

Will County Fair Demolition Derby 2019 Street Stock Rules

Cars will remain ALL STOCK except where noted. The ONLY WELDING allowed is as follows: bumpers to the frame, box-style (front dash bar, side bars, rear bar behind seat) cage, and doors. These rules are very clear and simple. **We will have a scope and if pins and/or frame pitching or cold bending are found, you will not be allowed to run that day.** Changes will not be allowed. If you have any questions regarding the rules, call for clarification. Do not assume that it will pass inspection. You can remove anything, but you can add NOTHING unless stated in these rules!

Only 1980 and newer hardtop automobiles or station wagons allowed. No Imperials. No Hearses. No Ambulances. No limos. No Suicide Lincolns. No Imperial sub-frames. No Convertible frames. Sun roofs must be covered.

Engine and Transmission: You may change any engine however must be in the stock location and must have OEM lower mounts. NO engine or transmission armor is allowed. The location straight below the mount should not take up more than an 8" x 8" area when welding is concerned. Two chains are allowed to secure engine. No aftermarket clam shells or engine mounts to strength the mounts. You cannot beat the firewall flat. The firewall may be cut out to accommodate the distributor.

Must run an automatic transmission, no 3 or 4 speeds. Transmission cross member can only be bolted in. If you have to make one, 2" square tubing is allowed but still must be bolted into the side rails of the frame. The frame cross member mounts can be bolted or welded a max of 3" x 5" angle to frame. **No welding to cross member.** If you add this angle, you must cut off factory frame mounts. You can secure transmissions with #9 wire or cable.

Body: Spacers and body mounts MUST remain in place and in stock position inside of car. You may use two 5/8" all thread through core support/bottom of frame and two in trunk area bottom of frame through trunk lid and no more than 3" washer. Inside of car body mounts: If broken, the body bolt is broken or rusted out, a replacement bolt may be installed next to the mount placement. You must keep the rusted bolt in place. The new bolt must be within 12 inches of the rusted bolt (1 bolt per bad body mount no larger than 1/2" diameter and no more than 3" washer). The replacement bolt must be spray painted a bright color. The new bolt must pass through a hockey puck. The maximum total of rusted body bolts to be changed/replaced per car is 4.

You are allowed 2 additional body bolts of your choice max 1/2" diameter and must go through a rubber boot or hockey puck. Keep all original body bushings in car. You are not allowed to change body bushings to hockey pucks or metal spacers. You may cut, mash, or bend the wheel wells for tire clearance and header clearance on the hood of the car.

NO FRAME FILLING WHATSOEVER. No painting of frames.

Cage Component: A box-style (front dash bar, side bars, rear bar behind seat) cage will be allowed. The only down bars/kickers allowed will positioned in center of driver and passenger front doors – sheet metal only. It must go straight down at a 90° angle. Must be box only – you may have a cross brace inside the cage component for mounting of the shifter. Square tubing or round tubing **ONLY**, max diameter of 4". No bars can be longer than 60". **The front bar of the cage must be constructed with 4" distance from firewall.** Rollover bars are allowed but must be bolted (not welded) in two areas to the roof and bolted or welded to cage component, not to floor. Roll over bars must be installed at a 90° angle, not tilted in any manner. Windshield cable/wire/chain protector required. No rear window bars allowed.

Bumpers: You may change the front bumpers and use one of your choosing. Homemade bumpers are allowed; however, they must remain the same dimensions of a stock bumper. If you choose to make a homemade bumper, it must conform to the following size limits: It can be no larger than 8" x 8" except the

specified middle section. The point must taper over an area of at least 32" wide and cannot exceed 12" (wide front to back) at the tip of the point. The point may only extend out 4" from the flat part of the bumper. Bumpers may have reinforcement. Stuffing is allowed. Chrome may be welded on bumper.

You may use **ONE** of the following options to attach the bumper to the frame:

1. Use original brackets and shocks. They may be welded so as not to break or fall off. You may bolt or weld a 6" $\frac{3}{8}$ " chain (1 per frame rail) from the bumper to the frame and weld a 3" x 6" $\frac{1}{4}$ " strap (1 per frame rail).
2. Remove all bracket material and hard nose the bumper on. Use a 12" long piece of flat stock no thicker than $\frac{3}{8}$ " with a width/height of 6". You may only use one side of the frame for this option. Do not use any gusset plate to secure the bumper to the frame. Do not move the core support bracket, reweld it, or make your own.

Tires: Any OEM rim and any tire up to 15" are allowed. Stem protectors are not allowed. No aftermarket center sections can be used.

Rear end: Rear end swaps allowed with same make/brand. No bracing, welding, or reinforcements at all. Must be direct bolt-in. Rear end gears may be welded. Must use OEM control arms. (Fords may switch to GM style rear ends. They must be direct bolted and use OEM control arms – no modifications!)

You may secure the rear end of the car. Chains may be used around the rear end and to the frame or body as long as there is at least 1" of movement up and down in the suspension, or, you may run four strands of #9 wire to the frame or body. Leaf sprung cars may use up to 2 strands of #9 wire two per side as leaf clamps.

Suspension: No suspension modifications allowed. It must remain stock - all OEM parts. You may change your springs if they are broken. Do not switch A-arms from different make and model cars. **No bolting, wiring, strapping, and/or welding down A-arms.** You may use two twist-in spacers per side (store bought, not homemade). You may use two strands of #9 wire to hold rear coil springs in.

Preparation of car: *Must remain 100% stock.* No sedagons, no crease enhancements, no sheet metal or frame shaping, forming or folding. Do not weld hood, trunk, or tailgate. Trunk and hood must be in stock location and open for inspection. After inspection, you may tuck the trunk with one 90° bend, NOT AT TOP OF QUARTERS. Hoods may be secured with seatbelts, chains, cable or wire. Holes must be cut in hood in case of fire. You may fasten hoods, trunks, and tailgates in six places of your choice.

Gas tanks may stay in stock location of vehicle as long as they are not located behind the rear axle. Clarification: if the stock tank is located between the front axle and the rear axle, it is fine to leave it in that stock location. If stock tank is behind the rear axle in trunk area, you must relocate it inside the car. Plastic tanks must be housed in a steel container or inside another container but cannot provide any support to the car body. Steel gas tanks are strongly recommended. Electric fuel pump shut off switch must be clearly marked and located within the driver's reach. Transmission coolers, if being used, must be relocated inside of the car and covered.

One or two batteries may be used. Both the battery and gas tank must be securely mounted and covered. Neither one can help to keep the car from bending - just mount it straight down to the floorboards or connect it to the front and rear cage bars. Gas tanks must have a 4" gap between the mount and package tray.

Car numbers must be large and bright in color and located on both front doors and the roof of vehicle. All door seams may be secured with seatbelts, chains, cables or wires with a method of 6" break between each other. **ONLY Driver's door seam** can be welded - there is a 12" max total per seam (3"x1/8" flat strap). Seam must be VERTICAL. No horizontal welding on seam of driver's door.

The hood, trunk, and tailgate may be wired only in six spots. There may be two additional spots of wire added going from core support to front bumper outboard of radiator. The same goes for the rear bumper - two spots only. The hood and trunk must remain open until after inspection. Holes are mandatory in the hood and trunk. The minimum open area must be 18" diameter. Hoods must remain on car during racing. If you do not have a hood, you must remove the fan blade.

While installing your radiator, you are allowed two style mounts (C-channel, angle plate, etc.) to hold it in. They cannot be welded in to the frame, only bolted to the core support. Expanded metal (1/8" thickness) is allowed in front of radiator however can only be bolted four spots with 3/8" bolts. Do not weld anything on the core support.

You are allowed in each window opening two strands of #9 wire per window for driver's safety. Inside driver's area or passenger's area allowed in two spots of your choice two strands of number #9 wire to connect your frame to roof or cage. Also, on rear frame you are allowed two strands of #9 wire to connect frame rails.

Remove all glass, plastic, trailer hitches, and mirrors before arriving at fairgrounds. Remove all decking in wagons. Vehicles must be clean of all glass and garbage. Brakes and seatbelts must work at time of inspection and will be checked again when entering track.

Each required driver must fill out an entry blank. All drivers must supply their own cars, only one entry per person per class. Proof of ownership may be required on each car entered. All drivers 17 years of age or younger must have a notarized release signed by his/her parents or guardian. The track or promoter reserves the right to approve or reject any and all entries. All persons must sign the release form and receive a pit pass to be permitted in the pit area or on the track. No drinking of alcoholic beverages on track, emergency vehicle area, or in the pit area. Any driver or pit person under the influence of alcohol or drugs will be immediately disqualified and removed from the grounds.

Any driver or crew member disobeying the rules will cause his or her car to be disqualified. Unsportsmanlike conduct will not be tolerated and will be grounds for disqualification and barring from future derbies. Drivers are responsible for the actions of their crew members. No profanity allowed on cars. No political slogans. No offensive or controversial images.

Safety belts, DOT approved helmet, and goggles/safety glasses/face shields are required. A fire extinguisher is recommended at close reach in the driver's compartment. Drivers must wear long sleeves and pants during competition. No shorts or tank tops.

Pre-ran cars with bent, broken, split, or rusted frames have the following option: The plate must be 4" x 6 3/8" thickness or less and no more than 2" pass of each side of damaged area (one side of frame only). It must be painted a bright color for inspection. Max plates = 4 total.

Aftermarket products: No distributor protectors, PTO drive shafts, floater rear ends, pinion brakes, or aftermarket steering shaft components will be allowed.

This should be a simple build and shouldn't take more than a couple of days. If you spend more time than that or officials feel that you have found the grey area in these rules, YOU WILL NOT RUN!

JOE SNOW IS THE HEAD INSPECTOR

ANY questions, please call or text Jason at (815) 955-4319 or Joe at (815) 409-1579 after 6:00 p.m.