



DEMOLITION DERBY CAR AND DRIVER RULES/REQUIREMENTS

Rules with an ** by them or highlighted in green are new, changed or modified rules.

Rules of Conduct

1. Anyone in the pit area must be a minimum 16 years of age. Drivers must be minimum 18 years of age to compete in any class with the exception of 16/17 years old competing in compact classes with a valid driver license and waiver. All persons in the pits must have a pit pass/wrist band. Picture ID is required. Anyone younger than 18 must have a waiver, signed and notarized, from their parent or legal guardian granting permission to be in the pit area or compete during the event.
2. No children in the pit area at any time, **for any reason.**
3. No alcohol, drugs, or drinking in the pit area. No drinking before or during the event by drivers or crew.
4. No ATV/UTV vehicles, motorcycles, or golf carts allowed in the pit area (except those used by officials)
5. No speeding in the pit area. Keep speeds to a 5 mph maximum for safety and dust control.
6. Keep main access roadways clear at all times during the event.
7. Park all trailers away from the pit in the designated area to the north. No trailers in the pits for any reason.
8. For fire access reasons, one (1) support vehicle per car is allowed in the pit area. No personal vehicles will be allowed to park in the pit area.
9. Obey any and all instructions given by EC Enterprises Officials.
10. Belligerent behavior of any kind towards another competitor, crew member, spectator, security personnel, or official can result in you and your team being escorted out and a forfeit of entry fees.
11. NO STANDING IN THE ENTRANCE OR EXIT ROADS TO THE ARENA AT ANY TIME DURING THE EVENT!
12. Anyone violating these rules may be escorted out, along with their entire crew, and forfeit all entry fees.

General rules for all classes - May 2024

1. If the rules don't say you can, then **DON'T!** Build to the rules, not around them!
2. All entries must meet May 2024 rules.
3. Entry fee is \$50 per class. (Includes ONE pit pass for driver) Everyone else must purchase a pit pass @ \$15 each. Each driver is allowed five (5) pit passes including the driver. Additional pit passes must be approved prior by EC Enterprises. All entry forms must be turned in and waivers for driver and crew completed before your vehicle will be inspected. All drivers and crew members must arrive before 2:30 P.M. – NO EXCEPTIONS
4. No four-wheel drive (driven) vehicles allowed. Four or All-Wheel drive cars must have either front or rear wheels driving ONLY, not both! If 4-wheel drive truck, front driveline must be removed. All 4-wheel drive trucks must be approved by EC Enterprises prior to the event. Chrysler Imperials, Imperial frames or sub-frames, AMC Pacer and Gremlins are not allowed. Compact vehicle = 4 Cyl or V6 cars less than 98" wheelbase, 4 or 5 lug, some cars with longer wheel bases may be allowed. Compact trucks may be 4 cyl. or V6. If you are not sure if your car or truck fits the class, call first. We will move cars to appropriate classes if necessary. **1 ton 2 and 4 WD trucks will only be allowed with PRIOR APPROVAL. Dually trucks are not allowed.**

BASIC BUILD REQUIREMENTS FOR ALL CLASSES

(FULL SIZE TRUCKS AND CARS - CHECK YOUR SPECIFIC CLASS FOR OTHER RULES)

- 1) Vehicles will be free from all glass, mirrors, taillights, chrome, clips, outside door locks, emblems and anything that can fall off. **Engines will be free of grease and oil, and steam cleaned.** Trunks will be empty. Driver's compartment WILL BE FREE of all debris, including beer cans, trash etc. DO NOT ENTER TECH LINE with junk in your car! Other than the driver's seat, ALL flammable material must be removed from inside the vehicle and firewall totally sealed from engine compartment, floorboard must be sealed off as well.
- 2) Drivers will wear lap and shoulder belts that are locked or fixed, **retractable part locked** (A racing harness is preferred but not required)
- 3) Driver will wear an approved helmet, goggles, gloves and neck braces. Drivers will wear loose fitting clothing with long sleeves and pants.
- 4) Tech area: Tech area will be closed and the ONLY people allowed inside the tech area will be two tech officials and the driver of the car being tech inspected, PERIOD. ALL other crew members of car being tech inspected, any other competitors, or EC crew members will NOT be allowed in this area unless asked by the EC tech officials. Vehicles must enter tech inspection under their own power, not being pulled or pushed. Any vehicle entering tech inspection that is obviously not finished will not be inspected. Failure to complete inspection and obtain a flag by the time tech closes is a disqualification and you will forfeit your entry fee and will not be allowed to compete.
- 5) Working on entries after they are inspected is not allowed. Entries are deemed race ready after they are inspected and no alterations will be allowed. Changing of batteries, adding fuel or other fluids, re-securing hood, battery or fuel tank covers are the only work allowed. Anyone caught working on their entry will be immediately disqualified from the event!

- 6) JUST BECAUSE IT PASSED TECH, DOES NOT NECESSARILY MAKE IT LEGAL! Tech inspection is done by humans and mistakes are HUMAN. Tech inspect is primarily for the SAFETY of the drivers and their vehicle. Just because a cheat part sneaks through tech, does not mean it won't be caught at final inspection in the winner's circle. We are NOT responsible for your car being legal, YOU ARE! These rules are pretty specific and we are always open to questions prior to event.
- 7) Vehicles must have air cleaners and a hole(s) in the hood with a minimum area 2 square feet or larger to allow for fire access. All vehicles must have a minimum 2-1/2 lb. ABC or BC rated fire extinguisher with a dial type charge indicator gauge in pit area with vehicle. They may be in the car if it is securely mounted to tech inspector satisfaction.
- 8) Top car numbers are to be on a metal, wood, or plastic placard, 18" tall X 24" wide, securely mounted in the center of the roof facing outward. Numbers will be a minimum of 12" tall with 2" brush stroke and must be easily readable by the officials. (NO SPONSORS ON THE PLACARD, NUMBERS ONLY!) Numbers must also be at the front edge of the doors, no smaller than 12" high.
- 9) Driver's door must be heavily reinforced on the outside of the car, or inside the door skin. The passenger door must be reinforced as well. The driver's door reinforcement brace **must be minimum of 6" wide. (meaning ONE 6" "C" channel or "I" beam, NOT multiple pieces welded together to make 6" width.** Brace must extend 4" past the door seams, especially four door cars, but NOT into the wheel wells. Exterior braces must be welded and bolted to the car; interior placed braces may be welded only. The driver's side brace must not extend out more than 6" and passenger's side not more than 3" out. Bolts must be cut off flush with nuts on door beams. On truck entries, braces must extend into the bed, but not into any wheel wells. **(See diagram #1)** Grader blades or pipe cannot be used. Driver's door MUST BE PADDED. This is for YOUR safety, make sure to take the time to do it right! An old seat cushion works well for this!
- 10) All vehicles will have a roof to floor post behind the driver's seat, 2" in diameter or larger, mounted with a 4"x 4" steel plate top and bottom, attached by welding and/or bolting to the floor pan and roof, or a fully interior roll cage mounted by welding and/or bolting to the floor pan. Any entry with a "halo" style bar must have a floor to roof brace installed behind or next to the driver or be bolted to the roof over the driver with a 6"x6" interior plate and 4 1/2" bolts (or an equivalent fastener) minimum. On four door models, you must install a cross brace, placed side to side between the doors and located behind the driver's seat. Vehicles must have roof over the driver, no open sunroofs or "T" tops are allowed. No interior reinforcements in front or behind the driver's area. May be only attached to the floorboard area. Cannot extend to rear axle hump area, shock towers, rear wheel wells, forward of firewall, etc. ****NOTE**** It is suggested that on 4 door hardtop models, that a brace be welded inside the car where the B pillar would normally be located on a 4-door hardtop model. NO roll bar, down bar, or any other interior bracing is allowed to attach to the frame in any way and must be mounted to the floor pan only. Fuel tank protectors cannot contact any portion of the interior and must maintain at least 4" clearance from the interior sheet metal.
- 11) Driver's side window nets and front screens are strongly recommended. If you run a driver's side window net, it must be a racing style fabric webbing net with a quick disconnect located at the top front of the net, (your spare seat belt latches work great for the quick disconnect!)

MAGNETS, SNAPS OR ZIP TIES ARE NOT CONSIDERED QUICK RELEASE. If you run a front windshield screen, it must only extend halfway across the windshield area in front of the driver, be heavy enough to stand on, and have a center bar of no less than 1" square tubing or 1-1/2" flat bar. ***** IF YOU ARE SEEN WITH YOUR ARM OUT THE WINDOW, THE HEAT WILL BE STOPPED, AND YOU WILL BE WARNED. IF YOU DO IT AGAIN, YOU WILL BE INSTRUCTED TO IMMEDIATELY PULL YOUR FLAG! *****

- 12) All vehicles must have operational brakes capable of stopping the vehicle in a reasonable manner. Vehicles without brakes will not be allowed to compete.
- 13) Battery must be securely bolted to the floor or cage of the drivers' compartment and can be in a metal or plastic protective box. It MUST be held down to the floor or cage unless it is secured inside a metal battery box with seatbelt straps or cross bars. A non-flammable rubber cover that covers the filler/vent caps is required.
- 14) Hoods must be in the stock location and cannot be moved forward. They must be bolted at the front, center, and rear on each side of the hood. No more than 8 nor less than 6 points of attachment. Attachment may be made with 1" all thread or 1-1/2" x 6" angle iron with no more than two 3/8" bolts. Welding of hoods is NOT allowed so that tech can access engine compartment for inspection. Hoods are required to be on the entry when it is presented for tech inspection. Driver/crew member will be required to remove the hood upon entering tech.
- 15) You may replace the core support body mount bolts with all thread no larger than 1" diameter. This may be run through the existing holes or welded to the side of the frame vertically only with 4" of weld and no added metal and may extend from the frame through the hood, you may install two pieces of all-thread at the trunk area, this may be through the frame to the trunk lid and have a washer top and bottom, or be welded to the frame directly with 4" of weld and no added metal.
- 16) Body mounts will remain stock and in the stock location with stock fasteners. You may not remove any body mounts except when using all thread through the mounts at the front core support. No adding body mounts.
- 17) Transmission cross members must be stock OR like stock material that does not reinforce vehicle in any way, **bolted installation only**. Transmission tail-shaft housing may have chain or cable wrapped around the crossmember and bolted only.
- 18) Electric fuel pumps must have ON/OFF switch **located in a yellow square on the top center of the front of the dash with ON and OFF clearly marked. Make it accessible from outside the car.** If you are using an electric fuel pump inside the entry, it must be securely mounted and covered so no fuel can spray on the driver. You must have a yellow letter "E" above the A pillar on the drivers' side of the roof located by the windshield post. It must be a minimum 3" tall and 2" wide. (When placed above drivers' door, the "E" is sometimes hidden by the flag for safety crew)
- 19) Fuel tanks must be secured to the floor pan behind the driver and have a metal fire shield that covers the entire tank. No bungee cords may be used to secure the fuel tank, you must use a bolt down attachment that holds the tank in place securely with strapping, plumbers' tape, or a metal box that holds the tank inside and uses a bar or seatbelt to securely fasten the tank inside the box. Any fuel lines or wiring that exit this cover must have adequate clearance and be insulated with rubber hose secured in such a way that it cannot slide out of position. Racing fuel cells or professionally built derby tanks need not be shielded. NO GAS CANS MAY BE USED FOR

FUEL TANKS! MARINE FUEL TANKS OR RACING FUEL CELLS ONLY! Any fuel tank that is obviously leaking must be replaced before the vehicle can pass tech inspection.

- 20) All fuel lines inside the entry must be secured and properly insulated with rubber hose where they go through the firewall or exit the fuel tank cover. Electric fuel pumps inside the entry must be secured and covered so no fuel can spray on the driver.
- 21) Holes in the firewall and floorboard must be adequately covered with a non-flammable cover to prevent fire or hot liquids from entering the driver's compartment. No duct tape or old floor mats for covering holes.
- 22) Removal of any portion of the firewall or floorboard is allowed, except to allow room for a floor shifter or hoses and wiring to be installed. Any holes deemed to be open excessively, will be required to be covered as instructed by the tech official.
- 23) Cooling system will be stock in location and function. All exposed portions of the cooling systems will be shielded to protect the driver. No pressurized cooling systems. Radiator and core support must be bolted, not welded directly to the frame and cannot reinforce the car in any way. Cooling system must be filled with water only, no antifreeze. Heater core must be bypassed. **No cooling system of any kind, (including, but not limited to: engine, power steering, etc., or its components), will be allowed in driver's compartment. Transmission coolers are allowed inside if properly mounted and shielded.**
- 24) NO studded tires OR **wheel weights** are allowed. No filling tires with anything other than air, no double mounting sidewalls, no reinforced beads. Wheels may have valve stem protectors, but no bracing or other modifications.
- 25) SUSPENSION AND STEERING: No modification of steering or suspension by welding or bracing is allowed. Stock OEM style steering components only. 360-degree donut or lower cup style coil spring spacers are allowed. You may clamp coil springs in place with a U-bolt located where the bottom of the spring meets the lower coil mounting pocket. No wooden blocks allowed in suspension for any reason. One 4x6 plate per upper front A-arm may be welded between the upper A-arm and the frame with a single pass weld at the frame and point of contact with the A-arm. Excessive welds will be cut.
- 26) Steering columns are recommended to be stock automotive style and must keep the collapsible section operational.
- 27) Chaining of the hump in two locations with max 3/8" chain is allowed, must wrap around the frame and cannot be welded or bolted to the frame.
- 28) WIRING: All wiring must be neat and secured inside the vehicle. Running of any cable, wiring or tubing/hose OVER the dash is not allowed. Wires, cables, and tubes/hoses must run through the firewall and be adequately insulated. Any place that wiring runs through a bulkhead or metal plate must be insulated with rubber hose or heavy wire loom. No running of wiring through metal tubing or pipe without loom or hose for insulation. DUCT TAPE, ELECTRICAL TAPE, ETC IS NOT SUITABLE INSULATION
- 29) Body shaping is allowed on side panels only. No canoeing of the trunk. Trunk may be tucked, but there is no welding inside the trunk area. Two 1" all thread may be used inside the trunk, either welded to the side of the frame with no added metal or bolted through the frame with one nut and flat washer top, and bottom of the frame and one nut and 6"X6"x 1/4" plate inside the trunk.

- 30) You MUST bring your safety gear to tech inspection as well as a FULLY CHARGED minimum 2-1/2 lb. ABC or BC rated fire extinguisher with a dial type charge indicator gauge for EACH car in the pits!
- 31) ANY Vehicle that GETS rolled over is disqualified, UNLESS it rolls completely over and can continue. If stuck on the rolled vehicle, the vehicle that CAUSES the roll over will be pulled off and can continue, if vehicle moves within the 60 second rule.
- 32) Vehicles without reverse will be allowed to run, but will start with rear of car facing AWAY from other cars.
- 33) It is the responsibility of the driver and/or crew person involved in tech inspection to disclose repairs on previously run cars to the tech crew. The repaired areas will be marked with paint and written on tech sheet. YOU are responsible for this. ALL repairs will consist of like/kind metal and NO reinforcing value. If repairs are needed, flat plate same thickness as repaired part may be used. NO angle iron unless part being repaired is angle iron. IF broken part is torn and metal can be brought back together, NO patch will be allowed, welding only. IF you place in main event and when final inspection is performed, if we find a grossly over repaired/reinforced part, you may be disqualified!
- 34) CHEATING: Any cheating will NOT be tolerated. If we catch you cheating at tech inspection, you will be charged **\$20 for EACH infraction**. (ex. if we find four items you cheated on, you will pay \$80) It will be paid in full in CASH, and you will be required to fix all cheating infractions before you are allowed to compete. If we catch you cheating during the event, you will be disqualified and forfeit any and all prize money and trophies. The rules are very clear, and if you have questions, ASK before you assume. Minor things that need to be fixed are not considered cheating, you know if you are cheating or not, so DON'T!
- 35) All cars in the event will be race ready by 2:00 p.m. Saturday of the event. Best of Show will race as they are judged. No changing parts from Best of Show to Derby race. Drivers' meeting is at 4:00 p.m. **Tech inspection opens at 9 AM and closes at 3:00 PM!** If you are not passed through tech by 3 pm, you will not compete! NO REFUNDS!
- 36) NOTE* the gates to the pit area closes at 2:30 p.m. to EVERYONE, including drivers and their crew. You must have your pit pass before then. NO exceptions will be made. If you have extenuating circumstances, please contact us prior to the event.
- 37) All vehicles must be removed no later than 2:00 p.m. Sunday. ANY vehicles remaining on the premises will be disposed of at EC Enterprises discretion.
- 38) Pink X Rule: If our judges feel you are on a Sunday drive, "dogging it" and not engaging in the derby, we will stop the show and paint a big pink "X" on your vehicle for all to see, laugh and hit. At that time, everyone's time will restart.
- 39) Best of Show will be judged during tech inspection, different judges than tech personal will be performing this task. The top ten will then be judged by drivers of the top ten. No driver or crew is allowed in the arena while judging is in progress.
- 40) **POST RACE INSPECTION: If your vehicle is subject to a post-race inspection, The ONLY people allowed within 50 feet of the vehicles are: EC Enterprises officials, the driver and one mechanic of the vehicle being inspected and tow truck lift operator, PERIOD. This is so we can perform an accurate inspection and for your safety of having too many people around a vehicle that is hanging in the air.**

41) EC Enterprises LLC reserves the right to create, change, modify, or delete any of these rules and requirements at any time.

Basic welding rules:

- a) FRONT: Frame or uni-body welding on frame seams only, with no added metal. Single pass welds of nominal width only, no welding body seams except doors and trunk lids as noted below.
- b) REAR: trunk lid seam may be fully welded with either wire only or flat strap 2"x 3/16" max. You may weld the entire seam. Two straps from the trunk lid to bumper may be added. Material shall be no more than 2-1/2" x 3/16" and may contact the trunk lid no more than 6" from the bottom edge and no more than 4" on the bumper
- c) Door seams must be completely welded front and rear on each door as a minimum. May use filler rod, 2" x 3/16" flat bar to bridge gaps.
- d) NO WELDING BODY TO FRAME, INCLUDING BODY MOUNTS.
- e) Any excessive welds will be removed.
- f) Other than side braces, door/trunk gap material, and rear bumper straps, no added metal on body. (Please note – there is no such thing as “relocating” metal)
- g) Trailer hitches must be removed.
- h) No added metal under the car except repair plates only as allowed in class rules!
- i) Moving or building motor mount towers MUST be pre-approved with pictures of finished product tacked in place. Motor mount chains bolted to the engine and frame are ok. Lower engine cradles ONLY are allowed and may incorporate a pulley protector. Max thickness of lower cradle and pulley protector is 1/2"
- j) Engine ignition distributors may have a guard built to protect the DISTRIBUTOR only. The guard can only fasten to the engine and in no way reinforce engine, engine mounting, brackets, etc. and may be made from 1/4" maximum thickness material. Any distributor guard deemed to be excessive will be removed.
- k) Bumpers may be bolted and/or welded. The frame may be shortened from the front of the car to be able to hard nose the bumper to frame and mounting bracket. You cannot shorten any more than the frontmost core support mount. If you remove or alter this mount you will not run. Due to Caddies debatable location of core support mount..... every caddy needs to have 17" of frame rail in front of the spring pocket. Y can be closed and welded. On unibody cars, (sui, Cordoba, ect...) you may not shorten the car in any way. Bumpers may be stuffed or homemade. Max diameter is 6"x6" with no more than a 6" point spread out over 36". No sharp points. Bumpers must NOT be higher than 22" or lower than 12" from ground to bottom of bumper for all cars and compact trucks, and approx. 32"max / 24" min for full size trucks. Rear bumpers must be stock to car or a 4x4 box no wider than factory and no thicker than 1/4 wall. The factory brackets may be welded to the frame and welded to the bumper. Or You may use a 12" long 4" wide by 3/8" thick plate to mount rear bumper. It cannot be more than 12" back from the bumper. Rear frame may not be shortened. **OPTION #1** The car is allowed the factory brackets or shocks that came on the car. The original location. No

stretching or relocating brackets. All brackets welded to frame, bumper hardnosed to frame and bracket. **Option #2** You may use up to a 4"x16" by 3/8" flat bar to mount the bumper. NO MORE THAN ten inches can be welded to the frame. Bracket may not be any further back than 12" from the front of the frame. THE CORE SUPPORT MUST REMAIN IN ORIGINAL LOCATION! It cannot be cut or manipulated in order to further brace the frame. The flat bar will be bent into the shape of an L and welded to the bumper. This can be welded to the top, bottom, or the sides of the frame, not inside the frame. If you use this option all other stock brackets must be removed. The plate may not extend any further than 12" back from the front of the frame. On Shock style GM cars, the pocket is part of the frame but the shock must be removed.

Truck Classes - additional rules:

- 1) All side steel must extend at least 6", but not more than 12", into the bed area and cannot extend into the wheel wells.
- 2) If 4-wheel drive truck, front driveline must be removed. All 4-wheel drive and ¾ ton trucks must be approved by EC Enterprises prior to the event
- 3) Fuel tanks must be securely mounted in the bed area and must have a cover that completely encloses the tank, lines, and electric fuel pump, (if mounted in that area). All lines must be sufficiently insulated where they exit the bed.
- 4) Tailgates are optional. No relocating the tailgate is allowed. The box sides behind the rear wheel wells may be bent inward and bolted with one (1) bolt per side through the bed floor only, not the frame. Maximum bolt size – 1" all thread.
- 5) All trucks must have two (2) safety chains located in the bed between the rear wheel wells looped around the frame and loosely installed. Chains are to be bolted together, not welded, and cannot be welded to the box, frame, or any other component.
- 6) Bed bolts are to be standard or standard size. You may not add bed bolts. If bed cannot be bolted down, you may use up to four (4) "U" bolts, to be located two (2) at the front and two (2) at the rear of the bed only.

SPECIAL RULES FOR FULL SIZE CAR ONLY

PLEASE NOTE: IN ORDER TO MAKE IT SIMPLER TO RUN FULL SIZE CARS FROM OTHER DERBIES AROUND THE AREA, WE ARE USING THE FULL-SIZE CAR RULES FROM BORDER BASH

Frame Welding:

You may weld the factory seams from the firewall forward only! This is considered any factory seam on frame material. Including the crossmember seams and whatnot. You may not weld any part of any suspension or body other than what is stated in the welding of A arms portion in the rules.

Y frame cars may close the Y and weld it shut but no added metal will be allowed. If you add metal, you will cut open the Y completely!

You may weld the crush box

You may tilt at the box / firewall with no added metal.

Every car is allowed a 22" rear hump plate. ¼" thick max. Must not span the arch. Must only be welded to outside edges of the hump plate on the outside of the frame rail. Must be centered on the hump. No plug welding. must be a 3/8 hole drilled to show thickness.

BODY BOLTS AND MOUNTS

You may replace all body bolts with no bigger than a (1) 5/8" bolt with (2) no bigger than 3" washer on the top side of the floor pan and (1) washer up inside the frame. The washer and bolt must remain up inside the frame and the washer cannot exceed 2" inside the frame.

If you choose to remove factory bushings, you must have a 1" THICK spacer NO MORE THAN 3" IN DIAMETER to replace the bushing.

NO welding the body to the frame.

Core support spacers cannot be any bigger than 3x3 and no longer than 6" max.

You may use (2) 1" all thread thru core support you may have a MAXIMUM OF (2) 3" washers and (3) 1" nuts! (1) 3" washer and (1) 1" nut on top of frame and underside of frame you may also use (1) 6" washer with nut on top of the hood. No other nuts or washer allowed. If you choose to weld the all thread to the side of frame it must be located vertical at the core support and maximum of 4" of weld to the frame only. You cannot weld all thread to the core support!

You may use (2) 1" all thread in the trunk thru the frame this may be welded with 4" of weld to the side of the frame only. All thread may have a maximum of (2) 3" flat washers and (3) 1" nuts! 1 nut and 3" washer can be on bottom of the frame and (1) 3" nut and flat washer on top of the frame/trunk floor and (1) 6" washer with (1) 1" nut on the outside of the trunk lid.

SUSPENSION

Any rear Diff out of a car or pick up. 8 lug max DANA 60 and 14 bolt. You may brace the housing.

No Dual rear tires

No axle savers

Bracing may not reinforce the structure of the car at any point. In other words, if you truss the housing and it keeps the frame from folding that is grounds for DQ.

You may clamp shocks or place filler blocks in coil springs to adjust height.

You may chain the humps with 3/8 chain in two locations. The chain can wrap around the frame with one wrap. It may not be welded to the frame. It may not be bolted through the frame.

You may weld the A arms down with a 3"x4" strap 1/4" thick front and rear of A arms

No leaf spring conversions

Max 9leaf pack. Main leaf being on top and others below with a 2" stagger down.

You may not move the shackle mount for the springs in your car. They must mount in original location.

You may have 3 clamps added per spring pack.

Trailing arms may be modified. You may fully stuff the trailing arms as long as they began as a factory set from a car in the class.

For 98 and newer Ford products You may use watts link type brackets to install rear end in your car. If the bracket is welded to the frame it has to be limited to 4" of weld on top and bottom of the frame for each bracket. The material must not exceed 3/16 material and not to exceed 4"x4" overlay onto the frame. All other factory brackets must be removed off the frame. NO CROSS BAR (PANHARD BAR) ALLOWED.

Pinion Brakes are allowed

Aftermarket tie rods are allowed. Must be factory style rod end. You may reinforce factory tie rods. No Heim joints allowed!

Ball joints must be stock for a car in the class you are running. Yes, the weld in ball joints are allowed due to the fact that they do come stock on some cars.

Spindles, A-arms, and other steering components must be stock for the class you are running. This includes all the creative ways to bolt and secure hubs to the spindle. Must be only the stock method.

12" total length of loose 5/16 chain or ¼ cable per side to support front suspension.

BODY WELDING

No body panel rust repair

Floor rust may be patched in the pan area with same thickness as original and cannot overlap existing metal more than 1". You cannot patch any part of rocker panel inner or outer.

You can use filler up to 2 1/2 inch wide and no thicker than 3/16".

Hoods must be open or off for inspection. Hoods cannot be welded shut

Hoods may have eight points of contact. Hinges are not counted as points

No welding of any kind on hinges or inner seams! If you weld hinges to brace sheet metal you will cut out the hinges not just cut the weld! And you will cut inner seams fully so day light can be seen!

No larger than 1" bolts for points of contact with no bigger than 6" plates.

Point of contact is either a bolt and 6" plate 3/16" thick, a six-inch angle iron pair with two 3/8 bolts

Trunks can be welded shut solid with 2 ½" strapping 3/16 thick

Door seams can be welded solid. (outside only) 2 ½" strapping by 3/16 thick

There is to be no welding the body to the frame in any location. (no inner fenders, body mounts, etc....)

You are allowed to have two straps from hood/core support to bumper and trunk lid to bumper. These straps are to be no thicker than 1/4" and no wider than 2.5". They cannot be connected

by more than 3" on either end to bumper and front core support/trunk deck. They are not allowed to be longer than 36".

Only factory seams may be welded ... I.E if you tuck the trunk, you cannot weld the lid to the floor of the trunk as it is not a factory seam.

TIRES/WHEELS

Any pneumatic tire is allowed. No solid

10.5" wheel centers allowed

Bead protectors are allowed.

Stem protectors are allowed

You may weld wheel seams with one pass.

ENGINE/TRANS MOUNTING

Cutting of the firewall is allowed. It is suggested that any area of the transmission tunnel that is split or removed be shielded with a heavy rubber mat.

ALUMINUM FRONT SUBFAMES MUST REMAIN INTACT AND CANNOT BE REPLACED WITH AFTERMARKET STEEL UNITS OR KITS

Any motor transmission combo is allowed with the following rules applied.

Lower cradles with pulley protectors max ½" material. They must bolt in factory location or very close to it.

Pulley protectors cannot exceed more than 1" past pulley

No halo on engine

You may have a 6x6 by ½ " mounting pad when mounting the motor if needed. This plate is meant to mount a motor not to strengthen the frame! Plate may weld to engine cradle only and at no point is it allowed to touch or weld to the frame!

If welding your cradle in you are allowed 8" of weld per side. Must weld to crossmember and not to the frame in any location

No Distributor protectors at all

No skid plates

NO aftermarket steel trans or engine pans.

No Mid plate

If running valve cover protectors or coil protectors on the back of your heads you must cut the firewall out directly behind these protectors so they do not strengthen the firewall in any way!

NO factory cradle swaps.

Steel and aluminum Bells and steel tails are allowed.

Homemade cross members are allowed with a max material size of 2"x2"-1/4" wall. You may weld this to the frame only. You may use (2) 6" long piece of 2x2 angle ¼" thick one on each frame rail to mount your crossmember to the frame.

No part of the cradle or bell may be within 4" of the frame or suspension including torsion bars. The transmission crossmember is in no way allowed to be tied into the ears, wings on a 74 and older Cadillac. In no way means in no way. If at any point during the event the ears come in contact with the crossmember you will be disqualified! So creative rubber spacers or what not will not help you get through tech. This includes in the repair section. No 9 wire or repair plates may connect to the ears after the heat!

CAGES

Dash bars and rear cross bars are mandatory. Max of 6" material

Uprights are mandatory max of 6" material

There also must be door bars on each side of the car. A minimum of 6-inch material is to be used, but not to exceed 12 inches wide and 3 inches thick. The dash bar to rear seat crossbar can be no longer than 65".

The cage gas tank protector must be 4" off all rear sheet metal at beginning of the show.

Cage must be 6" off the firewall and 8" from rear humps.

If you are running internal cage, you are not allowed an external cage or door bars as well.

If using exterior door bars, they must not go into or cover any portion of the front of rear wheel wells.

You are allowed to weld 4 down bars from the cage to the floor sheet metal. No welding or bolting to frame. The bars need to go straight down vertical not angled. If you run your down bars in an angled fashion, you will remove them and will not be allowed to run down bars at all! They can be located from the front door seam back and no further back than 8" in front of the rear inner wheel well. Max size is 3" material.

Cages on wagons must not extend back any further than the front side of the inner wheel wells. This includes the gas tank protector.

The Halo Bar/Roll bar may not be connected to the window bars in any way.

WINDOW BARS/SCREEN

Window bar is mandatory in the front. Material must be at least one inch and not exceed 2" material. The max length is 36". The window Bars can be no further apart than 24" and remain in the opening of the window front and rear. No attachment to fenders ect...You may have up to two in front and two in the rear window. The two in the rear may not be mounted past the top trunk seam. You may have a 4x4 plate 1/4" thick to mount the window bars to the roof and sheet metal front and rear!

COOLERS

Radiator must remain in original location. NOT CLOSE TO STOCK BUT IN STOCK LOCATION!!!!

Transmission coolers may be used, but must be fastened in a safe container and strapped or bolted down.

High pressure line must be used. No fuel line for the transmission! No oil coolers allowed.

BATTERY

You may use up to two batteries as long as they are fastened and covered for safety.

FUEL CELL

The factory tanks must be removed from the vehicle. A replacement tank is to be mounted inside the vehicle and the max capacity is 10 gallons. The tank must be securely fastened. NO plastic tanks! Fuel lines must be double clamped. Fuel must be gasoline. No exotic fuels such as alcohol, methanol, e 85 etc.....

No boat tanks allowed! This is for safety all boat tanks in 2020 leaked and safety is our priority!

SHEET METAL BOLTING AND PRE-BENDING

You may have bolts with a 3/8-inch max for bolting sheet metal together. (i.e. Fenders, hood bracing) as follows:

Hood-16

Fenders 8 each

You may crease the front fenders and the rear quarters.

The trunk may be tucked.

The trunk and speaker tray can have a 6" dish

No welding the body to the frame in any location

9 WIRE

You are allowed 4 locations of 9 wire. 4 wraps max. must be behind the driver's seat. Must not go to or around cage or drivetrain. After your heat, you will be allowed 4 more spots of 4 wraps anywhere on car as long as it still does not connect to cage or running gear.

FRAME REPAIR

After your heat you will be allowed to weld on 6-4"x7" by 1/4" thick plates for repair. These plates may be welded to the frame only. Pre-ran cars must have repair plates marked for inspection and cannot add additional plates at any time.

They cannot be installed inside the frame.

They cannot tie into other structure such as the ears/wings on caddies.

The plates must be 1" apart from weld to weld.

The repair plates may touch the bumper and A-arm plates.

Max of 4plates per frame rail in front of the crossmember.

All repair plates must be provided by yourselves and they must have a 3/8" inspection hole drilled or a 3/8" section left unwelded.

Promoter reserves the right to make judgment calls on all builds. Do not weld or add anything unless stated in this set of rules otherwise you will probably have to cut or leave it on the trailer. Drivers only in inspection lines! If your pit guys or anyone else decides it is a good idea to argue with techs while you are being inspected you will be DQed!! We will not tolerate this issue again!

EC Enterprises, LLC reserves the right to create, change, delete, or modify any of the rules or requirements at any time.



TECH INSPECT CHECKLIST P= PASS F= FIX

_____ Drivers door reinforcement, 6" wide, 4" past door seems, bolts cut off. Door padded.

_____ Fuel tank, secure, metal fire shield is tight, holes in floor, no plastic fuel filter.

_____ Electric Fuel Pump ON/OFF switch and "E" above driver's "A" pillar. Fuel lines safe.

_____ Air cleaner and 2 square ft. hole in hood, fire extinguisher.

_____ Removable screen on driver's window, expanded metal on driver's windshield area.

_____ Center post welded by windshield, 2" post behind driver's seat with 4"x4" plate

_____ Flammable material removed from inside vehicle, firewall sealed.

_____ Driver's safety equipment, helmet, goggles, gloves, long sleeves, seat belt/harness, fire extinguisher.

_____ All glass, lights, chrome, door locks, emblems removed. Clean engine, trunk empty.

_____ Body and frame meet rule requirements, Hood, trunk and doors secure.

_____ Mud Flaps on rear wheel drive cars. 6" from ground max

_____ Numbers legible on both doors and top.

_____ Cooling system safe and shielded.

_____ Studs and wheel weights removed.

_____ Bumper height safe, 30" approx height all cars/compact trucks, 38" full size trucks.

_____ Battery in driver's area, secure and in box with latching lid, with rubber isolator.

Comments:

T ECH INSPECTION PERFORMED BY: _____



DEMOLITION DERBY ENTRY FORM

PLEASE WRITE LEGIBLY!

NAME: _____ DATE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE#: _____ CELL # _____ AGE: _____

VEHICLE # (FIRST COME FIRST SERVE) _____ YR/MAKE _____

PLEASE CIRCLE ONE:

FULL SIZE CAR

COMPACT CAR

COMPACT TRUCK

FULL SIZE TRUCK

SPONSORS: (LIMIT FOUR)

1. _____
2. _____
3. _____
4. _____

ILLNESS, PAST INJURIES, ALLERGIC REACTIONS TO MEDICATIONS AND SPECIAL MEDICAL TREATMENTS: _____

ENTRY FEE \$40.00 PER CLASS

MAKE CHECK PAYABLE TO: EC ENTERPRISES 3433 5TH ST. LEWISTON, ID. 83501

208-305-4112 WWW.ECENTERPRISES.US

DRIVER- PRINT NAME	DATE	SIGNATURE
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PIT CREW- PRINT NAME (\$12)	DATE	SIGNATURE
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PIT CREW- PRINT NAME (\$12)	DATE	SIGNATURE
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PIT CREW- PRINT NAME (\$12)	DATE	SIGNATURE
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PIT CREW- PRINT NAME (\$12)	DATE	SIGNATURE
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By signing this waiver, you have read and understand the liability waiver, which means you read and understand the safety rules