BONNERS FERRY DEMO DERBY
SEPTEMBER 12TH 2020
Boundary County Fairgrounds 6 P.M
Tech STARTS at 11 am and ENDS at 5 PM
1st Place-$4000 + trophy
2nd-$3000 + trophy
3rd-$2000 + trophy
4th-$1000 + trophy
5th-$500 + trophy
COPMACTS 1st $1000 2nd $300 3rd $200
TRUCKS 1st $1000 2nd $300 3rd $200
MANY OTHER PRIZES AND GIVE AWAYS!!!!!!

Prizes Last year as example: Gropp 355 full Roller Motor, Holley 500 Carburator, 4 BKT Tires, Nerat Switch Panels, Air Cleaners, Battery Chargers, Slider Drivelines by E2, Tool sets

No Imperials 1973 and prior
No frame swaps of any kind on any car
No tilting or bending frames on any car
No shaping frames on any car
No 9 wire unless using it to replace bumper straps.
**Topic #1 Bumper Mounting**

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 can not shorten any more than the frontmost core support mount. If you remove or alter this mount you will not run.

Any car bumper may be used and skins fully welded.

No stuffing bumpers. No home made bumpers

You may add 3/16 plate to fill blinker holes in bumpers. There needs to be a 1” inspection opening on the ends of the bumper.

Minimum bumper height is 12” to the bottom of the bumper and max is 22” to the bottom of the bumper

**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 hard nosed to frame and bracket.

**Option #2**

You may use a 4’’x16’’ by 3/8’’ flat bar to mount the bumper. It can be welded 12’’ back from the front of the frame. **THE CORE SUPPORT MUST REMAIN IN ORIGINAL LOCATION!**

It can not 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.

On Shock style GM cars the pocket is part of the frame but the shock must be removed.

**Frame Welding:**

**Firewall forward seam welding on the factory rail seam only:** This is where the seam comes together to make the rail a box. No welding sheet metal seams or any other crossmember seams. This includes no welding of brackets for control arms or steering components where they meet the frame. It also means no filling holes in side of frame or adding bolts or washers to plug the holes. The **ONLY** welding is to be the top and bottom seam. If you show up with welding
anywhere else you will either cut it through the weld and frame 1” on 1” off spacing Or you will load and will not race.

Y frame cars may close the Y and weld closed but no added metal.

Topic #2 BODY BOLTS AND MOUNTS

You can alter the two body bolts at the core support to place all thread through the frame and up through the hood. 1” max on all thread
You are also allowed two all thread in the rear of the car. You are allowed to have a 3-inch washer on top and bottom of the frame to secure the all thread to the frame. Or you may weld the allthread to the side of the frame. It must weld up and down. Do not run the allthread down the rail and bend it up.

You may replace all body bolts with no bigger than a 5/8” bolt with no bigger than a 3” washer on the top side of the car.

If you choose to remove factory bushings, you must have a 1” spacer to replace the bushing.

NO welding the body to the frame.
Core support spacers are a 3” by 6” long max.

Topic#3 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 axel 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.

You may weld the A arms down with a 3”x4” strap 1/4” thick front an drear of A arms
No leaf spring conversions

Max 9 leaf pack.

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 must be stock off a car in the class. You may not fully stuff the trailing arms. You may use an 8” long piece of 1 ½” wide flat bar 3/16” thick to wrap the ends of the trailing arms. To be clear this is to support the ends where the bolt goes through. Nothing in the middle of the trailing arms is to be reinforced.

If your car has a rear 3 link you may add a second top link by modifying a factory upper to fit the car. The brackets may be watts link or like it but not to exceed. The arms need to be factory stylr arms. They may not be made of thicker material than factory. If I find the conversion stronger than a factory set up I will not allow the car to run. Feel free to call or send pics before coming if you have concern.

Pinion Brakes are allowed

Aftermarket tie rods are allowed. Must be factory style rod end. You may reinforce factory tie rods.

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.

**Topic #4 BODY WELDING**

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

Hoods may have eight points of contact. Hinges are not counted as points. 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, or 6” of welded seam with 2” by ¼” thick strapping.

If you choose to weld the hood down for your six points of contact the hole in the hood must be a minimum of 24”x24” for inspection.

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

Door seams can be welded solid.(outside only) 3” strapping by 3/16 thick
There is to be no welding the body to the frame in any location. (no inner fenders, body mounts, ect...)

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 deck/hood.

**Topic #5 TIRES/WHEELS**
Any pneumatic tire is allowed. No solid
10.5” wheel centers allowed
No bead protectors or bead locks
Stem protectors are allowed
You may weld wheel seams with one pass.
No doubled tires or filled tires

**Topic #6 ENGINE/TRANS MOUNTING**
Transmission must be a stock case. No aftermarket transmissions.
Ultra Bell is allowed (case must be original)
Steel tail is allowed (case must be original)
NO transmission brace of any kind
Lower cradles with pulley protectors max ½” material. They must bolt in factory location or very close to it. If running LS I understand sometimes there is clearance issues with steering. You may have a 6x6 by ½’’
mounting pad when mounting the motor if needed. 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 Mid plate

If running valve cover protectors or coil protectors on an LS the firewall must be cleared so that they in no way brace the motor against the firewall for support.

NO factory cradle swaps.

Homemade cross members are allowed with a max material size of 2”x2”- 1/4” wall. You may weld this to the frame. No extra added material of any kind. Cross member can never come into contact with any frame kicker. (caddies)

**Topic #7 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.

At no point is the cage allowed to be welded or bolted to the frame. There are to be no braces/kickers running behind the rear crossbar located directly behind the driver.

The gas tank protector must be 4’’ of the package tray at tech. The cage must be 4’’ of the floor in any location.

Please don't try silly things like bolting seats or battery boxes to the frame or its cross members

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

At no point can you brace your cage to reinforce the structure of the car. I.E Bars going from dash bar to firewall,Kickers forward to the floor sheetmetal by the body mount

You are allowed to weld 4 down bars from the cage to the floor sheet metal. The bars need to go straight down. They can be located from the front door seam back and no further back than the
front side of the rear inner wheel well. Do not hide bolts to the frame under the down bars as I inspect for that.

**Topic #8 WINDOW BARS/SCREEN**

Window bar is mandatory in the front. Material must be at least one inch and not exceed 2” material. You may have up to two in front and two in the rear window. The two in the rear must not be mounted past the top trunk seam. You may have a 4x4 plate ¼” thick to mount the window bars.

**Topic#9 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.

**Topic#10 BATTERY**

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

**Topic#11 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 6 gallons. The tank must be securely fastened. NO plastic tanks!

**Topic #12 SHEETMETAL BOLTING AND PRE BENDING**

You may have bolts with a 3/8 inch max for bolting sheet metal together.(ie. Fenders, hood bracing, )

Hood-16
Fenders 8 each
You may crease the front fenders and the rear quarters. The trunk may be tucked. You can not dish or canoe your trunk.
No welding the body to the frame in any location

**FRAME REPAIR**

Any pre ran may have four 4”x7” 1/4” thick plates welded anywhere on the frame they choose. Plates must remain 4x7. They cannot be cut or changed to stretch........ If you show up with four plates on the car you will not be allowed to add any more after the heats. 4 plates per car max.

Fresh cars will be allowed to weld 4 of these plates on their cars after their heat race. At the end of the show no car can be found to have a total of four repair plates or they will be disqualified.

**TRUCKS:**

You may run 2-wheel drive trucks only. NO 4x4 with only 1 driveline

The cab cage may weld to the frame

The box sides may be folded down and bolted to the box floor with a max of 4 1” bolts and a 6” washer.

Bumper max height is 25” to bottom of the bumper.

All big car rules apply to the trucks such as welding and build.

No dually trucks

**Compacts:**

106” wheel base
6 cylinder or smaller

All air bags need to be removed prior to running.

All big car rules apply to compacts including cages and safety equipment

5 lug max rear diff
1980 and newer cars seeking to run with big cars:
You may have an 22” long 4” wide hump plate following the frame not spanning the arch. 1/4” thick plate max. Plate must be 1 continuous piece. Must be centered on the hump. Must only be welded on the edges not plug welded. Must have a 3/8” inspection hole in the plate
80 and newer may weld the crush box at the firewall

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.

TEAM DRIVING: I am a realist. I know friends and families will run together. I will say though if you draw three of you and it comes down to three on one I ask that you at least mix it up a little as to not ruin the show. I know you all understand what I am asking so please help the crowd enjoy what they are paying to see.

All payouts are subject to video review. In example if there is an issue such as someone feels they were in fourth and I have them in fifth I will go back and watch the video to make sure before I pay out. It is the most fair way to make sure people get the money they earned.

IF YOU HAVE QUESTIONS CALL KYLE AT 208-290-3902