

OVERALL DEMOLITION DERBY RULES

READ THESE RULES CAREFULLY!

****A LATE FEE OF \$20 WILL BE CHARGED ONE HOUR PRIOR TO ADVERTISED START TIME.****

Towing and transporting demolition derby cars to and from demo location must meet highway safety codes. Bond County Fair will not be held liable.

- Driver's Entry & Fees --- Drivers must be sixteen (16) years of age or older and have a valid driver's license or photo ID. Drivers 16 and 17 years of age must have a notarized consent form from both parents or legal guardians present and sign a minor release form.
- All persons MUST sign an entry form, insurance waiver, release form, pay entry fees and purchase a pit pass before entering the pit area.
- Entries will be accepted up to one (1) hour prior to the advertised start of the derby. All trophies and earnings must be picked up at the completion of the event or you will forfeit your prize. They will not be available at a later date.
- The derby will start at 5:00 PM on Saturday, September 5, 2020.
- You must have a 12"x18" sign with your number on it. The exception is for compacts that must have a 12"x12" sign with your number on it. **THIS IS MANDATORY!**
- IF IT DOES NOT SAY YOU CAN DO IT, THEN YOU CANNOT DO IT. If it is questionable, then call first.
- All drivers must attend drivers meeting prior to the derby.
- No harassing of the judges will be allowed at any time by drivers, passengers, crew members or spectators. Failure to abide by these rules, the driver will forfeit all money and all involved will be escorted from the premises.
- **DECISION OF OFFICIALS IS FINAL! SAFETY IS OUR FIRST PRIORITY!**
- Unsportsmanlike conduct will not be tolerated and will be grounds for disqualification. MANAGEMENT HAS THE RIGHT TO DISQUALIFY A CAR/DRIVER AT ANY TIME! Any person in pit or track area causing trouble and not obeying the rules will be asked to leave the area immediately. We can and will have police escort you out and/or have you arrested. You may also be banned from running in any future fair events. The officials have the right to inspect a car at any time including after the race. If anything is found to be illegal, you will forfeit all prizes which will then go to the next person in line. If anything is changed on your car after inspection to make your car illegal, you will be automatically disqualified and will not receive a refund of entry.
- All cars must be removed from the derby site by 12:00 Noon the following day unless otherwise stated at the drivers meeting. Failure to do this will result in cars being removed.
- **No refunds will be made due to failure to meet regulations!**
- Top 5 in feature must actively compete at the end. There is no driving yourself on barriers or dirt berms. Failure to comply could result in complete restart with all feature qualifiers actively competing again.
- No reinforcements allowed other than specified below. Any metal added to reinforce your car is illegal. You will only be allowed two (2) trips through the inspection line.
- NO PAINTING, UNDERCOATING, OILING OR GREASING OF FRAMES. YOU WILL BE INSPECTED. THIS INCLUDES PAINTING OF THE FRAME FLAT BLACK.

- NO HITTING IN DRIVER'S DOOR, but no using the driver's door as a shield. If the hit is deemed by the officials to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door as a defense repeatedly, you will be disqualified. This will be the judges' discretion.
- NO hot-rodding in the pits. Keep it at an idle.
- Any open door or second fire will cause disqualification. If in a heat, you may fix it and come back in the consolation. In the feature, you will be disqualified.
- You must make AGGRESSIVE contact every 60 seconds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be cause for disqualification. The fans pay to see a show --- put one on for them!
- IF YOU THINK SOMEONE IS SANDBAGGING, HIT THEIR CAR WITH YOUR CAR ON THE TRACK.
- Winning cars plus three (3) out of the money must remain on the track until released by officials.
- Any questions or controversies will be discussed at the drivers meeting.
- DO NOT paint anywhere on the suspension or frame. If we can tell it's been painted, we will not even inspect your car.
- All drivers must wear approved DOT helmet and strap must be fastened.
- All drivers must wear eye protection, either safety glasses or a visor on the helmet.
- All drivers and riders must wear working seat belts. This will be enforced in 2020 or you will not run!!!
- All drivers must wear long pants and shirt.
- A driver that receives a black flag for an intentional door hit will be disqualified from all competition for that night. A driver that receives a black flag for sandbagging or 1 fire in the interior of the car will be disqualified, or 2 fires on the exterior will be disqualified. If in a heat, you may go to the consolation. This will be the judges' discretion.
- **ALL JUDGES DECISIONS ARE FINAL!**

OLD SCHOOL RULES

1 st : \$2,000 & Trophy	6 th : \$150
2 nd : \$1,000 & Trophy	7 th : \$125
3 rd : \$750 & Trophy	8 th : \$100
4 th : \$500 & Trophy	9 th : \$75
5 th : \$250 & Trophy	10 th : \$50

1. Any year car allowed, except the following: no Imperials, trucks, vans, hearses, or El Caminos. All glass / plastic / fiberglass / interior must be removed and cars swept clean.
2. **NO WELDING OF ANY KIND ANYWHERE ON THE CAR** other than where stated in the rules. No exceptions!!! #9 wire can only go around frame in 4 spots. (Up to 3 wraps in one location OK. No more than 3 loops. Otherwise unlimited.)
3. **DRIVER SAFETY** – Driver safety is our priority. Any car not deemed to be safe by the officials will not run. Must have wire, chain or bar from roof to dash in front to keep the hood from coming into the driver compartment. This cannot be more than 3 inches past the window opening. You may also have one on the back window, but may not go more than 3 inches past the window opening.
4. **CAGE** – You may have a 6-point cage. This is two sidebars and three cross bars. The cross bars must be one in dash area, one DIRECTLY behind the driver seat, and one no farther then beginning of rear fender wells (nothing any further back). You may have 4 down tubes attached to the frame, no farther forward than front fender seam and no farther back than the beginning of rear fender wells. A halo bar is recommended. If halo is attached to frame, that counts as two down tubes. Down tubes may only be 4 by 4 and attached to top of frame only.
5. **BODY MOUNTS** – Original body mounts/spacers may be replaced with 3/4" all thread with a max of a 3/4" washer and may be mounted solid.
6. **HOOD** – May be chained or wired shut. You may use 6 all thread no bigger than 3/4" with washers. No bigger than 6" outside diameter (two may go to or through frame but not in front of radiator). Must have 2 holes a minimum of 6" in diameter on each side of carburetor. You may use a total of 20 bolts no bigger than 3/8" with washers no bigger than 1" in hood. No extra body bolts.
7. **TRUNK** – May be chained or wired shut. You may use 2 all thread no bigger than 3/4" with washers no bigger than 6" outside diameter. All thread may go to or through frame in trunk. Must go through factory body mount holes. May weld five on five only in factory location; no welding to trunk pan. You may wedge the trunk, but only from the rear of the back of the passenger door to the bumper.
8. **DOORS** – Must be chained, wired or welded. You may weld solid with straps no bigger than 3 inches wide and 1/8 inch thick, on outside only. Wagon gates may be chained or wired in four spots, or wired 5 on 5 off. No double plating of doors.
9. **FIREWALL** – Firewall may be cut.
10. **FENDERS** – May be trimmed and pre-bent. You may use 10 bolts no bigger than 3/8 inch with washers no bigger than 1 inch per fender. Rear quarters will be considered fenders. Rear quarters may be pre-bent but must remain vertical. No wedged front fenders.
11. **DRIVE TRAIN** – You may use any motor and any transmission in car. Motor mounts may be welded. You may use an aftermarket motor cradle for mounting purposes only; must have a rubber bushing, not mounted solid. The motor cradle may be attached to the stock motor cradle but may not be attached to the frame or support the frame in any way. Headers through the hood are OK. No distributor/motor or tranny protectors. You may use an aftermarket gas pedal. You may use one

chain per side to secure motor and one chain on transmission. Shifter/linkage may be modified to prevent binding. Slip driveshaft allowed. OEM car rear-ends allowed. You may use an 8-lug rear end. If the car was a coiled spring car, in MUST stay coiled spring. If it is a leaf spring car, it MUST stay leaf spring with factory set of springs. May be welded position. You may brace rear end. Must be factory mounting, no bracing of mounts. Pinion brakes allowed. No axle savers.

12. **TIRES** – Any tire except what is stated. Valve stem protectors allowed. Tire inside tire allowed. No fluid in tires, no tractor tires, no paddle tires, etc. You may weld in centers, but must be OEM center or OEM wheel skin. No bead locks.

13. **BUMPERS** – Bumper swaps ok. You may trim bumpers. You may weld bumpers and bumper brackets on. Loaded bumpers are allowed, but no homemade bumpers. You may push shock canisters in and weld. You may use 2 chains 3/8" or smaller to hold bumper on. Chains may only overlap frame by 12".

14. **FRAME** – Notching/dimpling the frame is OK. Chain (no bigger than 5/16 inch) or #9 wire (no more than three loops) from one side to the other in the rear is OK. This will not count towards the wire around frame in 4 spots. You may re-stub but only with a factory stub. Butt weld with a 2-inch wide strap, two sides of frame. Anything else done to the frame is not permitted. You may weld 2 beads of weld no wider than 1/2" top and bottom of the frame but only in front of the A-arm.

15. You may use six 4x4 quarter-inch thick plates any way you want. USE YOUR TAPE MEASURE.

16. **STEERING AND SUSPENSION** – You may change out the steering column. You may shorten or lengthen trailing arms with no more than 1 inch of overlap (no reinforcing). You may reinforce tie rods. Must keep factory ends. You may run 1 bolt through factory A-arm to hold down to the frame.

17. **GAS TANK/BATTERY** – Stock gas tank must be removed. Tank must be located in the rear seat area, securely fastened and covered. All fuel lines must be ran in a safe manner. Battery must be moved into the passenger compartment and safely secured. No factory tanks and all fuel connections must be double clamped.

18. **FLOOR PANS** – Floor pans may be patched with flat stock no thicker than 1/8 inch. Only patch bad spots, not the whole floor pans.

19. **BODY** – No seam welding. No patching.

20. **Safety belt and DOT approved helmets are required.** All helmets must be securely fastened. You are required to wear long pants and shirt. It is recommended that you wear a long-sleeve shirt or fire suit.

21. You may run '03 or newer, but you must run stock cradle, suspension and steering. (It must be stock and not reinforced. **NO EXCEPTIONS!**)

22. No full cradles if you have a DP. If it touches any part of the car sheet metal or the cage, you will be disqualified.

HOODS, TRUNKS AND BODY BOLTS

1. Hoods must have 2 holes, at least 4" in diameter on each side of carburetor --- NOT directly on top of carburetor. IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT. NO SECOND ALL THREAD WELDED TO SIDE OF THE FRAME AND RAN THROUGH THE MID POINT OF THE HOOD.

2. On all cars, hoods, trunk and tailgates may be secured with the following method: on front of car --- 2 pieces of 1" all thread, with a washer no larger 6" O.D. and 3/8" thick. All threads MUST be mounted outboard of the radiator. In addition to all threads (6) 1" O.D. bolts with a washer no larger than 6" O.D. and 3/8" thick or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16" thick or longer than 6". Three (3) on each side of car, a total of six (6). Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All

wire or cable MUST be mounted outboard of radiator. A maximum of 50 bolts 3/8" or smaller are allowed to bolt together hood seams. On deck lid of car, 4 pieces of 5/8" all threads with a washer no larger than 6" O.D. and 3/8" thick all threads may be mounted through deck lid and frame anywhere in trunk can be welded to the frame or in body mount holes. In addition to all threads, you may weld trunk 5 on 5 off. Straps should not be larger than 1/4" thick or 4" wide or (6) 1" O.D. bolts with a washer no larger than 6" O.D. and 3/8" thick or 10 3/8" bolts in the drip rails, not both 1 or the other and any amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons 2 pieces of 1" all threads with a washer no larger than 6" O.D. and 3/8" thick. All threads may be used in the rear through roof and stock body mount replacing existing bolt. In addition to all threads, you may weld tailgate 5 on 5 off. Straps should not be larger than 1/4" thick or 4" wide or (6) 1" O.D. bolts with a washer no larger than 6" O.D. and 3/8" thick, and any amount of wire or cable. YOU CAN WELD WASHER (no bigger than 5/8" washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

3. No carburetor protector outside the intake area or DP.

4. You may have rear window bar 2" X 2" X 1/4" MAX IN SIZE, 6" max on roof (4" X 4" X 1/4" TO ATTACH TO THE ROOF) and no further back or forward than 3" on each side front drip rail on trunk weld to the strapping on your trunk. MINIS...there must be 6" minimum distance (gap) from the top of this bar on the roof and halo bar. This is the only location allowed for this bar.

5. All body mount bolts may be replaced including FULL FRAME MINI'S within 1/2" O.D. bolts with a stamped washer. Do not take them out and place body on frame. If replaced, a gap of 1" minimum is mandatory between body and frame, or may replace with a stack of washers or 1 piece of anything solid, as long as it is about the same diameter as the factory bushing. Do NOT crush factory body bushings. Front body mount bolts inside passenger compartment must be removed for inspection. Body mount bolts inside passenger compartment that are close together may have 1 washer 6" X 12". Must have 2 or more body mount bolts through washer or may add 2 additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom and NO welds.

6. A minimum of 1 chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of 2. IF YOU HAVE A PASSENGER MUST HAVE 2. IF USING METAL STRAPS MAX SIZE 2" WIDE X 1/4" THICK, 12" APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY.

CAGE AND HALO BARS

1. All driver and passenger doors may be reinforced. You should have a 6 point cage, MINIMUM OF A 4 PT. CAGE. Cross bars may be ran as follows: 1 across dash, 1 bend front seats and 1 in rear seat area (3rd bar must be at 10" off the floor, measured from bottom rear seat area).

2. You can run 4 down tubes, 2 per side. 2 of these down tubes must be mounted mandatory in the following way on each side: 1 down tube to flat part of the frame 1' behind the 2 body mounts at your feet at the "A" pillar, with a max distance of 2' from the same measuring point. Lower door bars allowed between down tubes; must be 6" or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between cage and front doors. Must be securely fastened to cage. Front bar must be no more than 4" in diameter. Must have 6" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CANNOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF DRIVERS COMPARTMENT. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors).

3. Halo bars are allowed. There must be 6: minimum distance (gap) from halo bar and the top of your rear window bar. Can be attached to bar behind your seat or could be run to the frame but it would be counted as 1 of your down tubes.
4. This is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage and must be 2" off of floor. This is for protection not reinforcement.

FRAME

1. Top frame seams from A-arms forward may have single bead of weld added. Must be single pass no wider than 3/8" wide by 3/8" high, no extra metal may be added. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANY OTHER BRACKETS ATTACHED TO FRAME OR SHEET METAL under hood or trunk. NO CONCRETE!!! DO NOT WELD FACTORY HOLES UP. ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.
2. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.
3. You may run 1 wire or chain from frame rail to frame rail underneath back of car behind back tires/wheels.
4. You may put a bolt with a stamped flat washer thru frame to hold it together. Only 1 per wheel opening must be loose during inspection. DO NOT weld washer (pinning of frame).
5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
6. If changing front stub, cut 3" behind second cross member bolt hole. When replacing, can overlap 2 1/2", able to weld both sides but no adding extra metal. Must be of the same make and model.
7. If restubbing 1 side of the frame, you are allowed to cut and fit the new frame flush and weld 1 pass all the way around (butt-fit-weld). Must be of the same make and model.
8. All trailer hitches MUST be totally removed.
9. 2017 - this includes mini's: If running a used car prior to this derby, you are allowed 2 patch plates- 1 per side of frame. No plate larger than 4" X 4" X 1/4", must be at a previously bent spot on the frame and must be painted a fluorescent color so it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS, NO WELDING THESE ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION-NO MONEY WILL BE PAID OUT.
10. You may use six 4x4 quarter-inch thick plates any way you want. USE YOUR TAPE MEASURE.

BUMPERS

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM BOLT LOCATION ON FRAME. May use 2 1/2" max round or square tubing. No thicker than 1/4". No solid stock may be used. This can only extend into the frame a max of 8". Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use 2 pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.
2. Front bumper may be reinforced inside outside and end to end. Must have chrome on the outer part of the bumper from any OEM bumper shaped to fit. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers.
3. You may have 6" long x 4" wide x 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper. If you're running a pre ran and choose to put your extra 4"x4 1/4" plate up front, there must be at least a 1'8" gap between the plates. Any questions, please call.

SUSPENSION

1. Stiffness of suspension will be left up to the discretion of the driver. A-arms may be bolted or lightly welded with strap no more than 1/4" thick and 2" wide. MUST RUN STRAIGHT UP AND DOWN. One in front and 1 behind A-arm for a total of 2 per A-arm. Can be to upper or lower A-arm, but not both. Can only be welded 2" on A-arm and 2" on frame. Only a 2"x2" area on each end of strap may be welded to A-arm and frame. DO NOT WELD ENTIRE A-ARM TO THE FRAME! NO EXCESSIVE METAL ADDED!
2. Homemade tie rods and homemade steering shaft are permitted.

ENGINE AND TRANSMISSION

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY CAR, BUT MUST BE MOUNTED IN A STOCK POSITION. ON A V-BLOCK MOTOR, FRONT SPARK PLUGS MUST BE EVEN OR IN FRONT OF UPPER BALL JOINT. ON IN-LINE MOTORS, NUMBER 2 SPARK PLUG MUST BE EVEN OR IN FRONT OF UPPER BALL JOINT.
2. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.
3. Any type of header is allowed, but must be directed away from drivers compartment.
4. Transmission oil coolers and engines oil coolers are permitted. All tranny lines must be wrapped or run through PVC. Inspection personnel must approve all mountings, lines and fittings.
5. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.
6. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.
7. You may beat flat the engine side of the firewall only. Do not weld or bolt firewall. Do not reinforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to modify the driver's side of the firewall/cowl in any way.
8. Transmission protectors are allowed. MUST FLOAT OVER CROSSMEMBER.
9. Must have stock/OEM cross member.

GAS TANKS

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE TANK must be mounted in rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!! Other types of installations will not be allowed. NO GAS CANS with noses duct taped. A marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a runner cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of officials. Electric fuel pumps are permitted but MUST have shut-off with in reach of driver. NO MORE THAN 10 GALLONS OF GAS IN TANK. For the mini-car class you will no longer be able to move the stock gas tank into the back seat area.

REAR END

1. Any automobile rear end can be used in any car. You cannot transform a coil spring to a spring or vice-versa. On originally equipped with leaf springs, stock leaf springs and hangers MUST be used. Leaf packs on all cars may have no more than 8 leaves per pack. MUST be OEM stock. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. You may tilt rear end by shortening or lengthening rear end control arms.

Trailing arms may be reinforced. Rear end housing may be reinforced. No dually wheels allowed.

2. Any drive shaft or U joint may be used. Welding of drive shaft is permitted.

3. Any bracket that shows reinforcement to the frame will not be allowed.

4. You may have 5 spring clamps per spring. You pick if you want them in front of or behind axle, or split them between the front and back.

5. NO AXLE SAVERS!!

TIRES

1. Only 16" or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED.

2. Valve stem protectors or liquid in tires permitted. Screws in rims to hold tires in place permitted.

ALL JUDGES DECISIONS ARE FINAL!!!

STOCK CLASS RULES

100% Payout

The stock class demolition derby shall be open to people who have a valid driver's license or photo ID and are 18 years of age or older. If 16 or 17 years of age, you must have notarized consent from both parents/guardians present. All drivers will adhere to all rules and regulations. Towing and transporting demolition derby cars to and from the demo location must meet highway safety codes.

1. Any year car allowed, except the following: no Imperials, trucks, vans, hearses, or El Caminos. If running an '03 car or newer, it MUST have stock suspension. All glass / plastic / fiberglass / interior must be removed and cars swept clean.
2. **NO WELDING OF ANY KIND ANYWHERE ON THE CAR** other than where stated in the rules. No exceptions!!! You may use unlimited #9 wire.
3. **DRIVER SAFETY** – Driver safety is our priority. Any car not deemed to be safe by the officials will not run. Must have wire, chain or bar from roof to dash in front to keep the hood from coming into the driver compartment. This cannot be more than 3 inches past window opening. You may also have one on the back window but may not go more than 3 inches past the window opening.
4. **CAGE** – You may have a 4-point cage. NO down tubes. No more than 12 inches behind the driver's side rear door seam, and it may be welded in place.
5. **NO cutting of firewalls.**
6. **NO trimming of fenders.**
7. **TIRES** --- **MUST be a DOT tire** --- must be stated and visible on tire. No valve stem protectors. No double tires.
8. **GAS TANK/BATTERY** – Stock gas tank must be removed. Tank must be located in the rear seat area, securely fastened and covered. All fuel lines must be ran in a safe manner. Battery must be moved into the passenger compartment and safely secured. No factory tanks and all fuel connections must be double clamped.
9. **MOTORS** --- No cradles. May weld motor mounts in. May use headers.
10. **BUMPERS** --- Must be stock and factory mounted.

COMPACT CAR RULES

1st: \$500

2nd: \$300

3rd: \$200

4th: \$150

5th: \$100

With 30+ cars, payout is:

1st: \$1,000

2nd: \$400

3rd: \$300

4th: \$200

5th: \$100

1. Must be powered by four- or six-cylinder engine
2. Wheelbase must be 108 inches or less. NO EXCEPTIONS!
 - A. NO moving/bending a stock or aftermarket component to shorten wheelbase.
3. No four-wheel drive vehicles.
4. MANDATORY! All four/six-cylinder cars must have a cage. Four point minimum.
5. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!!
 - A. Battery and gas tank must be tight when coming through inspection line or you won't be inspected.
6. All lines under car must be steel lines or if running rubber lines, they must be inside of the car.
7. If OEM bumper had no bolts bumper homemade bumper brackets may go six (6) inches from back side of bumper.
8. No pipe over struts.
9. No kickers
10. No aftermarket or homemade extreme cradle/pullet protector

ALL JUDGES DECISIONS ARE FINAL

1. Cars previously run in Demolition Derby may install new front clip. Any clip may be used on any car, MUST be installed in stock manner. Officials MUST approve installation.
2. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching racetrack. Rolling down windows is not permitted. Remove all glass mirrors and plastic. Remove all decking in wagons. Vehicles must be swept clean of all debris
3. Rear seat of sedan must be removed, top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to floorboards. All cars must be swept clean, both drivers compartment and trunk. No spare tires, broken glass, or trash, etc., allowed in cars.
4. Cars must have a seatbelt and working brakes. MANDATORY!!
5. You can carry a fire extinguisher, but it must be mounted securely and free of movement.
6. Battery may be moved, but must be securely fastened and covered in passenger compartment. MAXIMUM OF TWO AUTOMOBILE TYPE BATTERIES ALLOWED. Battery and gas tank must be tight when coming through inspection line or you won't be inspected.
7. Any type automotive radiator may be used but must be mounted in stock position. NO RESERVE TANKS. A radiator cradle is allowed made of 1/8" metal 1" wider than the radiator. Bolted only to car and nothing in front of the radiator. AFTERMARKET OR HOME-MADE RADIATOR CRADLE.

- A. Front rad. screen max. Thickest 3/8" thick, bolted or 4 1" welds.
8. Fenders may be bolted together with 3/8-inch bolts or smaller with 3/8 inch or smaller washers only. A maximum of 10 bolts per fender.
9. All doors may be welded (Outside of body only), chained or wired. Straps cannot be larger than 1/4" thick and 4 inches wide on door shell (vertical) and 2 inches wide on window frame. You may beat top of doors down and may tack them in three places with a maximum of 1" weld each.
10. No doubling of body panels allowed; no added metal allowed.
11. Patching floorboards, if you have to patch rusty floorboards you must cut out all the rust, overlap no more than 1" with same thickness as body material and sheet metal screws – no more than one every 4". No Welding to floorboards or firewall.
12. You may crease/enhance sheet metal body panels but do not fold and weld. No extra metal may be added.
13. NO OTHER BODY WELDS OTHER THAN WHAT IS LISTED ABOVE. THIS INCLUDES BODY SEAMS ANYWHERE ON THE CAR.
14. ALL SUNROOFS MUST BE COVERED WITH A THIN SHEET OF METAL, I.E. WELED OR BOLTED (WITH BOLT HEAD INSIDE THE CAR) OR RIVETED. No #9 wire or chain to accomplish this will be allowed.

HOODS AND TRUNKS

MUST BE OPEN AT INSPECTION! So, don't come to inspection line with hood bolted down....

1. HOODS: must have two (2) holes, at least four (4) inches in diameter on each side of carburetor – Not directly on top of carburetor. IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT.
2. NO SECOND ALL THREAD WELDED TO SIDE OF THE FRAME AND RAN THROUGH THE AT MID POINT OF THE HOOD.
3. On all cars, hoods, trunks, and tailgates may be secured with the following method: on front of car, two pieces of 1 inch all thread, NO SLEEVING, Can have a 4" or less spacer free floating or welded between core support and frame, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads MUST be mounted outboard of the radiator. In addition to all threads, six (6) 1-inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8-inch-thick, or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16 thick or longer than 6 inches. Three on each side of car, a total of six. Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All wire, or cable MUST be mounted outboard of radiator. A maximum of 20 bolts 3/8 inch or smaller are allowed to bolt together hood seams.

TRUNK: 4 pieces of 5/8 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8-inch-thick, all threads may be mounted through deck lid and frame anywhere in trunk, can be welded to the frame or in body mount holes. In addition to all threads, you may weld trunk 5 on 5 off, Straps should not be larger than 1/4" thick or 4 inches wide or six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, or 10 3/8" bolts in the drip rail, not both one or the other and any amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons two pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8-inch-thick, all threads may be used in the rear through roof and stock body mount replacing existing bolt.

TAILGATE: weld 5 on 5 off, Straps should not be larger than 1/4" thick or 4 inches wide or six (6) 1-inches O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8-inch-thick, and any amount of wire or cable. YOU CAN WELD WASHERS (no bigger than 5/8 washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

A. No carburetor protector outside the intake area or DP.

B. You may have rear window bar 2"X2"X1/4" MAX. IN SIZE, 6" max. on roof 4"X4"X1/4" FLAT PLATE TO ATTACH TO THIS BAR TOP AND BOTTOM and must be centered on front side drip rail on trunk no further back (2" on each side). Weld to the strapping on your trunk. There must be 6" minimum distance (gap) from the top of this bar on the roof and halo bar.... This is the only location allowed for this bar.

BODY MOUNTS

1. All body mount bolts may be replaced with 1/2-inch O.D. bolts with a stamped washer. Do not take them out and place body on frame. If replaced, a gap of 1" minimum is mandatory between body and frame. You may replace with a stack of washers, or one piece of anything solid, as long as it is about the same diameter as the factory bushing. Do NOT crush factory body bushings. Body mount bolts inside passenger compartment that are close together may have one washer six (6) inches x twelve (12) inches, must have two (2) or more body mount bolts through washer. You may add two (2) additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom and NO welds.

4. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF YOU HAVE A PASSENGER MUST HAVE 2. IF USING METAL STRAPS MAX. SIZE 2" WIDE X 1/4" THICK, 12" ID APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY.

CAGE AND HALO BARS

1. All driver and passenger doors may be reinforced. You should have a six (6)-point cage, MINIMUM OF A 4PT. CAGE. cross bars may be running as follows, one across dash, one behind front seats, and one in rear seat area, 3rd bar must stay inside of interior of rear drivers compartment nothing past front of package tray. Nothing can be added to the bottom of this bar.

2. You can run four (4) down tubes, two (2) per side. 2 of these down tubes must be mounted mandatory in the following way on each side, 1 down tube must be to flat part of the frame no further forward than the inner front door seam, with a max distance of 2' from the same measuring point. Lower door bars are allowed between down tubes must be 6 inches or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between cage and front doors. Must be securely fastened to cage. Front bar must be mounted no more than 2" below the bottom of the front window seal and be no more than 4" in diameter. Must have 6" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CAN NOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF REAR DRIVERS COMPARTMENT. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors).

3. DP can't touch dash bar during or at the end of the derby or you will be disqualified.

4. Halo bars are allowed. Can be attached to bar behind your seat or could be run to the frame but it would be counted as one of your down tubes. There must be 6" minimum distance (gap) from halo bar and the top of your rear window bar.... Nothing can be attached to halo bar

5. This is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage, must be 2" off of floor, this is for protection not reinforcement.

FRAME

1. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANY OTHER BRACKETS ATTACHED TO FRAME OR SHEET METAL under hood or trunk. NO CONCRETE!!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.
2. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.
3. You may run one (1) wire or chain from frame rail to frame rail underneath back of car behind back tires/wheels.
4. You may put a bolt with a stamped flat washer thru frame to hold it together. Only one (1) per wheel opening must be loose during inspection. DO NOT weld washer. (Pinning of frame)
5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
6. If changing front stub, cut 3 inches behind second cross member bolt hole. When replacing, can overlap 2 ½", able to weld both sides, but no adding extra metal. Must be of the same make and model.
7. If restubbing one side of the frame, you are allowed to cut and fit the new frame flush and weld one pass all the way around (butt – fit – weld). Must be of the same make and model.
8. All trailer hitches MUST be totally removed.
9. 2019 THIS INCLUDES MINI'S: If running a used car prior to this derby, you are allowed 4 patch plates max. Size 4"x4"x1/4". Must be painted a bright color. So, it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION – NO MONEY WILL PAID OUT
10. Attachment of lower front sub frame to body, can use only chain 3/8" or smaller, can weld the links at each end for attachment points. But on a used/preran car you can use a metal strap, but each one counts toward/as your patch plates
11. No plates on fresh cars to fix/patch rust holes, unless it's a preran/used car then follow patch plate rule.

BUMPERS

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM MOUNTING BOLT LOCATION ON FRAME. May use 2½" max. Round or square tubing. No thicker than ¼ inch. No solid stock may be used. This can only extend into the frame a max. of 8". Will be drilled at 8 ¼" measured from the front edge of the frame on every car. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.
2. Front bumper may be reinforced inside or behind and end to end. Must have chrome on the outer part of the bumper from any OEM bumper shaped to fit. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers. (the curve of point must start at each frame)
3. You may have 6" long 4" wide 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper. If you're running a preran and choice to put your extra. 4 by 4 1/4" plate up front there must be at least a 1/8" gap between the 2 plates. Any questions please call.
4. No front bumper straps to core support or all thread.

SUSPENSION

1. Stiffness of suspension will be left up to the discretion of the driver. NO OTHER METAL ADDED!
2. Homemade tie rods and homemade steering shaft are permitted.
3. No pipe over struts

ENGINE AND TRANSMISSION

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY FRONT WHEEL DRIVE CAR BUT MUST BE MOUNTED IN A STOCK POSITION.
2. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.
3. At motor mount to sub-frame your allowed 2 per side of motor mount a 2"x3"x1/4" plate on its side welded to frame and engine cradle
4. Any type of header is allowed but must be directed away from driver compartment.
5. Transmission oil coolers and engines oil coolers are permitted. Inspection personnel must approve all mountings, lines, and fittings.
6. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.
7. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.
8. No aftermarket or homemade extreme cradle/pullet protector
9. No carburetor protector outside the intake area or DP. *No aftermarket or homemade attachments to rad. Core support or fire wall. Nothing outside of the normal/factory type attachment points.
10. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.
11. Transmission protectors are allowed. MUST FLOAT OVER CROSSMEMBER
12. Must have stock/OEM cross member

GAS TANKS

Battery and gas tank must be tight when coming through inspection line or you won't be inspected.

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. Other types of installations will not be allowed. NO GAS CANS with hoses duct taped. A Marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a rubber cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of Officials. Electric fuel pumps are permitted but MUST have shut-off within reach of driver. NO MORE THAN ten (10) GALLONS OF GAS IN TANK.
2. NO PLASTIC TANKS, unless in a wooden box 1" thick minimum or a metal box ¼" minimum. All sides except top side. This also goes for if your using a metal boat tank.
3. Mounted in center of the back-side area.

FOR THE MINI-CAR DERBY CLASS, YOU WILL NO LONGER BE ABLE TO MOVE THE STOCK GAS TANK INTO THE BACK-SEAT AREA. For mini autocross only you can leave factory tank under the car.

REAR END

1. Any automobile rear end can be used in any car. You cannot transform a coil spring to leaf spring or vice versa. On models originally equipped with leaf springs, stock leaf springs and hangers MUST be used. Leaf packs on all cars may have no more than 8 leaves per pack Must be OEM stock. Homemade

spring perches or homemade trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. You may tilt rear end by shortening or lengthening rear end control arms. Trailing arms may be reinforced. Rear end housing may be reinforced. No dually wheels allowed.

2. Any drive shaft or U joint may be used. Welding of drive shaft is permitted.

3. No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed.

JUDGES HAVE FINAL DECISION.

TIRES

1. Only sixteen (16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED.

2. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.

ALL JUDGES DECISIONS ARE FINAL