

KEYSTONE NATIONALS - Jefferson County Fairgrounds - Brookville, PA
July 21, 2012 - 7PM

3 Classes to choose from - ALL classes will be a \$50 entry. If you pre-register, you will get a copy of the video from Smashed Empire Films and a free event T-shirt. Pre-reg info coming soon!!!

Stock Class (NE Unified Stock Rules) - 1 run and done

1st - 1000

2nd - 300

3rd - 200

Maddog - 500

Top 3 and Maddog qualify for Limited Weld feature (Car and Driver qualify together). Any other Stock Class driver will be allowed to sign his/her car up for either the Lim Weld consi or the Pro Class if they are interested

Limited Weld (Smashmasters Rules) - Heats, consi, and feature

1st - 3000

2nd - 1250

3rd - 500

Maddog - 500

80's Bonus - 500 (Highest placing 80's and newer car in Lim Weld feature)

Pro class (Brookville Rules) - Heats, consi, and feature

1st - 3000

2nd - 1250

3rd - 500

Maddog - 500

Underdog Bonus - 500 (Highest placing car able to pass inspection for either of the other 2 classes)

BROOKVILLE 2012 STOCK RULES

(OFFICIAL NORTHEAST UNIFIED STOCK CLASS RULES)

IF YOUR CAR IS OVERBUILT YOU WILL NOT BE ALLOWED TO RUN THIS CLASS

General

1 - Any year Foreign or Domestic mass-produced 2 or 4 door hard top car or coil sprung station wagon is permitted. No leaf spring station wagons. No Chrysler Imperials or Imperial frames 1973 or older. No open roof cars. Minimum 107" wheelbase (full size).

2 - No 4WD, Jeeps, Trucks, Blazers, Suburbans, Vans, Utilities, Flower Cars, Limousines, or Carry-alls permitted.

3 - All cars must have an identifying number displayed on each side and the roof. The numbers must be large enough to be seen from announcers booth.

4 - STOCK MEANS STOCK! These cars are to be considered STOCK unless specifically mentioned in these rules. No altering, swapping, welding, or manipulating parts unless specifically mentioned. Patching and rust repair WILL be allowed. (SEE BELOW)
Stripping

1 - All unnecessary glass, plastic and chrome moldings, and flammable materials must be removed. No broken windows in doors.

2 - The car must be clean and free of loose debris in the driver's compartment and the trunk.

3 - All airbags must be removed. Drain air conditioners. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

Body and Frame

1 - BODY MOUNTS MUST REMAIN STOCK AND IN STOCK LOCATION!! However, up to 4(four) mounts may have bolts replaced if broken. They may be replaced by bolts no larger than 1/2". Washers may not be larger than 1/4" x 3" x 3". They must be positioned in the same place and with the same intent as the factory bolts but may travel through the top of floor. All factory spacers must remain in place and remain as intended by the factory. No welding washers to car body or frame. Do not relocate or add extra body mounts. FACTORY BUSHINGS MUST REMAIN IN PLACE AND INTACT. K-member bolts will not be considered body mounts.

2 - PATCHING – CALL WITH ANY QUESTIONS – EXCESSIVE PATCHING WILL BE CUT!!

a) Frame patching - You may patch rusted or bent frames. Max 2 patches per car. Each patch may be no larger than 3" x 6" x 1/8" thick and retain all factory holes. Original frame being patched must be cut out, and patch must be exact fit with no overlap, stitch welded 1" on, 1" off only. You may not re-weld any frame seams. If creative patching creates reinforcement, it will be cut.

b) Body patching - You may patch rust using same thickness of metal as area you're patching. 2 inch overlap only on rusted areas. No overlapping of patches and no patching over factory seams. Body patching is limited to 4 patches per car, max 12" x 12" ea. You MUST prove your rust! (Patches for safety issues, including floors, will be at officials discretion – CALL AHEAD).

- 3 - Notching and pre-bending will be allowed. Do not weld the notches back together.
- 4 - Wedging and lowering of trunk area will not be allowed. Trunklids may be cut or bent to tuck. Quarter panels must remain vertical.
- 5 - Do not paint or undercoat frames inside or out. Do not grind or buff frames

Cages and Driver Protection

- 1 - Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall, and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. All bars MUST be inside the drivers compartment except roof bar. All cage bars may be no bigger than 5"x 5" except side bars. Side bars may be c-channel up to 6". Side bars can not go past the fire wall or past the center of the rear doors. If side bars are not used, mounting plates not exceeding ¼" x 6" x 12" may be used on the ends of the seat bar and dash bar. A roof bar may be used. It must go straight across and straight up and down and may be bolted or stitch welded with 1 inch welds in 3 places to the roof only. It must come off your rear seat bar. Max 5"x5" bars or 6" C-channel.
- 2 - Non-posted cars may weld 1 (one) post to each side of the car, centered on the door seam, 3" x ½" max., with no more than 4" extending down the door or onto the roof.
- 3 - ONE windshield bar or chain may be attached from the roof to the cowl area on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.
- 4 - Driver's door reinforcement is recommended and may be on the inside or outside of the car. This is not to extend more than 10" in front of and 10" behind the driver's door seams. Inside padding is recommended for the driver's door. No sharp or protruding edges.

Hoods, Trunks, and Doors

- 1 - Hood must have at least a 10" x 10" hole on each side of the air cleaner for fire personnel. Hood/trunk cutout bolts may be used. Max 12 per hood/trunk, no larger than 3/8" bolts. If you are using engine driven plastic fan, hood must cover fan and extend 6" past fan blade.
- 2 - Hoods and trunk lids may be secured in 4 places with max 3/8" chains, #9 wire, and/or banding. They may wrap around bumpers.
- 3 - All hoods MUST be open on stock hinges or removed completely for inspection regardless of cutout size.
- 4 - All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a used car that is bent or a fresh car that is pre-bent. If trunklids are tucked, a large hole must be cut for inspection.
- 5 - Only the driver side door may be welded shut with up to 3/8" rod or 3"x ¼" strap. All other doors may be chained or wired in no more than 2 spots per seam, sheetmetal only.

(OFFICIAL NORTHEAST UNIFIED STOCK CLASS RULES)

CALL OR TEXT WITH ANY QUESTIONS!! SCOT - 610-781-7931

Bumpers

- 1 - Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. Bumper brackets may be rebolted.
- 2 - You may weld bumpers to bumper shocks and shocks to brackets. You may weld bumpers to brackets for non-shock applications. You may swap bumper brackets from car to car. Brackets must be used in their STOCK manor, and may not be altered in any way! Bumper brackets may only be welded to the first 6 inches of frame. NO additional metal may be used. You may weld bumpers directly to the frame. However, if you choose this option, you may not have a bumper shock or bracket in or on the frame.
- 3 - Bumpers MAY be chained or wired to car body. If chains or wire pass through hood or trunk, they will be counted as tie down spots. No welding bumpers to bodies. You may not weld inner and outer skins together

Engines, Transmissions and Driveshafts

- 1 - Engine and transmission swapping between manufacturers is allowed. Do not strengthen frames or crossmembers with mounts. A simple cradle with a pulley protector will be allowed. Motor mounts may be bolted or welded to crossmember ONLY. One engine chain per side may be used, bolted to existing factory hole, or wrapped around frame only. Factory transmission crossmembers must be used.
- 2 - Aftermarket shifters, gas pedals, and throttle linkages are allowed. Transmission braces are NOT allowed.
- 3 - Transmission coolers and engine oil coolers are not allowed in drivers compartment.
- 4 - Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
- 5 - Radiators must remain in their stock location if used. Closed loop systems are allowed as a simple hose to hose connection.
- 6 - Metal engine driven fans must be removed. One plastic racing style fan or one electric fan with plastic blades will be allowed per car.
- 7 - Water only in cooling system. Please drain antifreeze prior to arrival at the track.
- 8 - Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We recommend metal frames bolted or welded to the floor or chains. Please do not use zip screws or rubber straps.
- 9 - Distributor protectors are NOT allowed. All large holes in firewall must be covered with tin, heavy rubber or fire resistant material.

10 - Factory driveshafts may be altered to accommodate for length and drivetrain. No truck driveshafts. NO slider shafts.

Suspension and Rears

- 1 - Any rear-end may be used provided it is from a car (5 lug or less). Rears may be locked. Rears may be chained, however suspension must still move.
- 2 - Suspension may be raised by using torsion adjustments, spring spacers or blocks. Suspension may not be locked, it must still move.
- 3 - Shocks must be operational. They may be clamped or stuffed with rags, but must still travel. Shocks and springs may be from cars only. NO TRUCK PARTS!
- 4 - Factory leafed cars must have factory appearing spring packs with correct stepdowns. No more than two replacement clamps will be allowed on each spring pack. They may not exceed ¼" x 2" x 5".
- 5 - No suspension conversions except airbags to coil springs. Trailing arms are to remain stock. This includes Watts link style cars.

Gas Tanks and Gas

- 1 - ORIGINAL GAS TANKS MUST BE REMOVED COMPLETELY!!!
- 2 - Fuel cells or approved marine style tanks are required No gas cans. Tanks must have secure, leak-proof fittings.
- 3 - Tanks must be located behind the front seat and must be securely fastened with chains, bolts, or both. ZIP SCREWS ARE NOT ACCEPTABLE!! If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the seat bar OR bolted to the floor sheet metal. All gas tank frames/mounts may be no wider than 24", and must start at least 4" away from vertical sheet metal on both used and fresh cars. Additionally, gas tank mounts may not be used as a technical advantage on a car.
- 4 - Tanks must be covered with a rubber mat, a metal cover, or both.
- 5 - You may run an electric fuel pump. It must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
- 6 - No more than 10 gallons of gas allowed. Any gas or fuel may be used.

Brakes and Steering

- 1 - A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.
- 2 - Steering may be altered from the steering box to the steering wheel.

Tires and Rims

- 1 - No studded tires. No liquid or concrete filled tires. Any ply rating, foam filled, doubled, etc will be allowed.
- 2 - All wheel weights must be removed, including on the inside of the wheels.
- 3 - Valve stem guards and variable lug centers will be allowed.

ANY 'EXTRA' WELDING WILL BE COMPLETELY REMOVED

For BROOKVILLE/SMASHMASTERS Stock Class tech questions please contact:

SCOT – CALL OR TEXT 610-781-7931

BROOKVILLE (smashmasters) 2012 LIMITED WELD RULES

The demolition derby is a spectator's thrill attraction. In the interest of safety and sportsmanship, the promoter and /or operating facility sets up rules and regulations where this event is held. These rules govern the conditions of all events. The rules and regulations set forth herein are designed to provide for the orderly conduct of the events and to establish minimum acceptable requirements of such events. The publication and/or compliance with these rules and regulations, sets forth any expressed or implied warrants of safety. They are in no way a guarantee against injury or death to participants, spectators or others.

Event Rules

- 1 - All crewmembers are the responsibility of the driver
- 2 - All drivers must attend drivers meeting prior to the event.
- 3 - Arguing, fighting, or un-sportsman-like behavior will not be tolerated and may lead to disqualification and prosecution.
- 4 - Any injuries must be reported to the officials immediately no matter how small they seem to be.
- 5 - DRUG AND ALCOHOL USE OR POSSESSION WILL NOT BE TOLERATED! Any drugs or alcohol found will be confiscated and not returned and may result in driver disqualification. Anyone found under the influence of drugs or alcohol will be disqualified and may be banned from any future events.
- 6 - No teamwork. No Sandbagging. No holding cars. Offenders of these rules may be subject to a cumulative clock.

7 - No protests or arguing with the officials during the race. Doing so may, at the head official's discretion, result in disqualification, forfeiting of any prize money, and immediate eviction from the grounds.

General Safety

- 1 - NO SMOKING ON THE TRACK AT ANY TIME!
- 2 - Drivers must wear DOT or Snell approved FULL FACE helmets with shields or other eye protection.
- 3 - A commercially produced neck roll or wedge neck collar is recommended.
- 4 - Drivers are required to wear long pants and long sleeve shirts. Fire suits and gloves are highly recommended.
- 5 - Vehicles must have factory or better lap belts in working condition. Shoulder belts/harnesses are recommended.
- 6 - A dry chemical fire extinguisher is recommended. It should be mounted securely within the drivers reach.
- 7 - Any vehicle deemed a safety hazard will be shut down at the discretion of the officials.

CALL OR TEXT WITH QUESTIONS!! SCOT WALLACE – 610-781-7931

Car Rules

General

- 1 - Any Foreign or Domestic mass-produced 2 or 4 door hard top car or station wagon is permitted. No Chrysler Imperials or Imperial type frames 1973 or older. Convertibles will be allowed to convert. You must call first
- 2 - No 4WD, Jeeps, Trucks, Blazers, Suburbans, Vans, Utilities, Flower Cars, or Carry-alls permitted.
- 3 - All cars must have an identifying number displayed on each side and the roof. The numbers must be large enough to be seen from announcers booth. Roof signs may be used but must be in front of roof/halo bar.
- 4 - No extra screws, nuts, bolts, welds, chain, wire, rope, glue, adhesive, or other fasteners may be used besides what is covered in these rules.
- 5 - NO REINFORCING ANYWHERE!! Patching of repair rust and major damage will be allowed at officials discretion. Cars are to be considered STOCK OR LESS unless otherwise noted. Call with questions.
- 6 - JUST BECAUSE IT IS NOT MENTIONED IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT. Call with questions.

Stripping

- 1 - All glass, plastic and chrome moldings, and flammable materials must be removed. No broken windows in doors
- 2 - The car must be clean and free of loose debris in the driver's compartment and the trunk.
- 3 - Stock gas tank must be removed.
- 4 - All trailer/towing hitches must be removed.
- 5 - All airbags must be removed.
- 6 - Drain air conditioners. Rubber hoses must be cut or removed prior to arrival at the track.

Cages and Driver Protection

- 1 - Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. All bars must be at least 5" from the center of the fire wall, distributor protector, bell housing, transmission brace, and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back then where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. Side bars can be inside the doors or in the car. All cage bars may be no bigger than 5"x 5" except side bars. Side bars may be c-channel up to 6". Side bars can not go past the fire wall or past the center of the rear doors. No cage or components can be welded to the frame, body mounts, or the washers in any way. No kickers from the dash bar to the distributor protector. If side bars are not used, mounting plates not exceeding 1/4" x 6" x 12" may be used on the ends of the seat bar and dash bar. Chains, wires, etc. may not attach to cages.
- 2 - Gas tank protectors will be allowed following these parameters:
 - a) They must follow all previous cage rules. We recommend mounting gas tanks directly to the protector.
 - b) They may be no wider than 24" outside to outside. Gusseting will be allowed on drivers side.
 - c) Bars may only be welded to back seat bar, but may rest against back panel sheet metal
 - d) No down legs, it must be floating. Don't bolt/weld it to the frame or sheet metal in any way.
 - e) Keep it simple. Keep it safe. Overbuilding will lead to extra cutting. CALL WITH QUESTIONS.
- 3 - Halo bar must go straight across and straight up and down and may be bolted or stitch welded with 1 inch welds in 3 places to the roof only. It must come off your rear seat bar. Max 5"x5" bars or 6" C-channel.
- 4 - Non-posted cars may weld 1 (one) post to each side of the car, centered on the door seam, 3" x 1/2" max., with no more than 4" extending down the door or onto the roof.

Frame

- 1 - No welding on frames will be allowed besides what is discussed in these rules. Pre-run cars may have the opportunity to cut welds with prior approval. PLEASE CALL WITH QUESTIONS!!!
- 2 - Any welding on cars deemed necessary after heat races MUST be pre-approved. No plates or seam welding will be allowed, only what is absolutely necessary to get the car to the track. If any plates or unapproved welding is found, you will be immediately

disqualified.

3 - No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint frame or any possible frame work.

4 - NO HUMP PLATES

5 - You may swap frames within manufacturers if they are a direct fit. Ford/Ford and GM/GM, Chryslers may swap subs. No foreign material or welding may be added to do so. Core support must remain in its stock location.

6 - Trailer hitches and braces must be removed. NO WELDS ON FRAME besides what is covered in these rules

7 - Angles for cross member mounts can't be longer than 6" and must be within 10" from factory location. Cross member must run straight across. Cars with "floating" type crossmembers may not tie into outer frame rails. Use one or the other.

8 - You may cold bend or power bend ONLY to tilt the front of any car. No cutting/welding to tilt. No metal may be added.

9 - 2003 and newer Ford products will not be allowed to convert to steel engine cradles.

10 - You may run one chain from frame rail to frame rail behind the rear end, max 3/8 chain with standard length links. It may be fastened with (1) 3/8" bolt per side, or one link per side welded to the frame. No welding of other chain links.

11 - Front frame rails may be shortened however the core support must remain in its stock location.

12 - If a frame section needs to be replaced or repaired you must call first (pictures will be needed to justify repair.) Repairs will consist of max 2 (two) 3" x 6" x 1/8" or smaller patches, butt welded only, and retain all factory holes.

13 - You may clip pre-ran cars in front of the a-arms only, with a single butt weld, with no metal added. You must use same make, type, and vintage of frame IE: Ford to Ford, GM to GM

14 - Do not paint or undercoat frames inside or out. Do not grind or buff frames.

CALL OR TEXT WITH QUESTIONS!! SCOT WALLACE – 610-781-7931

Body

1 - You may cut and roll wheel wells for tire clearance. 6 bolts in each wheel lip 3/8" max bolt 1" washer. No long bolts.

2 - You may patch rust using same thickness of metal as area you're patching. 2 inch overlap only on rusted areas. No overlapping of patches and no patching over factory seams. Patching is limited to 4 patches per car, max 12" x 12" ea. You MUST prove your rust! (Patches for safety issues will be at officials discretion). Excessive patching will be cut.

3 - Do not paint, undercoat or recover inside body panels or seams.

4 - Rear of cars may be pre-bent. They must have a min. 12" gap from the body mount level of your trunk floor to your trunk lid at any spot unless tucked. If tucked, they may go to the floor, ONLY at the bottom, below the bend.

5 - All Doors may be welded solid (outside seams only) with up to 1/4" plates no wider than 3 inches. If you choose to wire you may use unlimited chain/wire. You may not use both. No chain/wire may wrap around frame for door purposes

6 - Plate may be welded or bolted on drivers' door for safety. It is not to exceed 6 inches on either side of door.

7 - Core Support may be shimmed up. Shim material may not be welded to body and frame.

8 - You may run #9 wire or chain in 4 spots. They may be connected to body mount bolts or washers inside the car OR they may make a single teardrop wrap around the frame/subframe/uni-body frame. They may extend up to window posts

or the roof. No connections to cages will be allowed. 1" washers may be welded to the roof to accommodate wire. Floating 5" x 5" plates may be used for chain or upper bolts. No crisscrossing of wires or chains.

9 - You may run ONE front window bar. It may be no more than 3" x 1/2". It cannot be connected to rollover bar and may not be located directly behind the distributor protector AND/OR travel down the firewall.

10 - ONE rear window bar may be used. Rear window bar must run up and down from roof to speaker deck/rear cowl area with a max. 5"x5" plate welded or bolted on the deck and roof. It may not be mounted any farther back than the front-most trunk seam or trunk strap. Rear window bar cannot be bolted to frame unless used as your 2 extra body mounts. Bar may be made of up to 2 inch round, square, or flat material.

Body Bolts

1 - All body bolts may be replaced with up to 3/4" bolts, maximum 8" length. If you choose to upgrade/replace your bolts, you must use a min 1" thick spacer, no larger than 3"x3", between body and frame. All body bolts must remain inside the frame with the exception of the front two core support bolts. Washers must be free floating inside the car and inside the frame. Maximum washer size is 5"x5". DO NOT weld the bolts, body washers, or spacers to the floor or frame.

2 - Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 6 hood bolts. Do not weld bolts to body! However, a 1/8" thick washer, max 3" x 3" may be welded to top of core support for bolt.

a) Cars without radiator support mounts in a position to make this rule effective may weld threaded rod vertically on the side of the frame, on the top of the frame, OR bolt it through the top of the frame only. Do not weld bolts to body!

3 - You may add 2 body mounts in the position of your choice. They must pass through the existing frame or crossmember. They must be painted for easy viewing. These body mounts must follow previous body bolt guidelines and only be positioned as a working BODY MOUNT, and in no way may extend further than the top of the floor. Extra mounts may not be placed anywhere in front of the firewall. Additionally, all body mounts must be installed vertically.

CALL OR TEXT WITH QUESTIONS!! SCOT WALLACE – 610-781-7931

Hood

- 1 - Hood must have at least a 10" x 10" hole on each side of the air cleaner for fire personnel.
- 2 - Hoods may be bolted together at cut out, 12-3/8" bolts max with a 1" washer per hood.
- 3 - Hoods may be secured in 6 spots.
 - a) You may use up to 3/4" bolts max 8" long with no larger than 5 inch floating washer.
 - b) Up to 5 inch long angle may be welded onto the fender and hood for bolting also.
 - c) If wire/chain is used, no more than 3 strands per hole in 6 places. You may weld 1 inch washer at holes for wire.
 - d) Front 2 body mounts may pass from bottom of frame thru the core support and be used as front hood bolts. Core support bolts may be 1 inch or smaller.
- 4 - All hoods MUST be open on stock hinges or removed completely for inspection regardless of cutout size.

Trunk

- 1 - Trunk lids/gates may be secured in ONE of the following ways:
 - a) They may be skip welded 3" on 3" off or up to 5" on 5" off with up to 1/4" plate 3 inches wide on outside seams only. No overlapping or long solid straps. OR
 - b) Chains, #9 wire or bolts, sheet metal to sheet metal only, no closer than 3" apart on the seams only. OR
 - c) 8 chains, bolts or #9 wires run vertically in any manner sheet metal to sheet metal
- 2 - You must have an inspection hole cut in your trunk lid. Hole must be 10 inches wide by 10 inches tall.
- 3 - You may bolt your trunk cut out with 12(twelve) 3/8" or smaller bolts with 1" washers.
- 4 - Rear of cars may be pre-bent. (refer to BODY #4) (Inspectors must be able to clearly see the entire trunk floor.)
- 5 - All rear inner decking panels must be removed from station wagons

Bumpers

- 1 - Any year OEM car bumper is permitted. DEC bumpers accepted.
- 2 - You may weld all bumper seams, but you may not stuff them. (Bumpers are expensive so weld them to last.)
- 3 - You may trim bumper ends, but do not leave sharp edges.
- 4 - You may weld all mounting components of bumpers solid to the frame.
- 5 - You may use any factory car bumper brackets to mount your bumpers. You may swap bumper brackets from car to car; brackets must be used in their STOCK manor. Brackets may not be altered in any way!
- 6 - You may weld bumper directly to frame. You may add 4" x 12" x 1/4" strap from bumper to frame. Nothing should be attached to the frame past the 12" mark including bumper brackets. Anything past 12 inches will be cut completely off.
 - a) - Bumper shocks, brackets, and straps may not be located closer than 6" to the bottom of the rear hump or A-arm.
- 7 - Wagons can run 2 pieces of all-thread, 1" max from the back bumper through the back body panel (NOT THE FRAME) only to help hold the bumper on (3" max on washers) WAGONS BOTTOM INSPECTION COVERS MUST BE REMOVED BEFORE INSPECTIONS. No all thread or washers may be welded.
- 8 - You may run #9 wire in 3 spots, 3 strands per spot from core support to front bumper. 1 inch washers may be welded to bumper and core support to run your wire through. Rear bumpers may be wired the same way to either the deck lid, tailgate or taillight valence. OR, rear bumpers may have 2 straps, max size 2"x10"x1/4", welded from the bumper to the body. If welded, each strap may be welded no more than 3" on to body or bumper.
- 9 - Bumper height min. 16" from bottom of back bumper. Bumper height max 22" to bottom of bumper on front. No low riders. Must be kept within reason. Officials have final say due to make/model.

Engines and Transmissions

- 1 - Engine and transmission swapping between manufacturers is allowed. They may be welded or bolted in place. Do not strengthen frames, crossmembers, or bodies with engine or transmission mounts. Call with questions
 - a) Two engine chains will be allowed. They may be bolted to existing hole or 1 wrap around the frame. No welding.
- 2 - Transmission coolers and engine oil coolers are allowed. You must use high pressure lines and fittings. Gas line and hose clamps will be rejected.
- 3 - Some type of air cleaner must be used. No open carbs will be allowed.
- 4 - Distributor protectors and carb guards will be allowed. 15" wide max. at firewall. Must be kept between the headers.
- 5 - Transmission protectors and aftermarket bell housings will be allowed. These components may not be used in a manner beyond the design of protecting a transmission.

Radiators and Fans

- 1 - Any stock type radiator is allowed, and must be mounted in stock location. Radibarrels/water tanks are NOT allowed.
- 2 - You may (float your radiator) using 9 wire, bungee straps, or anything of that nature, maximum of 3 spots.
- 3 - Metal engine driven fans must be removed. 1 plastic racing style fan OR electric fan with plastic blades will be allowed. If racing fan is used, hood must cover fan or shroud must be used.
- 4 - Water only!

CALL OR TEXT WITH QUESTIONS!! SCOT WALLACE – 610-781-7931

Suspension and Rears

- 1 - Suspension must remain stock unless otherwise stated.
- 2 - Front suspension may be secured in ONE of the following ways:
 - a) A-arms may be folded down and welded to frame. No metal may be added. OR
 - b) Lower A-arm may have a 2" wide straight strap 3/8" thick attached to frame. Strap must be installed vertically. No more than 2" of weld on frame. OR
 - c) One 2" pipe from lower a-arm to bottom of frame rail. OR
 - d) You may use chain to wrap and hold a arm down without welding. You may choose one of these four.
- 3 - A-arms and spindles may be swapped as long as no material is added to do so.
- 4 - Trailing arms may be strengthened. Rubber bushings must be used!
- 5 - Factory leaf sprung cars that alter their stock pack may run no more than 7, (seven) 5/16" springs. Springs may be no longer than the main. Main must be top spring. Leaf spring packs must have a 2 inch stair step. No spring may wrap around the main spring eyelet. Rear end must remain on top of leafs. Leafs MUST remain in STOCK location with a factory mounting system.
- 6 - Leaf spring clamps may be 2" wide 3/8" thick 4 per side allowed
- 7 - You may run aftermarket shocks. Shocks must be mounted in a style similar to factory.
- 8 - You may swap coil springs and weld coils to your rear end.
- 9 - No leaf conversions.
- 10 - Cars may be no higher than 22 inches and no lower than 16 inches. (Measurements are taken from the lowest part of bumper to the ground.)
- 11 - You may chain rears around frame humps. Do not weld the chain links together. Do not use strapping of any kind for this. This chain can only be 3/8" chain max. Unibody cars may use 1, 3/8" bolt per side through the frame.
- 12 - Cars do not have to bounce. Solid suspension is allowed.
- 13 - You may use rear end of choice. 8 lug rear ends are permitted. Rear end protectors may be used but may not be used to strengthen car in any way.
- 14 - If sway bars are used, factory sway bar brackets must be used on frame. No welding allowed.
- 15 - Cars with non-typical trailing arms may be converted to 4 link suspension in the following ways: Call with questions
 - a) Use a factory 4 link package tray and lower control arm mounts from an older car, welded with a single pass, and installed in a factory manner. No doubling of package trays or framerails. Call with questions
 - b) Homemade brackets may be used provided they are not used as reinforcement. Upper brackets may be attached with max of 6 - 1/2" bolts each side. They must be 2 separate brackets. Lower brackets may be bolted or welded. Do not position brackets to strengthen the front down legs of the rear hump. Mount them in the stock locations. Oversized brackets will be cut down. Call with questions.

Gas Tanks and Gas

- 1 - Any fuel is accepted.
- 2 - Original gas tanks must be removed.
- 3 - Tanks must be mounted in a safe and secure way behind the driver's seat.
- 4 - You may have 10 gal of fuel maximum. You must use a fuel cell or metal marine style tank with appropriate fittings.
- 5 - All fuel tanks must be covered with non flammable material.
- 6 - You may run an electric fuel pump but you must have a on and off switch clearly marked.
- 7 - All fuel lines must be secure and leak proof.
- 8 - Any method of mounting tanks can in no way strengthen your car.

Battery

- 1 - Batteries must be secured to floor in front passenger seating area.
- 2 - Batteries must be covered.

Brakes and Steering

- 1 - A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.
- 2 - Steering components may be changed and modified providing frame and body are not strengthened.
- 3 - Steering Column may be swapped, aftermarket steering shafts allowed.

Tires and Rims

- 1 - No studded tires. No liquid or concrete filled tires. Any ply rating, tread, foam filled, doubled, etc will be allowed.
- 2 - All wheel weights must be removed, including on the inside of the wheels.
- 3 - Valve stem guards and universal centers no thicker than 3/8" are allowed. No added steel otherwise.
- 4 - No tires larger than 31 inches tall

Additional Comments

- 1 - The intention of these rules is to try to keep all competitors on a level playing field. Build within the rules.
- 2 - Be prepared to have your vehicles inspected with a bore scope or other type of fiber optic camera, and to have vehicle re-inspected at any time.
- 3 - The top 5 drivers in the main event will have the opportunity to inspect the winning cars with the officials at the end of the derby. Issues must be rule specific, not opinions or interpretations.
- 4 - Post race inspections may include the use of a drill or torch at the discretion of the officials.

CALL OR TEXT WITH QUESTIONS!! SCOT WALLACE – 610-781-7931

BROOKVILLE - PRO CLASS RULES – 2012 PAGE 1

CALL OR TEXT WITH QUESTIONS - TOBY HIGHLEY - 937-684-5422

CAR TYPE

1. Any American made sedan or station wagon car is allowed. Convertibles may be converted (call first)
2. All glass, plastic, interior, rear seats and decking in all wagons must be removed before entering.
3. Insides of cars may not be painted; no obscenities or profanity may be painted on cars.

FRAME

1. You may weld the top frame seams from the beginning edge of the firewall forward only. 1 pass ½ inch wide bead. No side welded seams accepted.
2. Any welding on cars deemed necessary after heat races MUST be pre-approved. No plates will be allowed, only what is absolutely necessary to get the car to the track. If any plates or unapproved welding is found, you will be immediately disqualified.
3. No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint frame or any possible frame work.
4. For coil sprung cars you may use a hump plate. They may be ¼" X 6" X 24" and must be centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. These hump plates may contour the frame or run straight across the hump.
5. You may swap frames within manufacturers. Ford/Ford and GM/GM, Chryslers may swap subs. No foreign material may be added to do so.
6. Trailer hitches and braces must be removed. **NO WELDS ON FRAME MAY EXCEED ½" IN WIDTH EXCESSIVE WELDS WILL HAVE TO BE FIXED.**
7. You may put (4) - ¼" x 3" x 3" plates on pre-ran cars that have frame damage There must be **VISIBLE DAMAGE** to have the fix it plates. If a seam has come apart you may re-weld up to 6" of that seam, but that will count as 1 of the 4 plates (no plates bigger than ¼" x 3" x 3" allowed) **THIS WILL BE STRICTLY ENFORCED.**
8. Angles for cross member can't be longer than 6" and must be within 10" from factory location. Cross member must run straight across. .
9. You may cut flaps and re-weld to tilt the front of new style fords no metal may be added. All factory holes in frame must remain open no welding these holes shut permitted. Welds on frame seams may be no wider than ½"
10. On new style cars with the aluminum cradles, you may switch these out with 80 and newer steel cradles. They must be installed like their factory counterparts using only the factory brackets. No other metal may be added. They must be in factory location and cannot be moved forward. You may use a 3" spacer from the bottom of the frame to lower A-arm where the spring goes. You may not alter the frame in any manner other than attaching factory brackets with a single bead of weld. You cannot make homemade spring pockets. All factory holes in front of A-arms must be open. The 4 holes in front of a-arms behind bumper must remain open. Swaps must remain within make i.e. Ford/Ford, GM/GM.
11. You may run one chain from frame rail to frame rail behind the rear end. No welding of chains.
12. Front frame rails may be shortened however the core support must remain in its stock location.
13. If a frame section needs to be replaced or repaired (rust) you must call first (pictures will be needed to justify repair.) On pre-ran cars, if the frame is shortened and bumper replaced, the bumper shocks may not be located closer than 6" from hump plate.
14. You may clip pre-ran cars with a single butt weld with no metal added must use same make and model of frame IE: Ford to Ford, GM to GM

CAGE

1. Bars must be sheet metal to sheet metal.

The back bar cannot be any further back then where the kick panel meets the bench seat and must be at least 6" off the floor. Front bar may contour the body. Distributor protectors may have a stubber bar between the protector and the dash bar. OR kickers may be used from dash bar to TOP of frame (not through frame), between a arms and firewall. One per frame rail, max 2 per car. Side bars can be inside the doors or in the car. All cage bars may be no bigger than 5"x 5". Side bars cannot go past the fire wall or past the center of the rear doors. No cage or components can be welded to the frame, body mounts, or the washers in any way. 2. Gas tank protector: No

wider than 24" outside to outside. It may only be welded to the back seat bar. It may go against rear seat panel sheet metal. No down legs, it must be floating. Don't bolt/weld it to the frame or sheet metal in any way.

3. You may add 4 vertical down bars welded from the bottom or the inside of the cage bars to the floor sheet metal only. These bars may not attach or conceal any body mounts or washers. (4"x 4" max welding to the floor boards) No oversized flanges or angled down bars.

4. Halo bar must go straight across and straight up and down and be bolted in 3 places to the roof only. It must come off your rear seat bar.

BUMPERS

1. Any year OEM car bumper is permitted. DEC bumpers accepted.

2. You may weld all bumper seams. (Bumpers are expensive so weld them to last.)

3. You may trim bumper ends.

4. You may weld all mounting components of bumpers solid to the frame.

5. You may swap bumper brackets from car to car; brackets must be used in their STOCK manor. Brackets may not be altered in any way!

6. You may weld bumper directly to frame. You may add 4" x 12" x 1/4" strap from bumper to frame. Nothing should be attached to the frame past the 12" mark including bumper brackets. Anything past 12 inches will be cut completely off.

7. Wagons can run 2 pieces of all-thread, 1" max from the back bumper through the back body panel (NOT THE FRAME) only to help hold on the bumper (3" max on washers) WAGONS BOTTOM INSPECTION COVERS MUST BE REMOVED BEFORE INSPECTIONS. No all thread or washers may be welded.

8. Bumper height min. 14" from bottom of back bumper. Bumper height max 22" to bottom of bumper on front. No low riders must be kept within reason. Officials have final say due to make/model.

9. You may use any factory car bumper brackets to mount your bumpers.

10. Bumper backs may be reinforced (stock appearing).

BODY

1. You may cut and roll wheel wells for tire clearance. 6 bolts in each wheel lip 3/8" max bolt 1 inch washer

2. You may patch rust using same thickness of metal as area you're patching. 2 inch overlap only on rusted areas. No overlapping of patches and no patching over factory seams. Patches limited to 4 (four) 12"x12" patches per car. You MUST prove your rust! This does not include driver safety issues. Excessive patching will be cut.

4. All Doors may be welded solid with 1/4 plates no wider than 3 inches. If you choose to wire you may use unlimited chain/wire. You may not use both. No chain/wire may wrap around frame for door purposes. Outside seam only may be welded.

5. Plate may be welded or bolted on drivers' door not to exceed 6 inches on either side of door.

6. Any cars door that comes open will be disqualified

7. Core Support may be shimmed up.

8. Steering Column may be swapped, aftermarket steering shafts allowed.

9. You may run #9 wire in 3 spots, 3 strands per spot from core support to bumper. 1 inch washers may be welded to bumper and core support to run your wire through.

10. You may run 2 straps from your deck lid to your rear bumper. Straps may be no larger than 3 inches wide by 1/4" thick and may only be welded 3 inches on the body and 3" on the bumper.

11. You may run #9 wire 2 spots per window opening 3 loops per spot. Wire may wrap around frame but must be connected to roof and roof only. 1" washers may be welded to roof sheet metal only to accommodate pass through of wire. No crisscrossing of wires.

12. You may run 2 front window bars. They cannot be connected to rollover bar. Max. 3" x 1/2"

13. ONE rear window bar may be used. Rear window bar must run up and down from roof to speaker deck/rear cow area with a max 5"x5" plate welded or bolted on the deck and roof. It may not be mounted any farther back than the front-most trunk seam or trunk strap. Rear window bar cannot be bolted to frame unless used as your 2 extra body mounts. Bar may be made of up to 2 inch round, square, or flat material.

14. **** A 16"x16" Roof sign must be used and mounted in front of halo bar.****

15. YOU MAY WELD 18" OF FACTORY BODY SEAMS ON THE LEFT AND RIGHT SIDE OF THE BODY. (TOTALING 36" MAX PER BODY) THESE WELDS MUST BE PAINTED A CONTRASTING COLOR SO WE CAN IDENTIFY YOUR WORK. DO NOT PUSH 2 FACTORY PANELS TOGETHER TO MAKE ONE.

CALL OR TEXT WITH QUESTIONS - TOBY HIGHLEY - 937-684-5422

TRUNKS

1. Trunk lids/gates may be welded solid with 1/4" plate, 3 inches wide, outside seams only. No overlapping.

If you choose to wire, no more than 6 spots of 3 strands of wire.

2. You must have an inspection hole cut in your trunk lid. Hole must be 10 inches wide by 10 inches tall.

3. You may bolt your trunk cut out with 12(twelve) 3/8" or smaller bolts with 1" washers.

4. You may weld 4 pieces of 3/4" all thread vertically to the rear frame rails and run them thru the trunk lid. You may use a 5" washer

on the trunk lid bolts, plates may not be welded and must be free-floating. On wagons, all thread can be no further forward than 1 foot passed the rear pillars. All thread must remain straight up and down, no angled pieces.

5. Rear of cars may be pre-bent. Inspectors must be able to clearly see the entire trunk floor. (Must have an 8 inch gap from the highest part of your trunk floor to your trunk lid at any spot.) NO FLAT SMASH OR WEDGES!!

HOODS

1. Hoods must have a 12 inch hole cut over the engine for safety purposes.
2. Hoods can be bolted together where cut out, 12-3/8" bolts max with a 1 inch washer per hood.
3. Hoods may be secured in 6 spots using 1 inch bolts or less with no larger than 5 inch washer or angle up to 5 inches may be welded onto the fender and hood. Front 2 body mounts may pass from bottom of frame thru the core support and be used as front hood bolts. Core support bolts may be 1 inch or smaller. If wire is used, no more than 3 strands per hole in 6 places. You may weld 1 inch washer at holes for wire.
4. Hoods must be open for inspection.
5. Hood bolts may be no longer than 8 inches.

TIRES

1. You may tube, screw, glue, and double tire. Any tread pattern is accepted. No tires larger than 31 inches tall.

ENGINE/TRANSMISSION

1. You may run engine and transmission of your choice.
2. No form of mounting engine and transmission may strengthen frame or body.
3. Transmission coolers and oil coolers are accepted. Hydraulic lines only

GAS TANKS AND FUEL LINES

1. Any fuel is accepted.
2. Original gas tanks must be removed.
3. Tanks must be mounted in a safe and secure way behind the driver's seat.
4. 10 gallons of fuel maximum.
5. All fuel tanks must be covered with non-flammable material.
6. You may run an electric fuel pump but you must have a on and off switch clearly marked.
7. All fuel lines must be secure and leak proof.
8. Any method of mounting tanks can in no way strengthen your car.

RADIATORS & FANS

1. Any stock type radiator is allowed, and must be mounted in stock location.
2. You may (float your radiator) using 9 wire, bungee straps, or anything of that nature, maximum of 3 spots.
3. If using a steel fan it must be a clutch fan. Plastic, solid fans will be acceptable. Electric fans are permitted.
4. Water only!

BATTERY

1. Batteries must be secured to floor in front passenger seating area.
2. Batteries must be covered.

BRAKES

1. Brakes must be functional at all times!

SUSPENSION

1. Suspension must remain stock unless otherwise stated.
2. Front suspension may be secured in one of the following ways:
 - a) A-arms may be folded down and welded to frame. No metal may be added. OR
 - b) Lower a-arm may have a 2" wide straight strap 3/8" thick attached to frame. Strap must be installed

vertically. No more than 2 inches of weld on frame. OR

- c) One 2" pipe from lower a-arm to bottom of frame rail. You may choose one of these three.
3. A-arms and spindles may be swapped as long as no material is added to do so.
 4. Trailing arms may be strengthened.
 5. Leaf springs and conversions (HUMP PLATES ARE NOT ALLOWED WITH LEAF SPRINGS ON ANY CAR)
 - a) All cars may use leaf springs. Coil sprung cars may not keep factory suspension if leafed.

- b) Cars with factory leafs may use leafs as factory intended, OR may change springs to match leafovers.
- c) Max 7 springs 5/16" thick OR 5 springs 3/8" thick. Shackles can be welded no more than 3" on frame. Springs may be relocated under frame. They may be no longer than 60". Front of springs may be put inside frame. They may be located above or below rearend and main does not have to be on top.
- d) Spring clamps limited to 2 in front of the axle and 3 behind the axle. Max 3/8"x2"x 5"
- 7. You may run aftermarket shocks. Shocks must be mounted in a style similar to factory.
- 8. You may swap coil spring and weld coils to your rear end.
- 9. Leaf conversions allowed. See #5 above
- 10. Cars may be no higher than 22 inches and no lower than 14 inches. (Measurements are taken from the lowest part of bumper to the ground.)
- 11. You may wrap chain around your axles to and around the frame humps. Do not weld the chain links together. Do not use strapping of any kind for this. This chain can only be 3/8" chain max. Unibody cars may use 1, 3/8" bolt per side thought the frame.
- 12. You may modify tie rods.
- 13. Cars do not have to bounce. Solid suspension is allowed.
- 14. You may use rear end of choice. 3/4 ton rear ends are permitted. Rear end protectors may be used but may not be used to strengthen car in any way.
- 15. If sway bars are used, factory sway bar brackets must be used on frame. No welding allowed.
- 16. Watts link cars may be converted to 4 link suspension by using a 4 link package tray, welded with a single pass, and installed in a factory manner. No doubling of package trays. Additionally, homemade brackets may be used provided they are not used as a reinforcement. Call with questions
- a) Upper brackets may be attached with max of 6 - 1/2" bolts each side. They must be 2 separate brackets. Lower brackets may be bolted or welded. Do not position brackets to strengthen the front down legs of the rear hump. Mount them in the stock locations. Oversized brackets will be cut down. Call with questions.

BODY BOLTS

- 1. All body bolts may be replaced with up to 3/4" bolts, maximum 8" length. All body bolts must remain inside the frame with the exception of the front two core support bolts.
- 2. Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 6 hood bolts.
- 3. Washers must be free floating inside the car and inside the frame on the bottom side
- 4. Do NOT weld the body washers to the floor or frame. Maximum washer size is 5x5 inches
- 5. Space must be maintained between the body and the frame; Minimum 1" (1 inch)
- 6. You may add 2 body mounts in the position of your choice. They must be painted for easy viewing. These body mounts must follow previous body bolt guidelines and only be positioned working as a BODY MOUNT, and in no way may extend further than the top of the floor. Extra mounts may not be placed anywhere in front on the firewall. Additionally, all body mounts must be installed vertically.

CALL OR TEXT WITH QUESTIONS - TOBY HIGHLEY - 937-684-5422
KEYSTONE NATIONALS - Brookville, PA

DEMOLITION DERBY REGISTRATION FORM

July 21, 2012 Show time at 7 PM

Pits open at 10 AM - Inspections start at Noon

MUST BE REGISTERED AND IN INSPECTION LINE BY 4 PM

\$3,000 TO WIN PRO CLASS

\$3,000 TO WIN LIMITED WELD

\$1,000 TO WIN STOCK CLASS

\$50 ENTRY FEE FOR ALL CLASSES

Read more: <http://we-crash.proboards.com/index.cgi?board=bigmoney&action=display&thread=15893#ixzz1wvJwQMbk>

