

Rock Springs Firefighters Local #1499

Demolition Derby Rule Book

I. Entry Forms

- A. Fill in the entry form and return it to Fire Station #3 on Elk street, **no later than Thursday**, on Derby week.
- B. Entry Fee is \$100.00 per car. All entry fees will go towards prize money.
Entry fees for compacts is \$100.00.
Entry fees for trucks is \$100.00
Entry fees are non refundable. (Unless we are contacted before the Derby starts!)

II Prizes

- A. Each heat winner shall receive a heat trophy and prize money.
- B. 1st place \$300.00. 2nd place \$100.00.
- C. Last year's main-event paid out as follows:
 - First Place:* **\$3,000.00 plus a trophy**
 - Second Place:* **\$1,500.00 plus a trophy**
 - Third Place:* **\$750.00 plus a trophy**** Main event payout is determined by number of entries and sponsorship money.
- D. The winners of the compact heat shall split the purse as follows:
 - First Place:* **\$700.00 plus a trophy.**
 - Second Place:* **\$300.00 plus a trophy.**
- E. Trucks: same split as compacts.
- F. 80's Class: same as compacts/trucks unless we have championship heat.

III Drivers meeting

- A. A drivers meeting will be announced each day prior to that days race events. All drivers or a representative must attend.

IV Demo Heats

- A. The number of heats will depend on the number of entries.
- B. The first and second place winners from each heat will qualify for the championship heat on Saturday.
- C. First place car from Saturday's consolation heat will also qualify for the championship heat.
- D. A rolled car is finished for that heat. The roller may continue, even with the assistance of Derby personnel getting them off the rolled car. Compacts may continue after a safety check. The driver of any car that is rolled will receive a special "Rollover" trophy.
- E. All Powder Puff vehicle entries MUST have already been in a previous heat.
- F. Powder Puff heats are restricted to female drivers only. For powder puff rules, please refer to section VIII.

V Grandstands

- A. Due to overcrowding, Drivers and pit crew will not be allowed in the grandstand area. Concessions will be provided for in the pit area.

VI Inspections

- A. Cars will be inspected in the pit area **near the vehicle lift.**
- B. **After a car is inspected and flagged it must be parked on the track.**
- C. Inspections will run from noon till 5:00 PM on Friday. Event starts at 7:00 PM. We recommend drivers come early, so if alterations need to be made, there is time.
- D. **Heats will be drawn at 3P.M. on Friday.**
- E. For questions concerning rules, email us through www.rsff1499.com, or call 354-7994.

VI Time limits

The judges will be as fair and accurate as possible with the following time rules:

1. For each heat, drivers have two minutes to get their car into the arena once your number has been called.
2. During any heat, drivers have two minutes to make a hit. If a car stalls or becomes stuck, the two minute rule still applies. If the car becomes stuck on a barrier, no manual help other than a hit from another car will be allowed.
3. At the discretion of the judges, any car not making a hit within two minutes, will be disqualified.
4. Any car that is judged to be "Patty-Caking" will be put on a two minute timer with a warning. The car will be disqualified under the no hit rules if no hit is made.
5. Any driver that fails to meet the two minute warnings will be disqualified. The rulings from the judges are final. **NO PERSONAL VIDEOS WILL BE REVIEWED!**
6. The drivers will have 10 minutes between heats to prepare their cars.
7. After the final consolation heat, drivers and pit crews shall have 30 minutes to prepare their cars for the championship heat. This time may be extended due to exhibition heats ie. compacts, trucks, grudge match etc.
8. Following the Championship heat, Drivers and pit crews shall have 15 minutes to prepare their cars for the powder Puff Heat.
9. Once a heat has started, no additional cars will be allowed in that heat. **NO EXCEPTIONS.** Every effort will be made to get every car into their designated heat.
10. **Driver door hits are not allowed.** However, driver door hits do happen. Based on the circumstances of the hit, the judges may announce a warning for the hit. However, if the hit is deemed to be hard or deliberate, an immediate disqualification may be announced. This is an on the spot judgment call based on car speed, driver control, driver door history, brake use, location of hit, severity of the hit, etc. This rule is in place to protect **EVERONE** that climbs into a derby car. Please stay under control and respect the health and livelihood of the other drivers. **Personal videos will not be reviewed.**

VII Powder Puff

- A. To enter the Powder Puff, please fill in the attached Powder Puff entry form. All associated releases must be signed.
- B. After the final heat, the announcer will ask for all Powder Puff drivers to proceed to a sign-up area. At this time, females from the grandstands will be allowed to come down to enter the Powder Puff heats.
- C. No children from the grandstands will be allowed in the arena or pit areas.
- D. Once the driver provides a completed Powder Puff entry form, the **\$20.00** entry fee, along with a valid drivers license or picture ID, she will be issued a pit pass and must stay in the pits until her heat is over.
- E. The prize money will come from the entry fees with a 60/40 split between the first and second place drivers in each heat.
- F. A trophy will be awarded to the first place winner of each heat.
- G. All demolition derby rules apply to the Powder Puff heats.
- H. Persons that may be pregnant **MAY NOT** drive in any derby heats.
- I. Persons under the influence of drugs or alcohol **MAY NOT** drive in any derby heats.
- J. Persons participating in the regular derby heats **MAY NOT** drive in the Powder Puff heats.
- K. A car may be driven in more than one powder puff heat. Provided that an addition entry fee has been paid, as well as all associated paperwork has been completed for that additional heat.

VIII General Provisions

- A. The promoting organization reserves the right to approve or reject any and all entries.
- B. Judges decisions are FINAL!
- C. Drivers must be at least **18 years of age** on the date of the Demolition Derby.
- D. Pit crew members must be at least 18 years of age. Identification will be required.
- E. No one under the age of 16 will be allowed in the pit area.
- F. Pit Passes will be issued upon receipt of completed entry forms, all associated paperwork and entry fees paid in full. Additional pit passes will be for sale at the pit gate on the days of the derby. All persons that enter through the pits must complete all associated paperwork that is required to enter the pit area. Children under the age of 16 on the pit side must remain in the assigned bleacher area with a responsible adult of legal age.
- G. Pit Passes will be worn on your **BODY** at all times. Not your hat, coat, beltloop, etc.
- H. All cars may have a maximum of 4 persons in their pit. 1 Driver and 3 pit crew.
- I. On the second night, a Powder Puff driver may be added to the pit after the final heat is completed.
- J. Drivers must be at the Fairgrounds between 10:00 am and 4:00 pm on the first day of the event. Inspections start at noon. **Please call 354-7994 or 354-7995 if running late.**
- K. The use of any intoxicating beverages or drugs prior to or during the derby, or in the pit area, is prohibited. Violating these rules will result in removal from the pit area, and possible car disqualification.
- L. If a car is unable to make its assigned heat, yet is repaired and able to run in a later heat, it is eligible to enter at the sole discretion of the judges and pit boss.
- M. Any driver or pit crew found to be violating any rules may have the car with which he is associated disqualified. Disqualification results in the forfeiture of any and all entry fees.
- N. Pit crews may bring their own welders etc. with the understanding that the entrants and their equipment are under a good neighbor policy with the other crews and drivers.
- O. All cars will be inspected before the derby begins. Please have a representative with your car during inspection time. A car will not be flagged without a representative present.
- P. All cars will be impounded after the final heat on the first night of the derby. All cars must remain within the arena/ pit area until after the last heat on the final night. Any car that leaves this area will not be allowed back in, and will be disqualified from the present years events.
- Q. Repairs will be allowed all day on the second day of the derby.
- R. The first and second place cars of each heat will be checked in the arena for any violations of the rules. Any violations will result in disqualification. Drivers are responsible for keeping their cars in the arena for this inspection.
- S. After completion of the Championship heat, the top 5 cars will remain in the arena to be checked for violations. Any violations will result in disqualification.
- T. No communication systems are permitted in the cars.
- U. No test runs on the horse track. **DRIVE SLOW IN THE PIT AREA!**
- V. When your car is ready for inspection, please pull up onto the track for inspection.
- W. **Keep all other vehicles off the track** unless authorized by an official.
- X. Please keep any on-track repairs under 15 minutes. All extended repairs need to be done in the pit area. **ABSOLUTELY No cutting or welding equipment or repairs are to be done on the track.**

IX Safety

- A. All drivers must wear approved safety helmets, face shields or goggles, protective gloves, and a jacket or coveralls.
- B. Short pants will not be accepted.
- C. Safety lap and shoulder belts are required.
- D. Driver's door and steering wheel must be padded.
- E. In the event of a flip or fire, only authorized personnel are allowed in the arena. **All cars must stop immediately.**
- F. Any pit crew members that enter the arena during a heat will have his or her car disqualified.

- G. Any car spilling gas or catching fire will automatically stop the heat. If a car is deemed to be in working order, it may continue with the heat. If a car experiences 3 fires in a single heat, the driver will be required to break their flag.
- H. Vehicles must have operable breaks prior to and during the heat.
- I. A 2 ½ pound dry chemical extinguisher mounted inside the car within the drivers reach is permitted.
- J. A flag stick will be placed on your car following inspection. When you are no longer capable of running in the competition, you must break your flag stick so that the other competitors are aware that you are no longer eligible to be hit.
- K. **Stay inside your car! Do not leave the car, loosen your safety belt, or remove your safety gear.** Only after the heat is complete may you exit your car. **Exiting your car during the heat will result in disqualification!!!** Emergency exit is permitted in the case of fire or rollover.
- L. A seat with a headrest is recommended, but not required. A seat brace is required, to keep seat upright.
- M. A neck brace is recommended, but not required.
- N. All drivers must be capable, and may be asked to demonstrate the ability to exit their vehicle within one minute.
- O. Before participating, all drivers and pit crew members must read and sign a release form that releases the Rock Springs Firefighters Local 1499 and the Sweetwater County Events Complex from liability for any injuries sustained as a result of participating in the demolition derby.

Warnings

- A. Drivers are reminded that if their car is not street legal, they should have it towed or trailered to the fairgrounds.
- B. Any situation that poses a hazard to the audience or other persons will result in car disqualification.
- C. Any change of drivers must be reported to the pit-boss prior to the beginning of the heat.
- D. An overcrowded pit area requires the following actions:
 1. All driver's and pit crew must wear pit passes on their **BODY** at all times.
 2. Four people per car: one driver and three pit crew members.
 3. If you are not wearing a pit pass, you will be escorted out. Passes will be available for purchase at the pit gate. All persons under 16 years of age are required to have responsible adult supervision. **People under 16 Y/O need to be in the pit bleachers at all times, no wondering around in pit area, this is for drivers and crew members only!**
 4. Don't give your pass away, or you will be watching the derby from outside the fence.
- E. **Drivers are responsible for removal of their cars from the fairgrounds property. You will be charged double for any towing fees if necessary. There is no salvage company hauling cars off. Take your car's home on Saturday night!**

X Car Specifications-----

*****Remember, if it's not in the rules, that doesn't mean you can do it!! Always ask first, and bring a torch anyway.*****

- A. Any hardtop, stock American made automobile is allowed, station wagons included.
- B. No 1973 or older Chrysler Imperial/Le Barons, Imperial sub-frames, Jeeps, trucks, utility, carry-all, commercial vehicles or convertibles are allowed. No sedagons, enduro type cars, ambulances, hearses or limousines.
- C. **Compact Car Specifications:** Cars must have a wheelbase that is 105" or less. Intermediate or large cars are not allowed. If unsure, talk to an inspector prior to the derby. Only 4 or 6 cylinder engines are allowed. No V-8's. All full-size car rules apply for building.
All compact-car entries subject to inspector's approval.

D. Car Exterior

1. 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.

- a) Stock O.E.M. bumpers of passenger cars must be used. **Bumper manufacturer and vehicle manufacturer do not have to match.**
- b) Bumper ends may be cut. Chrome may be welded to inner bumper box to keep it from separating.
- c) Bumpers may be flipped.
- d) Bumpers may be welded to the brackets and the frame only. **(Exception: see rule k)**
- e) Only one bumper bracket per frame rail may be welded to the frame, and can be welded or bolted no more than 10 inches from the front of the frame.
- f) Swapping of bumpers and brackets is allowed. If swapping, you may only use the mounting hardware that was on the car originally or the mounting hardware that came with the bumper. All other hardware must be removed.
- g) **No swapping of bumpers during derby.**
- h) The shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done then rule 1-e applies.
- i) Compression bumper shock tubes may be compressed and welded.
- j) No material may be added other than the weld.
- k) No chrome may be welded to the body, trunk or hood. **Non-compression bumpers (single-piece/single layer metal) may weld original rear-bumper only, to the body.**
- l) You may use on the bumpers, in place of chain, up to 3/4" rolled steel or 2"x 3/16" flat strap welded from the upper core support area of the hood/trunk lid to the chrome of the bumper. No more than 2 of these may be used per bumper. It may only be welded up to 6" inches on the body and 6" on the chrome. If bolting hood or trunk this cannot be welded to the seam.

2. Frame

- a) **There is no welding of or to the frame or uni-body allowed other than what is specified in these rules.**
- b) **Original bodies on original frames. No sub-frame swapping.**

- c) No paint or undercoating allowed on frame.
- d) No welding of body to frame. Must be bolted at original mount locations, no extras. Body mounts (pucks) may be removed.
- e) No body mount bolts may extend below the frame, except as described in Hoods and Trunk section **and rule 2f**. All bolts and nuts must be inside of frame on body mounts. Body mount bolt may be replaced with a maximum 5/8" bolt; **with up to 1/4"x4"x4" washers.**
- f) **Unibody cars may add up to 4 additional body mounts per frame rail; up to 5/8" bolt with up to 1/4"x4"x4" washers immediately behind the firewall where the unibody frame attaches to the sheet metal of the front floor pan.**
- g) Pinning the inside of a frame, or packing a frame will result in disqualification. No welding factory holes closed on frame.
- h) No seam welding on the frame.
- i) **Humps may be chained with one wrap, but not welded to frame. Do not weld a bracket to the top of frame hump for chain.**
- j) **No added cable, wire or chain tensioning to frame.**

3. Suspension

- a) **You must have a working suspension.** No pulling shocks and putting pipes in their place. **Shock mounts must stay in stock location.**
- b) Any car with a coil spring suspension **may convert the rear** to a leaf spring suspension. Mounts to be used to make this conversion may be attached to 2 sides of the frame only per each end of the leaf spring.
- c) Brackets can be a total of **3" wide and 5" long MAX.** per each end of the leaf spring to be attached to the frame. **Brackets may be bolted or welded; using 1/2" dia. x 4 1/2" long bolts. 2" max. dia. Washers.**
- d) Bolts must not extend through body.
- e) Brackets and bolts must not strategically reinforce the frame.
- f) You are allowed (9) leafs maximum. All leafs after the main must be a minimum of 3" shorter than the one above it on each end. You may not put anything on top of the main leaf, except factory OEM overload spring.
- g) You may use (4) leaf-spring clamps per assembly, with a max of (2) bolts per clamp. **Clamp width of 3" max.**
- h) No leaf springs on top of axles. **No truck leaf springs.**
- i) You may weld the coil springs to the axle so they do not fall out.
- j) Coil springs may have spacers.
- k) Shocks may be coil over shocks.
- l) Maximum width of leaf springs allowed will be 2 1/2" wide.
- m) **No reinforcement of A-arms/upper or lower control arms.** No welding control arms to frame to raise/stiffen suspension.

4. Radiators

- a) Radiators may be removed from their original mounting position and placed inside the car. **If the radiator is relocated to the car interior, one side to side, horizontal mounting bar may be added to mount the radiator. The bar may be up to 2" square tubing or pipe and must have end plates, up to 6" x 6", and be welded in place.**
- b) All exposed radiator hoses and connections in the driver's compartment must be covered and mounted securely. **Double clamps on hose connections are required.**
- c) **OEM radiators only, no homemade stuff.**
- d) Splash guards made of sheet metal, plywood, or canvas tarp must be used to protect the driver from steam if the radiator is located within the driver compartment. Cardboard is not acceptable protection equipment.
- e) No sharp edges inside the car.

- f) If the eight bolt rule is used to mount your hood, the front two hood bolts may be bolted or welded to the frame and may also be used for the core supports. Bolts may not be in front of radiator.
- g) Upper radiator supports may be welded to the hood using one 6-inch weld only or may be bolted with two bolts with 5" max. washers. No more than 2 bolts may go through upper core support and none if hood is welded.
- h) Radiator supports that are not OEM may not reinforce front end of car in any way.
- i) Transmission coolers are allowed. Proper hydraulic, metal or steel braided line must be used.

5. Doors

- a) Drivers door on 2 and 4 door cars **may** be reinforced from fender well to fender well on outside, with a scraper blade or other metal not to exceed 12" in width, **and not to extend into or over the wheel wells.**
- b) Reinforcement of the passenger door is optional, but may be reinforced to the same specifications as the driver's door.
- c) Door reinforcements cannot have any sharp edges, cannot extend into the wheel well or have protruding parts extending more than 1 inch beyond the reinforcement.
- d) **The top door seam (where the windows come up through) may be pinched and welded, 2" x 1/8" strap welded parallel over the seam is allowed.**
- e) All doors must be welded and/ or chained shut. 2" x 1/8" metal strap may be welded over door seams in place of filler. Filler may be 3/8" round.
- f) If any door comes open during a heat, the car is automatically disqualified.
- g) All station wagons must have the tailgate bolted or welded in the closed position. If the tailgate comes open during a heat, the car is automatically disqualified.

6. Engines and Transmissions

- a) Engines and transmissions may be welded into place on the first night, but must be within 5" of the original motor **location.** Transmissions and motors may be chained or strapped. **Engine blocks may be attached to the frame at two locations per framerail.**
- b) **In addition to stock location motor mounts, up to four 3/8" X 3" straps, one on each corner of the block may be used. A 3" section of the strap may be bolted or welded to the frame, not to extend more than 3" out from the block. If using a midplate, which is allowed, only two straps off the front of the block may be used, none off the back. No kickers!!**
- c) **Engine plates / cradles are allowed, they may be bolted or welded to the frame with endplates up to 2" wide and 6" vertical. No attaching to cross members.**
- d) Skid plates are allowed, but must be separate oil pan/transmission plates. No full-length skid plates. No bolting or welding of skid plates to the frame or body.

7. Fuel Tank

- a) All stock fuel tanks must be removed. (A boat type fuel tank placed in the back seat area and properly secured is recommended.) Upon Inspectors approval, a custom tank with metal brazed fuel line and vent is acceptable.
- b) A maximum of 6 gallons of fuel will be allowed.
- c) **Plastic fuel tanks are not allowed.**
- d) An inline fuel shut-off (petcock), intended for petroleum fuels, must be placed within the reach of the driver.
- e) Electric fuel pumps are allowed.

8. Glass and Molding

- a) **All glass**, including head and tail lights, must be removed.
- b) All side chrome, plastic and pot metal must be removed, including side rear view mirrors and door handles.
- c) Dumpsters are provided for all scrap. Please use them.

9. Car Body--Hoods, Trunks, Fenders and Windshields

- a) A metal plate or pipe at least 2" in width or 2" in diameter must be installed over the middle of the windshield opening to deflect a loose hood upward and away from the driver, two max. **Cannot run from hood to halo bar. May run from dash-bar to halo bar.**
- b) **Hoods** may be fully welded on **both** days **OR** bolted, subject to inspector's approval.
- c) **Bolting hoods**; all-thread run vertically through the hood and secured on the exterior with nuts will be allowed. 1" Max. Diameter all-thread, **5" max diameter washers. Eight bolts only (Four per each side of hood). Two hood bolts only in front of the tire, they may go through the frame and be either bolted or welded to the frame. Six hood bolts above and behind the tire are allowed, through sheet metal only. They may be attached by welding or bolting to existing sheet metal. No bolts in front of radiator. No bolts if hood is welded.**
- d) **Angle iron welded to the hood and an opposing piece welded to the fender and bolted together is allowed. Four locations per side, same as rule c) above. (Three angle iron locations per side if the frame to hood all-thread bolts are used). Angle iron can be up to 2" wide and 5" long with up to two bolts per location.**
- e) **Welding hoods**; 2" x 1/8" metal strap over the seams allowed, with no additional fillers. Seam filler may be 3/8" round. May use strap OR filler...not both. **No bolts to frame.**
- f) Bolted hoods must have a minimum 12" X 12" sight hole in the hood above the carburetor; welded hoods must have a minimum 30"X30" opening in hood.
- g) Hood or hood cutout may not be fastened to the front bumper if pulled forward. Any metal from the hood cutout may be folded back one time and welded or bolted back to the hood only. No attaching to fenders or other parts of the car.
- h) **Trunk lids** may be fully welded or bolted. 2" x 1/8" metal strap over the seams allowed, with no additional fillers. Seam filler may be 3/8" round. **May only use strap OR filler...Not both.**
- i) Trunk lids may be wedged and/or tucked, not flattened. Quarter panels cannot be modified with the exception of the wheel well openings (see rule 9n) and a single pre bend crease across the top of the trunk/quarters from side to side.
- j) **Bolted trunk lids are allowed eight bolts, two can be welded or bolted through the frame, 1" bolts/all-thread with 5" max. washers.**
- k) **Welded trunk lids are allowed two (2) 1" bolts/all-thread with 5" max. washers may extend from the frame and go through the trunk lid. These may be bolted or welded through an existing body mount. One per frame rail. If these are not run through an existing body mount hole you will have to remove (2) stock body mounts in the trunk. On cars without body mounts (unibody), one trunk bolt per frame rail may be welded or bolted to or through the frame.**
- l) Protective fiber mesh material (netting) placed over the driver's window and windshield open are encouraged, but not required.

- m) All welded compartments on the vehicle must have a sight-hole big enough to allow for adequate inspection. Placement may vary as long as inspectors can see everything inside of trunk and fender wells. **Trunks and deck lids in wagons must have a sight-hole.**
- n) **Hoods and trunks may not be welded to the bumpers.** Exception: Non-compression rear bumpers may weld **original** rear-bumper only to the body.
- o) **Fenders;** OEM fenders, quarter panels and wheel wells. No additional metal allowed, hole saws and/or drills will be used for inspection. Plastic wheel wells (Oldsmobile etc.) are excluded and may swap plastic for OEM metal, bolted only, no homemade wheel wells. Fender wells may be cut and enlarged. The excess metal may be welded or bolted back to the fender. Do not add metal!
- p) No creating new body seams then welding them.
- q) No adding additional sheet metal anywhere on car body! (headlight/tail light holes, etc.). All sheet metal shall be OEM.
- r) Factory OEM sheet metal layers may be bolted together. ¼ inch bolts and 1" washers maximum, no sheet metal screws. Bolt spacing shall be 12" minimum in any direction.

10. Tires

- a) Only stock tube or tubeless tires **no taller than 30" and no wider than 9"** when fully inflated are allowed.
- b) Tires must be filled with air only. A tube within a tire is acceptable. Valve – stem guards are ok.
- c) No solid tires are allowed. **15" rims only.**

11. Rear ends.

- a) **Any 5 lug rear-end may be used.**

12. Car Numbers

- a) Car numbers will be reserved if that number had an entry fee paid for in the previous derby. If a car number goes one year without an entry fee being received for that number, the number will be a first come first serve number in the next derby. If you paid an entry fee on a number, that number will automatically be reserved in the same name for the next derby.
- b) **A roof-top sign shall display your registered car number with letters 12" tall by 2" thick (min.). Driver's and passenger doors shall display registered numbers at least 16" tall by 2" wide. Light on dark, dark on light.**

E. Car Interior

- 1. All dirt and loose pieces must be swept from the car.
- 2. All carpet and headlining material must be removed from the car. The dashboard may stay.
- 3. Stock sized rearview mirrors are allowed when mounted inside the car.
- 4. Only one battery is permitted in the car. The battery may remain in its original position and be strapped securely in place, or it may be placed in the right front floorboard properly secured and covered. This is left to the driver's discretion, but must be approved by the inspectors.
- 5. Roll bars are allowed, but not required. Roll-bars may be designed for roof protection only, not for structural reinforcement. Do not attach to car frame!
- 6. All holes in the roof must be covered (sunroofs included). Cover must be from same gauge sheet-metal securely welded or riveted to the car. This will be subject to inspector approval. No sharp edges will be allowed within the car.

7. All interior bars may not exceed 6" inches O.D. or have greater than 10" X 10" x ½" end plates. End plates are **MANDATORY** on all bars and must be welded in place, no bolting allowed.. **Interior cage may only be welded to the body, not the frame.**
8. **A reinforcement bar (mandatory) must be used behind the driver's seat, within 10 inches,** running side to side to guard against collapse of the driver's seat. A bar across the dash **above the steering column** is allowed. You may weld a connecting bar on the inside of the driver's and passenger door from front bar to the rear bar, creating a box. **No kickers off of any part of the cage! Even if it doesn't attach to anything.**
9. **No inner-seam welding.** This includes engine/trunk compartment area. A minimum of one upright post or roll loop (halo-bar) over the top is recommended. It must be welded **vertically** to the seat bar behind the driver's seat. This is roll over protection.
10. **No kickers off the halo-bar. A hood deflector bar may run from dash bar to halo bar only. No rear window bars off the halo-bar. Any rear window bar must sit exactly where glass was, maximum of two bars. Rear window opening cannot be modified.**
11. **Overall safety will be determined by official at time of inspection.**
12. **Please use plenty of padding in driver's seating area!!!!!!**

XI Truck Specifications

Body

- F. All ½ and ¾ ton 2 and 4 wheel drive model trucks, Suburbans, full sized Broncos and Blazers are allowed. NO VANS or FLATBEDS.
- G. Four wheel drive models will be allowed to run one drive shaft only. Drivers choice.
- H. All glass, side and rear windows, headlights, taillights and windshields must be removed.
- I. All trucks must have a seatbelt. (lap and chest)
- J. Complete removal of interior is recommended. All trucks must be swept clean, including drivers compartment and the bed area.
- K. Battery may be relocated to the front floorboard as long as it is securely fastened and covered.
- L. Door specs are the same as cars under section X D-3.
- M. Bed may be mounted on factory mounts only. No additional bolts or welds. Rubber mounts may be removed. Factory bed floors only. Wood floors must have factory metal strips. **No steel replacement floors in bed.**
- N. The back of the cab may be welded to the bed. Tailgate must be welded and chained. Driver protection cages allowed inside the cab.
- O. Stock fuel tanks must be removed and replaced with an internal tank. A marine fuel tank is recommended. Tank must be mounted in the cab or front center of the bed and securely bolted into place. All tanks must have secure caps and must be covered with a splash shield. All lines (metal or rubber) and fittings must be leak-proof and meet inspector approval. Electric fuel pumps will be allowed, however a shut-off must be placed within the reach of the driver. Fuel tanks will be limited to a maximum of 6 gallons. Your truck must have an inline fuel shut-off (petcock) within reach of the driver.
- P. Bumpers must be stock OEM bumpers. Shock absorber bumpers may be mounted on trucks originally equipped with bracket mounted bumpers. Brackets **MUST be welded** to both the frame and the bumper. Front and rear bumpers must also be chained, chain may be welded to the frame. Bumper manufacturer and truck manufacturer do not have to match.
- Q. Hoods must open for inspection. All hoods must have holes over the carburetor for fire extinguishment access. Hoods must be bolted and/or chained shut for competition. If hoods are welded, must have minimum 30"x 30" opening.
- R. All frames must remain stock. No welding or reinforcement allowed. Do not add cable, wire or chain tensioning inside or outside of frame.(Exception see S) Any driver caught with an altered frame during inspections will not be allowed to enter.
- S. Two loops of #9 wire or cable will be allowed to secure rear of body to rear axle housing. One length of chain will be allowed between frame rails. Chain **MUST** be located between rear axle and rear bumper.

Suspension

- A. Suspension must remain stock.
 - 1. No stiff suspension: All trucks must have original give and bounce. NO LIFT KITS!!
 - 2. Do not weld suspension components including upper and lower control arms, tie rods, etc.
 - 3. Rear coil springs may be welded or clamped.
 - 4. Screw in spring risers or blocks may be allowed at the discretion of the officials.
 - 5. Trucks must have original suspension type. Do not change leaf springs to coil springs, or coil springs to leaf springs.
 - 6. Do not weld leaf springs.
 - 7. Do not add leaves to spring assembly. The number of leaves must be the same as the number on the original factory delivered vehicle. If you do not know the number, contact someone that does.

- B.** Trailer hitches must be removed. Class A frame mounted hitches must be totally removed. Class B or bumper mounted hitches must have the trailer ball and stub cut off.

Engine, Transmission and rear-ends

- A.** Any engine or transmission may be used in any truck, but must be mounted in a stock position.
- B.** Chained, welded or homemade mounts are permitted upon inspector approval.
- C.** Exhaust is preferred to be upright through the hood.
- D.** Exhaust system should be completely removed except for headers.
- E.** Trucks may have the radiator in the stock position. If radiator is removed, you may run on block only water. No reserve tanks allowed. Radiator overflow must be directed toward the ground. Radiator may be mounted in truck bed behind cab. **OEM radiators only, no homemade stuff.**
- F.** Transmission coolers are permitted. All mountings, lines and fittings must be approved by inspectors.
- G.** Any type 1/2 or 3/4-ton rear-end can be used in any truck. Homemade spring perches or trailing arm brackets may be welded to rear end.
- H.** Any drive shaft or U-Joint may be used. Welding of drive shaft is permitted.
- I.** All trucks must have working brakes.
- J.** Only gasoline and diesel fuels allowed. No alcohol or other alternative fuels are allowed.

Tires

- A.** All tires and wheels are subject to approval.
- B.** Implement, bar and light truck tires are permitted.
- C.** No split rims.
- D.** Valve stem protectors are allowed.

Stock Class Rules

1. 1980 or newer vehicles only.
2. VIN numbers must remain attached and accessible on the car for inspection in this class.
3. All glass, plastic, screws, pot-metal, stock gas tanks and exterior hardware must be removed.
4. Hood must open for inspection. Hood and trunk may only be chained or bolted with a maximum of four bolts (**per side**) not to be longer than eight inches, with 3" (max) washer on each side. No bolting through frame.
5. Holes in the hood are for headers and a mandatory minimum 12" fire hole only. No wrapping of any sheet metal allowed.
6. No screws or bolts other than what is specified may be used anywhere.
7. Exterior door seams only may be fully welded.
8. An interior box may be built (welded together) consistent with the specs for the regular cars. A bar behind the driver's door is mandatory. See E-7, 8.
9. A minimum of one upright post or roll loop is strongly recommended.
10. All bars and posts in the area of the head should be padded.
11. Gas tank, Battery and Tires must follow rules for regular cars.
12. No interior radiators or transmission coolers.
13. Electric fuel pumps are allowed.
14. Bumpers and/or brackets may not be swapped, welded or modified in anyway other than to drill a hole in the shock to allow the bumper to compress. Bumper ends may be cutoff, not folded in. One chain per side of bumper to help hold it on allowed. (1 wrap only)
15. Must have stock or coil over shocks. No welding, stuffing or clamping of shocks. Suspension must be stock and unchained.
16. Fender wells may be cut for tire clearance. No rolling or bolting of fenders.
17. Engines may be swapped but must remain as close to original position as possible. No cutting of fire wall to accommodate different motors. A hole may be cut for the distributor. Motor mounts with only one strap or chain to the top of engine cradle, no welding to the frame.
18. Axles and housings may not be changed. Spider-gears may be welded for posi.
19. One or two bars bolted across windshield for protection required.

This is a stock class, all building is for safety, it is intended for fun. If it isn't in the rules that doesn't mean you can do it, so please call or email us if you have questions!

Demolition Derby Checklist

1. Helmet, eye protection, gloves and jacket.....[]
2. Lap and shoulder safety belts.....[]
3. Driver door and steering wheel padding.....[]
4. Car and trunk are clean of debris.....[]
5. Battery is covered and secured.....[]
6. Interior cooling hoses are covered.....[]
7. Doors are welded and or chained shut.....[]
8. Stock fuel tank is removed.....[]
9. Fuel tank is secured.....[]
10. All glass, chrome, plastic and license plates are removed[]
11. Inline fuel shut-off is installed within drivers reach.....[]
12. Hood deflector installed (Mid-windshield).....[]
13. 12” X 12” hole cut in the hood above carb.....[]
14. Hole cut in trunk and all welded compartments.....[]
15. Tires the proper size (9” X 30” max).....[]
16. Checked the box on entry form for best looking car.....[]
17. Got the time off from work for the demo derby.....[]
18. Pit Passes.....[]
19. Read and understand all the rules.....[]
20. Wished everyone “Good Luck” []