

M-P Fair – 2010 Demolition Derby Rules.

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Officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the safety factor. Any interpretation or deviation of these rules is left to the discretion of the officials, and their decision is final.

A. PARTICIPANT ENTRIES:

1. An entry fee will be charged for each vehicle.
2. All persons **MUST** sign an entry form, insurance waiver, and release form, and purchase pit pass before entering pit area.
3. No one allowed in race area under the influence of alcohol. **POSSESSION OF ALCOHOLIC BEVERAGES IN THE PIT AREA WILL RESULT IN LOSS OF PIT PASS AND EXPULSION FROM THE PITS.**
5. All drivers **MUST** be 16 years or older. Participants 16 & 17 years old **MUST** have a PARENT sign a minor and release form. Pit persons under the age of 18 years old **MUST** have a parent/guardian sign minor and release form before entering pit area. **NO EXCEPTIONS!**
6. All drivers **MUST** wear approved helmets, long pants and shirt.

B. AUTOMOBILE BODY/FRAME REGULATIONS:

1. ***CLASS SPECIFIC***
 - New Iron class - GM cars must be 1978 or newer. FORD, CHRYSLER and any FRONT WHEEL DRIVE car **MUST BE** 1980 or newer. No hearses, or limousines.
 - Compact Class – 110” wheelbase maximum on front wheel drive and 108” maximum wheelbase on rear wheel drive. Engine must be six (6) cylinder or smaller. No all wheel drive cars.
 - No 4X4 or all wheel drive vehicles allowed. 4X4 trucks can compete but must have front drive shaft removed.
 - Old Iron class – No full frame Imperials.
 - Coil to leaf spring conversions allowed to compete in **OLD IRON** class only. Details outlined below.
2. Patching of the frame will be allowed where it is bent, broken or rusted completely through only. **NO PATCHING IF FRAME IS NOT YET DAMAGED.** Patches must be external of the frame. **NO METAL INSIDE FRAME!!**
 - A PATCH will be defined as – two pieces of 4”X4” plates no thicker than ¼” on two sides of the frame, the two pieces are not to be staggered from each other.
 - A patch **CANNOT** be within 12 inches of another patch.
 - Patching allowances will be strictly enforced!!
3. All vehicles **MUST** have car number exhibited on upright number plate on the roof of the car, minimum of 15 inches by 15 inches. Car numbers are registered first come first serve basis. No pre-registered numbers are allowed. **NO PROFANITY** will be allowed.
4. Drivers must wear approved eye protection. It is suggested that seat belts be tied in a knot at the appropriate adjustment as to not allow it to keep retracting on your waist during competition.

5. All rear seats **MUST** be removed. All cars **MUST** be swept clean, both drivers compartment and trunk. No spare tires, broken glass or trash, etc.
6. Battery may be moved, but **MUST** be securely fastened and covered in front seat passenger floorboards. No more than two batteries allowed.
7. Any type automotive radiator may be used but **MUST** be mounted in stock position. At drivers option he/she may compete without radiator.

* A lower radiator support may be added between the frame rails in the stock location. No larger than a 4" piece of channel iron.
8. All cars must have either; a bar, wire, chain, etc. running center mast from roof down to the firewall.
9. All side doors may be welded and reinforced. External door reinforcing may not extend more than 6" past the front and rear door seam.

10. CAGES:

NOTE - If running a distributor protector you are required to have a minimum of 8" between distributor protector and any cage component.

Cars - All internal cages will be limited to a specific area; the cage may be installed from base of front windshield to rear seat area. **THERE MUST BE A 2" GAP BEHIND CAGE AT ALL POINTS AND CAGE CANNOT EXTEND BEYOND A VERTICAL LINE 12" IN FRONT OF THE CENTER LINE OF THE REAR AXLE.** Internal cage supports (down bars) may be welded to top, side or through the frame rails. **NO** welding to or on frame arches front or rear. The down tubes **MUST** stay on the flat part of the frame within the cage area. **ONCE THE FRAME MAKES A STOCK BEND, UP OR DOWN THAT AREA IS OFF LIMITS UNLESS OUTLINED ELSEWHERE IN THESE RULES.** **NO** part of the cage will be allowed forward of the firewall.

The "down bar area" is your safety area, do what you wish inside this zone.

"Pitching" of frame allowed within the down bar zone **OR** on 80s and newer Fords you may cut and reweld the flaps on front outside of the frame directly in front of crush box. **NO** other metal or gussets can be added when "tilting/pitching" this way. Cold pitching allowed but any bend in the frame caused by this does not qualify for a "patch".

TRUCK – Cage and down bars may be mounted between a vertical line from the firewall to a vertical line 2" ahead of the furthest forward part of wheel well. Truck boxes must remain in stock location with wheel wells in stock locations. Trucks must have OEM type box/bed- no aftermarket box/beds. No shifting box back to gain cage length.

The "down bar area" is your safety area, do what you wish inside this zone.

11. 1 single bar, chain or wire may be ran from top of rear windows to trunk/tailgate. This must be within 3" of the front seam of the trunk lid/top of tailgate. The contact area, if a plate is used cannot exceed 4"x4" on the top or bottom of this rear window support.

NOTE - This strap will be limited to the cage/down bar zone only on pickup trucks (cannot extend to tailgate).

12. Sheet metal body bolts may be replaced but cannot exceed 3/8" OD with no larger than a 1" washer. Each wheel opening will be allowed (10) bolts not to exceed 3/8" OD with no larger than a 1" washer. These bolts may not be further than 4" from the edge of the wheel opening.

13. Stock gas tank **MUST** be removed from original position and mounted in rear seat area (trucks-behind cab) and secured by existing seat belts or added metal straps. **NO CHAINS OR RUBBER STRAPS** or round bottom tanks. Mounting not to be designed to strengthen car. A metal Marine (boat) tank is recommended. All tanks **MUST** have secure cap. All lines and fittings **MUST** be leak proof. **NO MORE THAN** seven (7) GALLONS OF GAS IN TANK. All cars equipped with an electric fuel pump **MUST** have some type of shut-off switch easily accessible to driver.
14. Any OEM bumper and shock canister may be bolted or welded on any car.
 - Homemade mounts will be allowed but cannot exceed 10" onto the frame.
 - Shock tubes on bumpers may be collapsed and welded.
 - If you choose, frame can be cut and bumper welded directly to the frame without a bumper mount.
 - Bumper skins may be cut, beat down and welded. Holes in bumper skin can be filled with metal of same thickness.
 - You may weld 2 thin straps of metal on each bumper, not to exceed 4" wide X 3/16" thick, from the top of the bumper to no more than 3" of contact on the radiator support in the front and 3" onto the deck lid/tailgate on the rear. These straps can be substituted with chain/wire.
 - Bumper straps, wire or chain must be outboard the radiator (cannot be run in front of the radiator).
15. Hoods **MUST** have two (2) holes, at least four (4) inches in diameter, on each side of carburetor—**NOT** directly on top of carburetor. **IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT.**
 - Hood holes may have the sheet metal folded under and lightly welded 1" weld, skip 5", 1" weld, skip 5" etc.
 - If no weld is used, hood holes may use 3/8" bolts with washers no larger than 1" every 6" on edge of hole in place of weld.
 - In addition you may use (10) 3/8 bolts with washers no larger than 1" from hood to inner hood support. You may also use (10) 3/8 bolts with washers no larger than 1" from rear deck to inner rear deck support.
16. On all cars, hoods, trunks and tailgates may be secured with the following method:

On hood;

- A maximum of (10) bolts may be used to secure hood down. The bolts cannot exceed 1" diameter with a washers no larger than six (6) inches square or 1/4 inch thick.
- (4) of these bolts may be attached to frame with the remaining (6) being sheet metal to sheet metal only. If welding lower part of bolt to sheet metal for mounting purpose, weld not to exceed 3" on bolt. Frame mounted bolts not to be welded to sheet metal with the exception of a washer on top of radiator support.
- A 3" long piece of thin angle iron may be used to mount sheet metal bolts.
- Washers may be lightly welded to sheet metal.
- No sleeving of bolts/all thread.

On the rear of car;

- Deck lid/tailgate must remain on stock hinges. Deck lid and quarter panels may be cut or pre-bent. Station wagon roof may be cut or pre-bent but if pushed down, must allow adequate room for inspection.
- A maximum of (10) bolts may be used to secure deck lid/tailgate. The bolts cannot exceed 1" diameter with washers no larger than six (6) inches square or 1/4 inch thick.
- (4) of these bolts may be attached to frame with the remaining (6) being sheet metal to sheet metal only. If welding lower part of bolt to sheet metal for mounting purpose, weld not to exceed 3" on bolt.
- A 3" long piece of thin angle iron may be used to mount sheet metal bolts.

- Washers may be lightly welded to sheet metal of deck lid/tailgate only.
- No sleeving of bolts/all thread.
- Bolt can be substituted with a 6" weld section on deck lid/tailgate seam. (If weld is used, there must be a minimum of a 2" gap between welded areas)
- You may mix bolts and weld but cannot exceed a combination of (10) bolts and welded sections.

17. Chain, wire or cable may be installed cross ways between rear frame rails behind rear end in one place only.

18. Rubber body mount biscuits may be removed and the body bolted to frame. Stock body mount bolts can be replaced with bolts no larger than 1" OD and washers no larger than 6" square.

- A total of 2 additional body bolts may be added behind the previously mentioned down bar zone either through existing frame holes or lightly welding a bolt vertically along side of the frame. These additional mounts are to be bolted to floorboard only, not to the side panel or roof.
- Bottom washers on stock and/or added mounts may be asked to be removed for inspection purposes. Be prepared to remove them. No excuses.

19. On Buick, Oldsmobile and Pontiac products with the large hole in the side of the frame immediately behind the bumper: you may fill this hole with metal the same thickness as the frame. Must be a butt joint with a single pass weld. NO OVERLAPPING!

20. ALL FRAMES MUST REMAIN OEM STOCK UNLESS OTHERWISE OUTLINED ELSEWHERE IN THESE RULES. NO REWELDING OF THE SIDE OR BOTTOM FRAME SEAMS ANYWHERE OUTSIDE OF DOWN BAR ZONE. YOU WILL BE ALLOWED TO WELD THE TOP FRAME SEAM ONLY BETWEEN A-FRAME AND FRONT BUMPER. Any driver caught with an altered frame at check in inspection will not be allowed to enter the car. Any driver caught with an altered frame at post race inspection will forfeit any winnings.

21. Trailer Hitches, Class A or frame mounted MUST be totally removed, Class B or bumper mounted, trailer ball stub MUST be cut off.

C. DRIVETRAIN REGULATIONS:

1. Any engine or transmission may be used in any car (except Compact), but MUST be mounted in a stock position. On a V-block motor, front spark plugs MUST be even or in front of upper ball joint; on in-line motors, number two (2) spark plug MUST be even or in front of upper ball joint.

2. Engine cooling system should be drained and flushed free of antifreeze. Air conditioning Freon MUST be properly evacuated from system. This work MUST be accomplished BEFORE arrival at race site.

3. Chained, welded, or homemade motor mounts will be permitted, but MUST be designed for engine mounting only and not strengthening of car. Official's decision will be final.

4. Any type of header is allowed, but MUST be directed away from driver compartment.

5. Transmission oil coolers permitted. Transmission cooler mounting cannot extend behind cage zone.

6. Suspension and steering components from steering box to wheels MUST be made up of stock OEM parts. The stock OEM steering parts can be strengthened with a half pipe or small angle iron but must have the entire length of the stock part showing at some point. Steering shaft/column may be changed or altered.

7. Use rear end of your choice, cars must be no more than 5 lugs, trucks may have no more than 8 lugs. Tilting rear end is allowed. You may chain rear end in 4 spots. Homemade spring perches or homemade trailing arm brackets may be welded to rear end.
8. Cars may have no more than 14 inches of ground clearance in the middle of the car. Cars/trucks originally equipped with rear leaf springs will not be allowed more than nine (9) leaves in the stack. Leaves must have a 1" stagger with the exception of one leaf equal to the main leaf length and must consist of all stock leaves. No home made or flat steel leaves. Stiffness of the suspension will be left to the discretion of the driver.
 - You may add 3 homemade spring clamps per side. No welding of the leaves.
 - Short springing will be allowed on cars/trucks originally equipped with leaf springs but must follow the mounting rules in the conversion section below.
 - Coil spring cars - an OEM trailing arm must be used but may be altered or reinforced in any manner.
9. Any driveshaft or U joint may be used. Welding of drive shaft is permitted.
10. Distributor protectors allowed but must be designed to protect distributor ONLY. Not to strengthen car. No enforcing of the firewall.
NOTE: If running a distributor protector you are required to have a minimum of 8" between distributor protector and any cage component. Official's decision will be final.
11. Only sixteen (16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED. Tires no larger than 31" diameter.
12. All wheels and rims MUST be strictly stock. Valve stem protectors okay. No other welding or reinforcing allowed.
13. Liquid in tires permitted, studs or screws in rims to hold tires in place permitted.
14. Doubling of tires allowed.

D. LEAF SPRING CONVERSIONS for OLD IRON CLASS:

Coil spring cars may be converted to leaf springs for the Old Iron class only. Cars may have no more than 14 inches of ground clearance in the middle of the car. Cars will not be allowed more than nine (9) leaves in the stack. Leaves must have a 1" stagger with the exception of one leaf equal to the main leaf length and must consist of all stock leaves. No home made or flat steel leaves. Stiffness of the suspension will be left to the discretion of the driver.
You may add 3 homemade spring clamps per side. No welding of the leaves.

Mounting:

Front spring mounting must use factory suspension hole (trailing arm hole). Reinforcement of this hole must not exceed 3 inches of center of this hole and must be done on outside of frame only and using metal no thicker than the frame. Any reinforcement found on inside of frame will be cause for immediate disqualification.

Rear spring mounting will be limited to washers no bigger than 4 inches square on frame, outside bracket (shackle) no longer than 8" long total. No welding except what it takes to mount the brackets. This conversion must be as close as possible to OEM style mounting. Ex; mid 70 style GM wagons and Chryslers.

Mounting of the leaf springs is just that, MOUNTS. These mounts are not to add additional strength to frame. Official's decision is final.