

2018 Sanders County Fair Demolition Derby Rules

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General Guidelines:

1. It is your responsibility to read and understand the rules. If it's not written in the rules – it's not allowed.
2. Contact Paige Carney with any questions about the rules. If it's not in writing here, call for directions – or don't do it.
3. All rules will be followed or the car/driver will not be allowed to run.
4. Judges decisions are FINAL.
5. Any American make car can run - **excluding** the following: 2003 or newer FoMoCo frames, 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines.
6. All drivers and pit crew must sign the driver/waiver paperwork or they will not drive in the event.
7. Drivers must be 18 years of age.
8. No one under the age of 16 can be in the pit area. Pit crew members must be at least 16 years of age. A notarized waiver, signed by a parent or guardian, is required to grant permission for a 16 or 17 year old to be a part of the pit crew.
9. Drivers are required to wear a seat belt, long pants, close toed shoes, a DOT or Snell certified helmet, and safety glasses, goggles or face shields.
10. ALL drivers and ONE crew member must attend the drivers meeting.
11. No one may ride on the outside of the cars at any time.
12. Sanders County, Sanders County Fair, employees, derby volunteers, and event organizers will not be responsible for any damage caused by driver negligence on the track or in the pit area. Drivers and pit personnel are responsible for any damages.
13. No hot rodding in the pits. Keep it at an idle. This will be the quickest way to be DISQUALIFIED.
14. No drivers are allowed alcohol – period. If you are wearing a driver's band and drinking any form of alcohol, you will be disqualified.
15. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Techs only. Everyone else will stay back until cars are deemed to be legal.

Car Preparation:

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
3. Sun roofs must be covered securely for driver safety.
4. All trailer hitches and braces must be removed.
5. There must be a number in BRIGHT colors on each front door and a 15"x15" sign on the roof of your car with the car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
6. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.

7. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car, or team will not run.
8. You must have an air cleaner over the carburetor at all times during the event.
9. Anything can be removed. NOTHING can be added, other than what is specified in the rules.
10. After-market parts that are allowed: metal gas tank, transmission cooler, brake and gas pedal, shifter, battery box, steering column up to the steering box, drive line, lower saddle cradle, motor, transmission bells, seat and seat belt.

Frame:

Do not alter or weld the frame other than what is listed.

Frame Shortening

1. You may shorten the front frame on the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount, leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not be permitted to run.

Frame Welding

1. Re-welding of any factory seams is not allowed, other than front A-arm forward single pass ½" wide, no filler.
2. Rust repair – call before fixing any rust on the frame. The rust can be cut out. A piece cut exactly to the hole size may be butt welded in with a ½" hole in the center of the repair plate.
3. No changing or doubling of the rear package tray.

Frame Shaping

1. 80's and newer may COLD tilt the frame at the transmission cross member area only, with no more than 4" spacer at core support. Body lines must remain straight like factory. You must adhere to the bumper rule height.
2. You may notch the frame in the trunk area only.
3. No frame shaping is allowed.
4. No fresh paint or undercoating on the frames, at all, is allowed.
5. Chrysler Y frame may weld 4"x10"x 3/16" plate on top of Y or OEM shock tube, one or the other.
6. If your frame is rusted through, call for instructions on how to fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND THEN EXPECT US TO ALLOW YOU TO RUN. If you have to re-stub your frame, do so under the front doors, but do not support the splice with the cross member. No '03 and newer rear frames attached to '02 and older front frames.

Rear Suspension:

1. Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.
2. Leaf springs must be stock and made of stock spring material, with a 2" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side, no thicker than 3/8" thick and no wider than 2 ¾" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 2" stagger. You can re-clamp springs, 4 clamps per spring

pack, two on each side of axle. Homemade clamps can't exceed 2"x4"x1/4". No duct taping leaf springs. No flat stacking.

3. You can change coil springs to a stiffer spring, or put spacers in coil springs to get your height. Do not raise the suspension any other ways except what is listed above. Coil springs may be welded to the axle only.
4. You may use 3/8" chain around your axle to the frame hump with one wrap (this may go through the sheet metal directly above the hump). Links may not be welded.
5. You may weld leaf spring mounting brackets to prevent them from becoming unbolted.
6. No other means other than tires and springs and spring spacers may be used to raise the cars suspension.

Rear Ends:

1. Use any stock passenger car rear end of choice, but there must be no more than 5 lugs. Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing.
2. You can tilt rear end if you wish. Welded, spool or posi-track allowed.
3. No axle savers.
4. Rear end control arms can be reinforced. They must start from a stock set, but can be reinforced. They must attach in stock configuration for the suspension setup you are using. You must use the factory brackets.
5. Watts-Conversions are not allowed.

Front Suspension/Steering:

1. Suspension must be stock components and working.
2. Tie Rods and Ball Joints – Tie rod tubes must remain stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends. No front suspension or steering may be reinforced with the exception of shortening a tie rod in which case you may use no more than a 5" x 1" O.D. pipe sleeve or 5"x1"x1" angle to reassemble.
3. A-Arms – A-arms may be welded, bolted or chained down, but may not be reinforced. If welded, it may only use up to a 2"x4"x1/4" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. If chained, only one wrap of 3/8 chain may be used, and it may not be welded anywhere. You may put older arms brackets on newer style Fords only, but do it cleanly. If you convert a-arm mounts, the bumper bracket will go off the original style mounting location or the new mount.
4. Steering box – May be interchanged, but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement.
5. Idler Arm – Idler arm must remain stock or interchanged for an idler arm that is off a car that is legal in the class you are running.
6. Hubs – Must remain stock for the spindle you are using. No aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.
7. Spindles – Must be stock for a car that is legal in the class you are running, with no modifications.

Tires:

1. No split rims, studded tires or Duals.

2. 15" Stock Rims only, no bead locks or reinforcing of the rim is allowed. No smaller than a 26" tire.
3. You may, on the outside rim lip, add a piece of ½" rolled steel welded to the exterior lip only. 8 inch wheel centers are allowed. No other reinforcements.
4. Valve stem protectors allowed. Wheel weights must be removed.
5. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
6. You may not change tires after inspection without the officials consent.

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection, if it is determined that you have exceeded the intention of the rule, you will be given the opportunity to correct it, in order to compete. If you are not willing to correct it, you will be disqualified. Officials have the final say.

1. No loaded bumpers may be used.
2. Bumpers are interchangeable unless welding a non-compression type bumper to the body. (See below).
3. Stock O.E.M. bumpers off of passenger cars may be used. No aftermarket manufactured bumpers are allowed.
4. Bumpers may be flipped.
5. Bumpers may be cut so they do not smash into the tires during the event.
6. No chrome may be welded to the body if using compression style bumpers.
7. Chrome of bumpers may be welded to the inner beam of the compression bumper only. No additional material may be added.
8. Non compression factory bumpers for that year of car may be welded to the body. Non compression bumpers may be welded to the outside body only.
9. No more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld the bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically.
10. There are 3 ways of "strapping" your bumper on:
 - a. Front and rear bumpers may have 4 loops of wire or one loop of no bigger than 3/8" chain from radiator support/trunk lid or deck to bumper (not frame). These cannot be placed in front of the radiator.
 - b. You may have 2 front and 2 rear bumper straps that can be no larger than 36"x2"x1/4" thick. Up to 8" may be welded to the body and the bumper.
11. If using an aluminum beam bumper, you may weld you front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the first 3 inches of the frame.
12. Straps may have a hole burned through it and be placed over the bolt over core support all thread bolt.
13. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
14. Bumpers may be no more than 30" to top and a minimum of 16" high to the bottom.

Engines:

1. Motor- Use the motor of choice. Motor must be in stock location within reason, approximately 5 Inches.
2. Frame Engine Cross Member – You are allowed two 6"x6" plates on the frame engine saddle to attach your engine mounts to.
3. Lower cradles are allowed, but must attach to a factory style engine mount, with rubber bushing, attached to frame. The factory engine mounts are the only way of tying the motor down.
4. Distributor protectors are not allowed.
5. Mid plates are not allowed.
6. The following additional items are not allowed: Pulley protectors, transmission brace, transmission protectors, after market tail shaft cones, skid plates or carburetor halos.
7. You may run an after- market bell housing, but no other modifications may be made to the transmission. You may have a spacer in between the motor and the bell housing. It must not exceed the shape of the transmission mounting pattern on the motor.
8. You are allowed to bolt the transmission down to the cross member using factory transmission bolt holes near the tail shaft, or chain it to the cross member.
9. Transmission Cross Member – You must run the transmission cross member in the stock location for the car you are building. If using a tube, you can weld 2" angle iron no thicker than ¼", no longer than 8: to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you replace the stock cross member, it can be no larger than 2"x2" O.C x ¼" tubing. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method by which the transmission may be tied in. A 3/8" inspection hole must be within 12" of center, if using tubing.
10. If not using a lower cradle, you will be allowed two extra securements, not to exceed 1" box tubing. Extend no further forward than the crank pulley or back further than bell housing bolts. Weld directly to the frame, with no plates.

Body Mounts:

1. Body mount bolts to the frame can be replaced with ½: bolts.
2. Body mounts can be replaced with steel or washers, but must be 1" thick and have the same diameter as stock spacers.
3. Bolts may extend through the body and have up to a 2" washer on top. Washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame. If you choose to use a body mount hole for your trunk ready bolt, this does not have to be up inside the frame. The plate can go on the bottom side of the frame and be no larger than 3". If you choose to leave in the stock rubber pucks, you must leave the metal cones inside the rubber puck. You must leave at least a ¾ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.
4. Radiator support mounts can be removed, and you can suck the radiator support down solid. (See radiator rules.)
5. Absolutely no body mounts may be moved or added. Do not shorten the front of your car and move back past the body mount hole, as your car will not run.
6. If you have to build core support spacers, you may weld it either to the body or the frame mount, but only one side can be welded. The front frame must not be shortened so far that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location. Chrysler k-member cannot be altered.

7. You may have up to 1" all thread. It may go from the hood to the frame, but must go through the front body mounts. This may be welded to the frame after it passes through the body mount, but may not be nipped underneath the body mount, if it is welded. One per frame rail.

Body:

Body Shaping

1. Body line creasing is not allowed on fenders and rear quarter panels. All fenders quarter panels rear sheet metal above bumper must remain in vertical position. No collapsing or wedging of rear quarter panels.

Rust Repair:

1. You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust.
2. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. **Doors:**
 1. You may weld your doors shut with nothing larger than 2" by 1/8" strap or 1/2" round stock, and must follow the door seam. Do not overlap strap or you will cut the strap off. Or, doors may be tied shut in six locations using 1/2" bolts no longer than 6", 3/* chain or #9 wire. If we do not deem the car safe to compete, you will be asked to add more fastening points.
 2. You may smash together the inner and outer skin of the window opening and weld them solid. You may use the same filler as in welding the door seams, but no longer than the window opening, per door.
 3. The driver's door and the driver's side of the front windshield may have "netting" for driver's safety. Netting is not permitted on any other windows.
 4. You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick out further than 2" from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam, either forward or backward.
 5. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5- 3/8" bolts or less, with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support, do not exceed 4-3/8" bolts with 1.25" washers, to bolt back to the core support of fender.
6. Wagons must remove all rear decking and seat components. All other rules above must be followed.

Radiators/Radiator Supports:

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support. Or, if welding the radiator in place, you may use four 1" welds, one per corner. No added metal may be used to mount the radiator.
3. No radiator guards allowed. Foam may be used.
4. You may not add cooling capacity. No supplemental cooling devices permitted. (Electric fans are allowed.)
5. Only water may be used.
6. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
7. You may have up to 1: all-thread. It may go from the hood to the frame, but must go through the front body mounts. This may be welded to the frame after it passes through the body mount, but may not be nipped underneath the body mount, if welded.
8. Welding the radiator core support seam is not permitted.

9. Radiator supports may not be welded to the frame, bumper brackets, bumpers, or anything else.
10. If using a condenser to protect the radiator, it may be tie wired to the core support only.
11. Foam fill cannot be utilized.

Cages & Door Bars – Mandatory – See Cage Layout

1. All cage material must be no larger than 6" O.D., unless a smaller rule is specified. It must also be a minimum of 4" off the floor everywhere, except the down legs going straight down. No cage material may be within 6" of the firewall and must be a minimum of 4" off the transmission tunnel. All bars must be straight.
2. You must have a roll loop/halo behind the seat, above the rear seat bar. This may extend to the floor as your rear seat down bar, welded only to sheet metal – not welded to frame.
3. You must weld a bar behind the seat from doorpost to doorpost. It may not extend more than 6" behind the front door post. You may also have a single bar (with no extensions), across your dash areas to replace your dash. Side door bars may not go past the front dash or rear seat bar. End plates are mandatory with a max size of 10"X10". End plates must be a minimum of 2" larger than the bar being used.
4. You may run a bar connecting the dash bar and seat bar, inside of the front doors only.
5. A back of seat cage cross bar, including roll bar, has to be placed above the rear side of the foot well kick up. You may weld two down bars from the rear seat bar to the floor pan vertically. These down bars may only be welded to the floor sheet metal.
6. Mopars are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front, with most of the frame hole in the rear frame. All Mopar cage material must be 5" forward from the center of this body mount hole. Some cars have a very tight passenger compartment, and you may need to run the halo through the small back window or through the roof. Call first! You may use a 3/8" chain from door bar to body frame. Bolt or weld.
7. You may also weld a steering column to the cage.
8. No gas tank protectors.

Hood and Trunk:

1. Be prepared to remove your hood if the inspectors deem it necessary, before or after the event.
2. The trunk lid and hood must be 100% in stock location and open for inspection, or have a minimum 20" x 20" hood hole for inspection purposes. There must be fire access in the hood and the hinge spring must be removed.
3. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1/25" diameter washer. No more than a total of 8 bolts are allowed to pinch the hood sheet metal back together. You may cut multiple holes, but do not exceed the 8 bolts.
4. You can fold hoods or trunk lid over. Trunk lids must be stock shape. They may be folded in, but keep it clean. Regarding rear fenders; see Body #1. No collapsing or wedging of rear quarter panels. Trunk lids may be tucked.
5. You are allowed 8 spots to hold the hood and trunk on, including the 1" all-thread to the frame. (See radiator #8 and body mount rule #7.) All other tie down spots must be sheet metal to sheet metal only. A combination of the following four ways to secure the hood and trunk is allowed. You may mix and match the types of hood/trunk fastening, but only 3 fastening points per side of the hood/trunk may be used.

- a. If bolting, the hood and trunk bolts may be no larger than 8"x3/4" with two 6"x6"x1/4" square, or 6" x 1/4" round washers, per bolt, with the exception of the two core support bolts through the frame.
- b. Chains, #9 wire or cables may be used to secure the hood and trunk, 3"x3"x1/4" plate on top of sheet metal and may be welded in place to the sheet metal only.
 - i. Chain and cable may be no larger than 3/8". If excessive chain or cable is found, it will be cut. If using chain or cable, it must be singled looped. Two wraps of #9 wire, 1/2" allthread 8" maximum length, or 3"8 chain may be used. No attachment point may come in contact with the frame. All wraps must go the shortest route to tie the lid to the body.
- c. If welding the hood, you may use 6" lengths of round stock, maximum 1/2", or 2" by 1/4" flat stock rod welded in the seam.
- d. Two 6 inch lengths of 2"x2"x3/16" angle iron may be welded to the body only, back to back and bolted together with two 3/8" bolts. These cannot be welded across the seam.

Windshield Bars and Firewall:

1. Firewall – You are allowed to lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will be required to cut the firewall out anywhere it is deemed to be reinforced, at inspection. If you add any metal to the firewall, you will be loaded without the opportunity to fix it.
2. Window bars – For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash. Straps cannot be any larger than 3/8"x3" flat strap. If, and only if you remove the firewall/dash completely between the straps, are you allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material is allowed on the roof and no more than 6" of strap material is allowed on the firewall. Do not go over 6" on roof or firewall, or you will cut it. Must be a minimum of 16" off of the pillars.
3. Two rear windows bar placed off of the center of the roof. Bar may not be bigger than 26"long by 2"x2" O.D. The bar may only be attached by welding it directly to the sheet metal or with a mounting plate no bigger than 4"x4" by 3/16" angle or plate on the roof, cowl, speaker deck, or trunk. If using the rear window bar in a station wagon, tailgate windows are treated as a rear window, but must be mounted at the top of the tailgate, and the tailgate must be in the original closed position.
4. No wiring or chaining of any window openings.
5. Window bars may not be attached to the halo bar or any cage components.

Fuel Tank & Transmission Coolers:

1. Original gas tanks must be removed.
2. Only a metal marine type tank, metal fuel tank or derby type metal fuel tank, is allowed.
3. Place fuel cell behind driver's seat, or in the center of the car where the back seat used to be. Must be securely mounted behind the driver's seat with bolts, metal straps, or a chain. No seat belts or pull tie straps may be used. There must be no other source of gas inside the car at all.
4. A 7 gallon fuel tank maximum may be used.
5. Fuel lines must run inside the car, not under the car along the frame. The fuel line must be inside a protective line within the engine compartment.

6. Tranny coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

++++ IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO THE INSPECTORS ATTENTION +++++

1. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint. An "E" will be attached to rear pillar during tech to identify the electric fuel pump.
2. Automotive pump gas only – NO ALCOHOL TYPE FUEL MAY BE USED

Batteries:

1. Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery.
2. Battery box must be made out of metal. It must be bolted to the floor. Bolts may not go through or around the frame. Seat belts or pull type tie downs may not be used.
3. Rusted out holes in your floor sheet metal may be patched where components will be mounted, or for driver's safety, with sheet metal only. You may not patch clean and solid floors.
4. All body mounts must be visible.
5. Two batteries are allowed.

Pre-Run/Feature/Grudge Match (Consi) Repair Rule:

1. Frame plate patches may be no bigger than 4"x6"x3/8". A total of four plates allowed.
2. Plates may be bent and cut, but excess may not be used elsewhere.
3. Plates and weld must be separated by 1".
4. No other frame welding will be allowed! All other repairs made to the frame will be removed.
5. You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.
6. You may reinforce damaged steering components on pre run cars only using one piece of 1" by 1" by 1/8" angle, but you must use factory type and strength parts.

OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS