

# 2011 Wapello County Fair - Demo Derby Rules

## No Alcohol in Pit Area.

**Top Finalists in Each Class WILL BE RE-INSPECTED After Event - Before any prize money is handed out.**

Any American-made Sedan or Station Wagon can be run.

- **No** 1970 or older Lincolns,
- **No** 1973 or older Imperial sub frames/frames,
- **No** 4 x 4's,
- **No** Hearses.

## General Rules:

Driver must wear seat belt and full face helmet.

No Drivers door hits. Hits that appear intentional will result in disqualification. Don't use your driver's door as a shield.

Reckless driving in the pit area could result in disqualification.

Fire could result in disqualification. If this occurs during a heat, the car may be fixed and brought back for the consolation.

Sandbagging and holding will not be allowed. You will be given 20 seconds for aggressive hits. You will get 1 minute for restarts and 1 minute if you are hung up.

Any controversies can be taken up during the driver's meeting.

Officials decisions are final. If you have any questions, call before derby day.

Phone Numbers: Wayne's Tire – 641 682 8471 or Buddy Garr – 641 777 7871

## **CAR PREPARATION:**

All cars must be stock unless a modification is otherwise noted in the rules.

Cars must be stripped of all glass, plastic, chrome and interior before arriving at the derby.

All decking in stations wagons must be removed.

Tires can be no larger than 15 inches. No split rims or studded tires. You may foam fill or double stuff the tires. Valve protectors are allowed. Tires may be screwed to the rim.

Radiators are allowed and must be in stock location.

All cars must have working brakes.

A-arms and ball joints must be stock.

Original gas tanks must be removed. A boat tank or well-made fuel cell must be properly secured and covered. Any plastic tanks must be placed in a metal box. Fuel line must be secured properly. Fuel cells should be placed behind the driver's seat or in the center of where the back seat used to be.

Transmission coolers will be allowed.

Batteries should be located on the passenger floorboard close to the transmission.

Numbers should be painted on driver and passenger door.

**CAR BUILDING - WELDING:** - Only the outside of doors, trunks and tailgates may be welded solid with straps 3x3/16 inch thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you choose not to weld, you are allowed to chain/bolt/wire 4 holes with 3 loops.

Frames may be welded from front bumper to the A-arms. An additional 24 inches of weld past A-arms will be allowed. No added metal! The frame seam weld can't be larger than 1/2" or it will need to be cut. No welding on the bottom side. The uni-body is considered the frame on Mopar cars which means you cannot bold the seam.

**DRIVERS CAGE BUILDING:** - a bar may be welded behind the seat from doorpost to doorpost. It can be in an X. You may also have a bar across the dash. This dash bar can connect to the bars behind the seat. You can weld the steering column. You may weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat which must be welded to the top of the frame or floor and welded/bolted to the roof - no kickers going to the back or front of the car. The back of the cage can be no more than 10 inches from the back seat. You may have 2 down bars inside the driver's door that go down from the inside cross bar. You are allowed 1 down bar on the inside of the passenger door in the middle of the door but it cannot attach to the frame or body mount.

**BUMPERS:** - Bumpers are interchangeable (any auto bumper/brackets can be used on any car). No homemade bumpers/brackets allowed. Bumper brackets and towers can be welded to the frame. You can weld shocks to shock towers. Shocks can be collapsed and can be bolted to the towers with 1/2 inch bolt or less (vertically). Bumper ends can be trimmed or folded around. When welding bumpers, shocks and brackets - no metal can be added. Shocks and brackets can be welded solid. Bumpers may be welded to the end of the frame with no added metal. Rear bumper may have 2 straps, 2 chains or 2 wires (4 loops) from the trunk deck/tailgate to the bumper (not frame). You can only use 1 of these 3. Straps can be up to 3 inches wide but no more than 5 inches on the trunk and bumper. Straps can be up to 1/4 inch thick. You are allowed to wire from radiator support to the front bumper in 4 locations. It needs to appear stock.

**HOODS/TRUNKS:** - Hood must have at least a 12 inch square hole cut out in case of fire. You are allowed 12 extra 3/8 inch bolts to bolt your hood skin together (not trunk skin). You must have at least 4 hood bolts - no more than 8. You can have up to 1 inch all-thread - 2 may be used from the hood down to the frame but they must go thru the front body mounts. The top 5 inches of all thread may be welded to the radiator support. Chrysler products may run all thread behind radiator support down to the top of frame and be welded to top of frame with no added material. All thread may pass thru frame. Hood bolts must be sheet metal to sheet metal.; Hood must be open during inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter. Hoods and trunk decks can be folded over but 60% of the hood or trunk lid must be in factory location. No tucking of wagon roof on Leaf spring wagons. 80s and newer wagons may tuck the roof down with 4 spots holding the roof down to the car body- not the frame. 2- 1 inch all thread may go from the

trunk lid to the frame but they must go thru the body mount hole, You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire - you can't do both.

**BODY MOUNTS:** - Body mount bolts can be replaced with 1 inch bolts. Bolts may extend thru the body and have up to a 5"x5"x1/4" inch thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame. Washers inside of frame may not be used as a gusset. If there is a factory rubber mount without a body bolt, you can add the bolt to the mount.

**SUSPENSION:** - Suspension must be at stock height. Leaf springs must be stock. You may add one spring as long as the main leaf spring. You can't wrap the added leaf spring to make a double main - tow packages are okay. The main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2 inch stagger from longest to smallest. You can re-clamp springs - 6 clamps per side (homemade or factory) Homemade clamps can't exceed 2x4x1/4 inch. You can bolt or wire coil springs to rear end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8 inch chain/cable may be used. Mopar cars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame. Include rear shackle box. Rear-end control arms may be reinforced but must be workable. They may be shortened or may be longer as well. Use rear end of choice - may have factory 5 lugs. You may tilt rear end if you wish. Welded or posi-track is highly recommended. Rear end housings may be reinforced. Hybrid rear ends are allowed. Front arms may be bolted or chained down to get bumper to the desired height.

**ENGINE MOUNTING:** - Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. Use motor and transmission of your choice. You may chain or weld the motor and transmission to hold them in place.

**STEERING:** - Tie-rods must be stock. The center can be reinforced. A-arms, ball joints and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering.

**FENDERS:** - You may cut wheel wells for tire clearance and you may weld fender over tire back together. Fenders may also be bolted together with 12 - 3/8 inch bolts or less. The rear quarter panel is considered part of the rear fender.

**RUST REPAIR & FRAMER REPAIR:** - You may repair rusted out sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 or less. You are allowed to weld the patch 2 inches past the rusted out area - leave the rust in place. Bent frames maybe repaired with 3/16 inch metal 2 inches past the bend - but only on 2 sides of the frame. The patch may be welded solid but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches.

**MISC:** - For safety, you are allowed 1 strap (2"wide x 1/4 inch thick) in each door window opening. This strap can be welded 5" on the door and 5" on the roof. You may not use wire if you use straps. Hardtop cars may have another strap at the door post. You can run a hand throttle. If you are running an electric fuel pump - it must be hooked up to your ignition switch. You are allowed 2 spots with 4 loops wire (no cable or chain) in each window opening and may go thru the frame. No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car behind rear end with 4 loops of wire or 1 loop of 3/8 inch chain/cable in one spot only. This must go around the frame and cannot be bolted to the frame. You are allowed to bolt factory body seams together - no welding. All cars can have a distributor cap and carburetor protectors.

**COMPACT CARS--IN ADDITION TO THE ABOVE RULES - 4-6 CYLINDERS ONLY:**

Any compact car with 109" or less wheel base.

Compact cars must have a good gas tank or a metal/wood box around the tank. Any signs of gas leaking - you will not be allowed to run.

No more than 9" of bumper shocks inside of frame.