

Demolition Derby Rules 2010

Rules and Regulations

The following rules and/or regulations set forth herein are designed to provide for the orderly conduct of Demolition Derby and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant, spectator or official. The officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the safety factor. Any interpretation or deviation of these rules is left to the discretion of the Officials, and their decision is final. The Officials reserve the right to approve and/or reject all entries. **No alcohol on the grounds. All coolers will be checked.**

LAWRENCE COUNTY JR. FAIR HAS THE RIGHT TO REFUSE ANY ENTRY AND SPECTATOR ADMITTANCE.

2010 ENTRY FEES: DRIVER \$30.00
 PASSENGER \$25.00
 PIT PASSES \$15.00

- Minimum age for driver is 16
 - Anyone under the age of 18 years old must complete a minor release form
 - All drivers under the age of 18 must have a signed NOTARIZED parent's written permission to participate. NO EXCEPTIONS. Minimum age for drivers is 16 years of age and must provide proof of age at the request of Officials.
 - No general admission spectators are allowed in the pits or on the track
 - EMT Staffed Ambulance must be on site during the event.
 - Fire Equipment (department and/or extinguishers) on site.
1. All cars should be signed in one hour before race time and inspected ½ hour before race time. Late fees will apply. Late fee for driver \$50 and passenger \$40
 2. All drivers must wear approved helmets, eye protection, long pants, and shirt.
 3. No reinforcements allowed other than what is specified below.
 4. ALL CARS WILL BE LIFTED BY THE TRACK OFFICIALS DURING INSPECTION
 5. NO HITTING IN DRIVERS DOOR OR PASSENGER DOOR IF A PASSENGER IS RIDING. DOOR CANNOT BE USED AS A SHIELD. If the hit is deemed by the officials to be careless or intentional, you will be disqualified. If you use your door as a defense, we will not enforce this rule. This will be at the official's discretion.
 6. A driver that receives a black flag for an intentional door hit will be disqualified from all competition for that night.
 7. A driver that receives a black flag for sandbagging or two fires will be disqualified. If this happens in a heat race, the driver will be allowed to enter the consolation.
 8. A driver that receives two black flags for sandbagging in disqualified for the rest of the event.
 9. Drivers may enter more than one heat but must have different cars for each heat. Drivers with two cars must actively compete in both races before being allowed to choose which car he will run in the feature. Failure to actively complete will result in the officials deciding which car will be run.
 10. The driver qualifies for the feature. If his car cannot compete he can switch cars with another driver as long as that car has been entered and ran in a heat.
 11. All drivers MUST attend driver's meeting prior to derby.
 12. NO hot-rodding in the pits. Keep it at an idle.
 13. Any open door or second fire will result in disqualification.
 14. Sandbagging is not tolerated and will be enforced. The fans pay to see a show, so give them one.
 15. IF YOU THINK SOMEONE IS SANDBAGGING, HIT THEM. MAKE THEM DRIVE. THE DRIVERS ARE THE EASIEST WAY TO STOP SANDBAGGING.
 16. YOU WILL BE GIVEN AMPLE TIME FOR RESTARTS. HITTERS WILL GET MORE TIME THAN SANDBAGGERS.
 17. You must make aggressive contact every 60 seconds.

18. Cars are subject to re-inspection before prize money is handed out. Cars found to be illegal will forfeit prize money.
19. Any questions or controversies will be discussed at the drivers meeting.
20. All drivers must attend drivers' meeting prior to the derby.
21. **PROTEST OF CARS-** Anyone car being run can be protested by any driver driving that night. The drivers protest must be made to the superintendent before the 1st heat begins. Everyone is human, and if we missed something let us know. I know as well as you do that the drivers know who is legal and who isn't. So if we missed something, let us know. Otherwise keep your mouth shut and live with what happens.
22. All persons **MUST** sign an entry form, insurance waiver, release form, pay entries, and purchase pit passes before entering the pit area.
23. **THERE IS NO ALCOHOL ALLOWED ON THE FAIR GROUNDS.** This includes the pit crews. If you or any of your crew is caught with alcohol, you will be disqualified.
24. No harassing of the judges will be allowed at any time by drivers, passengers, crew members or spectators. Failure to abide by this rule will result in the disqualification of the driver and all monies paid and/or won.
25. All cars must be removed from derby site by 12:00 noon the following day unless otherwise stated at driver's meeting. Failure to do this will result in cars being removed by and becoming property of local salvage operator.

AUTOMOBILE BODY REGULATIONS- ALL JUDGES DECISIONS ARE FINAL

1. Passenger cars or station wagons only. No trucks, jeeps, hearses, or limousines. No Chrysler Imperials and no Imperial Sub Frames.
2. **ABSOLUTELY NO CONCRETE IN FRAMES**
3. **NO WELDING, PLATING, OR REINFORCING OF THE FRAME UNLESS SPECIFIED OTHERWISE.**
4. **FACTORY TOP FRAME SEAMS MAY BE WELDED FROM FRONT TO BACK. A SINGLE BEAD OR ONE PASS WELD IS ALLOWED. ANYTHING CONSIDERED EXCESSIVE BY THE OFFICIALS WILL BE DEALT WITH AT THE TIME OF INSPECTION.**
5. **CRUSH BOX SEAMS CAN BE WELDED. AGAIN IF THEY ARE WELDED IN EXCESS YOU WILL HAVE TO GRIND OR CUT.**
6. **ALL FACTORY FRAME HOLES MUST BE LEFT OPEN.**
7. **PRE-RAN CARS ONLY WILL BE ALLOWED TWO (2) 6 INCH BANDAIDS. ONE PER FRAME RAIL ONLY. (2 TOTAL)** Cannot be thicker than factory frame material. No excessive welding. There must be visible sign of damage. Superintendent has the last and final say.
8. **ANY OTHER REINFORCING OF FRAME FOUND WILL RESULT IN DISQUALIFICATION.**
9. **SUB FRAME CARS CANNOT BE TIED TOGETHER. IF YOU WANT TO RUN A FULL FRAME CAR, BUY A FULL FRAME CAR, DON'T BUILD ONE.**
10. Station wagons converted to sedans are allowed. If roof sheet metal is welded or bolted to the floor pan, officials can cut a hole to inspect for reinforcements under the sheet metal.
11. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching the track. Rolling down windows is not permitted.
12. 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 the floorboards.
13. Cars must have a seatbelt and working brakes. **MANDATORY**
14. Battery may be moved, but must be securely fastened and covered in passenger compartment. **ONLY ONE AUTOMOBILE TYPE BATTERY ALLOWED.**
15. Any automotive type radiator can be used. Must be mounted in factory position. **NO RESERVE TANKS.** One electric fan may be used.
16. Fenders may be bolted together with 3/8 inch bolts or smaller with 3/8 inch or smaller washers.
17. Doors may be welded, chained or wired.
18. **BODY SEAMS MAY BE WELDED FROM FIREWALL FORWARD. NO METAL MAY BE ADDED. INNER FENDERS MAY BE WELDED TO FRAME. BODY CANNOT BE WELDED TO FRAME ANYWHERE ELSE.**
19. No doubling of body panels allowed, no added metal allowed.
20. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. Not directly on top of the carburetor. If the hood is removed, either the fan or fan belt must be removed.
21. Hoods, trunks, and tailgates must be open upon request during inspection. If we cannot see we will cut.

22. Hoods may be secured by all thread outboard the radiator, 2 pieces at firewall, and 1 at each fender well. 1" x 1" x 6" long angle iron may be used in place of the all thread. 3 on each side of the car hood total. Washers cannot exceed 6 inches in diameter. If you use #9 wire, it must be outboard the radiator. Unlimited #9 wire
23. You may use all thread to secure the trunk lid. Washers may be no larger than 6 inches in diameter. Unlimited #9 wire can be used here as well.
24. TRUNKS CAN BE WELDED SOLID. IF SO, A 12"X12" HOLE MUST BE CUT IN THE CENTER OF THE LID. IT MAY BE SPOT WELDED (3" WELD-3" OPEN) ALL THE WAY AROUND. IF THERE ARE ANY QUESTIONS, OFFICIALS CAN CUT THE TRUNK TO SEE INSIDE.
25. Body mounts may be replaced with up to and no larger than ¾ inch bolts with washers no bigger than 6 inches in diameter and no thicker than 1¼ inch.
26. Suspension must remain stock. Suspensions must have some give. Do not weld A-arms solid.
27. Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured. No rubber or chain straps. All tanks must have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed, but must have a shut-off switch within reach of the driver. Tanks must be covered before entering the track. No more than 10 gallons of gas in tank.
28. MANDATORY –Front windshield must have a bar or loop of #9 wire from roof to the firewall for safety.
29. Trailer hitches: Class A or frame mounted must be totally removed. Class B or bumper mounted trailer ball stub must be cut off.

SAFTEY CAGES

1. All cars should have a safety cage.
2. You should have a six point cage. **The cage can be welded to the frame in four (4) places. Must go to flat part of frame. You can have up to six (6) down posts, three (3) per side (4 to frame, 2 to sheet metal).** You should have a dash bar, a cross bar behind the seat and two (2) door cross bars. The door bars cannot be less than 12 inches off of the floor. Cage cannot extend past the rear doors. Nothing can be ran between the rear wheel humps or welded to the humps. No kickers to the frame humps- front or back. All down post must be straight. (NO ANGLES)
3. **ALL DOWN TUBES MUST BE BEHIND THE DASH BAR, STRAIGHT UP AND DOWN AND ON THE FLAT PART OF THE FRAME. CANNOT GO TO THE BODY MOUNT BOXES.**
4. **Gas tank protectors are allowed as long as they don't go past the rear door seam. Cannot touch the rear fender wheel and cannot angle back to the rear deck metal.**

FRAMES

1. **TOP FRAME SEAMS ONLY FRONT TO BACK MAY BE RE-WELDED. NO EXTRA METAL MAY BE ADDED. NO BAND-AIDS NO CONCRETE!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.** No plating, stuffing, heat treating or foam filling of frames is allowed. Do NOT paint, undercoat, oil or grease your frames or you will not even be inspected.
2. You may pitch frame in front. **ON THE SIDE OF FRAME YOU CAN ONLY REWELD THE WELDS THAT YOU HAVE TO CUT TO PITCH THE FRONT. DO NOT REWELD ALL OF THE WELDS ON THE BOXES, NO ADDED METAL. NO EXTRA BRACING OR GUSSETS.**
3. You may run one (1) wire or chain from frame rail to frame rail underneath back of car behind rear end.
4. You may put a bold thru frame to hold it together. Only one (1) per wheel opening, must be loose during inspection, (Pinning of frame)
5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
6. Buick, Olds, or Pontiacs MAY NOT fill the large hole in the frame behind the radiator support.
7. If changing front sub, cut 3 inches behind second cross member bold hole. When replacing, can over lap 11 ½ inches, able to weld both sides, but no adding extra metal. **MUST BE FROM SAME MAKE AND MODEL.**
8. If re-subbing 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).
9. All trailer hitches MUST be totally removed.

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 CUSSETS OR BRACING. Not to extend behind OEM mounting bold location on frame. May use 2 ½ inch max.**

Round or square tubing. No thicker than ¼ inch. No solid stock may be used. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may weld outer chrome or bumper to inner skin of bumper. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance. Must have inspection holes to see inside bumper.

2. May have ½ X 2" wide strap from bumper to frame or body, two on front and two on rear. Only a 2" x 2" area on each end of strap may be welded to bumper and frame or body.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any care, 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 two (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 driver compartment.
4. Transmission oil coolers and engine oil coolers are permitted.
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. Must be attached to engine or transmission mounting bolts. **CAN NOT CONTACT CAGE AT ANY TIME.**

REAR END AND TIRES

1. **80'S AND NEWER, FULL SIZE CARS ONLY MAY BE LEAFED.**
2. Any automobile rear end (NO TRUCKS OR FLOATER REAR ENDS) can be used in any car. Pre-1980 cars this rule does not mean you can 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.
3. Any drive shaft or U joint may be used. Welding of drive shaft is permitted.
4. No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed. **JUDGES HAVE FINAL DECISION.**
5. You may have five (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.
6. Only sixteen (16) inch or smaller tires and wheels will be allowed. **NO SPLIT RIMS ALLOWED.**
7. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.

MINI CAR RULES

Same rules as full size derby except as follows:

1. **NO AMC EAGLE WAGONS**
2. No shortening of frames or moving axels to shorten wheel base.
3. Wheelbase must be 108 inches or less. **NO EXCEPTION.**
4. Must be powered by four or six cylinder engines.
5. **NO LEAFING MINI CARS.** No four-wheel drive vehicles.
6. **MANDATORY** – All mini cars must have a cage. Four point minimum.
7. Stock gas tank **MUST** be removed. Original tanks **CAN NOT BE USED!**