

2026

**PREBLE
DEMOLITION DERBY**

Official Class Rules

Classes Included

Preble Street Stock Class
Mini-Van, Mini-Truck, or Mini-SUV
Preble Windshield Class
Preble Wire Class

Preble Street Stock Class

Any 1980 or newer front-wheel-drive or rear-wheel-drive car. No full-frame FWD cars, hearses, or limos.

1. Any gear is permitted. You must run the stock housing and axles for the make and model of the car. Rear-end bracing is not permitted.
2. Cars must be 100% stock! No cross-breeding the entire drive line — it must be the same make as the car (Chevy to Chevy, Ford to Ford, etc.). It must have the factory engine of the make and model of the car, with the stock exhaust or headers.
3. The engine must be mounted with the stock mounts in the stock position. No homemade cross members. The cross member must be factory and bolted in, not welded. An aftermarket aluminum radiator is permitted, but it must be bolted in like factory or held in with ratchet straps or #9 wire. No radiator protectors or holders are permitted.
4. You may leave the stock gas tank in the stock location, or relocate the fuel tank to the rear floor of the car. If relocated, you must use a fuel cell or boat tank — no plastic tanks. No stock fuel tanks are permitted inside of the car. If the fuel cell is moved to the inside of the car, it must be securely fastened to the floor with bolts, and you must remove the stock tank from under the car. Ratchet straps are not approved to mount the fuel cell.
5. The windshield may be left in the car. If removed, you must have a double strand of #9 wire from firewall to roof.
 - 5a. The following must be removed prior to entering the fairgrounds: the windows, headlights, taillights, all the chrome, and the mirrors. The interior must be swept clean of debris and glass. You must remove all glass, plastic, and fiberglass on the outside of the car, including the plastic bumper covers. All airbags must be removed or disconnected.
6. Under the hood you may take the plastic fender wells out. The battery may be left in the stock location — you may put a rubber mat over it or spray it with foam around it. You may move the battery to the floor of the car; the battery must be covered and secured. You may lengthen the cables to reach the battery on the floor, but not the wiring harness.
7. A simplified wiring harness is permitted. If the car has a wiring harness in front of the core support, you may move it behind the core support.
8. All body mount bolts must be factory stock. No altering is permitted.
9. The doors must be chained or wired in no more than 8 places per door, and no more than 2 double strands of wire per spot. The wire for the bottom of the doors may go around the frame. You may use 5/16" chain or 2 strands of #9 wire per spot. You can weld the driver's front door only, for safety, using 3" x 3" x 1/4" strapping, and you can have a door skin no thicker than 1/8". A 4-point cage in the driver's area is allowed, no larger than 4x4 steel, mounted to sheet metal above the floor. A 6x6 plate may be used to attach it to sheet metal. The dash may be removed for mounting space at the firewall. This is for driver safety; if determined otherwise, adjustments will need to be made. No other door fasteners may be welded or have washers or angle iron welded to them.
10. Trunks must be chained or wired in no more than 8 places, and no more than 2 double strands of wire per spot. Two of these may go around the bumper and/or the frame. The deck lid and tailgate must be in the factory position on the car, or it must be completely removed from the car. If you remove the deck lid, you are not permitted any wire for your trunk. An inspection hole must be put in all deck lids within 2" of the center of the quarter panel rain channel. You cannot remove the speaker deck from the car. No welding or adding metal is permitted. If the deck lid is welded, you will not run, or you will cut the deck lid

completely off with no exceptions. If you don't have a deck lid, you are not permitted any wire for your trunk.

11. Hoods may be wired or chained in 8 spots, and no more than 2 double strands of wire per spot. No exceptions! You may use 5/16" chain or 2 strands of #9 wire per spot. It must be sheet metal to sheet metal only — no welding washers for holes. There must be a 12" hole in the hood in case of fire. You must remove the hood latch. Hoods must be open for inspection.

12. Creasing of the body is permitted, but it must be behind the back door on the quarter panels only. The quarter panels must stay the stock height of the car.

13. Any tire and rim combos are permitted. Doubled tires are permitted. No foam-filled tires or bead locks.

14. A 4-point cage in the driver's area is allowed, no larger than 4x4 steel, mounted to sheet metal above the floor. A 6x6 plate may be used to attach it to sheet metal. The dash may be removed for mounting space at the firewall. This is for driver safety; if determined otherwise, adjustments will need to be made. You are permitted a gas tank holder off the back bar, no wider than 24", and it must be 6" away from all sheet metal (no exceptions, or you are not permitted to run). These supports may be no bigger than 2"x2".

15. The car's factory springs and shocks are what can be used. Two 2"x2"x1/4" plates may be used to weld down the front control arms. Spring risers are permitted. No wire, chains, or any welding on the rear ends or the rear spring pockets — the car must bounce. The front bumper cannot be any higher than 21" from the bottom of the bumper, fresh or pre-ran. The back bumper cannot be any lower than 14" from the bottom of the bumper.

16. Any car bumper is permitted except Chrysler pointy bumpers. They must be bolted and welded on in the factory location. You may collapse the shocks and weld all the way around the shock and to the mounting plate on the bumper, and there must be a 1½" gap between the frame and the factory bumper shock plate. The shock must be bolted in the factory location. If the car did not come with bumper shocks, you cannot add them. You can use 4" x 4" box tubing, 1/4" thick, as a bumper no more than 5 feet long with no point; the ends of the bumper must remain open. No metal added to the bumper is permitted. If the car has no shocks, the bumper may be welded directly to the frame with no metal added. On the back side of the bumper where the shock mounts, you may use a 1/4" x 6" x 6" piece of flat metal to create a flat mounting surface. DEC bumpers and Adept Products bumpers are permitted. Bumpers must be bolted together, not seam welded. Hard-nosing is permitted, but there must be a 1" gap between the front of the core support mounting bracket and the bumper plate — this will be measured from the front of the core support mounting bracket to the bumper plate.

17. You may weld the spider gears in the rear end to make it posi. You must use the factory rear end housing for the car you are running.

18. No wire or straps can be attached from the roof to the floor in the rear seat area.

19. Headers are permitted.

Fix-It Plates

1. All cars are permitted 2 per frame rail, 4"x4"x1/4" square plates. Once plates are put on, they may not be cut off and moved. There must be a 1" gap between the welds of these plates.

Mini-Van, Mini-Truck, or Mini-SUV

Engine cannot be bigger than a V6 — no V8's. No Durangos or Dakotas. 1980 and newer.

1. Must be 100% stock! No cross-breeding of the drive train — it must be the same make as the vehicle (e.g., Chevy to Chevy, Ford to Ford, etc.) and must appear to be the factory engine to the car. Headers are permitted. The engine must be mounted with stock mounts in the stock position; no welding of the mounts is permitted, they must be bolted only. Factory stock ignition components and shifter components must be used.
2. No homemade cross members are permitted. Cross members must be stock and bolted in, not welded.
3. The doors must be chained or wired in no more than 8 places per door. The wire from the bottom of the doors may go around the frame. You may use 5/16" chain or two strands of #9 wire per hole.
4. The trunks must be chained or wired in no more than 8 places. Two of these may go around the bumper and/or the frame. You are not required to have a deck lid and/or tailgate. No welding or adding metal is permitted. The trunk lid must be in the stock location. No tucking, wedging, pre-bending, smashing, folding, or anything else you can think of is permitted. No welding washers for holes is permitted.
5. Hoods may be wired or chained in 8 spots. You may use 5/16" chain or two strands of #9 wire per hole. It must be sheet metal to sheet metal only — no welding washers for holes is permitted. There must be a 12" hole in the hood in case of fire. You must remove the hood latch. Hoods must be open for inspection.
6. Any tires are permitted. Doubled tires are permitted. No foam-filled tires are permitted. Valve stem protectors are permitted.
7. You may leave the stock gas tank in the stock location, or you may relocate the fuel tank to the rear floor of the vehicle. If this is done, you must use a fuel cell or boat tank. If you relocate the fuel tank you have 2 options:
 - a. A back bar is permitted, no bigger than 4"x4"x1/4", and may have 6"x6"x1/4" plates on the ends for mounting. You can have a gas tank holder no bigger than 24" x 24", and it must be 6" away from sheet metal.
 - b. If no back bar is present, you are permitted to have a 24" x 24" x 12" gas tank structure, no thicker than 1/4", and it must be bolted to sheet metal only.
8. No stock fuel tanks inside of the car is permitted.
9. The windshield may be left in the car or you can remove the windshield. If removed, you must have a double strand of #9 wire from firewall to roof.
10. Creasing of the body behind the rear doors is allowed.
11. Stock-type springs and shocks are permitted. No solid suspension. Screw-in spring risers are permitted. No wire, chains, or any welding on the rear ends or rear spring pockets. Cars must bounce and cars must be stock.
12. You must use the factory rear end for the car you are running.
13. You may weld the spider gears in to make it posi. No gears are permitted, and you must use stock axles. You are not permitted to change the gear ratio or use aftermarket axles. It will be the driver's responsibility to prove they are not changed.
14. Any car bumper is permitted except Chrysler pointy bumpers. They must be bolted and welded on in the factory location. You may collapse the shocks and weld all the way around the shock and to the mounting plate on the bumper, and there must be a 1½" gap between the frame and the factory bumper shock plate. You can use 4" x 4" box tubing, 1/4" thick, as a bumper no more than 5 feet long with no point; the ends of

the bumper must remain open. No metal added to the bumper is permitted. If the vehicle has no shocks, the bumper may be welded directly to the frame with no metal added. On the back side of the bumper where the shock mounts, you may use a 1/4" x 6" x 6" piece of flat metal to create a flat mounting surface. DEC bumpers and Adept Products bumpers are permitted. Homemade bumpers must be bolted together, not seam welded.

15. If the car has a wiring harness in front of the core support, you may move it behind the core support.

16. All body bolts must be factory stock. No altering is permitted.

17. You must have a door bar in the driver's door, or a 1/8" thick plate can be welded to the inside or outside of the door.

18. The battery can be moved to the passenger side floor or in the seat, but must be secured and covered.

19. A 4-point cage in the driver's area is allowed, no larger than 4x4 steel, mounted to sheet metal above the floor. A 6x6 plate may be used to attach it to sheet metal. The dash may be removed for mounting space at the firewall. This is for driver safety; if determined otherwise, adjustments will need to be made.

Preble Windshield Class

W1. Any 1980 or newer front-wheel drive, 4 or 6 cylinders. Stock drive train.

W2. Windshield / Glass

- a. Windshield may be left in place.
- b. If windshield is removed, there must be a vertical bar or wire from roof to firewall — #9 wire, double strand.
- c. All other glass must be removed. If you break any of the windows while removing them, all glass must be swept out of the doors, off the floor, out of the window seals, etc.
- d. No covering with tape is allowed.

W3. Body

- a. Remove outside molding, mirrors, headlights, taillights, and hood and trunk latches.
- b. Exhaust may exit under the car or through the hood.
- c. No cutting, bending, hammering, or creasing of the body is allowed.
- d. Trunk lid must be on the car in the factory location.
- e. You may remove the rear bumper.

W4. Bumpers

- a. Plastic cover must be removed.
- b. Must use stock bumper unless it is plastic. Plastic can be replaced with a steel car bumper of similar size. No chrome.
- c. Front bumper must be welded on or wired to the core support. The bumper may be welded all the way around, but no adding of steel or cutting of the bumper/frame.
- d. Wired bumpers can have 4 double strands of #9 wire to the core support, either around or through the bumper.

W5. Tie Rods

- a. Broken tie rods may be welded, but no adding of steel.

W6. Battery

- a. May be moved to inside of car.
- b. Must be secured to the floor. Ratchet straps are not a secure tie-down — build a box to mount to the floor.
- c. No moving of the computer or any electrical component.
- d. If the battery is left in the factory position, it must be secured with spray foam.
- e. One battery only.

W7. Gas Tank

- a. May stay in the factory location and be secured.

- b.** May use an aftermarket stainless steel or aluminum tank with a fuel pump either in the tank or in-line. Must be securely fastened and must not leak in the middle of the rear seat area. Ratchet straps are not a secure fastener.

W8. Doors

- a.** May be wired or chained in up to 2 spots on the vertical seams — any 2 spots at the top of the doors.
- b.** Must be a bar in the driver's side door, securely fastened.

W9. Trunk

- a.** May be wired in up to 6 spots with #9 wire, double strand. 2 of those spots must be around or through the rear bumper if intact. If wired before the inspection, a 12" hole must be cut in the trunk.
- b.** Trunk lid is required.

W10. Hood

- a.** May be wired in up to 4 spots with #9 wire, double strand.
- b.** Must have a 12" hole cut in the hood.
- c.** Must be open for inspection.
- d.** Hood latch must be removed.

W11. Tires & Rims

- a.** Must be factory made.
- b.** May run donut spares.
- c.** Tires must be radial tires. Must have a tire on the rim at the start of the heat.
- d.** No tubes, no doubles, and no snow tires.

W12. Interior

- a.** Airbags must be removed or deactivated.
- b.** No other interior to be removed other than door panels to remove windows.
- c.** A 4-point cage in the driver's area is allowed, no larger than 4"x4" steel, mounted to sheet metal above the floor. A 6x6 plate may be used to attach it to sheet metal. The dash may be removed for mounting space at the firewall. This is for driver safety; if determined otherwise, adjustments will need to be made. Driver's side and passenger side bars are also allowed off of the rear seat bar.

Preble Wire Class

Any year full-size car. 2003 and newer Ford Motor Company full-size cars — Crown Vic, Interceptor, Grand Marquis, Lincoln Town Car — are allowed. Must have original factory front cradle, front suspension, and steering.

1. Engine may be swapped (Chevy to Ford, Ford to Chevy, etc.). Has to have rubber mounts. No full engine cradles or distributor protectors.
2. Hoods may be bolted and/or wired in six locations, 2 strands of #9 wire per hole, sheet metal to sheet metal, 2 spots to frame or bumper. Hoods must be open for inspection. Front and rear fenders may be trimmed for clearance. You may weld washers for wire. Angle iron to bolt the hood can be no larger than 2" x 2" x 1/4" with a 5/8" bolt. A 1" all-thread for the core support bolt may pass through the hood and count as 2 mounting points.
3. Driver's and passenger door may be welded solid. Both may have a door skin attached to the body only, and may be on the inside of the passenger compartment. Rear doors may be welded 5" on, 5" off, using 5"x5" 1/4" plates. If not welded, doors must be wired or chained shut.
4. Trunks may be wired shut or welded 5" on, 5" off, using 5"x5" plates. Rear window bar 2"x2": 3" of attachment to roof, 3" of window opening, and 3" of attachment to trunk on the seam along the speaker deck. Must have an inspection hole if welded, 2 strands of #9 wire per hole, sheet metal to sheet metal, 2 spots may go to frame or bumper. Trunk lids can be tucked, but must be 8" off the floor. No changing the factory quarter panels. Speaker deck must remain in place.
5. Quarter panels may be pinged, creased, or hammered. No doubling of panels. Quarters must remain in the factory position. No wedging, tucking, or laying quarters over — officials' discretion. Quarters may be cut for wheel clearance.
6. Body mount bolts can be changed — 1/2" bolts, 4"x4" washers. Bolts cannot pass all the way through the frame. No extra body mounts. Must have a 1" floating spacer between the body, no taller than 3". A 6" spacer at the core support, 3"x3" round or square tube, may not be welded to the body, frame, or bumper. No bigger than a 1" all-thread can run through the hood.
7. A 6x6" hump plate, 1/4" max, can be added to the outside of the frame and cannot be formed in any manner — or it can be chained from hump to hump. One or the other.

8. Bumpers

- Any year factory bumper is permitted. Factory bumpers may be welded and loaded.
 - Replica bumpers are allowed.
 - Front bumper can be hard-nosed. Two 2"x6"x1/4" plates may be used to hold the bumper on — these plates cannot touch and may be on top, bottom, or side of the frame. Rear bumper may be mounted this way also.
9. All suspension parts must be stock. May weld or wire in the rear coils.
 10. Any 5-lug or 8-lug rear end is allowed.
 11. Frames may be notched, but no welding to them at all.
 14. Four 3/8" bolts can be added to each side of the quarter panels and front fenders.

Engine

1. Full engine cradles, distributor protectors, header protectors, and carburetor protectors will not be allowed. Lower pulley protectors are allowed but must have a 1" gap between sway bars.
2. Lower engine cradle is permitted for mounting purposes only! May not reinforce or strengthen the car in any way!
3. Engine swaps are permitted; must be mounted to the factory K-member/cradle only. Motor must be welded straight down from the factory motor mount to the frame.
4. Stacks/headers are permitted. Engine may be welded or chained to the K-members.
5. Factory crossmember or 2"x2" box tube. A 3"x3"x1/4", 5" long angle may be welded to the frame to bolt the crossmember to.

Transmission

1. Aftermarket shifters and slider shafts are permitted!
2. Exoskeleton transmission protectors or aluminum aftermarket bellhousings are permitted.
3. Aftermarket transmission coolers are permitted.

Frame – Suspension

1. 2002 and older Ford products can tilt the front frame at the crush box by cutting the flap and tilting, then re-welding the flap. No adding metal.
2. 2003 and newer Fords are permitted, no tilting. Must have factory cradle, steering, and suspension! The front frame cross bar from frame rail to frame rail must remain in the factory position or be removed.
3. Front suspension may be welded. If welded, a maximum 2"x4"x1/4" plate is allowed on the front and rear of the upper A-arms; bottom A-arms may not be welded! A-arms must be mounted in the factory location.
4. Must run factory front suspension components. No aftermarket or reinforced ball joints or spindles.
5. You may cut/notch/dimple the rear frame to help it roll.
6. Frames may not be shortened.
7. Rear suspension may be solid. A 1" all-thread may be used for shocks in factory shock locations. No welding the all-thread to the frame or suspension parts.
8. Front sway bars may only be attached using factory brackets and mounts.
9. When running a Watt's conversion kit, all factory mounting tabs must be removed from the frame. 4 trailing arms maximum allowed.
10. No package tray removal or swapping.
11. Metric GM's can be seam welded from the firewall forward, 1/4" bead, top of frame only. Also, hump plates can be 4"x12", or two 4"x6"x1/4" per side. Must remain in the center of the hump.
12. If you weld factory holes shut, you will need to cut new holes in the same location that are larger than the factory hole.
13. Aftermarket tie rod ends can be 1" max and must have factory-like ends.
14. No tilting on '03 and newer Fords. If questionable, you will not run. If pre-ran, it cannot be pulled down past factory height.
15. Car must sit level. Bumpers cannot be higher than 22" to the bottom of the bumper, or lower than 14" to the bottom part of the frame.

Tires

1. Any air-filled tires are permitted.
2. Stock wheels only. Bead locks are not permitted!

Fix-It Plates

1. May use 3 fix-it plates per side, plates no larger than 4"x4"x1/4". Plates must not overlap or touch — must have a 1/2" gap in between.
2. If size or thickness is abused, it will be cut completely off!!!
3. If you re-stub the front frame and are excessive with the welds, it will count as a fix-it plate.

Electrical and Battery

1. Two batteries allowed; must be securely fastened and covered before inspection.

Rear End

Any factory 5-lug or 8-lug automotive rear-end housing is permitted. Internals, gears, and axles may be upgraded. Basic rear-end braces are allowed. Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil-spring rear end for mounting purposes only — may not be used to strengthen the rear end. '98 and newer Ford Watt's rear-end conversion is permitted. Watt's conversion brackets are permitted. Trailing arms may be reinforced or 2x2" square tubing.

Driver's Compartment

1. May have a 4-point cage around the driver's compartment for safety. Maximum material dimension is 6" bar, square tube, channel, etc. One bar may be located behind the driver's seat, across the dash, and two connecting bars along the driver and passenger doors. No further forward than the firewall and no further back than the rear seat kick panel.
2. The bar behind the seat can sit no further back than the rear seat kick panel, and at least 6" off the floor.
3. A rollover bar is permitted; cannot connect to the floor or frame. Must be straight up and down.
4. The cage bars may be attached to sheet metal only, with a maximum 12"x12"x1/4" plate. The cage may not attach to the frame if the cage bars are not welded securely.
5. A gas tank "holder" is permitted. Holders may attach to the floor or cage. If attached to the cage, the holder may be up to 32" wide and may be against the rear sheet metal. May not be welded or bolted to the floor or rear seat panel. This rule will be strictly enforced.
6. If you cut the firewall out, no metal can be added.
7. Aftermarket pedals, shifters, and columns are permitted.
8. Two 3"x3" window bars attached to sheet metal only, within 3" of the window opening.