

**Fair Demolition Derby**  
**Sponsored by**  
**Hamilton County Fairboard**  
**July 24, 2011**  
**6:00 pm**

1980 and newer cars/station wagons, and compacts  
Any age Truck

There will be a \$35 entry fee per car/truck that includes the driver only

Inspection from 2 pm to 5 pm (BE THERE BEFORE 5 PM)

If your car/truck does not pass inspection or driver is unwilling to make changes to comply with inspection—**NO REFUNDS WILL BE ISSUED**

You must pass inspection in two attempts. If you do not, you forfeit your entry and receive no refunds.

**HOODS MUST BE OPEN FOR INSPECTION!!!!!!!!!!!!!!!**

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**General Rules for Full Size & Compact Cars**

1. All rules will be enforced. Follow them or you will not run.
2. NO Passengers
3. Any American made sedan or station wagon can be run. \*\*\*\*No Imperial or Imperial sub frames, 4 x4's, ambulances, hearse, limos or trucks, etc.
4. Drivers must be 18 years of age and produce a valid driver's license upon request. Ages 16 to 17 must have a notarized release from custodial parent in order to compete.
5. Helmets, seat belts and eye protection must be worn at all times. If any of the above items become loose or come off, the show will be stopped and if those listed items cannot be placed back on driver, the competition stick will be broken. Shirts and long pants must be worn during competition. Drivers must also have shoes or boots on at all times.
6. All drivers must attend the drivers meeting. If you do not attend this mandatory driver's meeting, you will not run the show and you forfeit your entry fee.
7. DO NOT hit the driver's door. Intentional or careless door shots will cost the driver hitting the other driver's door to get DISQUALIFIED. \* Do not use your driver's door as a shield. If you intend to use this door as a means of competition, you may be the one to get DISQUALIFIED!
8. Idle only in the pit area, no hot rodding!
9. Any fire will be cause for disqualification. nm
10. No holding other opponents or double-teaming. The purpose of a demolition derby is to

trash out your car, have some fun and maybe earn a little money. If you are a part of a team, the team stays in the pits. Teaming or holding will result in automatic DISQUALIFICATION. If the Officials find the need to stop the show to make you hit a "buddy", they will do so. If you do not conform to our request, you will be disqualified!

11. You will have 30 seconds to make an aggressive hit, 1 minute to restart, and 1 minute if you become hung up.
12. You may run a switch panel.
13. You may run a hand throttle.
14. You may use homemade shifters.
15. Please do not use the following excuse while in inspection: "They let me do that at another derby, why can't I do it here?"
16. There is a \$50 protest fee; only drivers may make the protest to the head official!
17. Any controversies should be brought up during the driver's meeting.
18. Any questions—call first. If it doesn't say you can do it then don't do it.
19. Judges/Officials decisions are final!
20. Inspection/Tech is for the tech crew and the driver of the car. No other people are permitted.
21. All Cars must have number on roof, may be painted or on a standup sign.
22. Any car that is tipped or flipped over is automatically disqualified.

**NO ALCOHOL IN THE PIT AREA! Anyone caught with alcohol or under the influence of alcohol will be disqualified and asked to leave the pit area.**

**The top 3-5 (depending on the payout) cars in the feature are subject to re-inspection before any prize money is paid out.**

- All cars must be stock, unless modification is stated in the rules
- Cars and engines must be company specific i.e. GM on GM, Mopar on Mopar, and Ford Lincoln Merc. On Ford Lincoln and Merc. (This means if your car is a Chevy it must have a GM motor in it, if it's a Ford you must have a Ford, Lincoln, or Mercury motor in it and so on.)

#### CAR PREPARATION

- All glass, plastic, chrome, fiberglass and interior must be removed before arriving at the derby.
- All decking in station wagons MUST be removed
- Tires no bigger than 15 inches. No split rims, no studded tires, or tractor lugs. Tow motor tires or double tires are approved; we don't want flat tires. Valve stem protectors are allowed if deemed reasonably safe by inspectors.
- Use transmission of choice. Motor must in the stock location. You may weld or chain the motor in place. (DO NOT STRENGTHEN THE FRAME)
- You must use a radiator and it must be in the stock location.
- All cars must have working brakes.
- All trailer hitches and braces must be removed.
- Original gas tanks must be removed and replaced with a metal Boat tank or fuel cell properly covered. NO PLASTIC CONTAINERS OR GAS CANS! Tanks must be mounted in the back seat area and secured to the floor. This is one of the major concerns that we have. If you can lift up your tank or move it, it's still loose. Make sure that this area is looked over and over before arriving at the track.

- Transmission coolers are allowed, but must be located in a safe place and well secured. No fuel line allowed to transmission coolers (hydraulic line recommended).
- Batteries must be moved to the passenger's floorboard close to the transmission tunnel and be properly secured and covered. This is one of the major concerns that we have. No more than two batteries may be used. If you can lift up your battery or move it, it's still loose. Make sure that is area is looked over and over before arriving at the track.

## CAR BUILDING

### WELDING OF THE SHEET METAL:

- You may weld doors solid inside and out with a maximum of 2 inch wide by ¼ inch flat steel or rebar. Interior seam welding will be permitted. No fill rod can be used, except for where there is rust on the interior seams.
- Trunk: The trunk may be welded from sheet metal to sheet metal only with ¼ inch thick by 2-inch wide flat steel or rod. You may weld the trunk but you MUST also have a 4-inch square or circle in the middle of the trunk for inspection purposes. The top or bottom of the trunk may be welded and the sides of the trunk to the tops of the quarter panels. Two straps 4" wide, 12" long, and ¼" thick may be welded from trunk lid to rear bumper. This also applies to tailgates on station wagons.
- You may weld a plate across the driver's door not to exceed 6 inches past either door seam and no thicker than ¼ inch.
- You may "PATCH" sheet metal. If there is a rust hole, leave the rust and patch over it. (Patch with sheet metal only)
- You may trim your fenders for wheel clearance and re-bolt the fenders to the inner fender with no more than 6 3/8 bolts per fender, this includes rear quarter panels. You cannot weld hoods shut.

## FRAME WELDING

- Frame seam welding is limited to: from in front of the A-arms forward to bumper mounting. You may only weld the topside, do not weld any seams on the bottom side.
- There is to be no other welding to the frame other than what is stated in rule #1. If your frame is broken, cracked, split or ripped, leave it alone and let nature take its course. There is also no "BANDAIDS" to be added to the frame. If a frame section needs to be replaced, you may do so after talking to one of the inspectors. Skid plates may be used if you weld it directly to the oil pan or the tranny pan. The skid plate may not adjoin to any part of the frame. If your car is found to have any frame welding done to it other than what is listed to be proper, you forfeit your entry fee and receive no refund.

## DRIVERS PROTECTION

- For drivers protection you may weld a pipe or square tubing across the dash and behind the drivers seat. You may also put an X behind the drivers seat. You may have a bar across the rear seat area mounted higher than the rear frame humps. This bar must be in the passenger area of the car. On station wagons it must be mounted 20" ahead of the center of the rear end and higher than the highest point of the frame which would be the top of the rear frame humps.

- You must have a piece of a wire from the dash to roof to keep hood from coming into the car

## BUMPERS

- Bumpers are interchangeable, any year OEM automobile to any year OEM automobile. NO truck bumpers!
- You may weld the bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld the shocks to the shock towers. Weld them good; we don't want loose bumpers on the track! You can collapse shocks and bolt the shocks to the towers with ½ inch bolts or less vertically. You may trim bumper ends or fold them around. No other welding on bumpers allowed.
- Do not weld your bumpers to anything except brackets or shocks.
- Rear bumper brackets may be trimmed and welded solid around bracket to the frame. Bumper shocks may also be welded so that the bumper does not come off the car.
- Pre-Run cars will be up to the official's discretion for safety purposes.

## HOODS

- **No welding hoods shut!** You must have at least 4 minimum spots on the hood used to keep in secure. You may use 7/8 all thread at the core support and go all the way through the bottom of the frame at the core support holes.
- Chryslers may run all thread behind core support down to the top of the frame and be welded there with no extra material. It may not pass through the frame Chrysler cars. Hoods must have at least a 12" hole for fires. Any holes cut may be bolted back together with 5/16" or smaller bolts. You may only put a bolt every 12" or 4 bolts per hole.
- Hood bolts must be sheet metal to sheet metal except for 2 front bolts (covered in rule 1). A maximum of 8 bolts no longer than 7/8 can be used. No welding of hoods.
- Hood pins washers are limited to 4" by 4" by ¼ thick.
- Hoods must be open for inspections.
- You may not add an extra brace on your hoods (for lifting or opening purpose). A SMALL HANDLE IS FINE-BUT ONLY ONE.

## TRUNK LIDS

- 7/8 All thread rods may go from truck lid to floor plan or frame on rear, two body mounts only.
- No Sedagons or Wedging allowed for safety reasons. Notching and pre-bending will be allowed as long as the body mounts are visible as well as the seams of the frame.

## BODY MOUNTS/BODY BOLTS

- Body mounts must remain in place and remain factory appearing (Examples: you may use a hockey puck, stack of washers, or something similar in spacing).
- There has to be spacing from the body to the frame for inspection purposes. (Example 1 ½ inch thickness minimum).
- You may add a nut and washer to the top of the bolt inside the car. This washer may not exceed 4" x 4" x ¼".
- You may only remove the rear 2 body mount rubbers and front radiator core support rubbers to suck the body frame in that location ONLY.

- You may replace rusted body mounts (sheet metal) on the body and you can add a 4" x 4" washer to the topside. Body mount bolts cannot exceed ¾ inch diameter.
- YOU MAY USE UMLIMITED #9 WIRE.

## SUPENSION

- Suspension must be factory for your make and model of car.
- No truck rear ends (must be 5 bolt axle flange) No Dana 60 rear ends No 12 bolt GM rear ends, No Ford 9 inch rear ends. Must be stock appearing with no additional reinforcement. This will be checked!
- Two pieces of cable or chain can go from the rear end to any SHEET METAL or PART OF THE FRAME ON EACH SIDE
- Coil springs in the rear have to be secure at the bottom, not at the top. You may bolt or weld the tops of your coil springs to the frame only, the upper bolt may not pass through to the sheet metal. If your bolt does pass through the sheet metal, you will be required to remove it or not run.
- Leaf springs must stagger according to factory specs. You may double the main leaf.
- You may have up to 9 leaf springs per side of any leaf sprung car.
- You may have 4 spring clamps per side. The spring clamps may not exceed 2" wide and ¼" thickness.
- You may not weld your leaf springs together.
- Factory tow packages are legal as long as it came on the car from the factory.
- Rear end control arms may be extended/shortened.
- You may alter your steering column to help prevent steering loss.
- You may strengthen your tie rods as long as they still are stock appearing. Example: You could weld a piece of 1" x 1" angle iron on the outside of the tie rod. ALL SUSPENSION PARTS MUST BE STOCK OEM, for your make and model, NOTED IN THE RULES.
- No coil spring to leaf conversion.
- All 4 wheels must have brakes

## IF IT DOESN'T SAY IT DON'T DO IT

### COMPACT CLASS RULES: This is a front wheel drive class ONLY.

1. Any subcompact or mini car. (No V-8 engines)! Four or six cylinder engines only. No Conversions.
2. Cars must be stripped of all chrome, interior and glass including windshield.
3. Windshield bars with a wire mesh highly recommended.
4. Helmets and eye protection must be worn at all times. Seatbelts must be operable and in use.
5. Cars must remain stock unless otherwise noted.
6. You may weld doors solid with 4-inch wide ½ inch thick strips.
7. Driver's door may have a piece of flat steel 6 inches wide ¾ inch thick overlapping the seams by 6 inches.

8. Hoods must be wired or bolted in 4 places, (3/4 bolts max size) sheet metal to sheet metal. No welds.
9. A hole must be cut over the carburetor area to help fire officials.
10. Trunk lids may be welded solid but must have an inspection hole.
11. Gas tanks must be located in a safe area and be leak proof and securely fastened and covered. No plastic containers or gas cans.
12. You must have a bar behind the driver's seat. From doorpost to doorpost. For driver's safety.
13. Electric fuel pumps must have a shut off switch within reach from the outside and driver of the car. And clearly marked on/off.
14. Battery must be relocated in a safe place and securely fastened with a cover on the passenger side of the car.
15. No steel studded tires or wheels weights allowed. Double tires are OK!
16. Valve stem protections. OK. (Must meet judges safety standards or be taken off)
17. Bumpers and brackets may be fully welded on so we don't have a bunch of loose bumpers on the track. Bumper shocks can be collapsed and welded.
18. No welding of body seams.
19. No reinforcing the body with extra plates of steel.
20. No double skinning of sheet metal.
21. No patching of rust on the entire car.
22. Unlimited #9 wire.

Any Questions call Tim Mortenson @ (515) 297-0476

# TRUCK DEMO RULES

## General Rules for Trucks

1. All rules will be enforced. Follow them or you will not run.
2. NO Passengers
3. Any year American made Truck ½ ton up to 1 ton plus Suburbans can be run.
4. Drivers must be 18 years of age and produce a valid driver's license upon request. Ages 16 to 17 must have a notarized release from custodial parent in order to compete.
5. Helmets, seat belts and eye protection must be worn at all times. If any of the above items become loose or come off, the show will be stopped and if those listed items cannot be placed back on driver, the competition stick will be broken. Shirts and long pants must be worn during competition. Drivers must also have shoes or boots on at all times.
6. All drivers must attend the drivers meeting. If you do not attend this mandatory driver's meeting, you will not run the show and you forfeit your entry fee.
7. DO NOT hit the driver's door. Intentional or careless door shots will cost the driver hitting the other driver's door to get DISQUALIFIED. \* Do not use your driver's door as a shield. If you intend to use this door as a means of competition, you may be the one to get DISQUALIFIED!
8. Idle only in the pit area, no hot rodding!
9. Any fire will be cause for disqualification. nm
10. No holding other opponents or double-teaming. The purpose of a demolition derby is to trash out your truck, have some fun and maybe earn a little money. If you are a part of a team, the team stays in the pits. Teaming or holding will result in automatic DISQUALIFICATION. If the Officials find the need to stop the show to make you hit a "buddy", they will do so. If you do not conform to our request, you will be disqualified!
11. You will have 30 seconds to make an aggressive hit, 1 minute to restart, and 1 minute if you become hung up.
12. You may run a switch panel.
13. You may run a hand throttle.
14. You may use homemade shifters.
15. Please do not use the following excuse while in inspection: "They let me do that at another derby, why can't I do it here?"
16. There is a \$50 protest fee; only drivers may make the protest to the head official!
17. Any controversies should be brought up during the driver's meeting.
18. Any questions—call first. If it doesn't say you can do it then don't do it.
19. Judges/Officials decisions are final!
20. Inspection/Tech is for the tech crew and the driver of the car. No other people are permitted.
21. All Trucks must have number on roof, may be painted or on a standup sign.
22. Any truck that is tipped or flipped over is automatically disqualified.

**NO ALCOHOL IN THE PIT AREA! Anyone caught with alcohol or under the influence of alcohol will be disqualified and asked to leave the pit area.**

**The top 3-5 (depending on the payout) trucks in the feature are subject to re-inspection before any prize money is paid out.**

- All Trucks must be stock, unless modification is stated in the rules
- Trucks and engines must be company specific i.e. GM on GM, Dodge on Dodge, and Ford on Ford (This means if your truck is a Chevy it must have a GM motor in it, if it's a Ford you must have a Ford motor in it.)

**½ Ton up to 1 Ton plus Suburbans**

1. Any stock truck or automotive bumper and bumper brackets may be used on the front and rear of the vehicle. Bumpers may be re-enforced on the inside only. If you are reinforcing truck bumpers the bumpers must remain flat, and must have the outer skin welded in place. Bumpers and bumper brackets may be welded.  
From the end of the frame back 8 inches may be re-enforced, nothing bigger than 8" long and as wide as the frame is tall piece may be used. No connecting the frame rails to each other with added materials! You may also have 2-4" wide by 8" long by ¼" straps on the front and rear bumpers.
2. Tailgate may be welded solid inside & out with no more than 3" wide by 3/16" thick metal.
3. If you chose to fold box sides over, it must be done behind rear wheels.
4. You may run a 4X4 but must remove one of the drive shafts.
5. If you choose, you may rebolt or chain the box in 6 spots additional to the stock bolts with up to 1" thread rod or 3/8" chain. (This can be welded to the frame) Plate size is limited to 6" X 6" x ¼"
6. May tie the box to the cab using 1" threaded rod in four places. Maximum plate size of 6"x6"x1/4". The cab and box may be welded together and you may use a fill material to fill the gap between the cab and box.
7. Any tire is allowed on a rim no bigger than 16.5". No split rims.
8. Any bracing can be used inside the cab of the truck. A 4-point cage is required. The bracing can connect to the frame anywhere within the length of the front doors. Bracing cannot go more than 12" behind the driver's seat.
9. A 6" diameter rollover loop will be allowed with 2 kickers (4 point). This loop can be connected to the cab, or cage. The 2 kickers must come from the top of the loop down to a location no further back than the front leaf-spring mount. This loop can be bolted to the floor, or welded directly to the frame on the plates no larger than 8" x 8".
10. No more than 13 leaf springs per stack, no stagger needed.
11. All coolers and gas tanks must be mounted in front of the front leaf spring mount.
12. All trailer hitches and braces must be removed.
13. No kickers on the radiator support!
14. May tuck roof down with 4 spots holding the roof down to the body only—Not Frame!
15. No lift kits or additional metal can be used to gain height.

Any Questions call Tim Mortenson @ (515) 297-0476

I, \_\_\_\_\_, agree to abide by these rules and accept them as final. I agree that the judges decisions are final. I have read all of the Rules as stated and agree.

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Date

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Signature

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Town: \_\_\_\_\_

Phone # : \_\_\_\_\_