



Desert Empire Motorsports Organization (DEMO) 2026 Destruction Derby Rules

ENTRY INFORMATION

1. All entry forms must be sent or delivered to Alexis Byrd (1259 N. Everett Street, Ridgecrest Ca. 93555). Checks must be received no later than October 04, 2026 and made payable to Desert Empire Fair
2. Pre-Entry Fee is **FREE** before October 04, 2026, after October 04, 2026, entry fee is \$100.00. Additional \$50 for second car. Entries are for CAR ONLY. Entry fee (if late) must be included with the entry form and filled out completely and legible.
3. **ALL** Pit passes can be purchased for \$30.00 each at the pit gate on the day of event.
4. **NUMBERS WILL BE ASSIGNED AFTER ENTRY HAS BEEN RECEIVED. NO SAME NUMBER FOR THE SAME CLASS!**

GENERAL INFORMATION

1. Drivers must be 16 years of age and have some form of Driver's License.
2. Cars must be checked in for tech no later than **1pm** for inspection, **NO EXCEPTION!!**
3. Children under 14 are not allowed in the pits, there is no exception!
4. All cars must be removed after the event (unless previously arranged with officials) or they will become property of Desert Empire Motorsports Organization.
5. No speeding in the pit area. The speed limit is 5 MPH.
6. **NO** passengers in derby cars during the race.
7. Management has the option to remove anything obscene or objectionable from any car entered. **No POLITICS Allowed!**
8. All decorations must be removed prior to racing.
9. Winning cars are subject to inspection after the races are over.
10. The ruling of the officials is final. Unsportsmanlike conduct will not be tolerated.
11. All drivers are responsible for cleaning their pit area.
12. Drivers' door must be painted with a contrasting color.
13. Anyone arguing with officials will be grounds for disqualification.
14. The drivers' meeting will be held after everyone has passed tech and cars are in impound.
15. Drivers are responsible for the actions of their crew members.
16. No teaming up.
17. **IF IT IS NOT IN THE RULES, PLEASE ASK BEFORE ASSUMING IT'S ALRIGHT (THERE IS NO GRAY AREA)!!!**

SAFETY INFORMATION (Mandatory)

1. All drivers must wear helmets, shoes, long sleeve shirts, gloves, and long pants (no shorts).
2. Driver door hits WILL NOT be tolerated. There is no intentional driver door hit. So, if you hit a driver's door you will be DISQUALIFIED from that class.
3. No intentional hitting of a non-flagged car.
4. Drivers MUST remain in their vehicle throughout the event until the checkered flag flies with all SAFETY gear on!
5. If your car is rolled on its side or flipped over, you will not be allowed to compete any further in that heat.
6. Track officials may stop a heat at any time if unsafe conditions should arise. An effort will be made to rectify the issue at which point the heat will resume.

TECH INFORMATION

1. All cars will be inspected between 9am and 2pm.
2. Decision of the officials is final in ALL cases.
3. After your car is inspected it will be impounded, ONLY the driver will be allowed in the impound area. You CANNOT work on your car in the impound area.
4. Cars not passing inspection will return to the pit area to fix any problems and then return for re-inspection.
5. Only driver and one pit crew member in the tech area allowed. We don't need the entire crew.
6. **If your car is not being teched YOU DO NOT NEED TO BE IN TECH!!**
7. First car to pass tech on the first inspection will receive \$100.00.
8. **IF IT IS NOT IN THE RULES, PLEASE ASK BEFORE ASSUMING IT'S ALRIGHT!!!**
9. Winning cars are subject to inspection after the races are over.
10. Hood must be open.

SCORING INFORMATION

1. No playing possum. You must keep moving and hitting with authority. Any car standing for 2 minutes without hitting will no longer be scored. **The 2-minute hit rule will be enforced.**
2. Anyone entering the scoring tower will be disqualified.
3. If you have a scoring issue please do not go to tower until derby is finished.

NO ALCOHOL IN THE PITS BEFORE OR DURING THE EVENT. YOU CANNOT HAVE A PIT WRISTBAND AND GET ALCOHOL FROM THE BEER BOOTHS! ANY DRIVER OR CREW MEMBER THAT IS CAUGHT DRINKING OR UNDER THE INFLUENCE OF DRUGS WILL BE IMMEDIATELY DISQUALIFIED AND ESCORTED OFF THE PROPERTY. THERE WILL BE A ZERO TOLERANCE FOR THIS!

General & Scoring Questions please call Alexis (760) 793-2010
Tech Questions please call David (760) 793-4199 or Tobin (760) 977-0939



2026 Ridgecrest DEMO Rules Full-Sized Stock Class

IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!

You **ARE NOT** allowed to drive Chrysler Imperials, LeBaron's, Ambulances, Hearses, Convertibles or Limousines.

Aftermarket parts allowed: Metal gas tanks, transmission coolers, fuel coolers, brake & gas pedals, shifters, battery boxes, steering columns up to the steering box, drive lines, driveline brakes, lower saddle cradles, factory-style motor mounts pads, motors, headers, seats, & seat belts.

If it is NOT listed below, either don't do it or call first!

If you have any questions, PLEASE contact us before you cut or weld.

GENERAL PREPARATION

1. Remove the following prior to entering the fairgrounds: windows, plastic bumper covers, headlights, taillights, stock fuel tanks, all chrome, all pot metal, door handles, and mirrors. Interior must be swept clean of debris and glass.
2. Rust will be handled on a case-by-case basis.
3. When using a chain, it can only be a max of $\frac{3}{8}$ " diameter. If using wire, then only 3 strands of #9 from TSC, ACE, or similar are permitted. Washers may not be used to reinforce a hole you run wire or chain through.
4. Under the hood, you must take plastic fender wells out, strip plastic and any other unneeded parts.
5. The battery must be mounted inside of the car securely and safely but cannot reinforce the car. The battery must be covered. You may need to lengthen the cables to reach it.
6. You must cut a 24"x24" escape hole in the roof above the driver's seat. The edges must be covered with a rubber hose or something to make it not sharp.
7. A triangle with your number on it must be attached to the roof 18"x18"x18" minimum and 24"x24"x24" max size. It must be easy to read your number from 200 feet away. TEST IT!

FRAMES

1. DO NOT CUT, SHAPE, MANIPULATE, WELD OR ALTER ANY PART OF THE FRAME IN ANY WAY OTHER THAN WHAT IS LISTED! YOU WILL BE LOADED, NO EXCEPTIONS.
 - a. You may cut off the front engine cradle nub
 - b. You can NOT prebend/tilt the frame rail. However, the rear frame behind the humps may be dimpled and/or notched and at no time can this be re-welded.
 - c. You may weld the bumper brackets following the bumper rule below.

2. You may only square off the frame for bumper mounting purposes if it is not already square. No intentional shortening of the frame. Call with questions.
3. No stuffing of the frame.
4. No pinning or painting on the frame.

DOORS

1. Doors may be secured in 8 places per door in one of 3 ways: You may mix options.
 - a. Using one wrap or chain per hole.
 - b. Using 3 strands of wire per hole.
 - c. Weld (1) 4"X4" strap (Doors Only)
2. The wire or chain at the bottom of the doors may go around the frame.
3. The driver's door may be reinforced, but if reinforcement is on the outside or inside, do not overlap the door seam by more than 3".

WINDOW BARS

For safety you MUST do ONE of the following:

1. (2) pieces of chain or wire only must be used in the front window for your protection.
2. (1 or 2) 2"x2" square tubing that can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar.

TRUNKS & HOODS

1. Trunks and hoods can only be chained or wired with no more than 8 total places in each. You may use a chain, or 3 strands of wire per place. Only 2 of these places are permitted to go around the bumper and/or frame.
 - a. You may be asked to open the hood for inspection if the inspector deems necessary to inspect properly.
 - b. You can have two straight pieces of 1" all-thread. If it has a core support hole it must go directly through the hole. If it does not have a core support hole it must be located within 1" of the core support but cannot be attached to anything but the vertical side of the frame with a 4" long by 1/2" wide weld with nut on top of the hood or go directly thru the core support area body mount, using no more than 3 nuts and 3 washers, one under the frame, either the body puck or a nut equivalent on top of the frame, and one on the hood. (This will count as (2) of your (8) hood attachment points). This will count as the (2) attachments to the frame/bumper.
 - c. Please create a minimum of two 12" holes in the hood for fire detection.
 - d. Trunk lids must have a 12"X12" hole cut in it for inspection purposes! Cut outs may not be rolled or bolted. One-fold to protect from cuts is allowed
 - e. Deck lids and/or tailgates must be in factory position on the car. You cannot smash down or remove the speaker deck from the car.
 - f. You may tuck your trunk lid with one single 90-degree bend, or you may cut the rear of the trunk lid off or remove it if you choose to. Do not wedge, pre-bend, fold, or anything else you can think of to modify the trunk, hood, quarter panels or fenders.
 - g. No welding washers to the body when using wire or chain.
 - h. On the trunk you may place in (2) Locations one straight piece of a 1" piece of all-thread. It may be welded to the side of the frame 4" vertically. You may use (1) 3"x3" washer OD & (1) nut PER threaded rod, must go through the trunk lid. (This will count as (2) of your (8) trunk attachment points). This will count as the (2) attachments to the frame/bumper.

Note: You do not have to run a trunk lid or hood, but you must have something covering the mechanical fan if you run one. The rear frame behind the humps may be dimpled or notched and at no time can this be re-welded.

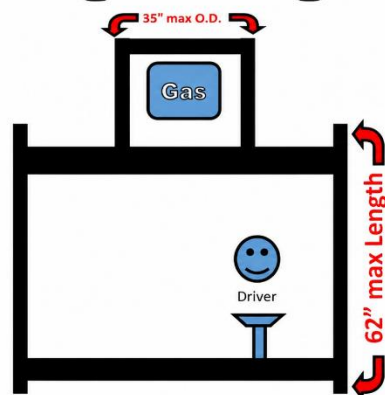
BODY

1. DO NOT TUCK, WEDGE, PRE-BEND, OR FOLD ANY PART OF THE BODY, HOOD OR TRUNK OTHER THAN WHAT IS SPECIFIED FOR THE TRUNK LID ONLY! IF YOU CREASE THE BODY OR HAMMER THE BODY OR FRAME (other than what is specified), BE PREPARED TO CHOP THE WHOLE AREA OR MORE.
2. Cut outs and trimmed panels may not be rolled or bolted. One-fold to protect from cuts is allowed.
3. ALL body bolts, mounts, and washers must be factory stock: No altering permitted. If they are broken or rusted off, then you may add 3 loops of wire in the immediate area to secure the body just as the bolt did.
4. Core support must remain stock for that car and in the stock location.

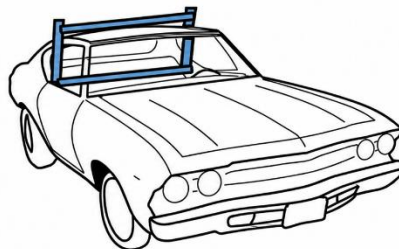
CAGE (see diagram below for examples)

1. You may have a 4-bar cage. A 62" door bar is the max length, and that includes the dash and seat bar.
2. You must have a roll over bar that runs perpendicular to the door bars and can bolt or wire to the roof in 2 places, or an upright bar that goes from rear seat bar to the middle of the roof. Must be welded to an 8" plate on the roof.
3. Cage bars cannot be any larger than 6".
4. For safety, you may add more reinforcement to the cage in the driver's door compartment only. It must remain 4" off the rockers.
5. You may have a center bar from dash to seat bar. It must be 4" off of any sheet metal.
6. For safety, you may add (4) down bars. (2) bar on driver side and (2) bar on passenger side.
 - a. Down bars must land within the 62" side door bars.
 - b. Down bars can be a MAX of 3"x3" tubing and must be only to the sheet metal with a 5"x5" landing pad and must be vertical.
 - c. Down bars must be a min of 4" away from a body mount.
7. Gas Tank protectors are allowed. However, they must be 4" away from all sheet metal.
8. No full roll cages, but Halos allowed.

Cage Design



Halo example



BUMPERS

1. Bumper swaps are permitted by using a factory OEM bumper or a straight piece of flat square tube measuring 5"x5"x1/4" with a max length of 70".
 - a. For safety reasons, if using tubing please cap the ends but have a 3/4" hole drilled into ends to verify it's hollow.
 - b. Factory bumpers may be seam welded only. NO stuffing or reinforcing of the bumper.
2. You may hardnose but you MAY NOT shorten the frame, besides to square off for bumper mounting purpose only. Call with questions.
3. If using existing factory front bumper brackets bolted in factory location, it may be welded in the first 8" from the front of the frame to help the bumpers stay on.
4. Shock tube may be compressed and welded.
5. On a car without factory or missing bumper brackets you may:
 - a. You may ONLY use one 8"x4"x1/4" flat plate welded to one of the four sides of the frame only. This bracket may NOT extend more than past 8" from the end of the frame.
 - b. Rear: Brackets must follow same rules as front brackets
6. Max front bumper height is 20". This will be measured from the BOTTOM of the bumper.
7. Rear bumpers must be at least 16" to the bottom of the bumper or frame, whichever is lowest.

DRIVE TRAIN

1. Engine/transmission:
 - a. You may run any engine and OEM transmission combo. No alcohol fuel allowed.
 - b. You may use a lower cradle. It must connect to the engine crossmember only.
 - c. You may use factory mounts or factory like aftermarket style motor mounts and weld them solid. You may only weld them to the engine crossmember only.
 - d. If using a lower cradle there must be a 1" gap from the furthest point of the back of the engine to any part of the firewall.
 - e. You may weld your lower cradle directly to engine crossmember only, with no more than 8" of attachment per side.
 - f. Some cars will require a mounting plate. You may only weld up to an 8" x 8"x3/8" plate to the engine cross member to mount the lower pads. These plates must be a minimum of 2" away from the frame rails.
 - g. Headers may have a cross support above the carburetor only.
 - h. Only OEM factory transmission crossmembers must be used, and the crossmember must be bolted in, not welded.
 - i. Firewall may be cut out or pounded back behind the distributor. All holes must be covered with metal or non-flammable material.
 - j. NO steel bell or transmission braces allowed!!!
 - k. Shifters are allowed.
 - l. Transmission coolers are allowed.
 - m. May use aftermarket gas and brake pedals. May be bolted to sheet metal only. n. Metal fuel tanks only. Must be mounted in the back seat area. No plastic tanks allowed!!!
2. Rear-ends:
 - a. You may use any OEM factory 5-lug housing. May not be braced and no axle savers. No Postal Mopar-type "stock appearing" rear ends can be used.
 - b. Rear ends must mount into the original factory location using the factory mounts, brackets, and hardware. NO REINFORCEMENT will be allowed.

- c. Aftermarket axles are allowed but no modifications of the tube ends are allowed.
- d. You may run (1) piece of $\frac{3}{8}$ " standard chain from rear end around the frame OR (2) strands of #9 from rear end to frame, nothing thru body (# 9 wire can have (2) loops, (4) strands together in center twist only.) One or the other (can't do both) - do not attach to the frame; just loop the frame.
- e. Mopars may use a U Bolt with (2) washers and one chain single wrapped to chain their humps.
- f. You may use a slider driveline.
- g. You may use a BOLT ON pinion brake only: it CANNOT be attached to the axle tubes or strengthen the rear end.

COIL SPRING CARS

- 1. Lower control arms on coil spring cars may be shortened and butt-welded with no filler or reinforcement. Coil springs may be fastened to the axle only.
- 2. Rear coil springs may be doubled or swapped with passenger car springs and welded, wired or bolted to the axle tube mount only.

LEAF SPRING CARS

- 1. Leaf springs must be stock to what came on that car originally.
- 2. You can not stack springs.
- 3. You are allowed (3) clamps; (2) behind the axle, (1) in front. 2" W X 4"L X 1/8" T using TWO 3/8 bolts per clamp

TIRES & WHEELS

- 1. Air filled tires only.
- 2. You must run a stock wheel.
- 3. No bead locks or full wheel centers.
- 4. You may have a 2" bead protector/ lip guard.
- 5. Small wheel centers can be no larger than 8" in diameter.
- 6. Valve stem protectors are allowed.

STEERING & SUSPENSION

- 1. Steering and suspension components must be the factory Unaltered parts that came on the car, or factory OEM replacement parts obtained from a retail parts store. No purpose-built parts can be used in place of OEM parts. Twist-in coil spring boosters can be used to achieve bumper height.
- 2. Upper A-Arms may be welded down using only (two) 2"x2"x1/8" straps per a-arm.
- 3. You may use an aftermarket steering column.
- 4. You must use the STOCK tie rods, but you can use one piece of 8" long by 1"x 1" piece of angle iron only to secure them in place of the adjustment bracket.

PRE-RAN CARS

- 1. BEFORE SHOWING UP WITH A PRERAN CAR WITH FIX-IT PLATES, YOU MUST TEXT A PICTURE OF FRAME DAMAGE TO THE HEAD TECH AND WAIT FOR A RESPONSE BEFORE PLATING. KEEP YOUR TEXT! FRAME MUST HAVE A VISIBLE KINK IN IT, IN ORDER TO USE A REPAIR PLATE! Visible means we can see it from a distance. Not just chipped paint, small bubble or close up views with a microscope, etc.. If we can't see it

through pictures you may have to wait until after inspections to plate it or not at all. Just to be clear, You don't get plates just because it's a pre run. This rule is to allow a pre-rans to be able to compete, Not for them to have the advantage. THIS WILL BE STRICTLY ENFORCED THIS YEAR.

2. If plates are necessary and pre approved, You may have up to (4) 6"x6"x1/8" plates total. Plates must have a min of 1" between them including the welds.
3. Engine mount damage - if you need to repair, call for instructions.
4. Exterior sheet metal patching is allowed on doors only if it warrants a safety concern.
5. Must meet bumper height requirements, unless FUBAR. (Up to officials discretion).
6. All pre-ran cars must call ahead if they don't meet all the rules.