**Northeast Montana Fair Derby**

**Friday, August 6, 2021**

**Sponsored by: Milk River Motorsports and NE MT Fair Board**

Demolition Derby Rules

1. All drivers must read and obey all the following rules. All drivers are required to sign the given rules in acknowledgement of understanding the rules. If drivers do not follow the rules, all entry fees will be forfeited, and individuals will be disqualified for the remainder of the event.

2. Drivers and pit crew must be at least 15 years old, on the day of the event. If under 18, all individuals must have a consent form from parent or legal guardian.

3. Drivers must have a legal driver license present with them on the day of the event.

4. All drivers and pit crew members enter at their own risk.

5. All drivers and pit crew members must sign derby release forms before entering the designated pit area.

6. All drivers must wear a lap belt and/or shoulder harness.

7. All drivers must wear crash helmets that meet or exceed Snell 2000 or DOT certification. No hardhats allowed. All helmets must remain on while in the arena. Eye protection is optional, but discretion and risk on eye protection are on the driver.

8. Drivers must drive cars in and out of the arena slowly and safely or risk disqualification.

9. Any driver or pit crew caught consuming alcohol will be disqualified.

10. In the event of a fire, the first fire will be extinguished. The driver may reenter the race if there is time left on the clock and the flag has not been raised. If there is a second fire, it will be extinguished, and that car will be disqualified for the remainder of that heat.

11. If your vehicle is disqualified by these rules, your entry fee will not be refunded.

12. Drivers must finish the derby with the vehicle the driver started with. If a heat winner cannot make it to the final, they are out.

13. All judges’ decisions are final. Any protest must be made in a civil tone before the beginning of the next heat, or within 15 minutes after the main. Any arguing can result in disqualification for the remainder of the event, or next year’s event.

14. Cars must be entered by 3:00 PM the day of the event, no exceptions.

15. Drivers’ meeting will be held before the contest begins. Attendance is required.

16. All people in the pits must purchase a wristband and sign the waiver. This must be done before the beginning of the first heat. If you do not have a wristband, you will be asked to leave or purchase one.

17. MRM reserves the right to refuse access to anyone.

Rules Pertaining to the car;

Frame:

1. Do not alter or weld the frame other than what is listed. No frame shortening period.

2. No changing or doubling of the rear package tray.

3. No frame shaping is allowed.

4. No heat treating of the frame is allowed if caught, you will be disqualified

5. No fresh paint or undercoating on the frames at all

6. If dimpling or notching the frame you can only do so on back frame rails behind the rear wheels.

Rear Suspension:

1. Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.

2. Leaf springs must remain stock material. Springs must have 1” stagger with no leaf spring as long as the main leaf with the main leaf being the top spring. Total of (7) leaf springs no thicker than 3/8” thick and 2 ¾” wide.

3. Leaf spring hangers can be made of 2”x6”x3/8” thick strap must be mounted with (1) ½” bolt per frame rail (no welding).

4. No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the cars suspension. No all thread shocks.

5. Rear end control arms cannot be reinforced. They must attach in stock configuration for the suspension setup you are using.

6. Watts link conversion kits are not allowed.

Rear Ends:

1. Any stock 5 lug car rear end is allowed. Leaf springs must be stock.

2. No spring spacers any bigger in diameter than the springs.

3. You may adjust the pinion angle. Welded, spool or Posi-track allowed.

4. Rear ends must not support frame or body in any way.

5. Mounting points for control arms may be homemade but nothing overkill. (Judge’s discretion). Example, welding mounting points on a leaf spring rear end for a coil car setup.

6. Pinion breaks are allowed. No protector. You may weld it on if needed but nothing more than to mount it.

7. Collapsible drive shafts/sliders allowed.

Front Suspension/Steering:

1. Suspension must be stock components and working

2. Tie rods must be stock. Ball joints must be stock.

3. Upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame.

4. Steering box must be stock.

5. Idler arm & center link must remain stock or interchanged for an idler arm that is off a car that is legal in the class you are running.

6. Hubs must remain stock for the spindle you are using, no aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.

7. Spindles must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in factory position. Must be sedan OEM in origin.

8. No all thread shocks.

9. Aftermarket steering shafts and joints are allowed.

Tires:

1. No split rims, studded tires, or foam filled. NO SOLID TIRES, all other tires are allowed.

2. Stock rims only. No other reinforcements, no bead locks of any sort.

3. Valve stem protectors are allowed. Wheel weights must be removed.

4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete. Entry fee will be forfeited.

5. You may not change tires after inspection without judge’s consent.

6. Wheel centers may be used, no bigger than 7” outside diameter.

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection, if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete. If you are not willing to correct it you will be disqualified, and entry fee will be forfeited. Judge’s decision is final!

1. Loaded bumpers may NOT be used. Cannot be welded to the body.

2. Bumpers are interchangeable stock OEM bumpers off passenger cars may be used (do not need to be fresh)

3. Bumpers may be cut so they do not smash into the tires during the event.

4. No chrome may be welded to the body if using compression style bumpers.

5. Chrome of bumpers may be welded to the inner beam of the compression bumper only.

6. No more than one set of bumper brackets may be used. Bracket may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2” bolt or less, and it must be done vertically.

7. Cups and or horns count as brackets.

8. No brackets or shock tubes can extend any further back than the first 10 inches of the frame unless you are using the factory bracket and tube in the factory position. This goes for the rear brackets also.

a. Passenger car OEM shock tubes must be used.

b. Shock tubes must be on the outside of the frame unless in the frame from the factory.

c. Cars can have bumper swaps.

d. 1973 or older Chrysler imperials with subframes may NOT have bumper swaps. Stock Imperial bumpers only.

e. Absolutely NO welding anywhere on the frame

f. No added metal to mount bumper

9. If your bumper was a shock bumper and you need to make brackets for the frame.

a. 2 bolts per side. 3/8” x 4” wide flat iron bolted in. Bolts no bigger than 5/8”. On outside of frame only. Must not exceed the 10” from the front of the frame. Absolutely no welding on the frame besides the cage bars from the rear seat bar down.

10. Bumper height not to exceed 22” from the bottom of the bumper to the ground and must be a minimum of 12” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location.

11. Bumpers may only be welded to the shock tubes and/or brackets.

Engines:

1. Motor – Use motor of choice, motor must be in stock location of the car you are running, within reason approximately 5” from the front edge of the original motor mount on the frame.

2. If using factory engine type size mounts with rubber bushing, you may weld the pad completely in the factory location.

3. Motor may be fastened with only one strap or chain per side to the top of the factory engine cradle, or you may use one length of 2”x 2”x3/16” angle bolted to the front of the head area and may be welded within 4” of the A-arm and be welded to no more than 4” on frame/unibody

4. There are NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan or steering clearance, but nothing can be welded back in.

5. Distributor and cam sensor protectors are not allowed. You may cut out the area behind the distributor or hammer it back for clearance.

6. Mid plates are not allowed.

7. You may us a bar between the headers above air cleaner max size 3”x3” material, for hood support and to protect air cleaner. May not be any wider than the headers and may not attach to the hood.

8. Header protectors may not be used.

9. Transmission braces, bells, steel tail shafts, or pan protectors will not be allowed.

10. Transmission crossmember – you must run the transmission crossmember in the stock location for the car you’re building. If using a tube and not a factory crossmember you can weld 2” angle iron no thicker than ¼” no longer than 8” to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you replace the stock crossmember it can be no larger than 2”x2”x1/4” material. The crossmember must be one piece and straight from side to side and up and down. The transmission crossmember is the only method the transmission may be tied in.

11. Frame extensions on Cadillacs must not come in contact with crossmember or transmission, during, or after the event.

Body:

Body Mounts:

1. Body mounts must remain completely stock. Rubbers and steel cones may not be altered in any way!

Body Shaping:

1. Folding of trunk lid or cutting of trunk lid is allowed.

2. No welding of created seams is allowed.

3. No welding of any sheet metal on the body unless specified

Rust Repair:

1. No exterior body sheet metal, or engine compartment rust repair. Floorboards will be allowed sheet metal repair to mount battery boxes, gas tanks, etc. for safety.

a. Floorboard definition – Front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.

Doors:

1. No buffing or grinding frames anywhere.

2. Driver’s door and driver’s side of front windshield may have “netting” made of metal for driver’s safety. NO other windows may have “netting”. “Netting” may be attached at up to 2 points on the roof and 2 points on the door. If you chose to do this, it will count as 2 fastening points on the driver’s door. THIS IS NOT MANDATORY BUT IS HIGHLY RECOMMENDED! You may “double skin” the driver’s door for safety; however, it cannot exceed 2” past door seam on each side. Plate must be a min thickness of ¼” and max thickness of ½”. Max height of 16”. Plate must be fastened with minimum of (6) ½” bolts and up to a maximum of (10) ½” bolts. Up to 3” diameter oversized washers may be used to prevent bolts from pulling through the door.

3. Doors must be chained or wired shut. NO WELDING OR BOLTING SHUT. Maximum of 2 points. Single wrap chain or #9 wire only.

4. You can add bracing to the exterior side of the driver’s door. This bracing must not stick any further out than 2” from the door and may only be 12” tall and must not have any sharp edges. You are also allowed to carry the bracing up to 6” past the exterior door seam either forward or backward.

5. You may cut wheel wells for tire clearance. Fenders may be bolted back together with (5) 3/8” bolts or less with 1.25” diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed (4) 3/8” bolts with 1.25” washers to bolt back to the core support of fender.

6. Wagons must remove all rear decking and seat components. All other rules above must be followed.

7. All front clips-dog houses must mount in factory position with factory mounts. Must be family to family. (GM-GM, Ford-Ford, Chrysler-Chrysler, etc.).

Radiators, radiator supports:

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.

2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.

3. No radiator guards or foam allowed.

4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).

5. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.

6. You may have up to 7/8” all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded.

7. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, judge’s discretion.

8. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.

9. If using a condenser to protect the radiator, it may be tie wrapped or bolted with max of (4) 3/8” bolts to the core support only.

10. No foam fill can be used.

11. Max core support washer is 3”. No homemade washers.

12. If no core support holes, bolts may be welded to outside of frame, no excessive welding. Judge’s discretion.

Cages & Door Bars:

1. All cage material must be no larger than 6” OD (Judge’s discretion), unless specified for a specific rule smaller. It must also be a minimum of 4” off the floor everywhere except the down legs going straight down.

2. You may weld a bar behind the seat from doorpost to doorpost, it can be an X, do not connect directly to the frame, and you may also have a single bar (with NO extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.

a. For driver foot safety and to protect batteries, you may put a down bar on the driver’s door and passenger door, must be vertical and can be welded to the body only. May not be any more forward than the inside front edge of the door. Max size is 3”x3”.

3. You may run down bars from the seat bar to the frame, they can be welded to the frame. You may run down bars from the door bars down to the floor, they can be bolted to sheet metal only and within 6” of front door seams. No other bars may be used to the frame or body or they will be cut.

4. You must have a roll loop/halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to following rule 4.

5. You may also weld a steering column to the cage.

6. You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36” wide ID. It must be a full 4” away from rear sheet metal, which cannot be removed. The bracing must be 4” above and away from all sheet metal, and rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4” from the rear seat back sheet metal. You may have one 2”x2” gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards front of car.

7. Gas tank protector on wagons may not go any further back then the beginning of the rear frame humps.

Hood and Trunk:

1. Be prepared to remove your hood for inspection.

2. Trunk lid and hood must be 100% in stock location, hood must be able to open.

3. Any cut outs in the hood may be bolted back together with 3/8” or less bolts and 1.25” diameter washer no more than a total of 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts. No welding.

4. Hood may be secured by a total of (6) 7/8” all-thread. The 2 at the core support, and 4 more. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8” in length. (2) 5”x5” washer may be used per bolt. If using angle iron as hood attachments, they may be 3”x3” by ¼” thick only.

5. You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders see BODY #1. No collapsing or wedging the rear quarter panels and trunks or trunk lid.

6. (2) 3/8” chains or (2) #9 wire can be used to secure trunk lid to the bumper or frame. Only 3 wraps of #9 wire per attachment.

7. NO #9 wire allowed anywhere else!

Windshield Bars and Firewall:

1. Firewall must be stock other than to make room for distributor.

2. Window Bars – For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, material can be no bigger than 3”. No more than 6” of material allowed on the roof and no more than 6” of material allowed on the firewall. May not be connected to the dash bar, only sheet metal. Do not go over 6” on roof or firewall or you will cut. Must be minimum of 16” off the pillars.

a. You may connect the bars with no more than (2) flat straps horizontally.

3. Window bars may not be attached to the halo bar or any cage components.

Fuel Tank, Oil Coolers, &Transmission Coolers:

1. Original gas tanks must be removed.

2. Only metal marine type tank, metal fuel tank or derby type metal fuel tank is required.

3. Place fuel cell behind driver’s seat or in the center of the car where the back seat used to be. Must securely be mounted behind the driver’s seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.

4. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.

5. Transmission coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount. High pressure lines are advised.

6. If you are not using a gas tank protector, the fuel cell and tranny cooler protector must be 4” away from the rear sheet metal.

Batteries:

1. Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to (2) 12-volt batteries may be used.

2. Battery box must be made from metal! It must be bolted to the floor. Bolts may not go through or around the frame. Seat belts or pull type tie downs may not be used.

3. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver’s safety with sheet metal only. You may not patch clean and solid floors.

4. All body mounts must be visible.

Extras:

1. No plating of frame or welding after heat is allowed!! Judge’s discretion.

2. Anything can be removed, nothing can be added, unless specified in rules.

3. Roof signs are allowed.

If these rules don’t specifically say you can do it, DO NOT DO IT!

ALL JUDGES DECISIONS ARE FINAL. PERIOD!!