

2024 (UNIFIED) Full Size Stock Class

Entries in the Demolition Derby are open to men and women who have a valid Driver's License. The Following regulations shall be observed for safety and fairness of all. Orderly conduct is required of all drivers and pit persons. If not, any driver and or people affiliated with that car will be evicted without ANY refunds or prize money. Misconduct may result in being banned from present and/ or future participation. Any driver or crew member not complying with any one of the rules will be disqualified. Crew members are the responsibility of the driver.

Entries:

1. Each driver must be at least 16 years old.
2. Each driver must furnish their own car. The driver that is registered to the car, must drive that car in the heat assigned to them. Unless the officials are notified of a driver change and approve it.
3. Hearse, ambulances, jeeps, trucks, convertibles, mini vans, SUVs, or commercial vehicles will not be allowed.
4. All cars will have to pass inspection before the tech line closes.
5. Prior to the start of the driver's meeting, each driver must sign an entry and a release form.

Participation Rules:

1. Drivers may maneuver either forward or backwards.
2. Hitting an opponent's car in the driver's door is not allowed and will be cause for disqualification.
3. Must make a damaging hit from a spectator's point of view every 60 seconds. No team driving or sandbagging.
4. All drivers must attend the drivers meeting prior to start time.
5. All drivers must remain in their cars until the car is removed from the track. Unless an official removes the driver.
6. No driver or Pitman under the influence of alcohol will be permitted to enter the arena or to participate.
7. Any driver not in place when called upon will be disqualified.
8. Pitmen are not allowed in the arena during a heat.
9. No one will be allowed to stay in the pit area without a pit pass.
10. No one under the age of 12 will be allowed in the pit area.
11. Cars may be inspected at any time for reinforcements, etc. Top 3 finalist will be subject to reinspection after the finish of the finals.
12. Car and driver in the inspection area only.
13. Cars will be inspected on or off the trailers.

Preparation Of Cars:

1. Vehicles may only be modified in the following ways. Any modifications not specifically authorized by the rules are strictly prohibited.
2. Do not read into the rules! Just read and follow the rules! Not following the rules will result in you being loaded. Your choice!

3. The drivers name should be above the number on the front doors, or you can run a number sign. The number sign cannot reinforce the car. No obscenities or allowed.
4. Concrete, metal plating, wood, foam, or pins in the frame will be considered added ballast and will result in the car being loaded.

Driver's compartment:

1. 4-point square cages only. All cage material must not exceed 6" material. All cage material must be on the inside of the car compartment not inside the door skins. No external door bars allowed. All cage materials must be 4" off the floor, this includes the trans tunnel. Gussets only in the interior of four-point cage. All halo bars are allowed to have (2) 1/2" bolts with 1/2" washers to attach to the roof. Halo bars may go to the top of the cage side bars only, in the vertical position. Material not to exceed 2"x 6" rectangular tubing. Nothing can extend off the front or the back of the halo/rollover bar in anyway. Can have a total of (4) down bars from the bottom of the side cage bars to the top of the frame rail. These bars cannot touch the Crush boxes, "S" curves, or any other curve in the frame. Down bars cannot exceed 4"x 4" material.
2. Gas tank protectors can only be 24" wide and must be 4" off the floor. Gas tank protector halo must be 6" away from the roof minimum and must be inside of the window opening. Gas tank protector can touch speaker decking sheet metal, but the sheet metal cannot be altered or removed. Gas tank protector halo can be connected to the roof halo, but material must be inside the car. Max material is 2"x6" and these bars cannot go any further back then the backside of the gas tank protector. Unibody cars can run (2) down bars from the bottom of the gas tank protector to the top of the frame or sheet metal instead of using the halo down bars. (Example for Mopars). Call if you don't understand this! All cage material must be 6" away from the firewall and 6" from the inside rear door seam. There must be a 6" gap between cage sidebars and rear hump sheet-metal on all two door cars. Side bars not to exceed 62" in total length.
3. No rear window bars allowed.
4. Station wagon decking must be removed.
5. Gas tanks are to be placed on the gas tank protector. 20-gallon tanks max. Must be secured. No plastic boat tanks allowed. No fuel leaks!
6. Transmission coolers and oil coolers may be placed inside the car and secured. All fans on coolers must have a cover for safety. Cannot connect to frame!
7. Battery boxes may be in the passenger side floorboard or attached to your cage. Must be secured and covered. Max of (2) batteries. Cannot connect to frame or crossmember.
8. All aftermarket straight column steering is allowed. 03 and up cars must run rack and pinion steering if that's what came with that car. No Hydro steering.
9. All aftermarket brake/gas pedal set ups are allowed and can only bolt to the floor sheet-metal. Cannot attach to frame or crossmember. Cannot strengthen the car.
10. You are allowed 3 locations of #9 wire, builders choice. These are (2) loops per locations, total of 4 strands per location. No chain or cables allowed.
11. All factory gas tanks must be removed from factory locations.

Bumpers:

1. OEM bumpers and homemade bumpers are allowed. Homemade bumpers not to exceed 8" material. Back of the bumper to the front of the point of the bumper not to exceed 14" deep. All points must have a base point of 36" wide minimum. Replica prefab bumpers are allowed. Loaded OEM bumpers allowed.
2. OEM bumpers may be used on the rear of the car or a piece of 4" x 4" tubing or 4" pipe can be used. The ends cannot be capped. Must not exceed the width of the rear of the car. If it's unsafe you will cut it off. No pointy's or replicas pointy's on the rear of the car.
3. All bumpers may be loaded.
4. Switching bumpers from make to make is allowed. (Example Chevy to Ford).
5. You may weld the rear bumper straight to the frame or follow the rules for the front bumper if using a shock.
6. You may weld the factory bumper bracket to the frame. Must be in factory location and bolted to frame with factory bolts.
7. You may hardnose bumpers.
8. If you choose to hardnose, no shock can be used at all. (Follow the shortening frame rules found in the frame section).
9. You may cut the frame square to fit the bumper if you choose to hardnose. (Follow the shortening frame rules found in the frame section).
10. No attaching bumpers or frame to body except in specified ways. (Example is #9 wire rule)
11. (1) 4" x 6" x 1/4" thick flat plate may attach from the back of the front bumper on the exterior side of the frame. If running this plate for a bracket, all factory shocks and brackets must be removed.
12. Bumper height not to exceed 22" from the bottom of the front bumper to the ground and must be a minimum of 14" from the ground to the bottom of the rear bumper or frame. Bumpers must be in stock location. 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.

Body bolts:

1. A total of any (6) body bolt locations can be changed to a 3/4" bolts or all thread pieces, one per location. Can use (3) 3/4" washers, (3) 1" washers, (3) 3/4" nuts, and (1) 3"x3"x1/4" plate per location. If you change core support bolts, it counts as locations. Also, if you put all thread in the trunk area, these also count as locations. DO NOT ADD BODY BOLTS!!

Hood:

1. Entire hood must open for inspection.
2. Must be in stock location.
3. Allowed 4 hood bolts. 3/4" max. Sheet metal to sheet metal only any configuration. Can have a 3"x3" x 1/4" plate per location on the top side of hood. Or can have 4 chains 3/8" thick (1 loop) per location with (1) 1/2" bolt.
4. Can have (2) 3/4" all thread pieces (1 per frame rail) at core support. All thread must bolt to sheet metal and frame only. Can only bolt to the top side of the frame or

bolt to frame tab. No welding!! Must have 1" spacer between core support and frame minimum. Core support spacer cannot be any longer than 3". Total space between core support and frame is 3". Diameter not to be bigger than 2" in diameter. Do not weld the spacer to core support or frame. All thread can have (1) 3"x3"x1/4" plate on the top side of hood per location. (5) nuts, (5) 3/4" washers, and (5) 1" washers per rod. If you change these, they count as (2) of your body bolt locations!

Frame:

1. No welding on frame!
2. Rear frame may be dimpled or notched in 2 places per rail. This is the only frame shaping period.
3. No tilting! No cold tilt! No cut and tilt!
4. Fresh and pre-ran cars can have pre-flipped the back of the car. Cannot weld bumper or attach a bumper to the body. (Except is using #9 wire locations).
5. Rear humps may be dimple on the wheel side of the frame only. 12" wide only! Abuse it and you'll cut the frame out. This is the only frame shaping period!
6. You may shorten any new iron up to the front of the core support hole. The factory core support tab must remain in factory location, with a factory weld. Remainder of the tab can be welded to the bumper. Please call if you don't understand this rule.
7. Old iron cars may shorten to the front of the core support hole on the frame or bumper bracket. Any old iron car that has the core support hole in the bracket must leave the bracket in the factory location, with the factory bolt. Bracket and frame can be shortened to the front of the core support hole on the bracket. Both the bracket and frame can be welded to the bumper. Bumper brackets can also weld to the frame. If the bumper is hardnosed to the frame and bracket, the shock must be removed completely.
8. Repair plates will be at the promoter's discretion. Please call the promoter of the show that you intend to run.

Suspension:

1. You may change springs to a stiffer OEM spring. Doubled springs are OK if in the rear.
2. Shocks and Suspension must main stock! No all thread in shock locations.
3. You may change upper a -arms to a stamp steel car a-arm. This means cut the bar out of the a-arm and run individual bolts if the car you are running came that way factory. Adapter plates are allowed if the car has a factory steering box location on the frame rail. 03 and newer must run the rack and pinion style steering. All steering components must remain stock, or stock replacement, in stock locations for all cars!
4. Leaf springs cars- 7 leaf total pack per side. No flat stacks! Must have 1" stagger between leafs on both sides of the spring. No leaf's exceeding 3/8" thickness. Only factory clamps on factory packs can be ran, don't make your own clamps. Hangers must remain stock and bolt to the frame only. Hanger and spring must bolt together. Springs cannot be welded together. Must pivot!
5. Rear suspension may be chained down with a max of 3/8" chain. (1) loop from frame rail to rearend per frame rail.

6. All suspension must bounce or give! Cannot weld, bolt, or chain the suspension down.
7. Rear trailing arms can be changed to a different OEM car trailing arm. Can be lengthen or shorten. 1" overlap and welded back. Must use another stock trailing arm to lengthen. Cannot load trailing arms!
8. No watts conversions.

Drive Train:

1. (4) 3/8" threaded rod, (2) 3" wide straps bolted to core support with (2) 3/8" bolts per strap to hold radiator in place. Can use (2) ratchet straps. Radiator must be in stock location.
2. Must have working brakes. Pinion brakes are allowed.
3. Engine swaps are ok. Must use stock engine mount to stock motor mounts. Motor mounts can be welded to frame cradle with no added metal. Or can use lower cradle. (use rule #13 in the section)
4. Can chain engines down with 3/8" chain. (1) per side attached to the engine block to the frame. Can only weld 2 links of the chain to the frame, no further forward then the front on the engine heads.
5. Slider drive shafts are allowed.
6. Can change rearend to different stock 5 lug rearend. No bracing at all. Can run a jigged rearend but with no bracing at all. Must be a 31 spline rearend max!
7. All DOT approved tires are allowed. Tubed tires are allowed. No foam filled or solid tires. No wheel or tire over 15".
8. Can run skidders and 550s.
9. Wheels are allowed to have weld in centers. Small centers only max 3/8" thick. No full centers, no reinforcements to wheels of any kind. Valve stem protectors are allowed. Nothing excessive.
10. Air conditioning condenser core may be placed in front of radiator. No other reinforcements such as expanded metal allowed.
11. Oem crossmembers only! May use (1) 2"x3"x1/4"x 8" in length angle iron pieces to weld to the inside of the frame per rail. The 2" angle iron side can be welded to the frame, not the 3" side. Crossmember must be bolted to angle iron using 1/2" bolts only.
12. Simple Lower engine cradles will be allowed to protect the engine block. Cradle not to exceed half inch in thickness. Lower cradles must bolt to a stock engine mount. No front or mid-plates allowed. No pulley protectors.
13. Steel bell housing and ultra-bells are allowed. No trans braces! Stock tail shafts only. Can run only factory cased transmissions. All transmissions must set on the top side of the crossmember. Can run (1) chain 3/8" max, single loop. Or can bolt trans to crossmember with a stock rubber mount.

Body:

1. No sedagons
2. Deck lids must be 100% in stock location. You may tuck the trunk with a single 90-degree bend. No v wedging. Can use (2) 3/4" all thread pieces (1) per rail to go from the top of the frame to trunk lid. Must be vertical! (2) 3"x3"x1/4" plates, (3) 3/4

nuts, (3) 3/4" washers, and (3) 1" washers per location. Nuts and washers must only go to the top of the frame. If you choose to use all thread, they count as (2) of the body bolt locations. Can weld trunk down using at total of (6) 3"x3"x1/8" thick straps. Or can bolt the truck lid down using 6 3/8" bolts. 1/2" washers max. Or 2 chains (1) per side. Cannot exceed 3/8" chain and cannot be any longer than 10" long.

3. Removal of trunk lid is allowed.
4. The front window must have 2 chains or 2 places of #9 wire, sheet metal to sheet metal. This is for driver safety only!
5. Anything can be removed; nothing can be added unless specified in the rules.
6. Body creasing is allowed.
7. Drivers' door can be welded solid, all other doors can be welded shut using (3) 3"x3"x1/8" thick strap per vertical door seam. Or can chain doors with 2 chains per vertical door seam using 3/8" chain max.
8. No bolts in fenders.

Rust:

1. Rusted area must be removed, 1/2" overlap from new metal to old metal. New rust patches must not overlap. You must butt weld, using your stitch weld. Don't stagger the welds on two patches to have one continuous weld between two patches.
2. New material not to exceed factory thickness.
3. Must be welded 1" on 1" off -abuse it, you'll lose it - zero tolerance.
4. No rust repair to frames. That's for the promoter to decide if you can use a repair plate at that location.

OFFICIAL STATEMENTS:

These rules were put together to make a unified class for our area. There are 2 different promoters that have taken this class. Please reach out to the promoter that is running the event that you are wanting to run. That promoter will have the final decision on all car build rules and show rules at their show.

All Judges Decisions are final. No refunds of entry fees will be allowed. Please come legal so we do not have problems!

For all Technical questions Please call the following:

OKLAHOMA BOYS PROMOTIONS: John Reeves 620-870-0254