

2025 FULL TILT PROMOTIONS DEMOLITION DERBY RULES & REGULATIONS
ANY YEAR FULL-SIZE MOTOR SWAP

General: All entrants must be 18 years or older. Full Tilt Promotions, EMS, law enforcement, Fire Department, Full Tilt Promotions Derby inspectors and officials, and any associated members WILL NOT be held responsible for any bodily injuries or damage of cars, participants, spectators, mechanics, or car owners.

Any protests must be requested at least 10 minutes before the first car of the first scheduled heat rolls onto the track. A \$100 fee and the specific area of protest must be produced before the vehicle is re-inspected. If the protest is upheld, that particular vehicle will be forced to correct what is found to be illegal or will not be allowed to participate.

All winning cars may be subject to re-inspection after heat or feature to confirm that the car is legal. If the car is not legal, the participant will forfeit their entry fee, prize money, and trophy. All Full Tilt Promotions Derby official's decisions are final.

All participants must wear a helmet, eye protection, long sleeve shirt, pants, and close toed shoes.

All cars must have a seat belt and working brakes before inspection.

ALL CARS MUST BE IN THE INSPECTION LINE AT LEAST 1 HOUR BEFORE THE POSTED SHOW START TIME OR YOU WILL NOT BE INSPECTED OR PERMITTED TO RUN

Pre Driver's Meeting:

There will be a mandatory driver's meeting immediately before the start of each show. Among other things, the key bullet-points discussed will be;

Safety is the top priority! Please be conscious of the track officials and any communications they might attempt to relay to you with their flags or any other means of communication.

"Sandbagging" will NOT be tolerated.

Team driving will NOT be tolerated.

Profane gestures will NOT be tolerated.

Fighting with other driver's and/or track officials will not be tolerated and will result in removal from the grounds.

RESPECTFULLY, THESE RULES ARE NOT OPEN TO INTERPRETATION. HOW YOU INTERPRET THE VERBIAGE DOES NOT OPEN ANY RULE TO ANY "GREY" AREAS. IF YOU HAVE QUESTIONS ON ANY OF THE RULES, PLEASE CALL:

BILL BROWNING: 419-560-1321

Vehicle:

ANY YEAR VEHICLE PERMITTED. NO CHECKER CABS, LIMOUSINES, 73 AND OLDER IMPERIALS, OR HURSES.

DRIVETRAIN:

- You may run the engine of your choice no matter the make of the vehicle. Headers or upright stacks are permitted.
- Lower engine cradles with front plate and pulley protector are permitted not to exceed ½" thick.
- Mid-plates, distributor protectors, header protectors, engine halos or anything beyond a basic ½" thick lower cradle with front plate and pulley protector are NOT permitted.
- 03 up fords may run an SMW style engine plate for engine mounting or you may run "wedge" style mounts that bolt to the factory holes on the factory aluminum cradle. If running the "wedge" style mounts, they may be 6" long x 4" tall and may be welded to the inside of framerail only. The "wedge" mounts may NOT extend past the factory mounting surface on the factory aluminum cradle (call for clarification). If using the SMW style engine plate, the plate may NOT be welded to the frame or any other components or bracketry at any location. The plate may only be through bolted (as designed) through the factory a-arm mounting holes. The engine plate is only allowable for an engine mounting surface and may NOT be used as reinforcement in any fashion.
- Aftermarket aluminum bellhousings are permitted (ULTRA BELLS ONLY). No fabricated or steel bellhousings permitted.
- Transmission braces or protectors of any kind are NOT permitted. Heavy duty engine or transmission mounts are NOT permitted.
- You may use stock style rubber mounts only to mount the transmission, no heavy duty or fabricated mounts.
- You may use stock style rubber mounts or similar bushed fabricated aftermarket mounts to mount the engine.
- You may use (1) ¼"x8"x8" plate per side for engine mounting/spacing. This plate may only attach to the motor mounts and k-member and may NOT be attached to the frame rails in any way.
- You may weld the motor mounts to the K-member.
- You may weld, wire, or chain the transmission mount to the transmission crossmember.
- Plating of the engine and transmission oil pans is permitted, but the oil pan and transmission pan must remain separate and within 1" of their original factory dimensions.
- No skid plates.
- Factory crossmember or 2"x2"x1/4" tubing may be used to mount the transmission. If you must relocate the crossmember, it must remain within 6" of the factory position and

you may use 2"x2"x1/4 angle brackets no more than 6" long to mount the crossmember to the inside of the frame rails only (not internally or passing through the frame rails).

- Any non-braced 5 lug rearend is permitted.
- Slider or telescoping driveshafts are permitted.
- Aftermarket engine or transmission coolers are permitted but must not strengthen the car in any way.

GAS TANK AND BATTERY:

- The battery must be relocated to the driver's compartment and covered. The battery box/holder may be bolted to cage OR floor (not both) and must NOT strengthen the car in any way.
- Stock gas tank must be removed from the car prior to inspection.
- Plastic gas tanks are NOT permitted.
- Metal fuel cell/tank must be securely fastened in the rear seat area of the vehicle and must be sealed and vented to the outside of the vehicle.
- If using an electric fuel pump, there must be an on/off switch highly visible on the dash area in the center of the vehicle to be accessible from either side of the vehicle in the event of a fire.

ALL FUEL CELLS/TANKS MUST BE SECURELY COVERED AND FASTENED PRIOR TO INSPECTION AND ANY FUEL LINES LOCATED INSIDE THE VEHICLE MUST BE COVERED TO PREVENT FUEL SPRAY IN THE EVENT OF A RUPTURE.

BODY:

- **DOUBLING OF BODY PANELS IS NOT PERMITTED.**
- You may replace all body mounts with bolts or all-thread no bigger than 5/8" in diameter and no more than 6" long. There must be at least a 1" gap between the body and frame at all body mount locations. You may use hockey pucks or a stack of washers no bigger than 3" in diameter to obtain the 1" of space. A 1/4"x2"x4" plate may be used inside the frame as a bottom washer at each body mount location. **ABSOLUTELY NO WELDING OF ANY BODY MOUNT PLATES/WASHERS TO THE FRAME OR BODY.** On GM cars, the body alignment mount on the hump/package tray may be replaced with the same material as allowed for the rest of the body mounts.
- Creasing or pinging of body panels is permitted.
- (4) 1/2" bolts not to exceed 2" long will be permitted per wheel well front and rear.
- Doors may be wired, chained, bolted, or welded 5" on 5" off. If welded, the plates are NOT exceed 5"x4"x1/4". Only the driver's door is permitted to be welded solid. Driver's door may be plated NOT to extend 3" past the door seams. Only the top of the driver's door panel may be welded.
- Trunk/tailgate may be wired, chained, bolted, or welded 5" on 5" off. If welded, plates are NOT to exceed 5"x4"x1/4".

- Trunk/tailgate must remain in factory position. Trunks may be folded 90 degrees, but the folded section may NOT be attached to the trunk floor. Quarter panels must remain stock height.
- Trunks may be dished but must not be more than 12" lower than the top of the quarter panels at any point. Speaker deck must remain in the factory position but may be dished with the trunk. Relocating and/or rewelding of the speaker deck is NOT permitted.
- **ABSOLUTELY NO WEDGE CARS**
- Caddy-style half trunks are NOT permitted.
- An 8"x8" hole must be cut in all trunk lids for inspection.
- **"SEDAGONS" ARE NOT PERMITTED.**
- You must use factory trunk lid/tailgate for that car. You may replace aluminum trunk lids with their steel equivalents.
- The hood must be wired, chained, or bolted. It may be secured in (6) locations. If bolting, you may use 2"x2"x1/4" angle no longer than 6" welded to the hood and fenders for bolting (one 1/2" bolt per location). If wiring, you may weld standard 3" washers at each wire location. If using the core support mounts as (2) of your hood mounts, you may use 5/8" all-thread extending from the bottom of the frame core support mount through the core support and hood. GM/Chrysler cars may use a 3" max. core support riser, 4" max. on all fords. Core support risers may NOT be welded to frame or core support.
- 03 up fords may use the factory core support or an 02 and down, NOT both. If using the factory core support, you may replace the lower section with a piece of steel flat bar no larger than 1/4"x4"(no channel). This piece of steel may only span the same width as the factory lower core support and must be bolted in the factory location with the factory hardware.
- An 8"x8" hole must be cut over the carburetor. You may use (10) 3/8" bolts w/standard nuts and washers to reattach hood skins around the hole. No welding of the inner and outer panels.
- You may bolt an air conditioning condenser or (1) 1/8" piece of sheet metal in the core support area for radiator protection NOT BOTH. Metal must be between the core support and bumper and may NOT extend anywhere past the radiator area of the core support. (8) 3/8" diameter bolts are permitted to attach metal to core support or (8) 1" welds.
- Inner body seam welding is NOT permitted.
- You must have a chain, wire, or steel bar in the front window area to prevent the hood from entering the driver's compartment. You may use (1) steel bar not to exceed 3" wide x 1/4" thick or you may use (1) square tube no larger than 2"x2"x1/4". Anything used for this purpose must attach to the firewall/cowl or dashbar and may not extend no more than 6" onto the roof.
- Rear window bars are NOT permitted.

FRAME, SUSPENSION & STEERING:

ABSOLUTELY NO PAINTING OF ANY PORTION OF THE FRAME. PAINTED FRAMES WILL NOT BE INSPECTED

- **HUMP PLATES ARE NOT PERMITTED!** However it is your option to use the allowed fix-it plates on the humps as long as they conform to the fix-it plate guidelines.
- Front upper a-arms may be welded to the frame to set suspension height. You may weld each a-arm in (2) locations per side, (4) locations per vehicle using plates NOT to exceed 2"x4"x1/4" OR you may weld the a-arms directly to the frame NOT BOTH. Reinforcing of the a-arms is NOT permitted.
- Welding lower a-arms to the frame is NOT permitted. All-thread shocks are NOT permitted on the front suspension.
- 03-up fords must run factory strut in the factory location for that car. Fabricated or aftermarket struts are NOT permitted. You may run a strut riser on the topside of the strut only. Riser may NOT be taller than 3".
- CARS DO NOT HAVE TO BOUNCE. All-thread shocks (1) per side in the factory location no larger than 1" in diameter are permitted for the rear suspension. The shock may extend no more than 6" above the frame/package tray and may only be fastened to the frame/package tray. The shocks may NOT be fastened to the body or gas tank protector in any way. Frame and bumper must be at least 14" off the ground in the rear and no higher than 22" in the front.
- All suspension components must be stock to the particular year/make/model of the vehicle you are running such as a-arms, spindles, hubs, ball joints, control arms, leaf springs, etc., (unless otherwise stated)
- Leaf spring cars must have factory leaf pack w/factory number of leafs and factor stair stepping. Inverting, flat leafing, stiffening, or shortening of leaf spring is NOT permitted. You will be allowed (3) clamps per side with clamp hardware not to exceed 2"x4"x1/4". Modification of hangers, shackles, or frame mounts is NOT permitted.
- No aftermarket coil springs.
- 98-up fords will be permitted to have Watts style brackets, but must have stock upper and lower control arms. Square tubing or reinforced control arms of any sort are NOT permitted on any vehicle. Upper control arm brackets may be a max. of (1)1/4"x6"x8" plate with upper control arm pocket per side. The upper control arm brackets may NOT come in contact with the framerail, they may be mounted to the packing tray only and may NOT be bolted through the body. The lower control arm bracket may be made from tube steel NOT to exceed 3"x3"x6"long.
- Aftermarket steering columns are permitted but must not strengthen the car in any way. (Hydrosteer setups are NOT permitted)
- Aftermarket tie-rods are permitted.
- **Tilting or cold-bending of the frame at any point on any car is NOT permitted.**
- You may cut, notch, or dimple the rear frame rails to help the car roll, but you may NOT reweld the notch points.
- Pre-bending is NOT permitted.
- Front sway bar may only be attached by the factory mounts/bolts. Welding or relocating of the sway bar is NOT permitted.

- You may square the frame off to mount the front bumper. Frame may only be cut back to the front side of the factory located core support mount. Relocating of the core support mounts is NOT permitted.
- Shortening of the rear frame rails is NOT permitted.
- Plating, hammering, pinging, shaping of the frame in any way is NOT permitted. Frames must remain 100% stock unless otherwise stated.

BUMPER:

- **ABSOLUTELY NO SLOPED BUMPERS OR BUMPERS DESIGNED TO SCOOP OTHER CARS!**
- Manufactured or fabricated bumpers are permitted on the front only.
- If running a manufactured bumper it must conform to the following guidelines: The Bumper may not be larger than 8"x8" in any section. If the bumper has a point it must span an area of no less than 32" and the point or furthestmost front part of the bumper may not extend past 14" of the furthestmost back part of the bumper.
- Any year factory bumper is permitted on front and rear.
- On GM factory leaf spring wagons (roundbacks) the rear bumper must remain in the stock location.
- Bumpers may be seam welded on the EXTERNAL SEAMS ONLY.
- Stuffing, loading, or plating of rear bumpers is NOT permitted.
- Plating or covering of vent or marker light holes in any part of the rear bumper is NOT permitted.
- You may cap or curl each end of the rear bumper, but there must be a 2"x2" inspection hole in each end of the bumper. If capping ends, caps must NOT exceed ¼" thick.
- Front and rear bumpers may be mounted using 1 of 2 methods.
 - (1) You may "hardnose" the bumper by welding it directly to the frame. When using this method, you may attach a maximum 6"x6"x1/4" plate to the bumper in the mounting locations to create a mounting surface. The plate must be located between the frame and the bumper. You may also weld (1) ¼"x4"x6" plate per side on the outside of the frame toward the tires to help secure the bumper.
 - (2) You may use the factory shocks/brackets. Using this method, you may collapse the factory shocks and weld them so they remain collapsed. You may also weld around the factory bracket where it bolts to the frame rail. Relocating or plug welding of the factory shocks is NOT permitted.

***UNIBODY CHRYSLER** cars can weld the first 2" of the bumper shock to the side of the frame.
- **SLIDING THE FRAME RAILS INTO THE BUMPER OR BUILDING THE BUMPER AROUND THE FRAME RAILS IS NOT PERMITTED.**

TIRES/WHEELS:

- Any rubber tire permitted. All wheel weights and/or studs must be removed prior to inspection. Doubled tires are permitted.
- You may use any stock automotive wheel with a multilug center, 1" max. bead protector, and valve stem protector.

- Bead locks (inner or outer), full centers, and wheel protectors will NOT be permitted.

DRIVER'S COMPARTMENT:

- You may have a 4 point cage around the driver's compartment for safety consisting of (1) dash bar, (1) rear/seat bar, and (1) door bar per side. The maximum allowable cage material is 6"x6" NOT to exceed 60" long. The dash bar must be straight across NOT conformed to the body/firewall/cowl.
- The dash bar must be at least 5" from the firewall.
- All cage components must be at least 8" off the rocker panel.
- You may use a maximum of 8"x8"x1/4" plates (1 per side) to attach door bars to door posts.
- A roll over bar is permitted but must ONLY attach the cage bars and roof.
- Roll over bar must run vertically straight up and down, no tilting.
- No cage components are allowed more than 4" past where the drive shaft tunnel meets the rear seat area, including the roll over bar.
- A gas tank holder is permitted NOT to exceed 32" wide. The gas tank holder may be welded to the rear/seat cage bar OR bolted to the floor (not both). If welded, the gas tank holder must be at least 5" away from ALL sheet metal at the rear floor/seat/speaker deck area. **IF IT IS WITHIN 5" OF ANY SHEET METAL AT ANY POINT YOU WILL NOT BE PERMITTED TO RUN. THIS GOES FOR FRESH AND PRERAN CARS.** If bolted to the floor, the gas tank holder must be at least 5" away from any cage components including the roll over bar.
- Cage components, including gussets and mounting plates may NOT attach to the floor, rocker panels, or frame in any way.
- Aftermarket shifters are permitted but must not strengthen the car in any way.
- Aftermarket, homemade, or floor mounted brake/gas pedals are permitted but must not strengthen the car in any way.

FIX-IT PLATES:

- (2) fix-it plates per side will be allowed on all cars but must not exceed 4"x4"x1/4"
- Fix it plates may NOT be contoured to the frame.
- "Taco" or parallelogram plates are NOT permitted.
- Fix it plates must be at least 1" away from any other allowable plates or washers and may have a single 1/2" bead of weld max. around the plate
- If fix-it plate rule is abused in any way, all plates will be removed.
- **OFFICIALS DECISION IS FINAL ON FIX-IT PLATES.**
- If rust repair is necessary, the rusted area must be completely removed and replaced with similar material of the same thickness. There may be a 2" overlap on sheet metal and 1/2" overlap on the frame.

FOR QUESTIONS OR CONCERNS CONTACT BILL BROWNING (419) 560-1321

