

**Bottineau Demolition Derby**  
**Sunday June 18<sup>th</sup> @ 2pm**  
**Bottineau County Fairgrounds**

**\$10,000 guaranteed purse**

1<sup>st</sup>- \$2500

2<sup>nd</sup>- \$2000

3<sup>rd</sup>- \$1500

4<sup>th</sup>- \$1000

5<sup>th</sup>- \$750

6<sup>th</sup>- \$500

7<sup>th</sup>- \$250

We are also giving \$1000 to the highest placing car in the feature that is using a stock driveshaft! Must start the derby with a stock driveshaft to qualify and cannot have a bolt in yoke.

**General Rules**

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
  2. Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames,  
No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc...
  3. All drivers must sign the driver's paperwork or they will not drive in the event.
  4. Driver must wear a seat belt, helmet, and have a long sleeve shirt or Fire suit jacket would be best.
  5. All Drivers and Crew Members must attend the drivers meeting.
  6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
  7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
  8. No drivers are allowed alcohol - period. There will be plenty of time after the derby to drink. Please don't do it before or during the derby!
  9. Cars will be re-inspected before any prize money is paid out.
  10. Judges decisions are FINAL!!!
- If it does not say you can do it, THEN DON'T. We can't stress enough to call first.

**THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CANT.**

### **Car Preparation:**

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is specifically stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes before pulling into the ring. If the car is not able to exhibit the ability to stop it will not be inspected.
8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

### **Frame/Bumpers:**

Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. \*\* No brackets are allowed to extend any further back than the first 10 inches of the frame.

Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the first 10" of the frame. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape, this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it.

Any bumper may be used on any car. You may reinforce bumpers on the inside of the bumper. You are allowed to fill the interior bumper with metal but all added metal must remain inside the bumper. You may trim bumper ends or fold them around.

Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. No welding bumper to the body in any fashion, except on a 71-73 GM Wagon Rear bumper it may be welded to the body if still in factory location, but no added metal may be used to achieve gap. Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 4"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 8" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.

### **Frame Shortening:**

You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. If it is a weld on mount leave the

remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

### **Frame Welding:**

The only frame seam welding allowed is:

A total of 14" of welding allowed behind the a-arms. All weld must be marked with orange paint. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars to reweld the seams where the factory missed or any other factory welded seam.

Only factory welded seams may be rewelded. Has to be a minimum of 2" at a time!

If you choose to reweld or weld in factory gussets on FoMo this will count as part of your 14" of weld!

If you choose to cold bend the car, do not support with the cross member. These are the only ways to bend a fresh car.

Rust Repair – Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size may be butt welded in.

Chrysler k-member cannot be altered.

Frame Shaping

No frame shaping is allowed.

### **Front Suspension:**

Tie Rods and Ball Joints - Tie rod tubes must remain stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends.

A-Arms - A-arms may be welded or bolted down but may not be reinforced. If welded it may only use up to 1- 2x4x1/8" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. No changing or modifying the a-arm brackets.

Spindles- must remain stock! no welding or adding metal in any way!!

### **Rear Suspension:**

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 8 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can't exceed 2x4x1/4". **NO FLIPPING LEAF SPRINGS IN ANY WHICH WAY OR FORM!!!**

You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), or put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. NO homemade shocks!

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.

**Rear-Ends:**

Use rear end of choice, but must be no more than 8 lugs. You can tilt rear end if you wish.

Welded or posi-track highly recommended. Back braces are welcome.

Rear end control arms **CANNOT** be reinforced. They must attach in stock configuration for the suspension setup you are using.

Watts-Conversion are not allowed. No changing out rear package trays on frame. You must use the factory brackets that came with the car you are running. No Relocating brackets on the frame.

**Tires:**

Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims.

Only reinforcement a wheel may have is a weld in wheel center no bigger than 10" in diameter and a valve stem protector!

**Motor:**

Use motor of choice, motor must be in stock location.

Distributor Protectors are allowed but if you use a dp it must not come in contact with anything!

This means before or after the derby!

Firewall will be cut out completely behind it. If we feel that the car has been built for the dp or any part of the protector is being used to support the car you will not run.

Mid Plates are allowed. If we feel that the car has been built for the mid-plate or any part of the protector is being used to support the car you will not run.

Lower Cradles are allowed but must attached to a factory style engine mount, with rubber bushing, attached to frame. The factory engine mounts are the only way of tying the motor down.

Pulley Protectors are allowed but only if the sway bar is removed. If we feel that the car has been built for the pulley protector or any part of the protector is being used to support the car you will not run.

**Transmissions:**

If you chose to run a tranny brace you are required to cut three slits on your tranny tunnel the total length of the protector. you are allowed to either use one loop of chain or no more than two 1/2" bolts to bolt your tranny to your crossmember.

**Transmission Cross Member:**

You must run the stock transmission cross member in the stock location for the car you are building. You can weld a single piece 2" angle iron no thicker than 1/4", no longer than 4" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. You must run the factory crossmember for the car you are running! No exceptions!

**NO HOMEMADE CROSSMEMBERS.** (This will eliminate the chance of anyone trying to push their tranny tight against their crossmember and using it as a brace)

The transmission cross member is the only method which the transmission may be tied in.

**Body/Body Shaping:**

Body may be shape on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all.

**Rust Repair:**

You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. If your frame is rusted through, call for instructions on how to fix the rust hole.

**DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.**

No #9 wire allowed except where specified

**Radiators:**

For mounting radiators, you may use up to 4 – 1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2" x 6" 1/8" flat steel and must be welded to the core support they must be outside the fan. No radiator guards allowed.

**Body Mounts:**

Body mount bolts can be replaced with 1/2" bolts, body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to 1-2"x4" washer on top, washers must be separate and cannot reinforce the frame.

Bolts must be up inside of the frame. If you choose to use a body mount hole for your trunk ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3". If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a 3/4" space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.

Radiator support mounts can be removed, and you can suck the radiator support down solid.

Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run. If you have to build core support spacers you may weld it either to the body or the frame mount, but only one not both. Core Support Spacers cannot exceed 3" square material. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location.

**Hoods and Front Clips:**

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 6 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 6 bolts. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. You are also allowed 6 5x5x1/4" square to attach to your inner fenders for tie down spots. Redi rod may be welded to these plates. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same location that it came factory. Do not cut off the back of the fenders. They must remain stock length.

You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 - 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

### **Windshield Bars and Firewall:**

**Firewall – Do not alter firewall!!!**

### **Window Bars:**

For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Remember if you are running a DP that nothing can come in contact with the DP before or after the derby!

### **Doors:**

You may weld your doors shut with nothing larger than 3"x3" by 1/8" strap that can only be placed every 8" and must follow the door seam. (so 3"x3" every 8") The only exception to this is the driver's door, it may be welded solid. Please weld up your driver's door good!!! Driver's door shots are NOT allowed, but can and do happen.

DO NOT fold tops of doors over and weld the outer skin and inner skin together. And NO welding of any sort on door post. You may wrap your post with tape in one spot per post but that is all. You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

### **Cage:**

All cage material must be no larger than 6" od, unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and any part of the engine or components and be a minimum of 4" off the transmission tunnel which cannot be altered.

You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3". You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. You may also weld a steering column to the cage. Back of cage including roll bar has to be placed: Ford and GM - a minimum of 5" in front of the center of the rear seat body mount.

Mopars are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker

explained prior. Some Mopars have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordobas, call first.

Gas Tank Protector - if you run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can angle in from your roll over protection. It must be a full 3" away from rear sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area. Gas tank protector must be on all 4 sides of the tank, front, back, both sides.

### **Fuel Tank & Transmission Coolers:**

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat use to be. No other source of gas inside the car at all.

### **Trunks:**

You are allowed 6 spots to tie your trunk shut. you may use 1 – 2"x6"x1/8 strap per spot, or may use 12-3/8" bolts to bolt your trunk lid together. Do not use both. No attachment point may come in contact with the frame.

You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders may be folded around but do not attach to trunk lid.

Please do not try and dissect these rules. If you have questions on a rule or don't quite understand, please call me first before making your own assumption to what you think they mean. These rules were written to simplify the car building process.

Contact info for rules:

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