR HUMP.
4. FRAME REPAIR CAN ONLY TAKE PLACE AFTER A CONVERSATION WITH AN OFFICIAL.
5. NO WELDING ON THE FRAME OTHER THAN WHATS STATED IN THESES RULES.

## **BUMPERS**

1. FRONT BUMPERS MUST BE ANY FACTORY PASSENGER CAR BUMPER, SMW FLAT STYLE OR EQUIVALENT IS ALLOWED. HOMEMAD BUMPER IS ALLOWED. IF USING A HOMEMADE BUMPER NOTHING ON THE BUMPER CAN BE THICKER THE 3/16". MAX TUBING IS 4X4X3/16. NO POINTY. HOMEMADE BUMPER MUST BE FLAT. **BUMPERS STRICKLY ENFORCED**
2. NO LOADED BUMPERS AT ALL.
3. SEAM WELDING THE BUMPER IS ALLOWED
4. BUMPER SHOCKER CAN BE WELDED
5. BUMPER SHOCKS MUST BE MOUNTED IN ORGINAL FORM WITH FACTORY SHOCK FOR THE CAR. NO CHANGING HOW THEY ARE MOUNTED. IF IT DID NOT COME ON THE FRAME FROM THE FACTORY IT IS NOT ALLOWED.
6. MAX OF 6"X6"X3/8" PLATE TO MOUNT BUMPER TO THE FRAME
7. REAR BUMPER MUST BE ANY FACTORY PASSANGER CAR BUMPER. THE ONLY HOMEMADE BUMPER ALLOWED IS 2"X2"1/4" SQUARE TUBING AND IT MUST NOT STICK OUT PAST THE FRAME MORE THAN 2".

## **BUMPER HEIGHT**

1. FRONT BUMPER MAXIMUM HEIGHT, 22" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.
2. MINIMUM REAR BUMPER HEIGHT, 14" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

## **FRONT SUSPENSION/STEERING**

1. ANY FACTORY OEM SPINDLE SWAPS.
2. NO AFTER MARKET OF GM LIFT SPINDLES.
3. FACTORY CENTER LINK MUST REMAIN.
4. FACTORY STYLE TIE ROD ENDS ONLY.
5. FACTORY STYLE BALL JOINTS ONLY.
6. FACTORY UPPER AND LOWER A-ARMS MUST REMAIN FACTORY AND BE MOUNTED IN FACTORY MANNER.
7. 1" ALL THREAD PERMITTED IN PLACE OF SHOCKS. MUST RUN THROUGH FACTORY SHOCK HOLE. NO ALL-THREAD SHOCKS ON 2003 AND UP FORDS.

8. A SINGLE FACTORY OEM COIL SPRING PER SIDE IS PERMITTED, NO AFTERMARKET COILS. NO ADDED METAL IN COIL SPRING POCKETS. ONLY THING PERMITTED IN COIL SPRING POCKETS WILL BE COIL SPRING ITSELF.
9. SWAY BARS MUST BE MOUNTED IN FACTORY WORKING MANNER, TOP AND BOTTOM, USING ALL FACTORY RUBBER COMPONENTS. NO WELDING OF SWAY BAR OR MOUNTING BRACKETS ANYWHERE.
10. FRONT SUSPENSION CAN BE SOLID. YOU MAY ONLY WELD (1) 2"x4"x1/4" PLATE TO THE FRONT AND BACK SIDE OF THE UPPER A-ARM.
11. AFTERMARKET STEERING COLUMNS ARE PERMITTED.

## **REAR SUSPENSION**

1. FACTORY OEM UPPER AND LOWER TRAILING ARMS MAY BE REINFORCED OR 2"x2"x1/4" SQUARE TUBING.
2. UPPER AND LOWER TRAILING ARM MUST MOUNT IN FACTORY LOCATION ON THE TOP AND BOTTOM.
3. (SPECIFIC TO 1980-2002 FORD-LINCOLN-MERCURY) COIL SPRING CARS MAY USE WATTS LINK CONVERSION. UPPER BRACKETS MUST BE 2 SEPERATE BRACKETS NO LARGER THAN 6"x12"x3/8". THEY MAY ONLY BE ATTACHED WITH (4) 5/8 BOLTS. LOWER TRAILING ARM MOUNTING BRACKETS MAY ONLY BE 4" LONG AND 3"x3"x1/4" SQUARE TUBING WELDED TO THE FRAME. 1" BEAD OF WELD PER SIDE.
  4. REAR COIL SWAPS ARE PERMITTED. THIS MEANS YOU CAN SWAP FACTORY COIL WITH A HEAVIER TYPE COIL.
5. 1" ALL THREAD SHOCKS ARE PERMITTED IN FACTORY SHOCK LOCATION.
6. CHAIN/CABLE/9 WIRE MAY BE USED TO HOLD COIL SPRINGS IN BUT MUST RUN THROUGH THE COIL SPRING TOWER AND AROUND THE REAR END ONLY.
7. LEAF SPRINGS MUST REMAIN IN STOCK LOCATION. 7 LEAFS MAX WITH 2" STAIRSTEP. NO THICKER THAN 5/16". 3 AFTERMARKET CLAMPS PER SIDE (2"x4"x1/4" MAX WITH NO LARGER THAN 1/2" BLOTS) SPRINGS MUST BE MADE OF FACTORY SPRING STEEL.

## **DRIVE TRAIN**

1. ALL AFTERMARKET PARTS LISTED HERE ARE WHAT IS ACCEPTABLE, THERE ARE NO ACCEPTABLE GRAY AREAS. THESE ARE THE AFTERMARKET PARTS YOU MAY USE WHEN MOUNTING YOUR DRIVE TRAIN.
2. ENGINE MAY BE MOUNTED USING A SIMPLE LOWER CRADLE.
3. THE ENGINE MUST BE MOUNTED TO THE FRAME USING RUBBER OEM FRAME MOUNTS OR SIMILAR AFTERMARKET FRAME MOUNTS WITH RUBBER BUSHING. THES MOUNTS MUST REMAIN WORKING, NO PINNING RUBBER MOUNTS OR RUNNING SOLID MOUNTS.

4. YOU MAY HAVE ONE 3/8"X18" LONG CHAIN PER SIDE WELDED FROM THE LOWER ENGINE CRADLE TO THE FRAME. 2 CHAIN LINKS MAX WELDED TO THE FRAME. IF YOU WELD MORE THAN 2 LINKS YOU LOOSE THE CHAIN. NO OVERSIZED 3/8 CHAIN LINKS.

5. ABSOLUTELY NO FULL CRADLES, HALOS, HALF HALOS, DISTRIBUTOR PROTECTORS, MID-PLATES, HEADER PROTECTORS, OR BREATHER PROTECTORS.

6. NOTHING NEEDS TO BE MOUNTED BETWEEN THE ENGINE AND TRANSMISSION.

7. NO TRANSMISSION BRACING OF ANY KIND.

8. YOU MAY USE A ULTRA BELL ON THE TRANSMISSION. NO OTHER PART OF THE TRANSMISSION MAY BE MODIFIED.

9. TRANSMISSION MOUNT MUST BE RUBBER OR POLY AND MOUNT IN FACTORY MOUNTING LOCATION.

10. CROSSMEMBER MUST MOUNT IN FACTORY LOCATION USING OEM CROSS MEMBER OR 2" SQUARE TUBING MOUNTED ON 3"X3"X1/4" ANGLE IRON, 5" LONG, AND A TOTAL OF 5" OF ATTACHMENT WELDED TO THE INSIDE OF THE FRAME RAIL.

11. SLIDER DRIVE SHAFTS ARE PERMITTED.

12. DRIVELINE BRAKES ARE PERMITTED.

13. FACTORY PASSENGER CAR REAR END ONLY.

14. MUST HAVE WORKING BRAKES.

15. ALL TIRES PERMITTED.

16. AFTERMARKETS SHIFTER, GAS PEDALS, BRAKE PEDALS, TRANSMISSION/ENGINE OIL COOLER, BATTERY BOXES ARE PERMITTED.

#### **FIX-IT PLATES AND #9 WIRE**

1. **NO FIX IT PLATES ON A FRESH CAR.** (HITTING A TREE DOES NOT MAKE IT A PRE RAN)

2. 4"X4"X1/4" SQUARE

3. YOU MAY HAVE (6) SEPERATE SPOTS OF #9 WIRE. (DOORS, TRUNK, AND HOOD DO NOT APPLY TO THESE SPOTS)

#### **TILTING**

SPECIFIC TO 1980-2002 FORD-LINCOLN-MERCURY AND METRIC GM

1. YOU MAY TILT FRONT IN ONE SPOT ONLY IN THE MANNER LISTED LISTED BELOW. NO TILTING A-ARM FORWARD.

2. YOU MAY CUT THE OUTSIDE FLAP AT THE CRUSH BOX, TILT THE FRAME AND REWELD THE FLAP WITH A SINGLE 1/2" PASS. THIS WILL BE THE ONLY MEANS ACCEPTED PERIOD.

3. METRIC GM CAN TILT BY COLD BENDING FRAME AT FIREWALL OR CUT AND TILT AT CROSSMEMBER. FRAME CAN BE TIED BACK TOGETHER USING THE 3"X3"X1/4"X5" ANGLE IRON CROSSMEMBER MOUNTS.

4. 2003 AND NEW FORD AND NOT TILT PERIOD. MUST USE FACTORY OEM ALUMINUM CRADLE AND RACK. NO AFTERMARKET TRUCK RACKS. CAN USE BOLT IN SMW TYPE ENGINE CRADLE. NO WELDING OF ENGINE CRADLE AT ANY POINT. MUST USE FACTORY OEM STRUTS.