**2020 Dillon Jaycee’s Demolition Derby Rules**

 The Demolition Derby is open to all drivers who hold a valid driver’s license. The following rules and regulations apply to the Demolition Derby. **Please review all rules before completing registration**:

**General Information**

1. Race day is Saturday, June 27, 2020 @ 5:30 pm at the Beaverhead County Fairgrounds
2. Car inspections start at 12:00 pm on Race Day. Cars must be at the fairgrounds 2 hours before race time
3. Once cars are inspected they may not leave the designated pit area until race time.
4. The car with driver entered shall pay $50 day of the derby at the gate for main event (Outlaw Class), $45 for Herbie, Powder Puff and **STOCK** Class which includes the driver and his two pit men.
	1. **If registration is received prior to June 15, 2020 the entry fee will be waived and the driver will be entered for the chance to win a door prize.**
	2. Racing Classes:
		1. Main (Outlaw)
		2. Stock
		3. Herby

iv. Powder Puff (If we have enough participants we will run an all-female event for any of the classes. Females are allowed to drive in any of the above classes)

**General Rules**

**5. NO WHINING OR FIGHTING WITH THE OFFICIALS – ZERO TOLERANCE!!**

1. All drivers must know and obey all rules or they will be disqualified
2. Drivers must furnish his/her own car or have someone support his/her car.
3. Drivers must sign entry forms and release form prior to participating in the derby.
4. Drivers must be 18 years of age, or have a notarized permit from parents or guardian.
5. ALL CARS MUST BE COMPLETE BEFORE BEING INSPECTED.
6. A 10 mph speed limit will be strictly enforced on the Fairgrounds
7. Consumption or possession of alcoholic beverages or drugs is prohibited by any driver and/or pit crew member. Violators will be disqualified and removed from the grounds. **NO ALCOHOL IN THE PITS!**
8. The only vehicles allowed in the pit area is a tow vehicle and demo car
9. Drivers are allowed two pit crew members. If unauthorized people are found in your pit your will be disqualified and removed from the grounds.
10. All vehicles must be towed and/or hauled in accordance with all applicable laws
11. **Derby official rulings are final.** No instant replays will be allowed.
12. All drivers must attend the Drivers Pit Meeting prior to the derby. Any driver missing from the meeting will be disqualified.
13. **ABSOLUTELY NO INTENTIONAL DRIVERS DOOR HITS IN ANY EVENT! THIS WILL BE STRICTLY ENFORCED. INTENTIONAL STRIKES WILL RESULT IN MATCH STOP, AND REMOVAL OF YOUR VEHICLE FROM THE COMPETITION.**
14. **Each Car entered gets 1 driver pass, and 2 pit passes. All other viewers will have to purchase event tickets, and will not be allowed in the pits.**

**Demolition Derby – Rules of Competition**

1. All Drivers must pay attention to the commands of the announcers, judges and flagmen
2. Drivers who continue to move after being flagged will be disqualified.
3. As cars enter the arena they will be inspected for safety belts, helmets, chains or welds on doors/hoods and loose debris in the vehicle. **Derby Officials reserve the right to re-inspect any vehicle at any time!**
4. **If you remove your seatbelt or exit the car at any time during the event you will be disqualified,** except if your car is on fire
5. Drivers must hit another car at least every two minutes under their own power. Hitting a disqualified car does not count
6. Drivers may enter each heat BUT must have Different car for each heat.
7. Drivers that qualify two cars for the main event can only choose one of the cars to run. The other car will not be eligible to run in the main event unless another driver that has qualified for the main event purchases the car.
8. Herby Derby **and stock class** cars are not eligible for the main event.
9. Any driver who **strikes a driver’s side door is disqualified** unless pushed uncontrollably by another car
10. Any car participating in the Heat, Consolation, Main Event, Powder Puff, Grudge Match or Herbie Derby goes outside the logs during the race whether the person is making the hit or being hit will be flagged out for that race.
11. Drivers **MUST remove their car** from the fairground immediately after the performance. Any cars not removed within 24 hours will be fined $100
12. **WE ARE PRIVELIGED TO USE ALL OF OUR FACILITIES! PLEASE TAKE EXTRA CARE IN STRIPPING YOUR CAR!**

**Demolition Derby – Heat and Main Events**

1. The total number of auto entered in the derby will be divided into heats. Cars will be placed in the heats at the drivers meeting.
2. The last 3 cars active from each heat will advance to the main event.
3. There will be a consolation heat for all cars that didn’t make it to the main event after all heats have run. Top three finishers will advance to the main event in consolation heat.

**Demolition Derby – Rules for Car Building**

1. Only American built sedans or station wagons allowed.
2. **We reserve the right to and re-inspect cars at any time before, during or after the event, even after it has been flagged. You may be asked to cut areas of question open before, during and after the derby if needed.**
3. **JUDGES RULINGS ARE FINAL.** Any arguing or fighting with the judges by drivers or pitmen, etc., will not be tolerated and will be cause for disqualification.
4. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors, trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding, screw, fiber glass, etc). All rear seats must be removed.
5. No added weight to the car except the weld. No packing the frames, trunks, passenger doors, or under floor decking.
6. No concrete anywhere in the car.
7. Front seats must be securely mounted to the floor, and must have seat belts.
8. All flammable materials inside the car must be removed
9. Your number must be at least **18** inches tall and must be painted on each side of your car on the doors (if you want your number reserved please call in advance)
10. Externally mounted electric fuel pumps are allowed. ON/OFF switch must be located within drivers reach inside the car.
11. Wheel size is not to exceed 15”. **NO PADDLE TIRES OR STUDDED TIRES.**
	* 1. Implement tires are ok
		2. No tires allowed that have a full tread running from side wall to side wall
		3. You may use any tire (except paddle tires and studded tires) and you may tube, screw, glue, tire inside of tire, flappers, and use recaps.
		4. welded valve stem protectors may be used
		5. Tire/Wheel weights are not allowed
12. All cars must exhibit the ability to stop before entering the arena. If a car loses its braking ability it will be subject to disqualification.
13. Any 5 lug or 6 lug rear end may be used.
14. Doors and Windows:
	* 1. Doors may be fully welded. Door seams may be welded **OR** you may chain or use #9 wires, at least twice per seem~~.~~
		2. A protective bar must be placed inside or outside on the driver’s front door. It cannot extend more than 6” past the driver’s door seam on either side you must trim angle iron corners. **NO GRADER BLADE.**
		3. No window openings may be snaked through quarter panels to the roof with chain, cable or wire.
		4. One bar running from the roof down to the cowl or front dashboard bar is mandatory!
		5. DOOR seams ONLY may be pinched and welded were the windows come up through.
		6. You may use a screen or netting over drivers side front window and driver’s door only.
15. One or more of the following (welding, chaining or bolting) must be used to secure your hood and trunk~~.~~ If the hood is welded there must be a 30”x30” hole cut in the hood for inspection. The tailgate of a station wagon will be treated as a trunk. #9 wire may only be used in place of chain were chaining is allowed.
16. Interior Bars
	1. A protective halo or cage is required on the interior of the car to protect the driver. The structure must completely surround the driver and attach to the car in at least 4 points.
	2. All interior bars must be no less than 2” minimum (0.90’’ Wall) and maximum of 4” in diameter with a minimum of 4”x4” or max of 12”x12” end plates. End plates must be welded in place no bolting allowed.
	3. You can run an upright post or roll loop, the halo must be ATTACHED to the roof, seat bar and floorno more than 6” behind the driver’s seat. It may be welded or bolted to the floor. This is for safety so please make sure it is welded adequately or bolted.
	4. An optional bar may be put in the front where the dashboard was located, in between the front door posts.
	5. You may weld a connecting bar on the inside of the driver’s and passenger door only from front bar to the rear bar creating in essence a box.
	6. All bars and posts in the proximity of the head must be padded.
	7. **Overall safety will be determined by the officials at time of inspection.**

51. Welding:

1. You may inner seam weld.
2. You may weld the floor pan seam under the gas and brake pedal only for safety, no filler may be used.
3. All exterior hood and trunk seams may be fully welded. The tailgate of a station wagon will be treated as a trunk.
4. In addition to the weld, you may bolt or chain through the trunk lid and floor. Bolts may go through the frame or uni-body and may replace only 1 body mount and bushing per frame rail in the trunk floor pan area or it may be welded to the side of the frame.
5. No painting or undercoating may be used underneath the car.
6. **If plating the body, no more than 1/8” steel may be used.**
7. **You may plate the frame no more than ½” steel**
8. **Frame must be a car frame** 52. Bolting:
9. Instead of welding your hood you may use bolts or chain to secure the hood
10. None of these bolts may go thru, around, or touch the frame or uni-body except the radiator support.
11. **Chains or #9 wire:**
	1. Chain is allowed to secure front and rear bumpers to the frame. It may loop thru the hood or trunk.
	2. You may weld a 3” washer to the hood to run the chain thru.
12. **Bumpers:** The intention of this rule is to allow you to mount the bumper in such a way that it will not fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be disqualified.
	1. Stock O.E.M. bumpers of passenger cars must be used.
	2. Bumpers may be cut so they do not smash into the tires during the event. Chrome may be welded to the inner bumper box to keep it from separating.
	3. Bumpers may be flipped.
	4. Only One bumper bracket per frame rail may be welded to the frame, and can be welded and/or bolted no more than 10 inches from the front of the frame.
	5. If swapping bumper and brackets:
	6. You may only use the mounting hardware that was on the car originally or one style of car bracket hardware and a car bumper. All other hardware must be removed. (ex. Chrysler bumper with GM shock brackets on a

Ford)

* 1. Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done then rule #5 applies.
	2. Mounting brackets may not be attached to the Cordoba type sub or k-frame in any way.
	3. If using an Aluminum beam bumper you may weld your front straps around and to the bottom of the bumper bracket
	4. Compression bumper shock tubes may be compressed and welded.
	5. No material may be added other than the weld.
	6. Chrome may be welded to the body on compression bumpers whether it is using the mounting hardware or not. Non-compression bumpers may weld ORIGINAL bumpers to the body.
1. If you cut the frame for pre-bending purposed, you may not weld the cut back together.
2. No Buffing, grinding or packing of frames
3. Humps in the frame may be chained with one wrap, but may not be welded to frame.
4. Radiators & Radiator supports:
	1. Only OEM style passenger car radiators may be used. Aluminum racing of the same style may also be used. Radiator hose loops may also be used.
	2. Radiators FIN area only may be sleeved in a light expanded metal. I t may not be fastened to any part of the car.
	3. Radiators must stay close to stock position in front of the motor. (No added water capacity).
	4. Upper Radiator supports may be welded to the hood or may be bolted
	5. Lower Radiator support body mount bushings may be removed and replaced with a max. 1” bolt diameter.

Bolt may go up through the upper core support or hood to be used in #3 above.

1. Trailer hitches must be removed.
2. Transmission coolers:
	1. Transmission coolers will be allowed and must be placed inside the cab.
	2. Proper hydraulic, Metal or steel braided line must be used **NO FUEL LINE**.
	3. Condenser must be enclosed or covered.
	4. **Overall safety will be determined by the officials at time of inspection.**
3. Gas Tanks:
	1. Original gas tanks must be removed from the car.
	2. You must have your gas tank securely mounted inside the car with a minimum of two fasteners, in back seat area and covered.
	3. A maximum size of 6.5 gallons can be used.
	4. Fuel lines must run inside car. Original gas line inside frame cannot be used.
	5. **Overall safety will be determined by official at time of inspection.**
4. Battery:
	1. It must be securely mounted inside the car in passenger area and covered
	2. Battery Box cannot be made out of plastic; Seat belts or “pull” type straps may not be used.
	3. **Overall safety will be determined by official at time of inspection.**
5. **Cut outs:**
	1. Cut outs over the wheel wells are legal.
	2. Cutouts may be folded. If cutouts are folded you may be asked to cut an inspection hole in them.
	3. If your hood is welded must have a minimum of a 30” by 30” hole cut in the hood for inspection. If bolted, hood must be open during inspection, unless a cutout as described above is installed
	4. If inspection holes & fire holes are determined to be too small you will be asked to cut them larger.
	5. If center cut out is bent forward to cover the radiator it may be fastened to the bumper with chain only.
6. **Suspension:**
	1. No pulling shocks and putting pipes in their place
	2. No putting leaf springs on top of the axle.
	3. You may weld coil springs to the frame or axle so they do not fall out (no filler may be used).
	4. You may not clamp the shocks. No solid suspension.
	5. You are allowed 9 leaf’s maximum.
	6. You may use only 3 clamps total per leaf spring pack, no welding. Springs must be of passenger car origin.

Clamps may be no wider than 3” using only one set of bolts per clamp.

* 1. Original leaf spring cars must be mounted in original mounting position.
	2. Attachment point on the frame can be no more than three inches.(i.e., size of a shackle)
	3. No air lift shocks, coil over shocks, blocks, shackle, or any reinforcements.
	4. You may tilt your rear end by shortening or lengthening rear end control arms; however, they must remain functional. Do not reinforce more than one inch past cut or extension area, must use metal of same thickness or less, no other welding other than the cut seam is allowed. Cuts must be made in the middle of the arms, and no metal added to the inside or ends of the control arms.
1. Engine
	1. Distributor protectors may only be bolted to the motor
	2. If your distributor is in the rear of the car, the protector may be a max of 12” wide and no farther than 3” from the distributor cap and no more than ¼” thick
	3. If you have a front distributor, the rear support plate may only be 12” wide but may not be more than 1 inch from the block and no more than ¼” thick.
	4. DP must be a minimum of 5 inches from the dash bar, window bar or any added metal.
	5. You may cut a hole to accommodate the distributor.
	6. Engine cradle must be mounted to the engine only. No other part of the cradle be mounted to the frame.
	7. Pulley protector may not e more than 2“from the front of the pulley and no more than ¼’’ thick and mounted to the engine only

i. No more than ONE fastener on each side of the motor may be used. If straps are used they may only be welded, within reason, to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than ¼ inch thick and 2” wide, and MAY NOT extend in front or the water pump or behind the engine block any more than 4 inches.

* 1. Any engine and transmission combination may be used in any car, but must be mounted within 4 inches of the original motor.
	2. Motor must be mounted securely. Motor mounts may be welded; when making motor mounts to raise shift or use different motors in different cars, mounts cannot exceed original footprint of motor mount.
	3. **Two additional motor ties downs may be used but must attach to the block or heads and not the engine cradle or DP protector.**
	4. You may cut a hole in the firewall to accommodate the engine within reason. However it must be covered to prevent a fire hazard.
	5. No holes will be allowed in the floor of the car except to accommodate the transmission shifter, fuel and transmission lines and wiring. Shifters may be tack welded or bolted.
1. Patching holes is for safety not reinforcement, if patching rust holes, you may use sheet metal only not to exceed 2 inches past rusted area.

IF YOU HAVE ANY QUESTIONS SEND US A PICTURE FOR APPROVAL

**Demolition Derby – Herby Derby**

All other derby rules apply with these exceptions:

1. Any compact, subcompact, or mini-compact car with manufacturer’s suggested wheel size of 13” or less. Car must have no larger than 15’’ wheels, have no bigger than a six-cylinder engine and wheel base less than 102’’.
2. PRE-RUN CARS ONLY: If you are using a pre-ran herby car, and the core support has been torn from the frame, you may repair it as follows: One (1) 1⁄2" bolt with washers, per core support mount can be used in place of the old bolt. The factory core support rubber mounts must remain in place. No excessive length on bolts. If the hole on the frame is torn, a washer may be welded over that hole, top side only. Washer’s only, no plates, cannot exceed 1/8" thick or 1 3/4" outside diameter.
3. Driver’s door must be welded shut and may be reinforced with flat or angle iron and not to exceed more than

4" past each side of driver’s door. All reinforcement is strictly for driver safety. Grader Bar can NOT be used.

1. No plating frame or body.

**Demolition Derby – STOCK Class/Powder Puff**

1. **This is a “chain and bang”** All other derby rules apply with these exceptions:

1. Cars must stay completely factory stock with the exception of the following rules:
2. Engine, drive train, and bumpers must match car in use.
3. The intention of this class is to run stock cars. Exceptions will be made for different engines, transmissions and other minor deviations from the “stock” condition of the car as long as they meet the original intention. PLEASE CALL

US IF YOU HAVE QUESTIONS!

1. **NO welding on car except for the driver’s door and interior roll cage/halo**. Driver’s door must be welded shut and may be reinforced with flat or angle iron and not to exceed more than 4" past each side of driver’s door. All reinforcement is strictly for driver safety. Grader Bar can NOT be used.
2. **ALL CARS MUST HAVE A PROTECTIVE ROLL CAGE/HALO TO PROTECT THE DRIVER**
3. The structure must completely surround the driver and attach to the car in at least 4 points.
4. All interior bars must be no less than 2” minimum (0.90’’ Wall) and maximum of 4” in diameter with a minimum of 4”x4” or max of 12”x12” end plates. End plates must be welded in place no bolting allowed.
5. You can run an upright post or roll loop, the halo must be ATTACHED to the roof, seat bar and floorno more than 6” behind the driver’s seat. It may be welded or bolted to the floor. This is for safety so please make sure it is welded adequately or bolted.
6. An optional bar may be put in the front where the dashboard was located, in between the front door posts.
7. You may weld a connecting bar on the inside of the driver’s and passenger door only from front bar to the rear bar creating in essence a box.
8. All bars and posts in the proximity of the head must be padded.
9. **Overall safety will be determined by the officials at time of inspection.**
10. Minor weld repairs will be permitted to make the car functional as long as the repairs meet the original intention of the stock car. **NO PLATING OR REINFORCING.**
11. Doors, hoods, trunks, and bumpers are allowed two (2) chain securements per item maximum. \*\*\* A “securement” is one (1) piece of chain, no longer than 36", with one (1) bolt no longer than 6".
12. Bumper ends may not be cut, but they may be bent in.
13. Maximum height to bottom of bumper 18".
14. Chain only, not to exceed 3/8", no welded links, sheet metal to sheet metal only.
15. Driver door may be welded and reinforced for driver safety ONLY.
16. No wagon flip-up compartment lids, they must be removed.
17. Absolutely no antifreeze in radiators, water only!! This will be enforced.
18. Exhaust may exit the hood.
19. You may add an auxiliary floor shifter. Auxiliary transmission coolers are not allowed.
20. You may add a hand throttle.
21. Support chains on engine/transmission ok, one (1) per mount.
22. Welded or posi-traction rear ends ok.
23. Airbags must be disabled and removed.
24. Tire: you may run a 4-ply, 6 ply, or p-rated radial tire, tubes are allowed. No flappers or filled tires - only air.
25. PRE-RUN CARS ONLY: If you are using a pre-ran car, and the core support has been torn from the frame, you may repair it as follows: One (1) 1⁄2" bolt with washers, per core support mount can be used in place of the old bolt. The factory core support rubber mounts must remain in place. No excessive length on bolts. If the hole on the frame is torn, a washer may be welded over that hole, top side only. Washer’s only, no plates, cannot exceed 1/8" thick or 1 3/4" outside diameter.
26. If vehicle comes stock with a transmission cooler, it may be moved into the cab behind the driver. It must be in a closed box to reduce injury of the driver.
27. **This is a chain and bang class. If we find welding or reinforcing on the car except where specified you will be placed in the Main Class**

1. **IF YOU HAVE QUESTIONS OR ENCOUNTER AN ISSUE PLEASE CALL AND DISCUSS!!!!!!!**

**Demolition Derby – Stock/Farm Truck**

1. All other derby rules apply with these exceptions:
2. The vehicle may be any truck or SUV ½ Ton Rated size or smaller.
3. Engine, drive train, axles and bumpers must match truck in use.
4. If stock bumper is un available a bumper of similar size and design may be used. No aftermarket or heavy duty bumpers
5. Truck may be a 4 wheel drive model but one of the axles must be disable (i.e. Running 2WD, Drive shaft removed)
6. **NO welding on car except for the doors, tailgate and interior roll cage/halo**. Driver’s door must be welded shut and may be reinforced with flat or angle iron and not to exceed more than 4" past each side of driver’s door. All reinforcement is strictly for driver safety. Grader Bar can NOT be used.
7. Doors and tailgate must be welded shut
8. **ALL TRUCKS MUST HAVE A PROTECTIVE ROLL CAGE/HALO TO PROTECT THE DRIVER**
9. The structure must completely surround the driver and attach to the car in at least 4 points.
10. All interior bars must be no less than 2” minimum (0.90’’ Wall) and maximum of 4” in diameter with a minimum of 4”x4” or max of 12”x12” end plates. End plates must be welded in place no bolting allowed.
11. You can run an upright post or roll loop, the halo must be ATTACHED to the roof, seat bar and floorno more than 6” behind the driver’s seat. It may be welded or bolted to the floor. This is for safety so please make sure it is welded adequately or bolted.
12. An optional bar may be put in the front where the dashboard was located, in between the front door posts.
13. You may weld a connecting bar on the inside of the driver’s and passenger door only from front bar to the rear bar creating in essence a box.
14. All bars and posts in the proximity of the head must be padded.
15. **Overall safety will be determined by the officials at time of inspection.**
16. Minor weld repairs will be permitted to make the car functional as long as the repairs meet the original intention of the stock truck. **NO PLATING OR REINFORCING.**
17. Top of the front Bumper must be no higher than 28” on fresh trucks. Pre’-run trucks must be pulled down to be as close as possible. Bottom of rear bumper no lower than 2’
18. For Pre-Run Trucks: You may re-stub your truck frame. Using a factory frame of same thickness, no c-channel. You are allowed up to (8) 6” x 8” x 1⁄4” plates. If you re-stub this counts as 2 of your plates. You may not cut the plates and use the excess elsewhere.
19. You may cover any body holes for safety using like size material no more than 2” past the hole. 122. **If you have other pre-run questions, call first before you fix it!**
20. Trailer hitches and framework aftermarket or not must be removed
21. All body mounts (rubber biscuit and cone, pucks) may not be removed. You may replace the bolts if rusted with equivalent size
22. Upper Radiator supports may be welded to the hood using a 6-inch weld only or may be bolted with two bolts with 3” washers. No more than 2 bolts may go thru the upper core support. And none if you weld it.
23. Lower Radiator support body mount bushings may be removed and replaced with a max. 1” bolt 127. diameter. Bolt may go up through the upper core support or hood to be used in #5 above.
24. Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.
25. Trucks MUST have at least 2 drive line loops to support the driveline
26. If your truck does not have a headrest you must have a net covering the area behind the seat in the back window.
27. All beds and side panels and tailgates must remain in stock shape and position, no folding of or wedging of any body panels or tailgates. Tailgate may be lowered to rest on the frame rails if removing rear bumper.
28. You may cut and roll the fender for tire clearance. You may use up to three 3/8” bolts. You may be asked to cut an inspection hole.
29. You must have a minimum 30” x 30” hole cut in the hood for inspections and fire protection. You may bolt around the opening within 3” of the opening every 12” with 3/8” bolts.

**IF YOU HAVE QUESTIONS OR ENCOUNTER AN ISSUE PLEASE CALL Jayden** **at (406)-925-9166!**