

Oblong

Demolition Derby Rules 2019

Demolition derby supervisory contact information

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RULES AND REGULATIONS WILL BE STRICTLY ENFORCED

Towing and Transporting

Towing and transporting DEMOLITION DERBY cars and trucks to and from the fairgrounds must meet highway safety codes. This is including: proper light controls, safety chains, tow bars, towing trailers, etc.

Running – For ALL CLASSES

Safety belt, Z-90 approved helmet, goggles or face shields are mandatory.

No deliberate hitting on driver's door. STRICTLY ENFORCED!

Vehicles must have dependable brakes at all times and boundaries including loading equipment must be observed. Any car shoved or driven out of bounds may immediately be disqualified if it is a safety hazard.

NO DRINKING OF ALOCOHOLIC BEVERAGES on fairgrounds will be tolerated. Any driver or pit person under the influence of alcohol or drugs will be removed from the grounds. Coolers WILL BE checked AND confiscated if any alcohol is found.

No cars are permitted in the competition area before the heat in which they are competing.

A vehicle will be disqualified if a door comes open during the heat.

A one-minute limit is enforced by the track officials for restarts and making aggressive competitive contact with another car. Simple contact does not constitute combat and could be considered sandbagging.

All cars are to be removed from the Fairgrounds following the show or they will become the property of the Fair Association and the officials will have them removed. A removal deposit may be required in some cases.

A fire extinguisher in close reach in driver's compartment is recommended.

There will be two inspections of cars, one in the pit area before the derby begins and one immediately before entering for the feature.

Heat race winners and feature winner cars will be re-inspected. If a car is suspected of any building rule violations associated with their class, monies WILL NOT be given.

Additional safety regulations may be imposed depending on track conditions.

NO VEHICLES WILL BE LOADED BY TRACK EQUIPMENT BETWEEN HEATS, DO NOT ASK!

This equipment is for track removal only, come prepared to have your car/truck loaded yourself. (i.e. winch, come-along, armstrong, etc.)

ENTRY FEES PIT PASSES and PAYOUTS

These are the guaranteed payouts, but with more sponsors we receive, the more prize money will be rewarded. There will be Mad Dog trophies awarded to each class! Entry fee for drivers is \$40 per car \$20 for passengers in classes that allow them and \$20 for pit passes.

Thursday, July 25th 7:00 p.m.

Mini Trucks	Compact	Youth	Trucks
800	800	500	1000
300	300	300	400
200	200	100	200

Friday, July 26th 7:00 p.m.

Mods	Stock	Chain and wire
1800	1800	800
900	900	300
400	400	200

All classes can use unlimited amount of number 9 wire double strand anywhere on the car outboard of radiator (No number 9 wire may be used on suspension in wire class).

MODIFIEDS

Passengers are allowed and a cage is required. **NO** Sedagons, Checkered Cabs, Limousines, or Hearses! If there are more than 10 cars we WILL run heats!

Front Bumpers

Front bumpers can be homemade, and **MUST NOT** contain concrete or solid stock. Homemade "POINTY" bumpers may not be bigger than 13" from back of bumper to front of point and no more than 8" tall. Point must be contoured from frame rails. Bumper height maximum is 29" to the top of the bumper.

Rear Bumper

Back bumpers can be home made, no bigger than 6x6 square tubing, rectangle or pipe. **No** bigger than a 10in point contoured from the frame rails. Rear bumper height minimum is 17" to the bottom of the bumper.

Shock Tubes Front AND Rear

Can be no longer than 9" and can be made from no larger than 3" diameter round or square tubing and no larger than 1/4" thick. Tubing may be inside or outside frame rails and can be on top or bottom or either side of frame rails.

EXAMPLE: If you have 4" of tubing sticking out of your frame you may not have more than 5" inside the frame!

Frames

NO FRAME SHAPING! You may pitch any year car. One single bead pass ONLY, **no pinning, grinding, painting, welding, or greasing to cover weld!** Inspectors **MUST** be able to see where the frame is pitched. Frame seams may be welded from the front of top A-Arms forward. Welds must not be bigger than 1/2" wide and 1/4" tall. Hump plates are allowed but can be no bigger than 22"x 1/4" and contour of the frame on coil spring cars. No more than five clamps per side on leaf spring cars and no larger than factory clamps. No changing or adding of leaf springs and must be left in stock location. Sway bar **MUST** be in stock

rubbers on frame and in factory location. Sway bar may be bolted to bottom arm with no bigger than 3/8" bolt, may not be welded to the frame, no added metal is allowed **ANYWHERE!**

Sleeve at Core Support

May not be bigger than 2"x 2" and can be round or square stock 1/4" thick. Sleeve may be welded to top of frame or top of frame mount and can be welded to the core support.

Stub Rule

50% of factory core support mount on frame must be used in its stock location.

Pre-Rans

Re-stubbing pre-rans at crossmember **ONLY** and may only be butt-welded with NO added metal. No changing from coil to leaf or vice-versa. May have one band-aid per wheel well 4"x 6"x 3/8".

Hoods

May use 4 pieces of 1" all thread (can be welded to the frame) AND 2 pieces of 6" long 2"x 2" angle iron 1/4" thick welded to the hood and fender (1 set per side). Two 3/8" diameter bolts may be used to hold angle iron together. You may use no more than 10 bolts in the hood no bigger than 3/8" diameter to hold sheet metal of hood together. **HOODS MUST GO THROUGH INSPECTION WITH THE CAR AND MUST BE UNFASTENED AND READY TO INSPECT!!!**

Cage

Cage may not extend more than 12" behind the rear of the front door post on a four-door car or 6" behind the rear of the door on a two-door car. All down posts must be straight up and down except for cages through doors, down posts may be angled downward for attaching cage to the frame. All four points may be welded to the frame. Halos may be ran inside or outside of car and must touch the roof. No kickers from cage to firewall. No rear kickers to cage. Dash bar must be 4" from center of firewall. No part of cage can be connected in any way to DP, firewall, transmission brace, bell housing, or crossmember! Windshield bar must be bolted **ONLY** to the firewall and not welded, must be 6" from DP on each side no more than 2" wide and 1/4" thick. Gas tank protectors cant be no more than 30" wide with a 1" gap top AND bottom on fresh OR preran cars from the package tray. **CANNOT** be fastened to package tray **AT ALL!** May have a halo over gas tank.

Trunk Lids

Trunk lids can be welded 5 on 5 off all the way around from sheet metal to sheet metal only. Strips may only be 2"x 5" x 1/4" thick. You may have 4 pieces of all thread 1" diameter. Two can be through the body mount holes and two can be welded to the frame. **ALL THREAD MUST BE STRAIGHT UP AND DOWN!**

Fenders

You may use 10 bolts 3/8" diameter per wheel well on front and back. No skinning or added support of any kind is allowed.

Engines and Transmissions

Engine crossmember can be plated with ¼" thick steel all the way across **BUT** it has to be 1" from the factory weld on frame rails. No gussets from engine cradle, bell, or transmission brace to frame other than engine crossmember. Transmission crossmember can be no bigger than 2"x 2"x1/4" round or square. Transmission crossmember can be welded solid to rails or can have one piece of angle iron 2"x 6"x 1/4" per rail. No gussets from crossmember to frame! **If you are not running a distributor protector**, you can have a 2x2 quarter inch thick square or round tubing from the dash bar to the **top side of the frame 3 inches behind the rear of the top arm.**

'03 and newer Using a stock aluminum cradle, you may not have anything going around the cradle. You may have a ¼" plate going from side to side on top **ONLY** for engine mounting purposes and may **NOT** connect to the frame rails.

OR You may weld in a factory engine crossmember from a 1980-2002 Ford Crown Victoria/Grand Marquis/or Lincoln Town Car **ONLY**. Single pass butt-welds **ONLY!** To mount the upper A-Arm you must use the factory mounting ears from a 1980-2002 Ford to the top of the frame in **FACTORY** configurations. For the rear mount you must use the factory mounting bracket from a 1980-2002 as well. Single pass-welds in factory configuration. You may have a 2"x 2"x ¼" thick piece of tubing welded straight out towards the top ball joint under the top A-Arm 1" from ball joint. A-Arm can be welded solid to the tubing **NOT** to the frame. No added metal of any kind. These will be your A-Arm straps. The only thing that can be welded to the frame is the tubing. All crush zones **MUST** be open!

To mount the idler arm on the passenger side frame rail, you may only bolt through the inner rail with only two ½" bolts. No sleeving of bolts on this side, and no large washers.

To mount the steering box, you may drill three holes through the frame and bolt the steering box the same as it would be on 1980-2002 cars. You may also sleeve these holes with a piece of round tubing no larger than ½" I.D. (1980-2002 use this exact same design to mount as well.) You may use any automotive gear box of your choice as long as you stay in the mounting guidelines stated above.

You may pitch-tilt a 2003 and newer anywhere you want, but only in one spot! **NO EXCEPTIONS! Absolutely NO welding on any frame seams at the crush boxes!!!** Officials have the final say on this, if you have any questions call or send pictures before you attempt the build.

A-Arms

You can use two straps of 2"x 6"x 1/4" per A-Arm. Must go from top A-Arm to spring pocket **ONLY!**

Steering Components

You may use aftermarket spindles, ball joints, tie rods, drag link, and steering columns.

Radiator

No homemade radiators. Radiator protector can be wire mesh ¼" thick fastened with 3/8" bolts to core support in four places **TOTAL**, and cannot be welded. Protector can be no wider than the radiator.

Doors

Doors can be welded solid all the way around with no bigger than 4"x ¼" from sheet metal to sheet metal. Front doors may be plated inside or out. If door is plated on the outside, door

seam to door seam only ¼" thick. If door is plated inside, it may go from side bar to sheet metal only and no wider than the door seams.

Body Mounts

No bigger than 1" all thread with no larger than 6"x 6" x ¼" plates. #9 wire only may go from frame to cage or roof limited to 8 double strands.

Rear Ends

Any rear end 8-lug and smaller may be used and can only be chained in two places. No coil to leaf conversions or vice versa allowed. If you are using a '98 and up Watts link conversion kit please call first.

Tires

Any 16" or smaller tire may be used. No studs in tires, no wheel weights, and no split rims **AT ALL**.

Battery Boxes

Two automotive batteries can be used but **MUST BE** secured and covered in floorboard of car.

Fuel Tank

Metal fuel tanks only, no plastic tanks, **NO exceptions!** If you are using an electric fuel pump, you **MUST** have a lighted switch, **NO exceptions!** **Fuel leaks of ANY kind will not be allowed or tolerated!** **Make sure your tank, tank fittings, and fuel lines are snug and secure, or you will not participate!!!**

COMPACTS and YOUTH

No passengers allowed in Compacts. If there are more than 10 cars we WILL run heats! Cages are mandatory in Youth and Compact classes. Youth drivers must have an adult passenger at least 18 years old on the day of the event with parents written permission. Youth drivers must be 14 or 15 years old **ON THE DAY OF THE EVENT**, no exceptions. 108" wheelbase on front wheel drives and 105" wheelbase on rear wheel drives. These wheelbase limits will be STRICTLY enforced, no exceptions! Use the same rules as Modifieds **EXCEPT**: Can not have kicker to the frame behind the a arms or kickers all, and no hump plates. No homemade struts allowed. Fuel pumps **MUST** have a lighted switch and all wiring and ends must be secure! Metal fuel tanks only, no plastic tanks allowed and **NO exceptions!** Youth will run on Friday night only.

TRUCKS

No passengers allowed, a cage is mandatory and halo bar is recommended. If there are more than 10 trucks we WILL run heats! Rules are the same as Modifieds **EXCEPT** the following:

Gas tank protector and Halo

The gas tank protector can be as wide as the inside of the rear wheel wells. They can go 4 inches in front of the rear wheel wells and can be bolted to the frame in two places total. Halo can be in the cab or in the front side of the bed, has to be as close to the back of the cab as possible, can be as wide as the inside of the bed.

U can not have kickers to the frame behind the a arms or kickers at all!!

Tail Gate

Tail gate may be fastened down in two places per side, two though the body and two through the frame. 1" diameter all thread maximum.

Cabs

Cabs may be bolted to the bed with two bolts per side and may also be welded to bedsides.

HOODS MUST GO THROUGH INSPECTION WITH THE TRUCK AND MUST BE UNFASTENED AND READY TO INSPECT!!!

Fuel tank

Fuel tanks must be secured and covered in the bed of the truck. Metal fuel tanks only, no plastic tanks, **NO EXCEPTIONS!** If you are using an electric fuel pump you **MUST** have a lighted switch, **NO EXCEPTIONS!** **Fuel leaks of ANY kind will not be allowed or tolerated!** **Make sure your tank, tank fittings, and fuel lines are snug and secure, or you will not participate!!!**

Mini Trucks and Vans

No passengers, a cage is mandatory and halo bar is recommended. Use same rules as Trucks. May only be four or six-cylinder engines. If there are more than 10 trucks we WILL run heats!

Stock

Passengers are allowed and a cage is mandatory. If there are more than 10 cars we WILL run heats! Open to old iron or 80's and newer. **NO** Sedagons, Limousines, Hearses, Checkered Cabs, Imperials, Imperial sub-frames, Imperial frames, Suicides, or 1972 and older model Lincolns or Thunderbirds!

Windshield

Must have #9 wire or chain from roof to firewall!

Radiators and Core Supports

Must be in stock position. Any automotive radiator may be used. No protectors, reserve tanks, adding or welded metal to core support of any kind. Nothing allowed in front of the radiator.

Suspension

Must be **STOCK, STOCK, STOCK!!!** Suspension must have 1" travel. No blocks of any kind may be used to alter the suspension! No modifications of any kind allowed! If your car isn't tall enough for your liking, we suggest you find another car!

Steering

Steering must be stock components other than column and steering wheel.

Body

Body must remain **COMPLETELY** stock! No sedagons, creasing, body seam welding, sheet metal shaping, added metal, or reinforcing of firewall of any kind. Body bolts at core support and the back four body mounts at the rear of the car may be changed but no larger than 1"

diameter with 4" diameter washers ¼" thick. All thread can be through trunk and hood. All thread **CANNOT** be sleeved! Spacer between core support and frame may not be bigger than 3" tall and 2" diameter. If your your body mounts has been taken out, you are allowed to run a half inch bolt from the top side of the frame through the body. It has to go through the factory rubber body mount with the factory metal sleeve in it. Washer can be no bigger than 2x2 by 1/8 thick.

Fenders

Fenders may not be bolted together. No shaping of any kind.

Doors

May be chained, wired or welded. If you decide to weld it is 6 on 6 off 2" wide and ¼" thick, sheet metal to sheet metal only.

Hoods

Hoods have to go through inspection. You may use one inch all thread at the core support it can be ran through the hood. You may have angle in two places on each side of your hood. 2x2 by quarter inch thick. you can have two 3/8 bolts per angle.

Cages

A four-point cage is allowed and can be welded to sheet metal only! No kickers of any kind. Down bars must be straight up and down. No added chain or cable. Seat bar can go no further than 12" behind front door post on a four door car and 6" behind post on a two door. Tank protector must be free floating 30" wide and 1" from package tray on top AND bottom.

Frames

STOCK, STOCK, STOCK!!! No shortening of frame! No welding, no plating, no cold bending, no hump plates, no leaf conversions, no pinning, no painting, no undercoating, and no greasing of any kind allowed, Absolutley no changing the angle of the frame (up down or side to side). This is the olny patting allowed on the frame. If you have a rust hole in the frame, you are allowed to use the same thickness of metal the frame is and can plate the rust hole. Has to have a half inch hole in the center of the plate.

Bumpers

Bumper shocks, brackets, and bumpers must be OEM factory stock. Any OEM bumper may be used. You can weld the skins down and all factory seams on the bumper. You can have a 4x6 by quarter inch thick welded on the back of the bumper where you mount it. Bumpers may be welded solid to shock tubes and/or frame. Shock tubes can be welded solid in **STOCK** location. #9 wire double stranded can be used three times on either side of radiator from the hood to the bumper. Must be outside of radiator width. Maximum front bumper height of 29" to the top of the bumper, and minimum rear height is 17" to the bottom of the bumper.

Engines and Transmissions

Any engine and transmission can be used. The olny protecters you are allowed to use, is a lower cradle and front plate no other protecters are allowed. you may run a slidder. You may **NOT** run steel tail. Chain welded or homemade mounts are allowed but must meet official's approval. Transmission coolers are allowed but must be secured and covered inside car. **You may NOT run alcohol.**

Rear Ends

Any stock, OEM, factory 5 lug rear end is allowed. Spider gears may be welded. A maximum of 5 clamps per side allowed on leaf spring rears no larger than factory size clamps. No coil to leaf spring conversions or vice versa. Stock leaf springs only, and must be in stock location.

Tires

Any tire 16" or smaller. No studs, split rims, bead locks, full centers, bead protectors, wheel weights or bracing of rim in any way! You may have a small weld in center.

Fuel Tank

Metal fuel tanks only, no plastic tanks, **NO EXCEPTIONS!** If you are using an electric fuel pump you **MUST** have a lighted switch, **NO EXCEPTIONS!** You may have a tank protector no bigger than 30" wide and 1" from package tray top and bottom, and **MUST BE FREE FLOATING!** **Fuel leaks of ANY kind will not be allowed or tolerated! Make sure your tank, tank fittings, and fuel lines are snug and secure, or you will not participate!!!**

Batteries

Two automotive type batteries are allowed, and **MUST** be covered and secured to the floor of the car.

Trunk

All four body mount bolts can be ran through the trunk lid. You may have two pieces of angle 2x2 by quarter inch thick with two 3/8 bolts ran through the angle on each side of the trunk two at the front (from the trunk lid to speaker deck) and two at the back (back of trunk lid to the tail panel). Body mount plates can't be no bigger than 4x4 by quarter inch thick.

Prerans

You may use one plate per wheel well 4x6 quarter inch thick.

Chain and Wire Class

Passengers are allowed and a cage is mandatory. If there are more than 10 cars we WILL run heats! **NO** Sedagons, Checkered Cabs, Lincolns or Thunderbirds 1972 and older, Imperials, Imperial sub-frames, Imperial frames, Limousines, or Hearses!

Bumpers

Any stock, unmodified, OEM factory bumper is allowed. You may have 4x6 quarter inch thick plate per side on the back of the bumper where you mount it. Can be welded onto the shock tube plate or to the front of the frame. If bumper is welded to the front of the frame, you **MUST** remove shock tubes. **DO NOT** weld bumper skins or seams. No added plates to the bumper anywhere of any kind. You may have a 4" long 3/8" thick chain welded to the front of the frame and to the bumper.

Frames

NO: Painting; greasing; undercoating; welding; pinning; pitching; tilting; cold bending; shaping; or fabrication of frames of **ANY** kind. The **ONLY** welds to the frame are the bumper

attachment and engine fastening rules! You may not change the angle of your frame up down side to side.

Body

No creasing or body shaping of any kind. No welding or bolting may be done to the body **ANYWHERE**. No removing or changing of **ANY** body mounts is allowed, **EXCEPT** you may change your core support body mount bolts and use up to 1 inch all thread and can go through the hood. No bigger than a 4x4 quarter inch thick hood washers. No tucking allowed to the trunks. Quarter panels must be left in upright position. Hood and trunk lids can have four double stranded pieces of #9 wire sheet metal to sheet metal on each side **ONLY**. No wire can go through **ANY** body mounts. Two 8"x 8" holes must be cut in hood and trunk lids. You may have a windshield bar made of chain or wire from roof to firewall. Doors may not be welded. **HOODS MUST GO THROUGH INSPECTION WITH THE CAR AND MUST BE UNFASTENED AND READY TO INSPECT!!!**

Cage

A 4-point cage is allowed welded to sheet metal **ONLY**. Cage cannot go any further than 10" past the rear of the front door post. Cage must have a halo touching the roof. All down tubes must be straight up and down and no kickers.

Fuel Tank

Metal fuel tanks only, no plastic tanks, **NO EXCEPTIONS!** You may have a tank protector no bigger than 30" wide and 1" from package tray top and bottom, and **MUST BE FREE FLOATING!** If you use an electric fuel pump you **MUST** have a lighted switch, **NO EXCEPTIONS!** **Fuel leaks of ANY kind will not be allowed or tolerated!** **Make sure your tank, tank fittings, and fuel lines are snug and secure, or you will not participate!!!**

Suspension

Suspension **MUST BE STOCK, STOCK, STOCK!!!** No aftermarket suspension of **ANY** kind. No bolting, kicking, or stretching of springs or arms of any kind. Nothing may be modified to make the car set higher, and all steering must be stock.

Tires

No tires bigger than 16". No studs in tires, and no wheel weights. Rims must be stock, no bead locks, full weld-in centers, no welding or added metal. You may have a small weld in center and valve stem protectors.

Drivetrain

You may crossbreed engines and transmissions, you may run a manul, but they must remain stock and be mounted within 5" of factory location. The only aftermarket parts allowed are headers. OEM driveshaft only, no sliders of any kind. No welding on rear end at all. Must be a 5-lug rear end, and you may weld the rear end gears. Must be direct bolt in rear ends only. No protectors of any kind are allowed! No coil to leaf spring conversions or vice versa.

If the rules say you can do it, then do it. Do not read into the rules and try to interpret rules to fit your needs, judges have final say. If you have questions CALL the inspectors.

Drivers must sign in before going through inspection. Once you sign in, NO REFUNDS WILL BE GIVEN! You have three chances to pass inspection, after the third trip or 6:00 p.m. you will not be allowed to compete and forfeit your entry fee.