

80's and Newer Semi Stock Buddy Class Demo Derby Rules

Driver gets the steering wheel and passenger gets the gas/brake pedal

VEHICLE PREPARATION questions call 920-210-4189

NO CHRYSLER NEW YORKERS OR IMPERIALS BUMPERS ALLOWED, NO IMPERIALS

1. Remove all glass, chrome, plastic, moldings, headliner, flammable materials, A/C coolant, antifreeze, trailer hitches and interior decorating.
2. Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. Use proper rated fuel lines. Plastic tanks must be in a metal box. NO EXCEPTIONS
3. Electric fuel pump allowed but switch must be clearly marked on/off.
4. No more than (2) batteries allowed which must be relocated to front passenger floor, secured and covered.
5. Floor shifter allowed. Ignition and wiring modifications (hotwire) allowed.
6. Hood must have a 12" x 12" minimum hole to easily extinguish fires. Extra hole(s) in hood not required if header holes are at least 12" x 12"
7. Car and driver qualify as a team for the feature.
8. Aftermarket steering columns allowed.

Bumpers:

Any bumper allowed except new yorker & imperial bumpers period. You may weld any car bumper to the frame. Homemade bumpers must mimic a stock bumper except a pointy new yorker or imperial bumper those are not allowed. Do not change the configuration of a stock bumper. This means from point of contact with frame or shock to front middle of bumper cannot be more than 10 ¼ inches.

½" pass around the bumper to frame or shock. If your car comes with shocks, you may weld them. You may weld bumper brackets lightly in stock position. **DO NOT SLIDE BACK.** Shock cannot go any farther back in frame than 8 inches from where you hardnose the bumper. No shortening frame unless stated in rules. Two strands 2 loops not to roof one per side to hold bumper on. Or a 6-inch piece of ¼ flat stock 2 inch wide. (Refer to the frame section on shorting rule.)

Body Mounts and Bolts

You must have a rubber mount similar to the stock one. No shorter than one inch high may be hockey puck, stock rubber mount metal cones must be in tacked. NO metal spacers. Stock thickness between the body and frame. If you have damage or a broken bolt, you may change them. Keep bolts to no larger than ½ bolt size. If you cut bolts out 3-inch washer max on top of body and inside of frame only, first and last body bolt does not need a mount in place.

EXTRA BOLTS Fenders may have up to 3 3/8 bolts per fender, you may have up to 6 3/8 bolts per cut out hole in hood.

HOOD

Your must have open for inspection.

After you pass inspection, you may wire, chain or bolt your hood in **6 spots**. Bolts 1 inch MAX two may go to frame the other sheet metal to sheet metal the two that go to frame must in stock position 1 one inch weld on each side of rod are allowed. You may weld washers to sheet metal for wire. No more than a 6-inch spacer 3x3 max, no welding of any kind on spacer must be between top frame and bottom of core support.

TRUNK

4 spots: 3/8 chain max, 5 inch by 2 inch angle allowed with bolt in center. One chain per hole or 4 strands of 9 gauge wire per hole or bolt or 5 INCH X 5 INCH ¼ plates welded allowed. Nothing may go around the bumper or frame. Sheet metal to sheet metal. You may weld a washer on the fender, hood, trunk for wire. Bolts 1 inch max two may go to frame the other 2 sheet metal to sheet metal you may weld the 2 to the frame vertical only. 12 x 12 inspection hole is mandatory on floor or trunk lid unless you do open trunk inspection or see the speaker deck.

50% of the trunk lid can be 90'd **NO DISH****NO POUNDING ON STOCK**

DOORS

Doors must be chained, bolted, welded or wired shut in one spot per door seam. You may run 1 additional chain or wire around the window frame. 3/8 chain or 3 strands of 9-gauge wire per spot. Driver and passenger front door may be wired for safety or welded solid. If you choose to weld the other three doors 8 inches of total weld per seam 2x3 max material. Window frame is a separate seam.

FRAMES

Frames must be stock if your car of choice has a front upward pitch it must have an upward pitch in this class. No tipping, cold bending, pressure whatever. Do not pound in frame humps above the rear end. If your frame is altered you will put it back to that state or not run. You may shorten the frame on 80 and newer Lincolns and Mercury's up to the weld of the most front of the body bolt tab where its welded to the frame.

SAFETY BARS

6 x 6 max material. You may run a dash bar and a seat bar and they may be connected. You may only have 4 down legs are allowed 2 off back seat bar the other 2 can be off door bars behind rear most part off firewall seam where doors and firewall meet. You may also weld a plate on the drivers door 2" past door seam; ¼ max thick and 12" tall. One chain can go from the seat bar or dash bar to body only. Roll bar recommended off back seat bar only must be in the middle of roof vertical only no angle to rear of car. Please bolt to roof in 2 places. Back seat bar must be within 8 inches of the back of the drivers seat. 6 inches of seat on 2 doors. **Down legs to body only.** Fuel cell box or protector or cage must be 4 inches away from anything behind it and 3 inches off floor. 24 inches max width where it comes to speaker deck. 6x6 max material. Door bars 60 inches max and must be at least 6 inches from wheel well. **NO**

BACK WINDOW BARS

REAR ENDS

Use rear end of choice but must be no more than 8 lugs. Welded or posi-track highly recommended. Braces are welcome. Braces must be 6 inches away from frame top, bottom, front, side, etc. period. If it doesn't fit those measurements, don't run it. **Cannot be placed to strengthen frame. Pinion brake allowed as long as it doesn't strengthen frame.**

GAS BRAKE COMBOS

Are allowed. Do not pound or drive interior floor to frame if there is no space you will cut it out. This is anywhere inside the car, period, placed on passenger floor.

REAR/FRONT SUSPENSION

REAR Stock trailing arms may be shorten to adjust pitch of rear end 2 inch overlap max no other welding or strengthen them. Do not add weld or any material around bushings. You may run up to one 3/8 chain in rear per side to frame single layer only bolt or weld one link no threaded rod.

FRONT No aftermarket springs. A arms may be welded down or chained. If welded, two 5/16" chains may be used with no more than two links welded to the spring bucket area/or two 2" x 4" x 1/8" flat strap allowed per upper A arm. May not reinforce the frame and go only to the spring bucket area. Two per side allowed. **Direct bolt on only. NO alterations to make it bolt on. 2003 to 2011 Fords, Lincolns refer to your section. No truck parts.

STERRING BOX/TIE RODS

You may interchange the rods as long as their car type and OEM Stock No racing aftermarket OR truck parts 03 & newer refer to your section. No welding of any material or piling of weld. You may lightly weld joint/sleeve where inner and outer connect. You may interchange OEM car stock type spindles with a direct bolt on only. Stock steering gear boxes for that make and model of the car your running (Ford to Ford) No hydraulic steering

1998 AND NEWER FORDS

You may bolt an upper control arm bracket to the package try with 4 3/8 bolts or 4 one inch welds. The maximum size of this bracket is 5 x 5. Lower control arms must be in the stock spot on frame the same place as a 97 and older. Also must be a stock bracket off an older Ford or light material the same size and length you may weld it lightly. If using a watts conversion kit all original watts link arms must be removed. STOCK CONTROL, ARMS NO tubing, NO welding on frame period anywhere else. Mercury and Lincolns may shorten frame to be the same as crown vics from the factory.

BALL JOINTS

No threaded rod or bolts may be used to replace ball joints. No screw in ball joints unless factory with that make and model car. (Example: Chrysler) No welding ball joints (unless stated below) direct bolt on car type only. 03 & newer may replace the lower ball joint with a stock crown vic ball joint & either press it back in or lightly weld it in the correct way to replace it with a car only no aftermarket spindle, upper joint may be replaced with a crown iv ball joint only press or bolt it in. ANY OTHER YOU WILL GO BACK TO PITS TO REPLACE.

RADIATORS

Stock or aluminum only. No protectors. You may put a ¼ mesh in front of radiator 2 inches wider than the hold in front of the radiator or air condenser unit. Creative guards allowed as long as they are in thickness and size of regulations.

ROOF SIGNS

You must have a roof sign. No roof signs attached to the roll over bar. Nothing protruding front or back that is attached to the roll over bar judges discretion.

BODY PANELS

Do not body crease or pound in quarters. This includes interior sheet metal. Don't even show up if you can't get them out completely.

ENGINES & DRIVETRAIN

Transmission must be a factory aluminum stock trans or this aftermarket. **NO STEEL BELL.** This aluminum bell only. J.W. 92451 TH400 TH400 Bellhousing. You may only connect the bell to pump bolts only. No other bell is allowed. All rules apply below. **NO DRAG RACING TRANSMISSIONS OR ANTHING IN THAT CATEGORY.**

Tran's coolers allowed. Lines must be safely protected. No bigger than 2x2 inch max tubing ¼ wall for cross member. 3-inch channel. Do not pressure your transmission into tunnel. There must be a significant space (1 inch or more) between your trans and tunnel. Do not design anything off your trans to catch crossmember. Stock bolt size for transmission mount 7/16.

Motors may be swapped. Example: Ford to Chevy. Stock type driveshaft only. Slider driveshaft allowed. You may weld stock driveshaft. Simple trans adapter plates allowed. Nothing more than 1 inch higher than trans. No mid plates.

Basic lower cradle may be used. Pulley protectors allowed. NO oversize judge's discretion must remove sway bar. No motor hallow bars period. The only thing that is allowed is 1. Wire from header to header 2. Two inch wide flat stock or angle from header to header. Nothing can be any farther back then the back of the carburetor. Motor mounts of choice may not be any larger than 8x8 mounting surface must stay at least 3 inches from frame rails. You may wire motor down to cradle only vertical.

TIRES

No ply restriction: 30" max height double tires allowed, forklift and skid steer tires allowed. You may run any rim with full center up to a 1-inch bead protector allowed. No tire sidewall protectors allowed.

NO GRANDFATHERED CARS PERIOD ALLOWED UNLESS THEY PASS RULES ABOVE

REPAIRS

This will be followed very closely. If your frame is ripped or severely kinked you may do the following below. Any less than a kink or tear fire up the torch no exceptions. Rotted frame take picture, leave rust ¼ overlap same thickness. Except safety rust holes like floor boards, you get up to four 8 inch by 8 inch

sheet metal thickness to weld rusted sheet metal like loose quarter panels rotted body mounts trunk holes any more needs to be cut.

ON KINKED FRAMES

May have a 3 inch by 6 inch plate on front frame section and the same on back section. Cannot put all 12" up front or in the back per rail. No stacking plates

03 AND NEWER FORDS

Must run all stock rack n pinion and all other stock components in the front. A arm must be off of a 2003 to 2011 Ford or Lincoln. You may run an aftermarket steering column. No hydraulic steering. You will be allowed a SMALL mounting plate or small cradle (grey area derby product allowed) for your motor must call. You may weld mount lightly to frame between the factory cradle bolt holes. Follow ball joint rules under ball joints. NO LARGER A arms or rack & pinions.

NOT ALLOWED:

Distributor protectors, steel bellhousings, reinforced control arms, trailing arms, creasing body, pounding in quarters panels. You may not pound the speaker deck down or quarter panels. No tipping or cold bending of frame.

WIRE

2 strands of 3 loops per car per side fresh or used vertical. Must go to window opening. May go to body mount or around frame. This does not include hood or trunk hold downs or bumper straps. No designing wire to act as a kicker. 2 STRANDS PER SIDE TO FRAME TO WINDOW OPENDING ONLY. Nothing to any cage or roof signs during hear race. Also NO wire from middle door post forward till after heat race is over. Feature unlimited wire body to frame only.

BOTTOM LINE: DON'T JUST ASSUME YOU CAN DO THINGS BECAUSE THEY ARE NOT LISTED IN THESE RULES. BE SAFE AND PICK UP THE PHONE. YOU WILL BE SORRY IF YOU OVER BUILD IN THIS CLASS.

This is a super-fast build for the guys who don't have the money or time and who want to just have a good time. Let's keep it this way! If this is not your style, try pro full-size class.

Questions: call 920-210-4189