

*Roseau County
Fair Demolition
Derby Rules*

Friday July 22nd, 2022

Inspection: 5:00pm to 6:30pm.

Driver Meeting: 6:30pm

Derby Start: 7:00pm

\$8,000 Total Purse.

***Prize checks will be available immediately after the derby in the announcer's booth (north side of the grandstand, up the stairs), please pick up there.

General Participation Rules:

1. Drivers must be at least 18 years of age or have a signed entry and waiver from parent or guardian. Minimum age 16 years to drive or enter pits.
2. There is a registration fee of \$25 per vehicle when signing up which includes vehicle and driver. Each pit/additional person will be charged \$10 at the gate. The registration fee is refundable to driver after successful completion of vehicle inspection (must be pre-registered by Wednesday 7/18 for refund). *****Bush race car drivers are also eligible for entry fee refund if car is wrecked during bush races, see Matt Kvien*****
3. You may register at the event, but your entry fee is not refundable, that is only available for pre-registrations.
4. Driver and Pit Person are required to sign waiver prior to entering the pits, waiver is at the bottom, or we'll have them at check-in.
5. No alcohol allowed in pits.
6. Helmets, seat belts, and eye protection must be worn in the ring **at all times**. Drivers are required to wear long sleeved shirt or jacket, long pants, and gloves.
7. All drivers and vehicles must complete inspection 30 minutes before derby start. Please arrive early enough to allow time for any adjustments needed to pass inspection. A mandatory Driver's Meeting will be held 30 minutes before derby start.
8. Intentional or careless hits on driver's door will cause the driver to be disqualified.
9. If you become hung up or if your vehicle dies, you will have 2-minutes to restart and make an aggressive hit on an eligible vehicle.
10. Vehicles can be painted in any color or manner. No offensive or profane slogans allowed.
11. Vehicle numbers can be requested at registration. In case of duplication, the later registrant will need to choose a new number.
12. All vehicles will have roof sign a minimum of approximately 1.5' x 1.5' square (max 2' x 2') with the last name and car number clearly displayed mounted securely on the center of the roof. This helps officials to properly identify dirty & mangled cars. Even a cardboard box works, anything helps.

Classes & Build Rules:

1. Vehicles will be divided into 4 classes, Full-Size Stock, Bone Stock Minivans, Bone Stock Compact & Trucks. All will adhere to the same preparation rules, except as noted below.
 - **Full-size stock:** Any North American factory built, hardtop, passenger car can enter except for the following: 1973 and older Imperials or cars with pre-1974 Imperial frames. (New class for 2022)
 - **Bone Stock Minivans:** Limited to 4 or 6-cylinder, front wheel drive mini-vans, no wheelbase limit.
 - **Bone Stock Compact:** Limited to 4 or 6-cylinder, front wheel drive cars, very stock build. No wheelbase limit.
 - **Trucks:** Any North American built, full-size, 2-wheel or 4-wheel drive pick-up, Blazer, Bronco, or Suburban etc., ½, ¾ or 1-ton will be allowed. Pick-up truck parts only, no heavy (over 1-ton) truck parts.
2. To help ensure a fair inspection, no excessive mud, undercoating, fresh paint etc. will be allowed underneath vehicles or on the frame/chassis.
3. All hoods must be open or removed for inspection, this is mandatory.
4. All passenger restraint airbags must be removed from vehicles.
5. You must have at least one bar or chain (2 max) in windshield opening from cowl only (not hood) to roof for driver's safety to prevent hood from entering driver area.
6. Valve stem protectors are allowed but must be securely attached. Wheel weights must be removed. No split lock rims or bead locks. **NO STUDDER, BAR TREAD, TRACTOR, PADDLED, IMPLEMENT or AG TREAD TIRES PERMITTED ON DRIVE WHEELS**. Typical trailer, mud/snow or forklift-type tires OK on any corner, just no Ag or bar-type tread on drive wheels. Must pass inspection.
7. Radiator can be removed, but must be in the stock location if used, no water tanks or coolant lines inside the cab or outside of the vehicle.
8. All vehicles must have working brakes.
9. All trailer hitches and aftermarket trailer hitch braces must be completely removed.
10. Absolutely no portable fuel cans will be permitted to be used for the fuel tank.
11. Batteries may be moved inside the vehicle, must be close to the transmission tunnel, properly secured and covered.

Full Size Stock Build Rules

- Absolutely no additional welding, bolting, wiring or other reinforcement is allowed on frame or body unless otherwise stated in the rules. This includes shaping of the body or frame, tilting, etc. No other modifications to the frame or body are allowed other than what is listed elsewhere in the rules.
- You may shorten the front most part of the frame rails, but only to the front body mount. The holes for the front mount on the body and frame must be intact.
- You may run either an unmodified stock bumper (from any car or light truck), or a straight cut square or rectangular tube no larger than 4" x 4" x 1/8", tube ends must remain open. You may trim a stock bumper, but no added welding or reinforcement allowed.
- You may weld the front bumper to the frame, but you may only weld on the forward most 2" of the frame, no welding shocks/mounts to the frame beyond the front 2" of the frame on any side. Rear bumper may be trimmed or removed, but it can not be reinforced for welded at all.
- You may dimple, notch or pre-bend rear frame rails, no welding or added material is allowed.
- Each door (except driver's door) may have a maximum of 2 chains 3/8" chain or #9 wire. Only 1 of these 2 may go around frame. One chain = 4 wraps of wire. If using wire, 4 wraps must be together, not spaced out.
- Drivers Door can be welded shut. You may weld or bolt a driver's door plate or bar; these reinforcements may not extend more than 3" past door seams front or rear.
- Body to frame bolts may be replaced with bolts no larger than 1/2" and using 2 washers no larger than 3" on top and bottom. Bolt must be inside of the frame no bolting to the outside and must have a 1-inch spacer or factory rubber mount in between the top of frame and bottom of body, body can't be bolted tight to frame without a spacer/mount.
- Hood must have at least one 12-inch hole cut out in case of fire. You may bolt hood back together with no more than a total of 4, 3/8" (or smaller) bolts using washers no larger than 1.25" diameter. Bolts may go through hood layers only, not to fenders, core support or other body components. You may cut multiple holes but do not exceed the 4 bolts.
- You are allowed up to 6 points to hold the hood on, you must have a minimum of 4. Max size of 3/8" chain or wire (same as doors, max of 4 wraps, close together). Front 2 points may be up to 1" threaded rod and may go through core support and frame in place of the stock front body mount. There is no welding or additional metal allowed to secure the hood. You may not relocate the hood or the core support, and they must be the stock parts for the vehicle. Other than front 2 points, you may attach the hood only to the fenders and not the frame.
- Trunk lids may have up to 4 attachment points, you can 3/8" chain or wire in 4 spots. No bolts or threaded rod allowed in trunk area. You may cut part of the trunk lid off, or remove it entirely, but it may not be relocated (tucked or otherwise).
- You may cut wheel wells for tire clearance, but fenders may not be bolted or welded back together.
- When mounting the radiator, you must NOT reinforce the core support in any way. Stock style radiators only, can be aftermarket, but no fabricated radiators. You may remove the radiator if desired, but it can't be relocated.
- Battery box, transmission cooler, and any controls (shifter, pedals, etc.) may be bolted to the body sheetmetal and/or the engine/transmission only, not to frame or through the body within ~6" of the frame.
- Stock driveshafts and rear-ends only, no sliding shafts or reinforced rear-ends. You may weld the rear differential gears (or install a spool) to create a locked rear end, but housing, axles, driveshafts and other components must remain stock.
- You may run your engine/transmission of choice, but it must be mounted in a way where the rear most exhaust ports are forward of the factory firewall. You may use a lower cradle to mount the engine to the crossmember, but it cannot be attached to or contact the frame or body anywhere other than the engine crossmember. You may weld or bolt the engine or cradle to the crossmember, but not the main frame rails. No engine protectors allowed at all, you may cut the firewall to clear distributor if desired. You may run 2 chains around the frame to secure the engine, but they must not be welded.
- Stock transmission crossmembers only, no added steel or reinforcement.
- A 4-point cage is optional. This can include a 2 bars side to side (one replacing dash, other directly behind seat), 6" diameter round or 6"x6" square max. You can connect these 2 bars on both the driver's side and passenger's side, with bars not to exceed 62" total length. These side bars must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car. The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above. Cage may be gusseted at each joint, be at least a foot off the floor and all bars must be straight bars nothing contoured to the body. ALL cage components must be at least 6" away from the firewall at the start of the event.

- You may have a rollover bar, can be a single bar from the cage to the roof behind the driver's seat, or a "halo" bar across the entire roof, inside or outside of the car, but it can ONLY be attached to the 4-point cage and to the roof. Can be welded or bolted to the cage and bolted to the roof with no more than 4 bolts.
- Rear suspension must remain stock, both stock parts and stock to the car. Leaf spring cars are allowed 2 additional clamps on each side of the car, 4 total. Coil sprung cars may add spacers to gain height and wire coils in place if desired.
- Tires may be tubed, doubled, solid or otherwise but must fit the general rules at the top for tire style. Valve stem protectors are ok. You may run weld in aftermarket wheel centers.
- Front Suspension and Steering must remain stock and original to the vehicle you are running, this includes all steering and suspension components, including spindles, arms, shocks shafts, etc.
- The front suspension of cars can be welded to achieve desirable bumper height. This can be done either by welding or bolting down upper control arms. If welded you may use two 2" x 3" straps, one on the front of the arm and one on the back, on each side.

This is a new, much more stock, class than we have run in the past. We are doing this to keep the costs down and hopefully get more new and younger people involved. Please do not overbuild to the rules or you will not be allowed to run.

Truck Build Rules

1. You may use the engine and transmission of choice. Engine must be in the stock location (as close as possible, rear-most cylinders on engine must be located forward of firewall). You may weld or chain the engine in place (**DO NOT** strengthen the frame). If welded, only to engine cross-member, no welding on main frame rails. No engine or transmission protectors allowed; you may cut out your firewall for distributor clearance. You can use a small mounting cradle, but it must only attach to engine cross member, not main frame rails.
2. 4x4 vehicles are only allowed 1 driveshaft (front or rear), making them 2-wheel drive only.
3. The back of the cab may be welded to the bed with one ¼" thick plate per side, and one on the top (total of 3). Plates may be max of 6" x 6" square.
4. No welding or adding reinforcement unless otherwise specified in the above rules.
5. Transmission coolers are allowed, must be located in a safe place and well secured.
6. Original gas tanks must be removed and replaced with a boat tank, fuel cell, etc. Tank must be mounted securely to the floor in the back-seat area or against front of box. Steel or designated plastic tanks (e.g. marine) are allowed.

Suspension/Rear Axle:

1. You may have up to 6 leaf spring clamps per side. The spring clamps may not exceed 2 inches wide and 3/8" inch thickness.
2. Coil springs may be tack welded (2" total top and bottom) or wired in place to prevent them from falling out.
3. You may use the rear axle of your choice. Rear axle housings may be braced but cannot reinforce the frame or body.

Body Mounts/Body Bolts:

1. Body mounts can be removed, and body mount bolts replaced. (1" max diameter)
2. You may add a nut and a washer or plate (4"x 4" maximum) to the top of the bolt inside the vehicle, and a washer to the bolt below the frame.
3. Rust on interior floors only may be patched with similar gauge metal & 2" overlap max, welding permitted only for patching.

Bumpers:

1. Bumpers are interchangeable; mounts/brackets from any stock passenger automobile or light truck may be used but may not extend more than 16" total from the end of the vehicle frame. You may also use one 16" long x 4" tall x ¼" thick plate per side in place of factory bumper mounts/brackets, but you cannot use them in addition to factory mounts. 2 plates or 2 mounts, your choice. You may weld the front or rear bumper brackets to the frame. You can weld bumper brackets and shocks to the bumper. You can weld the shocks to the frame. You can collapse shocks and bolt the shocks to the frame with bolts. You may trim bumper ends.
2. Front and rear bumpers can be stock, modified or fabricated from scratch, and can also be reinforced as desired with the following 3 limitations.
 - a. A fabricated bumper can't be more than 12" tall or deep total in any direction.
 - b. There are no sharp points or edges allowed, if there is a fabricated point in the middle it can't be any sharper than 90 degrees and must be as tall as the rest of the bumper.
 - c. The bumper cannot be wider than the vehicle body.

Safety Cage:

1. You may weld 2 horizontal bars in the interior of the vehicle, one behind the rear of the driver's seat (the seat bar cannot be more than 6" behind the front door seam or door pillar) & one along the firewall where dash was located. The bars may not be larger than 6" in diameter. NO kickers to body or frame off attached to these bars.
2. The front & rear bars may have connecting bars on both driver and passenger ends to create a four-point cage but may not extend rearward more than 6" past the front door seams (the door posts/pillars). NO other bars allowed inside or outside unless listed in the rules. Driver's door bar can be on the outside of the vehicle if desired.
3. Halo (rollover) bars are allowed, they can be welded or bolted to the 4-pt cage and also can connect to the frame (underneath the cab only, front seat only if extended or crew cab, Suburban, Bronco, etc.). Max of 4 connections to frame.

Wheel wells, doors & tailgate:

1. All doors and tailgate must be fastened shut at no more than 4 points each with any combination of chains, wires, threaded rod (1" max diameter), or bolts (1" max diameter). You may weld no more than 4, 4" square plates per door (side doors only) in place of bolts or chains, but not in addition to.

2. You may add 4 total additional bolts in box (in addition to factory mounts), these can be used on the tailgate or through the box floor to frame.
3. You may trim your ¼ panels and fenders for wheel clearance and bolt them back together with no more than 4-3/8" bolts/nuts/washers (2" max O.D.) per opening.

Hoods:

1. Hoods may only be attached in a total of 6 places. Examples: two chains & four bolts, or four bolts & two threaded rod, or any combination of six total. (not counting stock hood hinges/latch, if used). Only front 2 rods may go through frame (if used). Remember, must be open or off for inspection.
2. Hoods must have at least one 16" diameter hole cut (and metal removed) for putting out fires. Any holes cut may be bolted back together around the edge with 3/8" or smaller bolts, nuts, and washers (2" max diameter washers) or self-tapping screws. Max of 12 total on hood, through hood only (not fenders or core support).
3. Hoods may not be repositioned and must remain in stock position in rear relative to fenders.

Bone Stock Compact and Minivan Preparation Rules

1. Eligible cars: 4 or 6-cylinder, front-wheel drive cars or mini-vans.
 - a. Bone Stock classes are open to all cars that meet the above and below rules.
2. Please make sure to remove or disable the car's airbags.
3. Rear glass must be removed. Windshield can either stay in or be removed; side windows can be rolled down in doors or removed. If windows are rolled down, interior door panels must remain in place.
4. Radiator, bumpers and all body components must remain in stock position and without alteration.
5. Battery can be left in stock location or relocated. If relocated, it must be mounted securely, and covered if mounted inside the cab.
6. Fuel tank can remain in stock position as long as it is under the floor and forward of the rear axle (most FWD cars/vans are built like this). Fuel tank can be located inside car if safely mounted.
7. You may run 1 chain, wire or bolt on each door (except driver's door), and one each on hood and trunk, to keep them closed. These cannot go through or around frame.
8. Driver's door only may be welded or chained closed and reinforced as desired. Can't go more than 6" forward or rearward of driver's door outer seam.
9. Official's discretion will be used on any repairs made, i.e. fixing mechanical damage incurred during race. Do not strengthen vehicle while repairing.
10. These cars are meant to be STOCK except where otherwise noted, please keep them that way or you will not be able to run.
11. You may remove any parts, but you may not add anything other than what is noted above. No added metal, duct tape, welding, bolting, chains, wire, **stock, stock, stock!**

Complete Rules and Registration can also be found at:

<http://roseaucountyfair.com/demoderby/>

