

2016 HOLLYWOOD MOTORSPORTS DEMOLITION DERBY ENTERTAINMENT, LLC PRO FULLSIZE

***2016 pro full size rules for county fair and crashing for a cause only
Attention check web site schedule to determine if your open or 80 newer***

VEHICLE PREPARATION

- Remove all glass, chrome, plastic, moldings, headliner, dash, flammable material, A/C coolant, antifreeze, trailer hitches and interior decorating
- Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. **Use proper rated fuel lines**, Plastic tanks must be in a metal box. **NO EXCEPTIONS**
- Electric fuel pump allowed but switch must be clearly marked on/off.
- No more than 2 batteries allowed - which must be relocated to front passenger floor, secured and covered.
- Floor shifter allowed.
- Ignition and wiring modifications (hotwire) allowed.
- Hood must have 12" x 12" minimum hole to easily extinguish fires.
 - Extra hole(s) in hood not required if header holes are least 12" x 12".
- Car and driver qualify as a team for the feature.
- **Full face helmet required**

FRAME, BODY AND BUMPERS

- Absolutely no welding, bolting, pinning, screwing, painting, shaping, sharpening the corners, or square them off, etc of the frame or body seams. **(If any of this is done you will not be inspected just loaded.)**
- You may weld from the firewall forward ½ in. wide ¼ in. high and 1in. past the top seam only
- Frames will be scoped
- The frame humps above the rear tires may be beat in for a distance of eight inches in each direction from the center of the hump. **(This is the only frame shaping that is allowed.)**
- NO GRANDFATHERED CARS
- Frame or body repairs due to rust can be repaired with the same thickness material.
 - Must be butt welded.
 - Repairs - 12 inches by 3 inches by ¼ inch thick per frame rail (Driver side and passenger side) on a significant bend – when material is gone, it's gone
 - Do not cut material in half to make it 1 ½ inches by 24 inches or any other way – we will find a torch
 - I will only allow you to do this 1 inch past a significant bend.

- 80 AND NEWER SHOWS ONLY - if you run a distributor protector with the firewall intact you may **only** cold bend behind the box or cross member.
 - If you do not own a DP or choose not to run one, you may cut and tip the frame at the crush box - ¼ inch high ¼ inch wide welds
 - If you show up cut at the box and have a DP you will cut firewall open.
 - **OPEN CLASS** may tilt either way and leave firewall intact.
- **No** stuffing or filling of frame.
 - Do not undercoat, paint, cover or put any substance on or in the frame.

Firewall

- You may beat flat the engine side of the firewall **only**
- Do not weld or bolt the firewall
- Do not reinforce the firewall
- Do not beat, paint or weld on to modify the driver side of the firewall in any way.
- **We will be making anybody cut anything behind the DP 12 inches either way, welded to the firewall.**
- Floor pan (for shifter) and wheel wells or fenders can be trimmed.
- Mandatory - piece of rebar, all thread chain 3/8 max, or 9 gauge wire running from the roof to the cowl in the windshield area for drivers protection.
 - Up to two pieces max, no other added metal or mounting plates to reinforce the firewall/roof. **This is for safety**
- Fenders or wheel wells and hood cut outs may be bolted in 6 places each.
- Peening of the quarters or making bodylines **is** permitted.

Doors

- Must be chained, wired or welded shut in 1 place **per** door seam; each side of the window frame is considered a separate seam.
 - Plates for welding door shut may not exceed 3 inches by ¼ inch and be 5 inches on 5 inches off - except on driver's side door, which may be welded solid.
 - Plates cannot attach to frame. Sheet metal to sheet metal only.
 - Chains/wires may not go around frame. **{See metric gm rules below}** you may bolt doors.

Leaf springs

- Can be clamped 6 clamps per side
- Leaf springs must be factory stock for your make and model of vehicle - no larger than 3 inch by ¼ inch material
- Shackles or spring mounts may not be modified.
- Coil springs may be secured with chain/wire or a tack weld only
- Suspension, spring and shocks must remain stock, unless noted.
- **Max** bumper height of 28" from ground to bottom of bumper.
- No suspension conversions allowed unless stated below (coil to leaf, etc).
- You may use one 5/16 inch chain or one 7/16 inch bolt or a 2 inch vertical strap **per** side of car to hold up front suspension on each side.
- '99 and newer cars may weld lower control arm bracket on frame, must be stock size, thickness and stock location and may not reinforce in anyway. **CALL BEFORE.**
- Only one mounting system allowed.

- **Max** frame height is 28 inches, **minimum** 15 inches from the bottom of the frame to the ground. (70s Wagons within reason.)

Steering joints, tie rods and rear control arms may be reinforced and modified.

- No aftermarket spindals.

Front control arms (A-arms) and ball joints used must be of an automotive type and can be interchanged from manufacturer to manufacturer.

- No homemade A arms
- No reinforcing allowed.

Bumpers and brackets may be interchanged from make/model/year, car bumpers and brackets only.

- Brackets may be **no longer** than 11 inches from the front of the frame.
- Bumper brackets must be in **factory location** and may **not** be relocated to reinforce the frame.
- TUBE STEEL bumpers are allowed 8 inches high x 4 inches deep – no v's
- No new Yorker or imperial v-bumpers unless stocked with it
- Shocks and brackets may be welded, bolted and chained/wired.
- Two pieces of 2" x 8" x 1/4" metal may be welded or bolted to help hold the bumper on.
- Bumpers may be trimmed but **no** sharp edges.
- Bumper shocks may only go in frame up to 10 inches and must be welded to the bumper.
- **As of 2015 - homemade bumpers are allowed you may make them round or slightly pointed**
 - **I will make you torch off the point of anything projected out more than a 74 Chevy. Point must be spread out similar to a 74 Chevy bumper**

Hood, Trunk lid/tailgate

Trunk

- Tucking of trunk is allowed but 50% MUST REMAIN IN STOCK LOCATION
- 8 inch dish **max**
- 50% of rear quarters MUST REMAIN IN STOCK LOCATION.
- Trunk lid seams must be clearly visible and accessible, do **not** pound over
- Trunk may be secured by a max of 6 bolts each
 - Rods may be a max of 1" in diameter.
 - 4 bolts can go from sheet metal to sheet metal **only** and 2 can be bolted or welded to frame.
- You may weld 4 1/4" thick 3"x3" plates on trunk lid if you choose not to bolt, wire, or chain - either way max 4 hold downs in trunk lid.

Front Clip

- You may put a 4x4 max spacer under front clip on top of frame - only 7 inches max may be welded to clip only
 - Do not notch clip out to pass up to top of core support

Hood

- Hood may be secured by a max of 6 bolts
 - 4 bolts can go from sheet metal to sheet metal **only** and 2 can be bolted or welded to frame.

- Hood bolts that go to the frame must be in stock hole.
- They can be bolted through the top of the core support but may not be welded to the core support in anyway.
- Body mount spacers can be eliminated for core support
- All threaded rod or bolts must be vertical
- No flat washers or plates larger than 6" x 6" x 1/4"
- Angle iron can be used for the tin to tin bolts and these bolts can be horizontal.
 - Angle iron can be no longer then 6".
- Four chains or wire can be used instead of bolts but **only** 2 of these 4 can go to the frame.
- One bolt per angle.
- CREASING allowed - minimal dishing or folding of body speaker deck and truck lid.
EIGHT INCH DISH, truck lid must be in stock condition.
- Speaker deck may be removed.
- Original body mount bolts may be replaced with up to 5/8" diameter max bolts with flat plates or washers no larger than 6" x 6" x 1/4"
 - Bolts can extend through the top half of frame only.
- Front body tab can only be shortened up to front most part of the hole - 50 % must be intact

INSIDE SAFTY BARS

- **Driver's door window** and windshield net/guard is recommended.
- Hardtop (no post) cars may have straps or chains/wires from door to roof in door post and/or passenger area.
- Rear window straps are allowed on wagons
- No additional strapping, chaining or wiring is allowed.
- Dash bar and seat bars allowed and highly **recommend for driver's safety**
- Dash bars must be straight pieces, **6 inches from trans hump**. No contour pieces.
- Seat bar is a must for safety we do call drivers doors but we all must understand it's inevitable and will happen.
- We recommend you run a plate on the driver's door 3 inches past seams 1/4" thick for complete safety.
- Bars may be connected to each other with door bars and may be connected to the floor.
- Front down bars must be behind front door seam.
- Door bars may not extend past the firewall.
- Door bars cannot exceed 18 inches past the center door post.
- Cage size - no larger than eight inch material
 - Must be eight inches off the bottom of the floor
 - Driver side may be inside doors.
- Gas tank protector 80 and newer along with sub frame mopar products may run
 - Gas tank protector is not to exceed 24 inches in width and may run up to 1 inch from sheet metal .
 - NO LARGER THEN 3X3 MATERIAL.
- Bars may not tie into rear frame humps, drive train, frame, or body mount bolt plates.
- Old iron {79 and older non metric } gm, ford cars may have a gas tank protector but cannot come in factor with strengthen car - 6 inches away from sheet metal
- Rollover bars allowed but must remain within the safety cage area.

- No forward kickers off dashboard allowed.
- Distributor protector must be **8 inches from dash bar**

ENGINE AND DRIVETRAIN

Rear ends

- Any 8 lug rear-end combination may be used - no dually rear ends.
- Rear-end may be welded or spooled.
- Rear-end guards allowed - must start out as a stock housing.
 - No larger than 6" width material.
- Rear-end may be chained/wired to frame in 2 places max.
- Any frame catchers will be removed.
- **Shocks** *you may run either a shock or a chain - no heim joints

Engine

- Must be within 5" of original position.
- Engine components may be modified (fan Blades, header pipes, etc).
- Transmission cooler allowed, must be secure and safe.
- Transmission may be chained or wired in place
 - Trans cross member support may only be 6 inches long
- CROSSMEMBERS 2"x2" max 1/4" thick or stock car automotive cross member.
- 7/16" max bolt holding trans in place
- No shifter plates to stop trans from sliding back permitted
- 2 inches must be between anything that makes contact with cross member

CRADLES

- Front cradles only
- Pulley guards allowed if stabilizer bar will hit your guard, you will be told to cut it out
- Motor mounts may be modified to hold engine in place but may not strengthen car
- Engine may be welded or chained down with wire or chains that can only be mounted to the engine in front of the motor mounts and cannot extend further than 12" from the engine - vertical only
- Front engine motor mounts are support only

If we feel that you are reinforcing the transmission to strengthen your car you will be told to cut sheet metal or remove it or load it. 1/2" cradle max

- Distributor protectors allowed.
- No mid-plates allowed that project in a radical manner NO wider than block NO higher than valve covers... just test me
- Distributor protector must be 8" from dash bar.
- Dash bar must be also 6 inches off trans hump

80 AND NEWER SHOWS

- If you run a DP with firewall intact you may only cold bend behind box or cross member.
- If you do not own a DP or choose not to run one you may cut and tip at the crush box 1/4 high 1/4 wide welds.
- If you show up cut at the box and have a DP you will cut firewall open.

OPEN CLASS may tilt either way and leave firewall intact.

RADIATOR

- Radiator must be in stock position.
- No homemade radiators.
- Radiator protectors allowed.
 - Must be mesh type material.
 - Quarter inch max thickness, can be bolted with four bolts only, 3/8 max.
 - No plates with holes blown in them NO ANGLE IRON AROUND MESH PERIOD.

TIRES

- No ply restriction
- Max height 30 inches.
- After market rims allowed however there is only a 2-inch max bead lock on backside only.
- NO bead protectors
- Must be a rubber tire - if you run a solid rubber tire and it sends rubber chunks at flagmen or spectators you will be shut down immediately
- Automotive tires only

MISCELLANEOUS STUFF

- No New Yorkers or Imperial V bumpers.
- Floater rear ends will be allowed in our competitive 80's and open fair class (car classes only)

Rules for floater rear ends mounting brackets

- Cannot strengthen the car in any way
- Must have respectable space between the upper control arms and package tray if there's not you will be asked to raise car height
- All calls are final.

03 & NEWER FORD PRODUCTS RULES

- You may weld in an 80 or newer ford cradle only
- Cut out and weld in 1/4" high 1/4" wide weld only - no added material must be between big bolts on frame
- All other rules must be followed.
- Do not tilt or cold bend your 03 and newer
- 03 and newer cars are allowed to do these modification's
 - You may bolt your upper A arm in with a minor mounting plate
- No mounting can be any farther than 1 and 1/2 inch past the factory bolt holes on top of the frame period***NO WELDING TO FRAME***.
- Do not weld pipes over crush holes
 - No bracket or shock can go past first set of crush point holes.

- Do not shorten front frame.
- IF YOUR CAR DOES NOT FOLLOW THESE RULES LEAVE IT HOME DON'T BOTHER BRINGING IT. NOTHING MAY BE REPAIRED ON CRUSH HOLES
- YOU MAY CALL WE MIGHT ALLOW YOU TO WELD NEW FRAME HORN **NO EXCEPTIONS**

03 & NEWER FORD PRODUCTS STEERING AND SUSPENSION RULES

- No strengthen the upper or lower A arms. Must use factory lower A arm.
- All steering components must be bolted **not welded** either on top of the frame or bottom, even pitmen arm.
- No steering components may pass through frame or bolted single layer
- You may make a 3/8" plate to mount your steering box and pitmen arm to no larger than 2 inches bigger than component
- You may use any automotive or fabricated spring bucket but it must not strengthen the frame in any way
- Cannot, not be larger than necessary to hold coil spring. Again must be mounted off 2 existing cradle bolts.
- DO NOT weld to frame in any way.
- No larger than 2 inches bigger than the steering box bolt pattern.
- You may weld no larger than 5/8" (od) pipe to the frame to bolt your box to your frame 1/4" high 1/4" wide welds.
- These are the only things that may be welded to the frame - your bumper , motor mounts ,bolts or pipes hold steering on.

Metric GM'S { 77 newer metric }

Metric GMs are proven they can not hold up to the Ford products, with this in mind, we are allowing these extra things to help them out...

- **GMS only MAY WELD A 16 INCH PLATE ON THE REAR FRAME ARCH,**
- **GMS only MAY RUN 2 EXTRA BODY BOLTS FROM THE FIRE WALL BACK THEY MAY BE WELDED TO THE FRAME VERTICAL ONLY.**
- **GMS ONLY MAY RUN 2 CHAINS PER DOOR AROUND FRAME.** GMS also may have
- **GMS only MAY RUN GAS TANK PROTECTOR TIGHT TO PACKAGE TRAY.**

ALL CARS MAY WELD A-arms forward

OTHER 80 AND NEWER ADVANTAGES

IF YOUR SHOW IS OPEN YOU MAY ALSO DO THIS, 80 AND NEWER SHOWS CANNOT DO THIS.

- All 79 and newer Metric cars only - may convert coil to leaf
 - Nine max springs, two inch step down.
 - No homemade springs.
 - Six total clamps per side - Clamp size 7/16" bolts ¼ thick 4 inch long material. If you choose not to convert to leaf you may weld a ¼" 16" long 3" wide plate on your arch (hump).
- Metric cars may also run a gas tank protector off the back seat bar, no wider than 24 inches wide between frame humps and no larger than 3 inch tubing.
 - Cannot tie into frame or body bolts, may run to sheet metal
- Metric GMs may have 16" hump plate in 80 and newer show also

REPAIR WIRE RULE

- 2 strands of wire per window - 3 loops per strand
 - May go to frame or body mounts. **Cannot** go to transmission or transmission protector.
- Unlimited wire after heats per show.
- New event with used car 2-strand rule re-applies.

SPIRIT OF THE RULE

Looking for gray areas I have the right and will make you change anything I feel fit to better the derby.

Although every effort has been directed toward complete understandable and correct rules as well as the same factors in putting them into print, Hollywood Motorsports cannot possibly anticipate every situation, circumstance or interpretation. With this in mind we must refer to the spirit of the rule.

Questions call Rick at (920)410-2008