

BEACHBURG FAIR

DEMOLITION STOCK DERBY

Saturday July 11th, 2026 @ Beachburg Fair

2026 Rules & Regulations

Schedule & Deadlines

Pre-Registration:

April 15th to June 24th, 2026

- *Early Bird Pricing*
 - Small/Mid Size cars \$65/car
 - Large Cars/Trucks \$100/vehicle
- \$65/\$100 fee includes 2 passes for the fair
- Complete online form available from website or Facebook
- Paper Forms also available at Scotty Behm's
- Send fee payment to BASderbyevent@gmail.com
- First come, first served. Heat spots may be limited.

Late Registration *if available space*:

June 25th - July 11th (day of)

- Late Pricing at \$75/\$110 respectively
- Late registrants must pay gate admission and will be reimbursed at registration (driver + mechanic pass where applicable).
- Complete form online or at the fair.
- Send fee payment to BASderbyevent@gmail.com
- FIRST COME, FIRST SERVE - there is no guarantee that your car will have a spot in a heat. It is recommended to pre-register to avoid disappointment.

Derby Day Schedule for Saturday July 11th, 2026:

- **Arrival:** 10:00am - 4:30pm - all cars must be onsite.
- **Registration Desk:** report to the registration desk between 3:00pm and 4:30pm.
- **Compliance Inspections:** 4:00pm - 5:00pm *Vehicles failing inspection have 30 minutes for re-inspection or will be disqualified.
- **Heat Draws:** 5:00-5:30pm - this will be posted on a board this year
- **Mandatory Driver/Mechanics/Pit Crew Meeting:** 5:30pm at the Pits
- **Derby Commences:** 6:00pm

Prize Money

Prize Money depends on our registration, classes and numbers.

IF we have similar showing as the past, we aim to payout the following:

This is not guaranteed, and will depend on registration numbers and class sizes.

Small car: 1st (\$900), 2nd (\$400)
Mid-size car: 1st (\$600) - *winner takes all*
Trucks: 1st (\$1300) 2nd (\$500)
Large Car: 1st (\$1300) 2nd (\$500)

General Rules and Information

- **Risk & Liability:** Demolition derby participation is at your own risk. The Beachburg Agricultural Society, Beachburg Fair, organizers, volunteers, and partners are not responsible for injury, death, or damage to vehicles, equipment, or personal property before, during, or after the event.
- **Mechanic pits** remain OUTSIDE of the ball diamond, on the grassy area beside the Beachburg Arena. This improves sightlines for our derby viewers. **This land is on loan to us** and we ask that everyone RESPECT the space and **keep it clean** so that we can continue to use it in the future. Everyone did a great job with this in 2025, so thank you!!
- Car numbers will be called over to the derby ring as the heats commence.
- **Garbage:** Garbage cans will be placed around the pit areas. There will be NO TOLERANCE for any waste, food wrappers, bottles, cups, cigarettes/butts, small plastics, wire, vehicle bits etc. left laying on the grounds. All Vehicle parts too big for the cans or any metal are to be put in your vehicle for removal. **Please remember this event is set up, run and cleaned up by volunteers. Your support in keeping your areas tidy is greatly needed and appreciated!! Everyone did a GREAT job in 2025, so thank you!!**
- **Refunds:** No entry fee will be refunded unless due to special circumstances of canceling the whole event at the discretion of the Beachburg Agricultural Society. This includes if your vehicle does not pass inspection.
- **PPE Requirement:** All individuals entering the pit area, derby ring, or ball diamond (drivers, mechanics, officials, volunteers, media, etc.) must wear proper PPE: long pants and closed-toe shoes at minimum. Drivers must meet additional safety equipment requirements listed below.
- **Pit Access:** The pit area is restricted to registered drivers and one mechanic (where applicable - must be an actual mechanic) per vehicle only. No spectators, children, or animals are permitted at any time. Access is strictly enforced after 4:00 PM. Violations will result in disqualification. No person under the age of 16 is permitted in the derby pits or derby ring area after 4:00pm.
- Rain or shine, the event will go ahead.
- All vehicles are to be removed from the fairgrounds the same day/night after the derby. Any remaining vehicles become property of the Beachburg Ag. Society.
- **Waivers:** All drivers and mechanics must sign a waiver at registration before entering the derby ring. Drivers must present a valid photo ID.

Officials Flag Meanings

- There will be 1 Official and 3 Assistants who will have the Flags. The Official will be the only one with a Green Flag.
- If a driver's safety is at risk, the vehicle will be flagged and the driver removed.
- **Green Flag** - means GO!
- **Red Flag** - means Driver must stop the car immediately and turn off the engine.
- **Black Flag** - this means disqualification immediately.

Drivers Flag Meanings

- **White Flag** - means surrender, give up, injured, or car out of commission. Flag must be kept visible for all drivers as heat will continue around you. Once a white flag is raised other drivers must avoid that vehicle as much as possible.

Eligible Drivers

- All Drivers must be minimum 16 years old or older, prior to July 11th, 2026.
- Drivers under 18 are required to have a parent/guardian present to sign waivers.
- All Drivers must present a valid photo ID at registration to confirm identity and age.

Driver & Pit Crew Rules

- **Zero tolerance for drugs or alcohol (prior or during the demo derby). Any participant suspected of impairment will be disqualified. Vehicles may be inspected, and prohibited substances will be confiscated.**

- Pit area is restricted to derby cars and mechanic vehicles. No other vehicles are permitted. Limit of max 1 mechanic vehicle per derby car due to limited space. Please try to share mechanic vehicles where possible.
- The original registered driver must drive the registered vehicle for the entire event.
- All vehicles must pass inspection prior to competing.
- Attendance at driver's meeting is mandatory. Meeting is approximately 30 minutes before start time.
- All drivers and mechanics are required to read the rules so they clearly understand, and there is no confusion.
- No reckless driving outside of the derby ring or you could be disqualified or suspended.
- A distinguished Driver & Mechanic bracelet will be provided and must be worn.

Driver Safety Equipment & Rules

- Drivers must wear: CSA-approved helmet (chin strap), eye protection (no motocross visors), lap belt, shoulder belt, steel-toe boots, long sleeves, and long pants. No exposed skin. Additional protection (neck brace, pads, etc.) is recommended.
- All drivers must have a white flag - white flags will be provided by the officials if driver does not have one.
- A working fire extinguisher must be securely mounted within reach of the driver.

Driving Rules

- No intentional hitting of a knocked out car (judge's discretion).
- No deliberate driver door hits. Violations will result in disqualification.
- Vehicles must have adequate brakes. Drivers must be in control of vehicles at all times.
- If using metal fan blades and the hood of the car comes open the driver will be disqualified.
- All drivers must remain in their car until the heat is over. ** Exception of Fire **. Please raise Yellow flag asap!
- Changes to the vehicle cannot be done after the derby starts.
- A driver that is not making competitive contact with other active participants will be disqualified.
- NO SANDBAGGING. This will lead to disqualification.
- A vehicle will be disqualified if the driver's door opens or if the bar falls out during a heat.
- When eliminated, drivers must display their white flag.
- Drivers must obey all officials at all times.
- All officials' decisions are final.
- A heat winner or runner-up that qualifies for a feature event must drive the same vehicle in the feature race.
- No driver substitutions are allowed after the event starts.

Protesting

If a driver believes that another participant is cheating, they must approach an official within 15 minutes after the heat or feature. They must also present a \$100.00 protesting fee. If the car in question is determined to be cheating by the protest fee will be returned.

Disclaimer

The Beachburg Agricultural Society Derby reserves the right to re-inspect, cut, or drill any vehicle at any time. Any vehicle that fails inspection will be disqualified and may forfeit all winnings. If you have questions about the interpretation or intent of the rules, please email BASderbyevent@gmail.com.

Vehicles deemed too small, excessively damaged, or unsafe for their class will not be permitted to compete. Any equipment or fabrication considered unsafe, overbuilt, or inadequate by officials will also be disallowed.

Modifications not explicitly permitted may be deemed illegal and could result in disqualification. Any unauthorized welding or modifications discovered before, during, or after the event will result in immediate disqualification.

Class Descriptions - depending on registration numbers*

**Class will run if we have enough entries*

Small Car

Mid Size Car *(includes Toyota Camry, Avalon and Solaras)*

Large Car

Trucks (4x4 disabled)

Minivans (no trucks or full-size vans)

Small SUV (4x4 disabled) *i.e. CRV, Rav4, Pathfinder, Journey, etc.*

Old Iron (Pre-1980 2WD hard top)

Pre-Demo *(min. 5 comparable entries, if car isn't already accepted to a class above)*

Grudge Match (day-of entry)

Extra Non- Driving Classes *(all cars automatically entered)*

Best Decorated Vehicle - Our "Kids of the Fair" will select their final 4 cars and the crowd will vote with cheering.

Small & Mid Size Vehicles - Stock Build Sheet

Tire Regulations

- Tires for car events must be P-Rated, or marked as Load Range "B".
- If a tire is deemed too aggressive, officials may rule to be modified or replaced.
- Tires with removed lugs are acceptable.
- Wheel weights must be removed.
- **NO Double tires permitted.**
- NO solid tires, liquid filled tires or studded tires are NOT permitted and no external liners (additional side walls) are NOT permitted.
- NO studs or screws on the rims to hold tires.
- NO welded valve stem protectors.
- NO split rims.
- Wheel centers may be modified, but only 14", 15" or 16" wheels are permitted.

Welding

Welding is permitted only in the following areas and is strictly enforced:

- Differentials may be welded.
- Do Not weld leaf springs.
- Truck - the back of the cab may be welded to the bed. Tailgates may be welded. No other reinforcing will be allowed.
- Repairs to broken, severely rusted, or bent frames are allowed but must follow the below criteria:

Air Bags

- REMOVE ALL AIR BAGS, if an airbag goes off and a track official suspects any injury the vehicle must be disqualified.
- The air bag material may be used as covers for batteries and gas tanks.

Bumpers

- Only original bumpers are permitted.
- All plastic bumper covers must be removed.

Door Plate

- It is recommended that the driver's door is reinforced with a 72" flat bar or plate on the outside of the door. The bar or plate may not be wider than 18", and may not extend beyond the rear passenger door seam (official's discretion will determine overuse of materials)
- The plate can be mounted using a maximum of 6 bolts (No welding).
- It is Important that the driver's door interior be stuffed with a stuffing material.
- One reinforcement bar must be present in the driver door. Bar must pass through the doorpost at the rear of the door and must pass through the body at the front of the door. **** NO BAR, NO ENTRY ****
- Can use pool noodle or other cushioning to protect driver from door bar.
- **No exhaust piping and no drive shafts to be used in doors. NO EXCEPTIONS.**
- Passenger side door cannot be plated or reinforced.
- Vehicle cannot be reinforced anywhere except for the driver's door as specified above.

Suspension & Steering

- All suspension must be stock. No fabrications are allowed. It must appear, and function as original.
 - No body lifts or suspension lifts allowed.
 - No adding extra leaf springs. Springs must be stock from factory.
-

Post-to-Post Bars

- A single post-to-post bar (max 4") may be welded or bolted from the driver's post (B pillar) to the passenger post (B pillar).
- No other interior bracing is permitted (No kickers, No Braces etc.)
- Drivers may run threaded rod down from the post-to-post bar, through the frame to prevent sagging (secured with washes and nuts only).

Gas Tank, Lines & Tank Protectors

- Stock gas tanks must be removed from original position. No original manufactured tanks are permitted.
- CSA approved tank or fuel cell (or an equivalent alternative). Any leaks will result in disqualification.
- Recommend to fasten with steel straps and threaded rod with steel plate or angle iron, NO self tapers permitted. No ratchet straps permitted.
- Tank must be reasonably centered in the rear passenger area of the vehicle, cannot be wider than 26" (outside measurement) and fastened securely to the floor.
- Gas tank cage is recommended made from 4" square tubing.
- All tanks require a non-flammable cover to be secured after inspection. (Air bag material recommended). Be generous with coverage.
- Rerouting gas lines must be as far away from the Driver as possible, on the inside of the car.
- Fuel lines must be wrapped whether going over the dash or through a fire wall.
- If running Efi must use higher pressure approved fuel line and clamps. No air line NO EXCEPTIONS

Drive Train

- An engine, transmission, rear end swap is permitted as long as the swap is the same make, model, and size as the original stock vehicle being run.
- No protectors are allowed on the drive train (no engine, transmission or differential protectors).
- Distributor protectors are NOT permitted.
- A lower engine bracket may be used to help mount the motor (No harmonic balancer protector is allowed).
- Differentials may be welded.
- Excessive material use / welding may result in disqualification.

Body Mounts

- Body mounts (bolts, washers or rubber spacers) may NOT be altered in any way, and No additional body mounts may be added in any part of the competition vehicle

Frame Wraps

- Alternative to using rear threaded rod you may tie the trunk frame using strap / belt in 2 spots per frame side behind the rear humps.
- Wraps may Not exceed 3" in width.

Doors & Hood and Trunk or Tailgate

- Plexi - glass is permitted in drivers windshield.
- A strong wire or nylon mesh screen is recommended on the driver side window and windshield area, but not necessary.
- Must stay in the stock position, and can be fastened down in 8 spots each, using: Straps (seat belt strap), wire, $\frac{3}{8}$ " bolts or $\frac{1}{4}$ " chain.
- At no time can door fastening wire / chains / straps etc. connect or wrap around any part of the frame.
- Hood springs, hood shocks and front latch to be removed and tied down with heavy gage wire in a fashion to provide easy access but not to reinforce the radiator or bumpers.
- Hood to have 12" minimum hole over carburetor, no welding shut, and no chains from rad, support to bumper.
- Trunks may be removed or bent in.
- Trunk/tailgate must be fastened shut in a max of 8 places using chain, wire or seat belts, no welding. No threaded rod in trunk/tailgate

Frames

- Frames may Not be altered in any way including peening, and may Not be painted / undercoated.
- Crash box tabs may Not be altered, bent in, or in any way modified.
- Frames humps may Not be altered or modified (including bolting or pounding in the center of the hump).
- Notching or cutting frame rails is not permitted.
- Intentional Cuts may Not be plated, unless a frame section has fully detached.
- Trailer hitches must be removed.

Fenders & Body Panels

- No bolting body panels / No cutting body panels.
- No pre - bending body panels on the C Pillars or forward.
- Pre - bending is only permitted on the trunk lid, Trunk sides and speaker deck.
- Speaker deck cannot in any way be connected or fastened to any other part of the vehicle.

Radiators

- Coolant must be flushed out and replaced with water.
- Radiators are not mandatory and can be bypassed. But must stay in stock position.
- Use of spray foam is NOT permitted.
- Transmission coolers and heaters must remain in the original position or be taken off.

Batteries

- Only one (1) 12V automobile battery is permitted and must be moved inside the drivers compartment.
- Battery must be securely fastened with proper steel brackets to the passenger side floor. Recommend a milk crate to put the battery in with a top.
- The battery will require a non-flammable cover to be secured after the inspection. Rubber mat or airbag material, heavy plastic specially made top is acceptable.

Headers & Exhaust

- Exhaust manifolds may be flipped upwards, or alternatively, custom headers may be used.
- Stacks are permitted - maximum 6-10"
- If leaving exhaust in its original position, it must be altered to a down pipe.

Safety Additions

- All Vehicles to have a center post secured in the windshield painted Yellow, and mounted on that center post have a switch to turn off and on the fuel pump. Must be clearly marked.
- Flammable Material : All carpet, headliner, door panels and ALL other flammable material MUST be removed from inside of the car. Front seats and dashboard may be left in place.
- All vehicles must have a white flag and a yellow triangle flag in reach of the driver.
- All vehicles must have a flag mount on the windshield safety bar to inset flag for all to see. If Driver wishes not to keep waving the flag.

Vehicle Interior & Exterior

- All glass to be removed, not just rolled down (this includes broken pieces from removal), decorative moldings, accessories must be removed, also No junk tires, wheels, metal parts, glass particles etc.
- Vehicle must be swept clean of any debris.
- Rear seats, airbags and flammable materials must be removed, with the exception of the front seat(s) and dash.
- Sunroofs MUST be covered with a solid cover, strong steel mesh is acceptable. NO fabric / plastic tarps.
- Hubcaps, chrome, grills, headlights and rings and other items, which could cause safety hazards, must be mashed down or cut off.

- No vehicles are to be painted white in colour, other than driver's door. No Exceptions.

Numbering

- The Driver's door must be painted White from top to bottom with the number clearly visible.
- Both front doors must be numbered for identification.

Old Iron - Build Sheet

(Pre-1980 2WD Hard Top Class)

All **General Rules, Safety Rules, and Stock Build Sheet Rules** apply unless otherwise stated below.

Vehicle-Specific Preparation

- Engine and transmission swaps are permitted.
- Rear differential must remain original (no swaps).
- Lower motor mount brackets may be welded to the frame to accommodate engine swaps.
- Upper motor mounts may be chained, but must be **bolted, not welded**.
- No drivetrain protectors (engine, transmission, differential).
- No distributor protectors.
- No slider driveshafts permitted.
- Differentials may be welded.
- Excessive reinforcement or welding may result in disqualification.

Body Mounts

- Body mounts must remain stock and unaltered.
- No additional body mounts may be added.
- Radiator cradle and rear mount bolts may not be replaced with threaded rod.

Doors, Hood & Trunk Fastening

- Must remain in stock position.
- Fastening permitted in **minimum 4 and maximum 6 locations per panel** using:
 - Wire
 - Chain (¼")
 - Straps
 - ⅜" bolts
- Overuse of material is subject to officials' discretion.

Frames

- Frames may not be reinforced, peened, or undercoated.
- Crash box tabs may not be altered.
- Frame humps may not be modified.
- **Notching or cutting frame rails IS permitted.**
- Intentional cuts may not be plated unless a section has completely separated.

Fenders & Body Panels

- No bolting body panels.
- No cutting body panels.
- No pre-bending of body panels.

Window Bar

- A single vertical bar or plate is required in front of the driver.
- Must run from roof to cowl.
- Must be positioned within 18" of the driver's side door post.

Bumpers

- No bumper swaps.
- Bumper ends may be bent but not cut.
- Front bumpers may be secured using:
 - Chain (¼")
 - Wire
 - Bolts
- **No welding permitted.**

Door Plate (Driver's Door Only)

- Reinforcement recommended using a plate or bar:
 - Max width: 18"
 - Max extension: 4" beyond each side of driver's door
- Must be bolted (max 6 bolts), **no welding**.
- Interior of driver's door must be filled (minimum ¾" plywood or equivalent).
- Passenger door may not be reinforced.

Suspension & Steering

- Suspension must remain stock.
- No fabrication or swaps of control arms, brackets, or spindles.
- Rear control arms must match factory specifications.
- Steering must remain stock, except steering shaft may be modified for safety.

Post-to-Post Bars

- One post-to-post bar (max 4") permitted between B-pillars.
- No additional bracing:
 - No dash bar
 - No kickers
- Overbuilt or loose bars will result in disqualification.

Fuel Tank & Protection

- No floating fuel tanks.
- No gas tank protectors.
- Tank cages are permitted.

Additional Rules

Refer to the **Stock Build Sheet Rules** for all standard requirements, including: Tires, Radiators, Fuel Systems, Batteries, Exhaust, Safety Equipment, Interior/Exterior Preparation and Numbering.

Semi Stock Full-Size Cars - Build Sheet

Eligible Vehicles

Any 1965 or newer 2WD hard top automobile with a wheelbase of 113" or greater with a V8 or 6 Cyl (Official Discretion). No checkered cabs, Chrysler Imperials, hearses, limousines, jeeps, vans, trucks, El Camino Style or Rancher Style Vehicles

Tire Regulations

Tires for car events must be P-Rated, or marked as Load Range "B", no larger than 235/15, and cannot have a snow-type lug on the outside of the tire. If a tire is deemed to be too aggressive officials may rule modification or replacement. Tires with shaved down lugs are acceptable

Wheel weights must be removed from the drive wheels. Double tires are permitted. Liquid filled tires, studded tires or external liners (additional side walls) are not permitted. No welded valve stem protectors. Wheel centres may be modified. Rally style tires allowed. Skidsteer allowed on

Non-Drive Tires Only. Tire tread may be cut

- No skid steer or fork lift style on drive tires (May be allowed depending on track condition)

Welding: Welding is permitted only in the following areas and is strictly enforced:

- A post-to-post bar may be welded into the driver's compartment for driver safety (see Post to Post Bars)
 - A dash bar may be welded into the driver's compartment (see Post to Post Bars)
 - Motor mounts may be welded to the cross member (cradle) - excessive material use/welding may result in disqualification
 - Differential may be welded
 - Front and rear bumpers may be welded on (see Bumpers)
 - Doors, under very strict limitations (See Door Rule Below)
 - Repairs to broken, severely rusted, or bent frames are allowed. Please see the Frame rule for details
 - Broken or bent tie rods, can be repaired using ONLY flat steel or angle, can not be sleeved. Must be able to see bend/break
-

Air Bags

REMOVE ALL AIR BAGS, if an airbag goes off and a track official suspects any injury the car may be disqualified The Air bag material may be used as covers for batteries and gas tanks

Bumpers

- Any car bumper. Aluminum rebar allowed
- Bumper ends may be bent in, but cannot be cut off
- Bumpers must be welded, chained (1/4" chain), wired or bolted to the frame to prevent them from falling off
- No limit on the first 6 inches of the Original Frame to mount the bumper.
- Hardnosing the bumper is allowed.
- Frame may be altered to the curve of the bumper to assist in mounting it
- You may seam weld your bumper
- Bumpers/tubes may be loaded
- Replicas not allowed

- Max 4x4 Square Tubing Allowed. MAX $\frac{3}{8}$ Thickness. No wider than the centre of the front tires. MUST be covered with bumper skin OR the ends MUST be on a 45 degree angle with
 - rounded ends. Front Tube Bumper with 45 degree ends
-

Door Plate - Drivers door protection is MANDATORY

- The driver's door must be reinforced with a Minimum 12 inch high flat bar, a plate on the outside of the door or a plate stuffed inside the door.
 - Outside Plate can not extend more than 12 inches past the driver side middle door seam (4 door)
 - Outside of Passenger door cannot be plated
-

Vehicle Interior & Exterior

All glass, decorative mouldings, accessories and trailer hitches must be removed, and the vehicle must be swept clean of any debris. Rear seats, airbags and flammable material must be removed, with the exception of the front seat(s) and dash. Plastic bumper covers must be removed before entering the ring

Suspension & Steering

- No blocking or Spacers
 - Must appear, and function as original
 - Upper / lower control arms brackets and spindles may be swapped out from different years of the same make. MUST be bolted on, in a stock manner.
 - Bolt in engine cradles are allowed
 - Rear control arms must be stock for the year / model, unless converting watts link
 - If converting Watts Link, the Upper Mounts may be Modified. The Lower mounts must remain stock. Suspension must still function as normal.
 - Steering shaft which may be modified to prevent breaking or jamming
 - Coil springs must be wired or clapped in to prevent them from falling out.
 - Tie rods may be reinforced with Angle Only
 - No adding additional leaf springs, can not wrap or clap leaf springs
 - Can not convert coil spring to leaf spring
 - Rear ends may be chained down. Must have movement.
 - Springs can be changed for original ride height
-

Batteries

Only one 12V automobile battery is permitted and must be secured in the front passenger area. The battery will require a non-flammable cover to be secured after the inspection. Air Bag material highly recommended.

Drive Train

Any combination of engine, transmission and car rear ends is acceptable. No engine, differential or distributor protectors. A lower engine bracket may be used to help mount the motor (no harmonic balancer protector is allowed). Motor mounts may be welded or bolted to the cross member (cradle). Differentials may be welded. Excessive material use/welding may result in disqualification. Slider shafts are allowed. Pinion Brakes are allowed. Lower bell housing protector may be added. Can only be attached at the lower bell housing bolts to transmission pan bolts. Axle protectors allowed on STOCK rear ends only. Spacer may be welded or bolted to the backing plate. From Watts link Conversions Allowed. No reinforcing. Suspension must move still. Rear ends may be chained down. Must have movement.

Body Mounts

- Front 2 rad cradle mount bolts and 2 of the 4 rear body mounts behind the rear hump may be replaced with threaded rod (max 3/4"), that extends through the hood/trunk and counts as a hood and trunk tie down.
- Rad Cradle threaded rod may not be sleeved.
- Rad Cradle Mounts may be replaced with a maximum 3in high spacer. May be welded down to Mount/Frame
- Can not remove rubber mounts, with the exception of the rad support mounts.

Frame Wraps

- Alternative to using rear threaded rod you may tie the trunk floor to the frame using strap/wire/belt in 2 spots per frame side behind the rear humps (CAN NOT do if using threaded rod in the rear most mount)
- Wraps may not exceed 3" in width

Doors Hood & Trunk Fastening

- Can be fastened down in a Max 6 spots per door using straps, wire, 3/8" bolts or 1/4" chain or 2x3 plates (overuse of material is at the official's discretion)
- B Pillar seam counts for one spot on both, the front and rear door.
- Front and rear threaded rod count as fasteners
- Hoods must remain in their stock location
- Hood can be wired to the bumper, these will count towards your hood tie downs
- Trunk lid may be removed or bent in, but can NOT be connected to the truck floor. Rear window deck must remain.
- Wire/straps may be wrapped through the doors and around the frame (Overuse of material is at the official's discretion and will be strictly enforced, counts towards your 6 spots)
- Rad cradle can be wired to the bumper MAX 4 Spots. If they go through the hood, they will count towards your hood hold downs.
- Must have a 6x6 opening in the hood. You may bolt the inner skin of your hood, ONLY around and within 1 inch of the fire inspection hole

Frames

- Frames may not be altered in any way including peening or, and may not be painted /undercoated
- Frames humps may not be altered or modified (including bolting or pounding in the centre of the hump)
- Notching or cutting frame rails is permitted (Intentional Cuts may not be plated)
- Intentional Cuts may not be plated, unless a frame section has fully detached
- No plates on fresh cars
- You may shorten the front frame rails. No further back then the rad support.
- Frame repair plates
 - Frames can only be repaired using 4"x4" plate, with a maximum thickness of 3/16" Contact the derby organizer at BASderbyevent@gmail.com iif a larger frame repair is required.
 - Frames can only be repaired on 2 sides (No boxing, No 3-sided repairs) MAX Total of 8 Repair Plates (Rotten frame repairs do not count, must show proof of rotten frame)
 - All repairs must be disclosed to officials during tech inspection

Fenders & Body Panels

- No bolting body panels
- No pre-bending body panels in front of the C Pillars

- Speaker deck cannot in any way be connected or fastened to any other part of the vehicle
-

Front/Rear Window Bar

- A bar, chain, 'A' or 'H' must be placed in FRONT of the driver (from roof to cowl) . The passenger side of the windshield MUST be open. To be used as an emergency exit
- If there is no Gas Tank Protector, a Rear Window Bar is allowed MAX 2x2
- Rear Window Bar may only connect from the roof to the speaker deck/trunk using 4"x4" plate.

If attached to the trunk lid in any way, this will count as a tie down.

Post-to-Post Bars (PTP)/Dash Bar

Option #1

You may run a SINGLE PTP bar (max 4") that is connected to the B Pillars, You may run 3/4in threaded rod to connect the PTP down through the Frame. The washer can not be wider or longer than the width of the frame. A Single roll bar may run up the driver side B pillar from the floor to the roof to act as a roll bar. PTP may be connected.

Option #2

You may run a SINGLE PTP bar (max 4") that is connected to the B Pillars with 2 vertical bars running from PTP, up and over the roof. The roof bar must be bolted to the roof in 2 places. A single bar may run down the Drivers side B Pillar from the PTP to the Floor

- A Dash Bar (Min 3" to Max 4" square tubing) may be mounted from the Drivers A-Pillar to Passenger A-Pillar, can not be attached to firewall
- One bar may be added to the passenger side, connecting the PTP and the dash bar. This bar must be mounted on the inside of the Pillars, can not be attached or touch inner door skin. Can not go past PTP.
- Absolutely NO down bars from dash bar OR from the PTP unless listed above.
- Top of Halo Bar can not flare out. Upright and roof bar must be 90 degrees.
- PTP bar must not be more than 8 inches from drivers seat.
- Drivers Door interior bar can NOT go more then 6 inches past PT)

(Overuse of material is at the official's discretion and will be strictly enforced)

Gas Tanks

- NO ORIGINAL MANUFACTURERS TANKS
 - The stock gas tank must be removed
 - CSA approved tank, fuel cell or custom fuel cell, which must be securely mounted in the centre of the rear passenger's compartment
 - Min TWO 2in ratchet straps may be used, hole in floor MUST be 4in, body steel MUST be folded over to prevent strap from being cut
 - MUST use MIN 1.5 inch washers if using bolts
 - NO SELF TAPERS ALLOWED
 - All tanks require a non-flammable cover to be secured after inspection. (AIR BAG MATERIAL IS HIGHLY RECOMMENDED)
 - Metal tanks are a MUST.
-

Tank protectors

- Must be reasonably centred in the rear passenger area of the car, cannot be wider than 26" (outside measurement) and fastened securely to the floor, CAN NOT be attached or touching PTP, Must be 2 inches away
- If connected to a post to post, the protector MUST go straight off PTP and must be at least 2" from the unaltered rear sill or any sheet metal and only fastened securely to post-to-post bar
- If there is no Gas Tank Protector, a rear window bar is permitted, (maximum 2" square tubing) (See Front/Rear Window Bar Rule Above)
- (Overuse of material is at the official's discretion and will be strictly enforced)
- Axle Protector on a STOCK rear end

Semi Stock Full-Size Trucks - Build Sheet

Eligible Vehicles

Any 1980 or newer full-size 2WD ½ or ¾ ton truck, Astro Van, Aerostar Van, Panel Van, or Dodge Dakota. 4x4 vehicles MUST be disconnected.

Tire Regulations

- Tires must be P or LT rated, or marked as Load Range “B”
 - Cannot have a snow-type lug on the outside of the tire. If deemed too aggressive, officials may require modification or replacement
 - Tires with removed lugs are acceptable
 - Wheel weights must be removed from both drive and non-drive wheels
 - Double tires are permitted
 - No solid tires on drive tires
 - No liquid-filled tires
 - No studded tires
 - No external liners (additional sidewalls)
 - No welded valve stem protectors
 - Tread may be cut
 - Skid steer or forklift-style tires are not allowed
-

Welding

Welding is permitted only in the following areas:

- Post-to-post bar in driver’s compartment (see Post-to-Post Bars)
 - Dash bar in driver’s compartment (see Post-to-Post Bars)
 - Motor mounts may be welded to cross member (excessive welding may result in disqualification)
 - Differential may be welded
 - Box and tailgate
 - Bumpers
-

Batteries

- Only one 12V automobile battery permitted
 - Must be secured to the floor of the front passenger area
 - Must have a non-flammable cover after inspection
-

Drive Train

- Mounts can be welded or chained but not to reinforce
- Plates may be added to cross member for engine swaps
- Any engine/transmission combination allowed
- 4x4 must be disabled
- No engine or rear-end protectors
- Distributor protectors allowed (max 6 bolts, protects distributor only, must be 2” from firewall on fresh truck)

- Lower engine cradle allowed (not to reinforce truck or driveline; cannot touch frame/cross member; max 10 bolts to engine)
 - Pulley protectors allowed
 - Differential may be welded
 - Excessive material/welding may result in disqualification
 - No one-ton rear ends
 - Pinion brake setups allowed but must not reinforce diff housing
-

Body Mounts

- Front mounts may be replaced with 3/4" threaded rod through frame, rad support, and hood
 - 2 extra 3/4" bolts allowed in box (max 3"x3" washers)
 - Rad cradle threaded rod may be sleeved (max 2", may be welded to frame, no more than halfway down frame)
-

Doors, Hood & Tailgate

- Doors must be fastened shut (wire, straps, chain, bolts, or welded with 3"x3" plates in 6 spots)
 - Hoods not mandatory; if removed, must use electric fan only
 - Engine-driven fans must be removed
 - Hoods may be fastened in max 6 places
 - Rear bumper may be wired to tailgate in 2 spots
 - Tailgate must be secured or removed
 - Tailgate may be laid flat and fastened with TWO 3/4" threaded rods
 - Box sides may be folded and fastened with TWO 3/4" threaded rods
 - Only 2 of these 4 rods may go through frame
 - Cabs SHOULD be welded to box (2 plates per side OR 2 bolts OR both, with min 3" washers)
 - Tailgates may be welded to bedside with 3 plates
 - If tailgate and box sides remain stock (square), tailgate may be seamed
 - Suburban barn doors: 6 plates per door (center seam counts as one per door)
-

Frames

- Maximum 8 repair plates (max 4"x4", 2 sides only)
 - Must be 3" between plates
 - Trailer hitch MUST be removed
-

Fenders & Body Panels

- No bolting body panels or fenders (except tailgate/boxside rules)
-

Window Bar

- Single or double bar ("H" or "A") required in front of driver
- Recommended: 2-3 strands of wire behind driver's head (single cab only)

Bumpers

- Ends may be bent or cut (not sharp)
- 4"x4" tube may be welded between frame rails behind stock bumper (not welded to bumper/body)
- Tube cannot extend wider than center of front tires
- Must be wrapped in outer skin OR cut at 45°
- No additional tubing between frame rails
- Gussets max 3" across
- May weld first 6" of frame to retain bumper (not reinforce)
- Rear bumper may be removed; if removed, must install 2"x2" tube between frame rails
- Rad support may be wired to bumper in 2 spots
- Bumpers/tubes may be loaded
- Replicas allowed
- No limit on first 6" of frame for mounting

Door Plates

- Driver's door protection is mandatory
- Allowed on both sides
- Max 72" long, 12" high, 1/4" thick
- Must be bolted in 6 spots with 3/4" bolts

Suspension & Steering

- Max 5 leaf springs
- Must remain stock (no fabrication)
- No leaf spring front ends unless factory
- Tie rods may be reinforced
- Two added leaf spring clamps allowed (tape/wire counts)
- Max clamp width 2"
- Rear bumper height minimum 18"
- Rear-end swaps allowed (must be mounted factory style, no bracing)
- Coil trucks may convert to leaf using factory packs
- Coils must be wired or clamped
- Rear ends may be chained down
- Shocks cannot be solid

Post-to-Post Bars (PTP)

- Max 4" PTP bar attached to B pillars
- 2 uprights or threaded rods allowed
- One vertical bar behind driver allowed
- Halo bar allowed (must be bolted to roof, verticals bolted to frame, welding to floor allowed)
- Dash bar (3"-4") allowed between A-pillars (not attached to firewall)
- Passenger-side bar allowed (must stay inside pillars)
- No down bars to frame/floor
- Halo bar must be 90° (no flare)
- Overbuilding is at officials' discretion

Gas Tank

Single cab:

- Mounted in GTP on frame
- Hole in the box must be 6" larger than tank
- Secured with minimum 4 bolts + washers, or chain, or two 2" straps

Extended cab:

- Mounted in middle of back seat
- Bolted, chained, or two 2" straps
- NO STOCK TANKS