



DEMOLITION DERBY
TUESDAY, JULY 26TH, 2016

7:30 PM

\$40.00 ENTRY FEE

GUARANTEED PAYOUT

Modifieds

1st - \$2,500

2nd - \$800

3rd - \$300

Mini Cars

1st - \$1,000

2nd - \$300

3rd - \$100

Mowers & Stock Cars

100% Payback from Entry Fees

Power Wheels

\$5.00 Entry (All entries will receive a trophy)

GATES OPEN AT 4:00 PM

INSPECTION FROM 5:00 PM – 7:00 PM

(If your car is not inspected by 7:00PM, you will not be able to run in derby)

SHOW WILL START PROMPTLY AT 7:30 PM

Contact: Jerry Kight (740)253-6858

V8 Derby Rules

General

You must pass inspection within 3 times through inspection line or you will not be allowed to run.

1. Any American made sedan or station wagon; No Imperials or Imperial sub-frames. If car is painted black a 14' X 14' roof sign is mandatory.
2. Cars must be stock unless modifications are stated in rules. Cars must have functioning brakes at all times, at least on one axle. Helmet, seat belt, and eye protection must be worn at all times. Any protests must be brought up during drivers meeting.
3. Any questions call first, if it doesn't say you can do it. No painting of the frames. All glass, plastic, and interior must be removed prior to arriving to the event.
4. We have the right to re-inspect, cut, or drill any car at any time. If you are caught breaking the rules set here you will forfeit any and all winnings and or prizes you are due. Judges decisions are final. If you stretch a rule you will lose that rule.
5. Any after- market parts must be approved; you must call and submit pictures for approval. Parts that are not approved before the derby will not be permitted to run.

Frame/Bumper

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing of the frame of any kind. Do not paint the frame. No welds on frame may exceed a single pass; no weave passes or building the weld up will be permitted.
2. No frame creasing or hammering, or beating down the top/bottom or sides of frame in any way permitted. You can notch or crease near frame this is to help rear of car roll not to strengthen the frame. Frame welding is limited to front and rear bumper areas. Frame seam from firewall forward may be welded top side only. No welding of the A Arm brackets, engine cradles or anything other than the factory frame seam in the center top of the frame. On 79 and older cars you may square off the front of the frame to hard nose the car, no shortening the frame is permitted. All unused bolts must be removed from the frame.
3. A 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your original factory top-front-a arm bracket factory weld. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape, this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule or you will cut it. This strap must be on side of frame, not top or bottom.
4. Any year bumper permitted; all bumper seams may be welded, front bumper may be loaded bumper, must be a factory car bumper. Front and back skin is required. Homemade bumpers are permitted, but no more than 6" X 6" tubing. DEC bumpers are permitted. All work to be done on the inside of the bumper. No spacers of any type permitted between the front bumper and the frame. Bumpers may be 8" from the top to bottom and 8" from front to back. The bumper on the rear of the car must be factory or DEC. No adding of metal to bumper on rear of car will be permitted. Openings in bumper may be closed out. You may use 1/4" X 2" X 6"

plate to weld from bumper to frame 2 per bumper mounting location. Bumper shocks must appear stock. Must be round pipe or factory shock, no square tubing will be permitted for shocks and may not be further than 10" inside of frame and no bigger than 2" in dia. You may weld shock to frame, you can cut factory frame seam open and weld to shock. No creating extra seams on top or bottom of frame permitted. You can NOT cut open top or side of frame to put shock in frame. If replacing shock with pipe the pipe must remain straight, no contouring the pipe with the frame.

5. On the front frame they must be 25" from front of coil pockets on bottom of frame to end of the frame the bumper cannot slide over the frame. If a frame section needs to be replaced or repaired (rust) you must call first. If the frame has damage in the rear the back 2 body bolts may be removed, no more than 6" from factory location. On pre-ran cars if the frame is shortened in the rear and bumper replaced the bumper shocks may not be located closer than 6" from hump plate.

6. You may put (4) – ¼" X 3" X 3" patch plates on all cars only two of these patch plates are permitted in front of A arms. Patches may have 4 in total **but no more than 2 in front and 2 in back. You may have one patch on each side or 2 on one side and none on the other.** Patch plates may only be on a flat surface. No bending of the plates over the corners of the frame. You cannot move patch plates once they are put on the frame they must remain in that spot. Patch plates can only be welded to side of frame no the top or bottom. If a seam has come apart you may re-weld up to 6" of frame but that will count as 1 of the 4 plates (no plates bigger than ¼" X 3" X 3" allowed).

7. Angles for cross member can't be longer than 5" Cross member must run straight across car and mount in factory location on transmission.

8. Body bolts and washers may be changed (1" dia. Bolt max, 3" washer max.) Must start and stop in stock location.

9. Bumper cannot be lower than 15" or higher than 22" from bottom of bumper. Frame may not be lower than 14".

10. For coil sprung cars you may use a hump plate, they may be ¼" X 6" X 22" centered in the hump they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plate must be at least 2" from rear end housing. On new model GM's (metrics) you may use a ¼" X 6" X 30" hump plate to be measured the same way. On leaf springs you may use a ¼" X 6" X 11" hump plate to be measured the same way. These hump plates may contour the frame or run straight across hump. Hump plate must remain flat plate, no bending of this over top or bottom of frame.

11. You may clip pre-ran cars with a single butt weld with no metal added, you must use same make and model of frame IE: Ford to Ford, GM to GM, no hybrid frames permitted on Fords you cannot clip an 02 or older with and 03 and newer, or vice versa; no exceptions.

12. You may cut factory seams at the box and re-weld to tilt the front of new style Fords, no metal may be added. All factory holes in frame must remain open, no welding these holes shut.

13. On 03 and newer Fords you may use an 80 and newer Ford or GM car steel cradles, they must be put in like their factory counterparts; only using the factory brackets, no other metal may be added. A Arm brackets

must be 98 and newer Ford brackets only. They must be in factory location and cannot be moved forward. You may use a 3" spacer from the bottom of the frame to lower A Arm where the spring goes, you may not alter frame in any manner other than attaching factory brackets with a single bead of weld. You cannot add any type of spring pockets to the frame. All factory holes in front of A Arms must be open; nothing may be welded on top of frame over holes in front of frame. On 03 and newer Fords you cannot shorten the front of the frames. A Arms must be 7 ½ " behind the rear factory holes in frame in the front to the front edge of A Arms (the factory crush point). A Arms must be from a passenger car, no truck or van A Arms will be permitted.

Body/Cage

1. Two 8" X 8" inspection holes must be put in all deck lids, one on each side of deck lid within

2" of trunk strapping in center of trunk. Trunk lids must be factory for make and model of car IE: GM to Gm, Ford to Ford. No pre 1980 deck lids permitted on 80 and newer cars.

2. You may weld, wire, or bolt doors, trunk lids, and or tailgates. If you wire you may use 8 double strands of #9 wire. It may go around bumper or frame. You may weld, wire, or bolt only. You may use (2) 3X 6" straps from back bumper to the body. Strapping used for welding may not be stair stepped; no excessive overlapping permitted. Strapping may be ¼" X 3" flat stock maximum. Tops of door skins may be smashed together and welded ¼" X 3" flat stock may be used. Deck lid may have two 1" piece of all thread from the floor pan to the deck lid, they may attach to frame by welding the all thread to the frame no more than ½ way down the side of the frame and must be straight up and down, and must extend through deck lid. On wagons these may go from the floor pan to rear roof pillars NOT the roof. You may add 3 bolts per wheel well; these bolts can be in wheel well ONLY.

3. No body seam welding will be permitted. Doors can be welded on outside of body only. On pre-ran cars the doors may be repaired back to stock. Rust repair is limited to floor board and roof only.

4. You may have a window bar or wire in windshield and rear window, if using metal it can be no thicker than 3/8" and no wider than 3". You may use 2X2 pipe; not solid. These may not touch the rollover bar. They can be welded to roof no more than 6" from the window area, and welded to the deck lid no more than 6" at the rear window area. Metal used for this may not exceed 6" in length on roof or deck lid. You can have a bar from dash bar to roll over bar, this must be 5" from firewall. If you have any questions on this, you need to call.

5. You may have 6 bolts on the hood to keep it secure, bolts may be 1" in dia. The front 2 may go all the way through core support. You may use a ¼" X 2 X 2" spacer through the core support, this may be welded to top of frame and top and bottom of core support only these may not be lower than top of frame. You may also use a 4" X 4" X ¼" plate to weld to top side of frame on the front two body mounts, these can weld no farther than 2" on the frame behind the body mount bolts. 1" bolts max.

6. Hoods must be open for inspection (12" X 12" hole over carburetor). Cars may not be smashed flat. If cars are tucked under the rear quarter panels on both sides of cars must be 6" higher than the top of the bumper. If speaker deck is removed deck lid can attach to package tray. The must remain within 2" of rear package tray (behind body bolts on new style Fords).

7. Body mounts must remain in place or a 1" gap between the body and frame with a stack of washers or spacer of some kind may be used, nothing bigger than 3" X 3" permitted NO EXCEPTIONS. Cars without a space will not be permitted to run. 1" body bolts max. must start and stop in factory location. All body mounts must be in stock location.
8. You can add a piece of angle (4" X 4" X ¼" max.) to top of the core support but can be no longer than 32", no other metal permitted to be welded to core support.
9. You may have a cage surrounding the drivers compartment with a roll over bar. Bars 6" diam. Max. must be sheet metal to sheet metal only. The dash bar must be 5" from all sheet metal. This will be STRICTLY ENFORCED. The bar behind the seat can sit no further back than where the kick panel meets the bench seat and must be at least 5" off the floor; measured from the highest part of the floor/driveshaft tunnel. No cage components can be farther back than where the kick panel meets the bench seat. Roll over bar and rear frame must run straight down, no angling of the down legs permitted. You may use a floating gas tank protector that comes off the back bar but it cannot be wider than 24". The gas tank protector or holder may go all the way back to the sheet metal. Gas tank protector/holder can be welded or bolted to rear sheet metal or package tray with (2) ½" X 4" bolts or (2) 3" welds. Sheet metal cannot be removed. You can have kickers from the front dash bar to top side of frame behind A Arms. 2" X 2" square tubing or 2" pipe only, no other material may be used; they must be within 2" of A Arm.

Engine/Transmission

1. Engines may be chained with 1 chain PER SIDE; standard 3/8" chain max. these chains may be no longer than 16" and no more than 2 chain links may be welded to the engine cradle. NO CHAINS PERMITTED TO BE WELDED TO FRAME RAILS IN ANY WAY. Motor of choice is permitted. Distributor protectors are allowed. Nothing that attaches to engine can be wider than the stacks IE: distributor protector, engine cradles, etc. or be used to strengthen cars.
2. Transmissions must be of passenger car origin, transmission coolers may be used, but they must be secured in such a way to prevent injury. Metal or braided lines must be used. No fuel or low-pressure lines may be used. Coolers must be secured in a container in the passenger compartment of the car.
3. Transmission protectors are allowed. They may not attach or brace to the cross members, frame, or any part of the cage components Trans blanket is recommended. OEM trans. cross member or 2 X 2 X ¼" max. replacement. Must be mounted with at least a 2 inch space from all trans. Protector components including shifter plate. Skid plates are allowed. They may be one piece from engine to transmission. They may not extend past oil pan or transmission pan. Don't connect to transmission cross member; must be 2 inch space. No bolting or welding the skid plate to the frame.
4. NO WATER COOLERS PERMITTED OR OVERFLOW BOTTLES PERMITTED; MUST BE FACTORY CAR RADIATOR OR AN OEM REPLACEMENT ONLY.

Suspension

1. You may modify the rods. Valve stem protectors are permitted. A Arms must remain in stock configuration. Any rubber tire permitted. Rear trailing arms may be home made, no bigger than 2 X 2 square

tubing pipe AND MUST MOUNT TO PACKAGE TRAY LIKE FACTORY. Doubling of tires is permitted. Bead locks are permitted, no bigger than 21" across.

2. Upper A Arms may be welded down by folding down the A Arm and welding to frame with no metal added. Bar type A Arms you may use a ¼" X 2" X 2" piece of steel on front and back side of upper A Arm and you may plug weld the center of the A Arm. Do not weld A Arms to factory mounting brackets. Lower A Arms may not be welded. You can change out the new style A Arms for old style ones. Cars do not have to bounce. Solid suspension is allowed.

3. Coil springs in rear may be welded, wired, or chained to rear end. No coil to leaf conversion allowed.

4. You may use rear end of choice. Rear end protectors may be used but not to be used to strengthen car in any way and must be on back of rear end. Leaf spring cars may replace broken springs with factory ¼" leaf springs only. No more than 7 springs allowed and must have a 2" stagger and mounted in factory location.

5. Leaf conversions permitted on rear wheel drive cars with 11 inch hump plate.

6. Idler arm must be bolted factory to frame; no bolts will be permitted all the way through the frame. Sway bar may be welded to bottom of frame in the factory location you may use a 1 ½" X 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame.

7. Upper and lower A Arms must be factory passenger car type; no homemade ones will be permitted.

8. ANY WATTS LINK BRACKETS NOT UTILIZED MUST BE REMOVED.

IF YOU HAMMER, SHAPE, OR WELD ON FRAME IN ANY MANNER NOT COVERED IN THE RULES; YOU WILL NOT BE ABLE TO RUN. THERE IS NO FIXING THIS.

****** THIS WILL NOT BE AN OUTLAW DERBY. ANYONE CAUGHT CHEATING WILL NOT BE ALLOWED TO RUN IN THE DERBY AND WILL BE ASKED TO LEAVE THE FAIRGROUNDS. NO EXCEPTIONS! ******

Mini - Car

General:

YOU MUST PASS INSPECTION WITHIN 3 TIMES THROUGH INSPECTION OR YOU WILL NOT BE ALLOWED TO RUN

1. RWD CARS NO MORE THAN 106" WHEELBASE FWD CARS NO MORE THAN 109" WHEELBASE NO FULL FRAME CARS. If car is painted black a 12" x 12" roof sign is mandatory.
2. On front wheel drive cars you may reinforce the rear axle assembly with 2" x 2" square tubing, 2" angle or 2" wide flat plate. This may not in any way reinforce the body of the car.
3. Helmet, seat belt, and eye protection must be worn at all times. Any controversies or protests must be brought up during the drivers meeting.
4. Any questions call first If it doesn't say you can, don't do it. Cars must be stock unless modification is stated in the rules. No painting of the frames. a 12" x 12" roof sign is recommended. Judges decisions are final. All cars are subject to re- inspection at any time before, during, or after the event No refunds on illegal cars. **We have the right to RE-INSPECT, CUT, OR DRILL any car at any time. If you are caught breaking the rules set here forth you will forfeit any and all winnings and or prizes you are due.**

5. All glass, plastic, and interior must be removed before arriving to the event. Cars must be stock unless modifications stated in rules. We have the right to RE-INSPECT, DRILL, OR CUT any car at any time. If you stretch a rule you will loose that rule.
6. Original gas tank MAY be removed and replaced with a boat-type tank or fuel cell if fuel tank is in front of rear axle you may leave it in stock location. Moved inside of car behind drivers seat but no further back than rear axle. Batteries must be moved to passenger side floor board and securely fastened.

Body / Cage

1. We must be able to see in trunk for inspection
2. You may weld, wire, or bolt doors, trunk lids, and / or tailgates. If you wire you may use 8 double strands of #9 wire all may go around bumper or frame You may weld, wire, or bolt only. Strapping used for welding may not be stair stepped no excessive overlapping permitted. strapping may be ¼" x 3" maximum. Deck lids may have two 1" piece of all thread from the floor pan to the deck lid they may Attach to frame by welding the all thread to the frame no more than ½ (HALF) way down the side of frame and must be straight up and down, On wagons these may go from the floor pan to rear roof pillars not the roof. You may add 3 bolts per wheel well these bolts can be in wheel well only.
3. No body seam welding will be permitted. Doors can be welded on outside of body only. On pre-ran cars the doors may be repaired back to stock. Rust repair is limited to floor boards and roofs only.
4. You may have a window bar or wire in windshield and rear window if using metal it can be no thicker than 3/8" and no wider than 3" You may use 2 x 2 pipe. not solid. These may not touch the rollover bar. They can be welded to roof no more than 6" from the window area. And welded to deck lid no more than 6" at the rear window area Metal used for this may not exceed 6" in length on roof or deck lid.
5. You may use a floating gas tank protector that comes off the back bar but it can not be wider than 24" The gas tank protector or holder may go all the way back to the sheet metal. If the protector is wider than 24" it will not be allowed to run. Gas tank protector / holder can be welded or bolted to rear sheet metal or package tray with 2 - ½ " X 4" bolts or 2 -- 3" welds.
6. You may have 6 bolts on the hood to keep it secure, bolts may be 1" in dia. The front 2 may go all the way through core support You may use a 2 x 2 spacer through the core support this may be welded to top of frame and top and bottom of core support only. You may also use a 4" x 4" x ¼ plate to weld to top side of frame on the front two body mounts these can weld no farther than 2" on the frame behind the body mount bolts. 1" bolts max.
7. Hoods must be open for inspection. (12" x 12" hole over carburetor)
8. Cars may not be smashed flat If cars are tucked the rear quarter panels on both sides of cars must be 6" higher than the top of the bumper.
9. Body mounts must remain in place or a 1" gap between body and frame with a stack of washers or spacer of some kind may be used nothing bigger than 3" x 3" permitted NO EXCEPTIONS cars without a space will not be permitted to run.
10. You can add a piece of angle (4" x 4" x ¼"max.) to top of the core support but can be No longer than 32" no other metal permitted on core support. No other metal permitted to be welded to core support.
11. You may have a cage surrounding the drivers compartment with a roll over bar. Bars 6" diam. Max. must be sheet metal to sheet metal only. The dash bar must be 5" from firewall This will be strictly enforced. The bar behind the seat can sit no further back than where the kick panel meets the bench seat and must be at least 6" off the floor. . No cage components can be farther back than where the kick panel meets the bench seat. Roll over bar and rear down legs are cage components No center bar in cages permitted. You may use 2 down legs to the frame from the rear bar down to frame these must run straight down no angling of the down legs permitted.

You can have kickers from the front dash bar to the top side of frame behind A arms or the back of strut towers. 2X2 square tubing Or 2" pipe only no other material may be used they must be within 2" of A arm.

Frame / Bumpers

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint frame. NO WELDS ON FRAME MAY EXCEED A SINGLE PASS NO WEAVE PASSES OR BUILDING THE WELD UP WILL BE PERMITTED.
2. NO FRAME CREASING or hammering PERMITTED. You can notch or crease rear frame this is to help rear of car roll not to strengthen the frame. Frame welding is limited to front and rear bumper areas Frame seams from firewall forward may be welded top side only. Front frame may be shortened to front side of core support. Core support must remain in stock location.
3. Any year bumper permitted. All bumper seams may be welded, Front bumpers may be loaded bumper must be a factory car bumper No homemade bumpers DEC bumpers are permitted. No spacers of any type permitted between the front bumper and the frame. The bumper on the rear of the car must be factory no adding of metal to bumper on rear of car will be permitted. Openings in bumper may be closed out. You may use ¼" X 2" X 6" plate to weld from bumper to frame 2 sides and only. Bumper shocks must appear stock Must be round pipe or factory shock, or square tubing will be permitted for shocks and may not be further than 11" inside of frame and be no bigger than 2 inches in dia. You may weld shock to frame
4. If a frame section needs to be replaced or repaired (rust) you must call first. On pre-ran cars if the frame is shortened in the rear and bumper replaced the bumper shocks may not be located closer than 6" from hump plate.
5. You may put (4) - ¼" x 3" x 3" plates on pre-ran cars that have frame damage there must be a 1" gap between fix it plates If a seam has came apart you may re-weld up to 6" of frame but that will count as 1 of the 4 plates only two of these plate may be in front of A-Arms or strut towers.
6. Angles for cross member can't be longer than 5" and must be within 12" from factory location.
7. Body bolts and washers may be changed (1" dia. Bolt max, 3" washer max.) Must start and stop in stock location
8. Cars must set relatively level.
9. For coil sprung cars you may use a hump plate they may be ¼" X 6" X 16" centered in the hump they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plate must be at least 2" from rear end housing. On leaf spring cars you may use a ¼" X 6" X 10" hump plate to be measured the same way. These hump plates may contour the frame or run straight across hump. Hump plate must remain flat plate no bending of this over the top or bottom of frame.
10. You may clip pre-ran cars with a single butt weld with no metal added must use same make and model of frame All factory holes in frame must remain open no welding these holes shut permitted.

Engine / Transmission

1. Engines may be chained in with 4 chains standard 3/8" chain max. these chains may be no longer than 16" and no more than 2 chain links may be welded to the engine cradle behind Motor Mount 2 chains permitted to frame In front of A-Arms (1 per side) 2 Chain links welded to frame Welds for this may not exceed a continuous 3" weld. . Chains must attach to engine and chain links can not be separated..
2. 4 & 6 cyl. Engines only. Distributor protectors are allowed, Nothing that attaches to engine can be wider than the stacks I.E dist. Protector, engine cradles ect or be used to strengthen cars.
3. Oil pan and transmission pan may be plated the plate used may be only 1" wider than the pan they are welded to they may not connect in any way.

Suspension

1. You may modify tie rods. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any tire permitted. Rear trailing arms may be Home made No bigger than 2 x 2 square tubing or pipe.
2. Upper A arms may be welded down with a ¼" X 2" X 2" piece of steel on front and back side of upper a arm and you may plug weld the center of the A Arm. lower A-Arms may not be welded. Cars do not have to bounce. Solid suspension is allowed. Coil springs in rear may be welded wired or chained to rear end.
3. Rear end protectors may be used but may not be used to strengthen car in any way. leaf spring cars may replace broken springs with factory ¼ " leaf springs only. No more than 5 springs allowed and must have a 2" stagger and mounted in factory location You can not change coil spring to leaf spring set ups.
4. Idler arm must be bolted factory to frame no bolts will be permitted all the way through the frame. Sway bar may be welded to bottom of frame in the factory location you may use a 1 ½ " X 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame.

STOCK CARS

1. You may run your exhaust out the top of hood, aka stacks.
2. You may weld bumpers on.
3. No added metal.

POWER WHEELS

1. The stock battery can be replaced with a 12 volt mower battery only, it can be positioned anywhere inside the car and covered. **NOT IN THE PASSENGER SEAT.**
2. Secure the doors and hoods so they don't come open with a bungy cord or rope.
3. Seatbelts are not mandatory but recommended, helmets are mandatory though.
4. Any rollover bars will be allowed as long as we feel they are safe and don't reinforce the cars.. so bring your saws.....
5. ALL POWER WHEELS MUST SET LIKE THE STORE BOUGHT ONES NO RAISING OR LOWERING THE FRONT OR REAR OF THE POWER WHEELS