



# DERBYDOG INC

## DEMOLITION DERBY

# MOTOR SWAP FULL-SIZE CAR

1/30/2025

**-RULES SUBJECT to CHANGE at ANYTIME-**

### **GENERAL RULES:**

1. Any mass production automobiles permitted. No Full-Frame Chrysler Imperials.
2. ALL GLASS; including windshield, side & rear windows, head & taillights must be removed. All exterior chrome moldings, hubcaps, emblems, wiper arms, plastic grilles, outside door handles, bumper covers, and header panels must be removed before entering venue. All carpeting, interior moldings, rear seats, headliner, inner door panels, and all other flammable material must be removed. Dash board is optional. VEHICLE MUST BE SWEEPED FREE OF ALL DEBRIS.
3. Stock fuel tanks must be removed. 10-gallon max. metal tank/fuel cell must be mounted inside of car behind driver's seat.
4. Battery must be relocated to the passenger floor area and secured to floor only.
5. Transmission coolers permitted.
6. Any tire permitted. Round, rubber, and safe. Weld-in centers permitted. No beadlocks. No solid wheels.
7. Core support must remain in factory location. **A maximum of 5" of spacing between core support & frame, no bigger than 2"x2" tubing for riser.** Radiator guard permitted.
8. After-market parts permitted; Shifter, Steering Column, Pedals, Pinion Brake, Engine Cradle, Slider Drive-shaft, pulley protector. **NO OTHER ENGINE ARMOUR PERMITTED! NO FRONT or MID-PLATES PERMITTED. NO DISTRIBUTOR PROTECTORS PERMITTED. Aftermarket pedals must not attach to frame in anyway.**

### **SUSPENSION:**

1. Suspension must be stock. Must be mounted in factory location. Spring risers may be used. No aftermarket spindles/ball joints. Rust repair must be approved. No leaf spring conversions permitted.
2. Control arms may be chained or plated to gain height. May weld two links of chain on frame and 2 links on control arm. If using a plate 3" x 3" x 1/4" plate welded-Either to front side or back side of A-arm. **NOT BOTH SIDES!**
3. No homemade a-arms permitted.
4. Lower trailing arms may be bolted to the frame ONLY with 1" of washers between frame and trailing arm max. 98 and newer Fords: You may run a Watts link kit but must use factory trailing arms holes. The uppers of watts link kit must be 8"x 8" max. The lower pieces cannot exceed 6" long may be welded to inside portion of frame rail. Bolt cannot pin the frame. 2 lower trailing arms and two upper trailing arms max. Non-packing tray cars do not get trailing arms.
5. 98 & up Ford lower control arm factory Ford bracket may be moved to inside of frame for lower arm only.
6. 1" all-thread for shocks permitted. No larger than 1" material.

**BUMPERS:**

1. Any OEM bumper except **No Chrysler pointy bumpers.** Seam welded bumpers only. **No loaded bumpers.** Bumper ends may be trimmed. Aftermarket bumpers permitted. (TEXT FOR APPROVAL).

2. Aftermarket bumpers must conform to similar OEM dimensions. No wedge/ramp style bumpers permitted. Ends must have a 1" inspection hole. If aftermarket bumper has a point, it must be hollow (example; SMW Impala bumper/B&B Bumper). No Amish Pointy-style bumpers.

3. Stock OEM bumper brackets and/or shocks. May weld bumper to bumper shocks. Shocks may also be welded. Hardnosing bumper permitted. **NO MORE THAN A TOTAL OF 4" TO MOUNT BUMPER TO FRAME; front AND rear.**

4. **Rear bumper height:** minimum 16" from ground to bottom of bumper.

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**FRAME:**

1. No welding on frames permitted, except where noted. Rust repair must be verified (text pics). Must prove rust. **There is no guarantee your rust repair will be allowable.**

2. **Hump Plates no thicker than 1/4" thick. No added metal to hump plates. No hump plates on leaf spring cars. No leaf spring conversions permitted. No tee-pee hump plates.**

a. 1/4"-4" tall x 20" contoured to frame OR

b. 1/4" x 6" tall x 14" straight across

3. Rear frame may be dimpled and/or notched.

4. If relocating transmission cross member, 2 pieces of 3" angle iron, 6 inches wide, or 2" x 2" box tubing may be welded to the frame. Sides only. Top must not be welded. Only (1) crossmember permitted.

5. Tilting; A maximum of 5" of spacing between core support & frame, 2"x2" tubing max. for riser. Front fenders/clip must be mounted in factory position. **03 & newer Ford production automobiles-NO TILTING** A small gusset may be added under core support.

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**BODY:**

1. Sheet metal is to remain in stock position. May tuck trunk. **Quarter panels must stay in upright position. No folding over. Decklid is permitted an 8" dip from top of quarter panels.** Speaker deck must stay upright. **Body patching must be approved by promoter. Before & after pictures of rust repair must be text to promoter and approved. In recent years, patching has become over excessive.**

2. **Hood must be open for inspection.** Hood must remain 100% in stock location. May use six bolts total for hood. If using 1" through core support & frame, you may only use 4 additional 1/2" bolts.

3. Fasten doors with no more than; 3 plates, 3" x 3" per vertical seam AND per horizontal seam. May weld driver's door solid. Door skin permitted on Driver's door.

4. **Trunk:** 6 locations of 3"x 3"-1/4" plates to fasten trunk shut. Must have 8" inspection hole in decklid. If trunk is welded, no added 9-wire permitted.

5. May change body bolts but must retain stock 3" factory body mount rubbers with factory cone spacers or hockey pucks between the body and frame. Body mounts to be 1/2" bolt maximum with one 3" x 1/4" plate/washer, top or bottom. Strictly enforced. Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts to check.

6. A total of 5" spacer under core support maximum. Max. 2"x2" tubing for riser. Cannot be welded to support or frame, spacer only. You may add a **small** gusset under the core support. Radiator guard permitted

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### **CAGE:**

1. May run one dash bar and one bar behind seat from post to post, 4" maximum pipe or tube. May run door bars to be attached to dash pipe & seat pipe, maximum 4" pipe or tube. **No kickers or downlegs permitted. No cage material may attach to frame in anyway.** Driver's door may have additional reinforcements.

2. **Gas tank protector; MAX WIDTH: 28" wide.** Must attached to rear seat bar. May be mounted tightly to rear packing shelf. Must have a 12" clearance from sides. **MUST NOT ATTACH TO ANY OTHER PART OF VEHICLE.** No angle bracing off gas tank protector to back seat bar. Back of GTP cannot extend up to roof/halo bar. GTP cannot extent higher than rear seat bar.

3. Must have a brace coming from firewall to roof for driver's safety. Cannot attach to halo bar. Max. 2"

4. Rear window bar permitted. Sheet metal to sheet metal only. Cannot attach to halo bar. Max. 2"

5. Driver's doors must be padded. Driver's Door must be re-enforced. It is your responsibility to reinforce your driver's door for YOUR safety.

6. May run 1 halo bar- 4" max, attached to rear seat bar. **CAN NOT BE WELDED TO DOOR OR DOOR POSTS.**

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### **DRIVE LINE:**

1. **NO FRONT or MID-PLATES PERMITTED.** Any engine may be used. May use any slider shafts. **NO** distributor protectors or carb protectors. Stock OEM frame and motor mounts only. Motor mounts may be welded solid. Must be OEM appearing motor mounts with rubber bushing. You may have 2 motor chains with 2 links welded to frame per side per side.

2. Aftermarket shifter, gas pedal, brake pedal and pinion brakes permitted.

3. Max 8-lug rear-end permitted. Braced 5-lug rear permitted. 8-lug bracing must be done at a minimum and cannot strengthen car in anyway. Rear end gears may be welded. **Bracing on rear-end must not touch frame in anyway.**

4. Pinion Brake permitted.

5. **All steering components must be OEM factory. No Rack-n-Pinion protectors/shields.**

6. A SMW-style bolt-in cradle is permitted. **NOTHING** may be welded to cradle. Engine cradle may not be bolted or welded to bolt-in cradle except where engine mounts.

7. OEM-type tie-rod ends only. Tie-rod tubes may be re-enforced. Aftermarket permitted but must be OEM type.

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### **FRAME/FIXIT PLATES:**

1. Fixit Plates: Maximum 4"x4"-1/4" **SQUARE and FLAT.** 4 locations for fixit plates per fresh car. 6 locations for frame/fixit plates per pre-ran car. 1" gap between fixit plates. No fixit plates attached to hump plates.

2. No excessive tilting when pulling down pre-ran cars. This will be checked to the best of our abilities. Officials Decisions are Final.

3. 9-Wire may be used on pre-ran cars. 6 spots of 9-wire permitted. Subject to Official's decision. **No more unlimited 9-wire permitted. No excessive spray foam.**

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**QUESTIONS**

**Derbydog does NOT inspect via text/phone calls. All questions or comments are due to visual inspection at event for final approval.**

Text questions will be answered to guide you to a direction in the rules for you to read.

Text Jeremy: (440)-223-4723