

Effingham County Fair DEMOLITION DERBY

Modified Demo Rules

2019 MODIFIED RULES

1. Passenger cars or station wagons only. No trucks, jeeps, hearses, or limousines. NO CHRYSLER IMPERIALS 73 & OLDER AND NO IMPERIAL SUB-FRAMES. NO 61 – 69 LINCOLNS. Cars previously run in Demolition Derby may install new front clip. Any clip may be used on any car, MUST be installed in stock manner. Officials MUST approve installation.
2. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching racetrack. Rolling down windows is not permitted.
3. Rear seat of sedan must be removed, top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to floorboards. All cars must be swept clean, both drivers compartment and trunk. No spare tires, broken glass, or trash, etc., allowed in cars.
4. Cars must have a seatbelt and working brakes. MANDATORY!!
5. You can carry a fire extinguisher, but it must be mounted securely and free of movement
6. Battery may be moved, but must be securely fastened and covered in passenger compartment. MAXIMUM OF TWO AUTOMOBILE TYPE BATTERIES ALLOWED.
7. Any type automotive radiator may be used but must be mounted in stock position. NO RESERVE TANKS. Electric fan may be used.
8. Fenders may be bolted together with 3/8 inch bolts or smaller with 3/8 inch or smaller washers only. A maximum of 10 bolts per fender.
9. All doors may be welded (Outside of body only), chained or wired. Straps should not be larger than 1/4" thick or 4 inches wide on door shell (vertical) and 2 inches wide on window frame. You may beat top of doors down and weld them. No extra metal added.
10. No doubling of body panels allowed, no added metal allowed.
11. Patching floorboards, if you have to patch rusty floorboards you must cut out all the rust, overlap no more than 1" with same thickness as body material and sheet metal screws – no more than one every 4". No Welding to floorboards or firewall.
12. You may crease and fold body panels but do not weld. No extra metal may be added.
13. NO OTHER BODY WELDS OTHER THAN WHAT IS LISTED ABOVE.
14. All sunroofs must be covered with a thin sheet of metal, I.E. welded, bolted (with bolt head inside the car) or riveted.

HOODS, TRUNKS AND BODY BOLTS

MUST BE OPEN AT INSPECTION! Do not come to inspection line with hood bolted down....

1. HOODS 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.

2. On all cars, hoods, trunks, and tailgates may be secured with the following method: on front of car, HOOD: two pieces of 1 inch all thread, NO SLEEVING ENTIRE ALL THREAD JUST BETWEEN CORE SUPPORT AND FRAME, YOU CAN WELD IT, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads MUST be mounted outboard of the radiator. In addition to all threads, six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16 thick or longer than 6 inches. Three on each side of car, a total of six. Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All wire, or cable MUST be mounted outboard of radiator. A maximum of 50 bolts 3/8 inch or smaller are allowed to bolt together hood seams.

TRUNK, 4 pieces of 5/8 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be mounted through deck lid and frame anywhere in trunk, can be welded to the frame or in body mount holes. In addition to all threads, you may weld trunk 5 on 5 off, Straps not be larger than 1/4" thick or 2 inches wide or six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons two pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be used in the rear through roof and stock body mount replacing existing bolt.

TAILGATE 5 on 5 off, Straps not be larger than 1/4" thick or 2 inches wide or six (6) 1-inches O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any amount of wire or cable. YOU CAN WELD WASHERS (no bigger than 5/8 washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

3. You may have rear window bar 2"x2"x1/4" MAX. IN SIZE, 6" max. on roof 4"x4"x1/4" FLAT PLATE TO ATTACH TO THIS BAR TOP AND BOTTOM and must be centered on front side drip rail on trunk no further back or forward (2" on each side). Weld to the strapping on your trunk. There must be 6" minimum distance (gap) from the top of this bar on the roof and halo bar.... This is the only location allowed for this bar.

4. All other may be replaced with 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick. YOU CAN REMOVE BODY BUSHING AND SET BODY ON THE FRAME. Body mount bolts inside passenger compartment that are close together may have one washer six (6) inches x twelve (12) inches, must have two (2) or more body mount bolts through washer. You may add two (2) additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom or you can weld the bottom of the all thread to the frame. Vertical part of the frame only.

5. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF USING METAL STRAPS MAX. SIZE 2" WIDE X 1/4" THICK, 12" ID APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY.

CAGE AND HALO BARS

1. All driver and passenger doors may be reinforced. You should have a six (6)-point cage, cross bars may be ran as follows, one across dash, one behind front seats, and one in rear seat area. You can run four (4) down tubes, two (2) per side. No further forward than the inner front door seam. Lower door bars are allowed between down tubes must be 6 inches or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between cage and front doors. Must be securely fastened to cage. Front bar must be mounted no more than 2" below the bottom of the front window seal and be no more than 4" in diameter. Must have 6" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CAN NOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF REAR DRIVERS COMPARTMENT. Without a DP you can have a bar (kicker) is allowed 2"x2"x1/4" SQUARE stock from your dash bar to 2" behind A arm (NOT UP AGAINST ARM OR WELED TO IT) MAX. SIZE 2"x2"x1/4" O.D. THIS SIZE WILL BE STRICTLY

- ENFORCED OR YOU WILL NOT RUN. If you have a DP on your motor you're not allowed this bar/kicker. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors).
2. 3RD bar must stay inside of interior of rear drivers compartment. Nothing can be added to the top or bottom of this bar.
 3. Halo bar are allowed. Can be attached to door bar. Could be run to the frame but it would be counted as one of your down tubes. Nothing attached to halo bar.
 4. This is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage, must be 2" off of floor, this is for protection not reinforcement.
 5. DP can't touch dash bar during or at the end of the derby or you will be disqualified

FRAME

1. Top frame seams from front of A-arms forward may have single bead of weld added. Must be single pass no wider than 3/8" wide by 3/8" high, no extra metal may be added. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANYTHING THAT ATTACHES TO IT OR SUB-FRAME AND ANY OTHER BRACKETS ATTACHED TO FRAME. NO CONCRETE!!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.
- A. CAN'T REWELD TORSION BARS TO CRADLE
2. FULL SIZE MOD. CARS ONLY may pitch frame in front. ON THE OUTSIDE OF FRAME ONLY YOU CAN ONLY REWELD THE WELDS THAT YOU HAVE TO CUT TO PITCH THE FRONT. MUST BE SINGLE PASS NO WIDER THAN 3/8" WIDE BY 3/8" HIGH DO NOT REWELD ALL OF THE WELDS ON THE BOXES. NO ADDED METAL. NO EXTRA BRACING OR GUSSETS. DO NOT CUT AND REWELD ON TOP OR BOTTOM.
3. FULL SIZE MOD. CARS ONLY may have hump plates. Hump plates can be no longer than 22" long: 11" each way from the center of the hump; 1/4" or less thickness; on the outside of the frame only, and must contour to the shape of the frame and have a 3/8" inspection hole drilled through plate and frame for inspection. If you do a leaf spring conversion from coils you're not allowed the hump plates.
- A. If your car came with factory leaf springs, NO hump plates
4. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.
5. You cannot add or replace engine cross members. 03 and up must use factory engine cross member (cradle)
6. If you use FACTORY UPPER TRAY ORIGINAL MUST BE LEFT IN, non-watts tray must be 1" or more from frame rails. It can be bolted or welded. No welds, gussets, or bracing to frame rails. If you use factory lower brackets they must be mounted in factory position. They may be welded with welds no more than the FACTORY WELDS would be. DO NOT OVER WELD!!! If you use aftermarket or homemade upper or lower brackets they may be bolted only! NO WELDING AFTERMARKET OR HOMEMADE BRACKETS TO FRAME!!!
7. You may run one (1) wire or chain from frame rail to frame rail underneath back of car behind rear end.
8. You may put a bolt with a stamped flat washer thru frame to hold it together. Only one (1) per wheel opening must be loose during inspection. DO NOT weld washer. (Pinning of frame)
9. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
10. Buick, Olds or Pontiacs YOU MAY fill the large hole in the frame behind the radiator support.
11. If changing front stub, you can overlap 2 1/2", able to weld both sides, but no adding extra metal. MUST BE FROM SAME MAKE AND MODEL.
12. If restubbing one side of the frame, you are allowed to cut and fit the new frame flush and weld one pass all the way around (butt - fit - weld).
13. All trailer hitches MUST be totally removed.
14. If running a used car prior to this derby, you are allowed 6 patch plates outside of the frame only. No plate larger than 4"x4"x1/4", and must be painted a fluorescent color. So it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION - NO MONEY WILL PAID OUT
15. 4 plates on fresh cars to fix/patch rust holes outside the frame only, unless it's a preran/used car then follow patch plate rule.

BUMPERS

NO BUMPER MOUNTING/BRACKETS PAST FACTORY LOCATION

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM MOUNTING BOLT LOCATION ON FRAME. May use 2 1/2" max. Round or square tubing. No thicker than 1/4 inch. No solid stock may be used. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.
2. Front bumper may be reinforced inside or outside and end to end. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers.
3. You may have 6" long 4" wide 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper. If you're running a preran and choice to put your extra. 4 by 4 1/4" plate up front there must be at least a 1/8" gap between the 2 plates. Any questions please call.

SUSPENSION

1. Stiffness of suspension will be left up to the discretion of the driver. no aftermarket spindles allowed. Suspension parts must be OEM. A-arms may be bolted or lightly welded with strap no more than 1/4" thick and 2" wide, MUST RUN STRAIGHT UP AND DOWN. One in front and one behind A-arm for a total of 2 per A-arm. Can be to upper or lower A-arm, but not both. Can only be welded 2" on A-arm and 2" on frame. Only a 2"X2" area on each end of strap may be welded to A-arm and frame. DO NOT WELD ENTIRE A-ARM TO THE FRAME! NO OTHER METAL ADDED!
2. Homemade or aftermarket tie rods (NO HEIMS) and homemade steering shaft are permitted.

ENGINE AND TRANSMISSION

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY CAR, 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. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.
3. Any type of header is allowed, but must be directed away from driver compartment.
4. Transmission oil coolers and engines oil coolers are permitted. All tranny lines must be wrapped or run through PVC. Inspection personnel must approve all mountings, lines, and fittings.
5. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.
6. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.
7. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.
8. Transmission protectors are allowed. MUST HAVE 2" BETWEEN PROTECTOR AND CROSS MEMBER ON A FRESH CAR. PROTEC-

TOR CAN NOT BE WELDED OR BOLTED SOLID TO CROSS MEMBER. MUST FLOAT OVER CROSS MEMBER.
9. IF ORIGINAL CROSS MEMBER IS REPLACED, YOU MAY USE OEM OR 2" ANGLE IRON OR 2" CHANNEL MAX OR 2"x 2"x 1/4" O.D. NOTHING thicker than 1/4 inch. Thick. This will be strictly enforced or you will not run.
GAS TANKS

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!! Other types of installations will not be allowed. NO GAS CANS with hoses duct taped. A Marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a rubber cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of Officials. Electric fuel pumps are permitted but MUST have shut-off within reach of driver. NO MORE THAN ten (10) GALLONS OF GAS IN TANK.
REAR END

1. Any automobile rear end can be used in any car. TRUCK OR FLOATER REAR ENDS can be used in any car. You can transform a coil spring to leaf spring or vice versa. Only on the following models: 80 and newer Ford, 79 and newer Chrysler and 77 and newer GM. On models originally equipped with leaf springs, stock leaf springs and hangers MUST be used. Leaf packs on all cars may have no more than 8 leaves per pack Must be OEM stock. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. You may tilt rear end by shortening or lengthening rear end control arms. Trailing arms may be reinforced. Rear end housing may be reinforced. No dually wheels allowed.

Any drive shaft or U joint may be used. Welding of drive shaft is permitted. Pinion brake ok
No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed. JUDGES HAVE FINAL DECISION.
You may have five (5) spring clamps per spring. You pick if you want them in front of or behind axle, or split them between the front and back.
TIRES

1. Only sixteen (16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED. All wheels and rims must be strictly stock, valve stem protectors are allowed. You can have 10" STANDARD aftermarket wheel centers ONLY..... NO WHOLE CENTERS

2. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.

3. Forklift and skid loader tires are allowed

ALL JUDGES DECISIONS ARE FINAL

Any questions contact: Randy Schwartzkopf at 618-218-0203 call or text or at Randyschwartzkopf@gmail.com

Read more: <http://we-crash.proboards.com/thread/70206/effingham-fair-truck-derby-added#ixzz5hVeohZYg>

Effingham County Fair DEMOLITION DERBY Mini Car Rules

2019 MINI-CAR RULES

FRONT WHEEL DRIVE MINIS ONLY

1. Must be powered by four or six cylinder engine
2. Wheelbase must be 108 inches or less. NO EXCEPTIONS!
 - A. NO moving/bending a stock or aftermarket component to shorten wheel base.
3. No four-wheel drive vehicles.
4. MANDATORY! All four/six cylinder cars must have a cage. Four point minimum.
5. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!!
 - A. Battery and gas tank must be tight when coming through inspection line or you wont be inspected.
6. All lines under car must be steel lines or if running rubber lines they must be inside of the car.
7. If OEM bumper had no bolts bumper homemade bumper brackets may go six (6) inches from back side of bumper.
8. No pipe over struts.
9. No kickers
10. No aftermarket or homemade extreme cradle/pullet protector

ALL JUDGES DECISIONS ARE FINAL

1. Cars previously run in Demolition Derby may install new front clip. Any clip may be used on any car, MUST be installed in stock manner. Officials MUST approve installation.
2. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching racetrack. Rolling down windows is not permitted. . Remove all glass mirrors and plastic. Remove all decking in wagons. Vehicles must be swept clean of all debris
3. Rear seat of sedan must be removed, top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to floorboards. All cars must be swept clean, both drivers compartment and trunk. No spare tires, broken glass, or trash, etc., allowed in cars.
4. Cars must have a seatbelt and working brakes. MANDATORY!!
5. You can carry a fire extinguisher, but it must be mounted securely and free of movement.
6. Battery may be moved, but must be securely fastened and covered in passenger compartment. MAXIMUM OF TWO AUTOMOBILE TYPE BATTERIES ALLOWED.
7. Any type automotive radiator may be used but must be mounted in stock position. NO RESERVE TANKS. A radiator cradle is allowed made of 1/8" metal 1" wider than the radiator. Bolted only to car and nothing in front of the radiator. AFTERMARKET OR HOME MADE RADIATOR CRADLE.
 - A. Front rad. screen max. Thickest 3/8" thick, bolted or 4 1" welds.
8. Fenders may be bolted together with 3/8 inch bolts or smaller with 3/8 inch or smaller washers only. A maximum of 10 bolts per fender.
9. All doors may be welded (Outside of body only), chained or wired. Straps cannot be larger than 1/4" thick and 4 inches wide on door shell (vertical) and 2 inches wide on window frame. You may beat top of doors down and may tack them in three places with a maximum of 1" weld each.

10. No doubling of body panels allowed, no added metal allowed.

11. Patching floorboards, if you have to patch rusty floorboards you must cut out all the rust, overlap no more than 1" with same thickness as body material and sheet metal screws – no more than one every 4". No Welding to floorboards or firewall.

12. You may crease/enhance sheet metal body panels but do not fold and weld. No extra metal may be added.

13. NO OTHER BODY WELDS OTHER THAN WHAT IS LISTED ABOVE. THIS INCLUDES BODY SEAMS ANYWHERE ON THE CAR.

14. ALL SUNROOFS MUST BE COVERED WITH A THIN SHEET OF METAL, I.E. WELED OR BOLTED (WITH BOLT HEAD INSIDE THE CAR) OR RIVETED. No #9 wire or chain to accomplish this will be allowed.

HOODS AND TRUNKS

MUST BE OPEN AT INSPECTION! So don't come to inspection line with hood bolted down....

1. 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.

2. NO SECOND ALL THREAD WELDED TO SIDE OF THE FRAME AND RAN THROUGH THE AT MID POINT OF THE HOOD.

3. On all cars, hoods, trunks, and tailgates may be secured with the following method: on front of car, two pieces of 1 inch all thread, NO SLEEVING, Can have a 4" or less spacer free floating or welded between core support and frame, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads MUST be mounted outboard of the radiator. In addition to all threads, six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16 thick or longer than 6 inches. Three on each side of car, a total of six. Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All wire, or cable MUST be mounted outboard of radiator. A maximum of 20 bolts 3/8 inch or smaller are allowed to bolt together hood seams.

TRUNK 4 pieces of 5/8 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be mounted through deck lid and frame anywhere in trunk, can be welded to the frame or in body mount holes. In addition to all threads, you may weld trunk 5 on 5 off, Straps should not be larger than 1/4" thick or 4 inches wide or six (6) 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, or 10 3/8" bolts in the drip rail, not both one or the other and any amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons two pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be used in the rear through roof and stock body mount replacing existing bolt.

TAILGATE weld 5 on 5 off, Straps should not be larger than 1/4" thick or 4 inches wide or six (6) 1-inches O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any amount of wire or cable. YOU CAN WELD WASHERS (no bigger than 5/8 washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

A. No carburetor protector outside the intake area or DP.

B. You may have rear window bar 2"x2"x1/4" MAX. IN SIZE, 6" max. on roof 4"x4"x1/4" FLAT PLATE TO ATTACH TO THIS BAR TOP AND BOTTOM and must be centered on front side drip rail on trunk no further back or forward (2" on each side). Weld to the strapping on your trunk. There must be 6" minimum distance (gap) from the top of this bar on the roof and halo bar.... This is the only location allowed for this bar.

BODY MOUNTS

1. All body mount bolts may be replaced with 1/2 inch O.D. bolts with a stamped washer. Do not take them out and place body on frame. If replaced, a gap of 1" minimum is mandatory between body and frame. You may replace with a stack of washers, or one piece of anything solid, as long as it is about the same diameter as the factory bushing. Do NOT crush factory body bushings. Body mount bolts inside passenger compartment that are close together may have one washer six (6) inches x twelve (12) inches, must have two (2) or more body mount bolts through washer. You may add two (2) additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom and NO welds.

2. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF YOU HAVE A PASSENGER MUST HAVE 2. IF USING METAL STRAPS MAX. SIZE 2" WIDE X 1/4" THICK, 12" ID APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY.

CAGE AND HALO BARS

1. All driver and passenger doors may be reinforced. You should have a six (6)-point cage, MINIMUM OF A 4PT. CAGE. cross bars may be ran as follows, one across dash, one behind front seats, and one in rear seat area, 3rd bar must stay inside of interior of rear drivers compartment, nothing past front of package tray. Nothing can be added to the bottom of this bar.

2. You can run four (4) down tubes, two (2) per side. 2 of these down tubes must mounted mandatory in the following way on each side, 1 down tube must be to flat part of the frame no further forward then the inner front door seam, with a max distance of 2" from the same measuring point. Lower door bars are allowed between down tubes must be 6 inches or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between cage and front doors. Must be securely fastened to cage. Front bar must be mounted no more than 2" below the bottom of the front window seal and be no more than 4" in diameter. Must have 6" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CAN NOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF REAR DRIVERS COMPARTMENT. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors). DP can't touch dash bar during or at the end of the derby or you will be disqualified.

3. Halo bars are allowed. Can be attached to bar behind your seat or could be run to the frame but it would be counted as one of your down tubes. There must be 6" minimum distance (gap) from halo bar and the top of your rear window bar.... Nothing can be attached to halo bar

4. This is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage, must be 2" off of floor, this is for protection not reinforcement.

FRAME

1. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANY OTHER BRACKETS ATTACHED TO FRAME OR SHEET METAL under hood or trunk. NO CONCRETE!!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.

2. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.

3. You may run one (1) wire or chain from frame rail to frame rail underneath back of car behind back tires/wheels.

4. You may put a bolt with a stamped flat washer thru frame to hold it together. Only one (1) per wheel opening must be loose during inspection.

DO NOT weld washer. (Pinning of frame)

5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
6. If changing front stub, cut 3 inches behind second cross member bolt hole. When replacing, can overlap 2 ½", able to weld both sides, but no adding extra metal. Must be of the same make and model.
7. If restubbing one side of the frame, you are allowed to cut and fit the new frame flush and weld one pass all the way around (butt – fit – weld). Must be of the same make and model.
8. All trailer hitches MUST be totally removed.
9. 2019 THIS INCLUDES MINI'S: If running a used car prior to this derby, you are allowed 4 patch plates max. Size 4"x4"x1/4". Must be painted a bright color. So it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION – NO MONEY WILL PAID OUT
10. Attachment of lower front sub frame to body, can use only chain 3/8" or smaller, can weld the links at each end for attachment points. But on a used/preran car you can use a metal strap, but each one counts toward/as your patch plates
11. No plates on fresh cars to fix/patch rust holes, unless it's a preran/used car then follow patch plate rule.

BUMPERS

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM MOUNTING BOLT LOCATION ON FRAME. May use 2½" max. Round or square tubing. No thicker than ¼ inch. No solid stock may be used. This can only extend into the frame a max. of 8". Will be drilled at 8 ¼" measured from the front edge of the frame on every car. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.
2. Front bumper may be reinforced inside or behind and end to end. Must have chrome on the outer part of the bumper from any OEM bumper shaped to fit. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers. (the curve of point must start at each frame)
3. You may have 6" long 4" wide 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper. If you're running a preran and choice to put your extra. 4 by 4 1/4" plate up front there must be at least a 1/8" gap between the 2 plates. Any questions please call.

SUSPENSION

1. Stiffness of suspension will be left up to the discretion of the driver. NO OTHER METAL ADDED!
2. Homemade tie rods and homemade steering shaft are permitted.
3. No pipe over struts
4. No front bumper straps to core support or all thread

ENGINE AND TRANSMISSION

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY FRONT WHEEL DRIVE CAR, BUT MUST BE MOUNTED IN A STOCK POSITION.
2. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.
3. At motor mount to sub-frame your allowed 2 per side of motor mount a 2"x3"x1/4" plate on its side welded to frame and engine cradle
4. Any type of header is allowed, but must be directed away from driver compartment.
5. Transmission oil coolers and engines oil coolers are permitted. Inspection personnel must approve all mountings, lines, and fittings.
6. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.
7. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.
8. No aftermarket or homemade extreme cradle/pullet protector
9. No carburetor protector outside the intake area or DP. *No aftermarket or homemade attachments to rad. Core support or fire wall. Nothing outside of the normal/factory type attachment points.
10. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.
11. Transmission protectors are allowed. MUST FLOAT OVER CROSSMEMBER
12. Must have stock/OEM cross member

GAS TANKS

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. Other types of installations will not be allowed. NO GAS CANS with hoses duct taped. A Marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a rubber cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of Officials. Electric fuel pumps are permitted but MUST have shut-off within reach of driver. NO MORE THAN ten (10) GALLONS OF GAS IN TANK.
2. NO PLASTIC TANKS, unless in a wooden box 1" thick minimum or a metal box ¼" minimum. All sides except top side. This also goes for if your using a metal boat tank.
3. Mounted in center of the back side area.

FOR THE MINI-CAR DERBY CLASS, YOU WILL NO LONGER BE ABLE TO MOVE THE STOCK GAS TANK INTO THE BACK SEAT AREA. For mini autocross only you can leave factory tank under the car.

REAR END

1. Factory rear end, REMEMBER FRONT WHEEL DRIVE ONLY. You may tilt rear end by shortening or lengthening rear end control arms. Trailing arms may be reinforced.
2. Any drive shaft or U joint may be used. Welding of drive shaft is permitted.
3. No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed. JUDGES HAVE FINAL DECISION.

TIRES

1. Only sixteen (16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED.
2. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.

ALL JUDGES DECISIONS ARE FINAL

Any questions contact: Randy Schwartzkopf at 618-218-0203 call or text or at Randyschwartzkopf@gmail.com

Read more: <http://we-crash.proboards.com/thread/70206/effingham-fair-truck-derby-added#ixzz5hVfSZM00>

Effingham County Fair DEMOLITION DERBY

Semi Stock Demo Rules

SEMI- STOCK 80 and NEWER 2019 Rules

1. 1980 and newer, No Imperials, no Suicide Lincolns, no hearses
2. Cars must have seatbelts and working brakes "MANDATORY"

BODY

1. Remove all glass mirrors and plastic. Remove all decking in wagons

Vehicles must be swept clean of all debris

2. No sedagons, ZERO sheet metal folding or frame shaping. Creasing sheet metal enhancements is allowed, but rear quarters and taillight lance area attachment points must remain vertical/straight up and in factory position. You can change front clip must be of the same make and model.
3. Deck and Hood must be 100% in stock location and open for inspection or able to see into with a 12" cut out (you may cut up to 50% of the trunk/deck lid off or remove completely) or a single 90 degree bend. Must stay on factory hinges
4. Anything can be removed, NOTHING can be added
5. FASTEN DOWN HOODS, TRUNKS AND TAIL GATES (4 each) in 1 of the following 3 ways, NO mix and match!!! First way: 4 places with ½" bolts sheet metal to sheet metal, Second way: (4) 3" long angle iron ¼" thick max. Back to back, with 1- ½" bolt per angle iron. Third way: #9 wire double stranded max. Also you may replace front 2 body mounts with two 1" threaded rod, you may replace 2 of the 4 rear body mounts in the trunk area with two 1" threaded rod (front 2 or rear2) must be installed to replace factory mounts. 3 inch diameter washers ¼" thick max. Bottom nut and washer may be on bottom side of the frame, not to extend 1" past nut and may extend through hood and truck. ZERO welding allowed mounting any of these threaded rods.
6. Can have a 4" or less spacer free floating between core support and frame
7. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of carburetor not directly on top of carburetor.
8. IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR FAN BELT MUST BE CUT.
9. A maximum of 20 bolts 3/8 inch or smaller are allowed to bolt together hood seams.
10. Driver doors vertical seams maybe welded solid, all other doors may be welded 6 inches ON AND 6 OFF per vertical door seam only. 4" x 1/8" strap. Do not weld hood or trunk!

BODY MOUNTS

1. Body mounts and spacers to remain stock and in place. If they are broken or rusted out, may be replaced with a 1/2" max. size bolt mounted up in frame in stock position with rubber grommet in place, with a 2"x 2"x 1/8" washer top and bottom side of bolt. If body mounts are changed/replaced you must cut away the factory sheet metal for inspection.
2. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF USING METAL STRAPS MAX. SIZE 2" WIDE X ¼" THICK, 12" ID APART. CAN GO TO FRONT DASH BAR OR COWL THEN TO TOP LIP AREA OF WINDSHIELD ONLY. REAR WINDOW BARS ARE NOT ALLOWED!
3. Allowed "10"- 3/8" bolts per wheel opening, with 3/8" max. size washer

FRAMES

1. NO welding on frames allowed. (Except where stated in the rules)
2. NO cutting flap to tilt, cold bend ok
3. If running a used car prior to this derby, you are allowed 4 patch plates max (must be on the outside of the frame). Size 4"x4"x1/4". Must be painted a bright color. So it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION - NO MONEY WILL PAID OUT
4. No plates on fresh cars to fix/patch rust holes, unless it's a preran/used car then follow patch plate rule.
5. You can shorten the frame, but must have 3" of frame sticking out in front of the front body mount factory location (this mount is where your front all thread would go) cannot move front body mount i.e. ford, mercury and Lincoln. CAN NOT MOVE CORE SUPPORT. Also on the old iron GM's you cut the piece off to square up the front frame if you choose to hard nose these cars.

SUSPENSION

1. Modifications allowed. Ride height and bounce/suspension give will be left up to the driver as long as it meets the min. and max. ride height requirements. Must remain strictly OEM stock. ZERO aftermarket parts, except where noted.
2. May reinforce factory tie rod or use aftermarket tie rods, but must have factory style tie rod ends. NO HEIMS.
3. A-arms may be bolted or lightly welded with strap no more than ¼" thick and 2" wide, MUST RUN STRAIGHT UP AND DOWN. One in front and one behind A-arm for a total of 2 per A-arm. Can be to upper or lower A-arm, but not both. Can only be welded 2" on A-arm and 2" on frame. Only a 2"x2" area on each end of strap may be welded to A-arm and frame. DO NOT WELD ENTIRE A-ARM TO THE FRAME! NO OTHER METAL ADDED! Strictly enforced.
4. Bumpers (front and rear) can be no higher than 26" from the ground to the top of the bumper or lower than 16" from the ground to the bottom of the bumper
5. You may use spring spacers store bought or homemade as long as it meets height requirements of the bumpers
6. You may have a double strand of #9 wire or 5/16' chain to hold coil spring to rearend and leaf sprung cars may use 4 single strands of #9 wire as leaf clamps or factory clamps. No exceptions
7. From frame to frame behind rear end you may have up to 4 strands of #9 wire twisted together or one 3/8" chain or smaller.

DRIVE TRAIN

1. ANY drivetrain allowed with the following criteria.
2. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY CAR, 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.

3. You may use factory or aftermarket motor mounts. Only the lower motor mounts may be welded to engine cradle only. You may use two 1/2" thick spacers to raise engine to clear steering components, may not exceed rubber mount area.

4. No tranny protectors/braces, stock mounting only, stock cross members only, you may use a 2"x 2"x 1/4" angel iron 4" long welded only to inside frame rail to mount your stock cross member I.E. CHEVY DRIVE LINE IN A FORD. No other welding

5. You may weld rearend gears / spools ok. Pinion brake ok

REAR END

1. REARENDS WILL STAY THE AS 2018, YOU CAN WELD STOCK OEM BRACKETS TO ANY 5 LUG REAREND, Reared swaps allowed no bracing, and no re-enforcement. Max axle size 31 spline, Ford, GM or Mopar Clarification: All must be factory axles(cast flanges) and rear ends, must be a direct bolt-in, NO fabricating or welding allowed of axles or reared(inside or outside)

2. All money winners will be subject to pull axles before payout at official's discretion

A. Watts link or box ford package tray can be weld in, but no more than it would have come from the factory. For lower control arm must use the factory bracket welded to side of the frame in the factory location and with factory weld amount for 98-02's

3. On models originally equipped with leaf springs, stock leaf springs and hangers MUST be used.

4. Leaf packs on all cars MUST be OEM stock.

5. Slider drive shaft is permitted.

6. You may have five (5) spring clamps per spring.

7. No reinforced trailing arms, stock only, you may tilt rear ends. You may shorten or lengthen trailing arms. You may overlap 4" and weld, no added metal. DO NOT WELD ON FRAMES.

8. You cannot transform a leaf spring car to coils or vice versa.

9. You can weld on rear-ends, such as spring perches, trailing arm brackets, and spider gears. 10. You may put one loop of small chain over the stock cross member and around rear end one each side. Cannot go inside car floor.

11. You may also put one light chain or #9 4 strands twisted together across, between rear frame rails behind rear end.

12. You may run chain from rear end to frame, nothing thru body. 5/16" max. Size chain.

13. Aftermarket shifters, headers, gas and brake pedals allowed, Clarification: none may strengthen car.

14. If you have a DP on your motor and wish not to take it off you must cut dash out 4" wider on each side of DP. THIS WILL BE STRICTLY ENFORCED, SO BE SURE TO CUT ENOUGH OUT.

9. Engine cradles allowed (front plate, DP and lower cradle)

10. DP and or DASH CAN NOT TOUCH DASH BAR AT ANY POINT DURING OR AFTER THE DERBY.

11. Pulley protectors are allowed, but sway bar may be removed or not able to touch before or after the race/derby!!!!

12. Any driveshaft and U joint is allowed, may be cut and welded to length.

13. No homemade/aftermarket radiator cradles for 2019, secure radiator with other mines.

CAGE AND HALO BAR:

1. 6 point square cage only, 1 down tube MANDTORY per side to flat part of the frame, no further forward then the inner front door seam, with a max distance of 2' from the same measuring point. 6 inch max diameter. 3RD bar must stay inside of interior of rear driver's compartment, IN FRONT OF PACKAGE TRAY AREA.

2. Halo bar allowed, only to the back seat bar (in line with center bar ...No further back), not to floor. Nothing can be attached to Halo Bar.

3. Also inside drivers compartment you're allowed 2 spots/places of #9 wire to the frame, 4 strands twisted together.

4. Drivers door must be padded.

5. Gas tank and battery must be moved, secured and covered. Tank behind the seat, Battery centered in the passenger front floor.

6. NO PLASTIC TANKS, unless in a wooden box 1" thick minimum or a metal box 1/4" minimum. All sides except top side. This also goes for if you using a metal boat tank.

7. Mounted in center of the back side area.

A. Battery and gas tank must be tight when coming through inspection line or you wont be inspected.

8. Nothing may be mounted in a way that strengthens the car.

9. Trans and engine coolers allowed. Must be mounted in rear seat area and meet the approval of the officials.

10. May add knuckles to factory OEM columns or run an aftermarket column

BUMPERS

1. ANY OEM STOCK AUTOMOBILE BUMPER, MUST START WITH AN OEM BUMPER, YOU MAY LOAD THE FRONT AND REAR BUMPER IF YOU CHOOSE, IT HAS TO BE STOCK APPEARING OR YOU WILL NOT RUN!!! All reinforcement must be in bumper itself or behind it. You may weld bumper bracket to frame 4 inches from the back of bumper, single pass only. In addition you may put 4 one inch welds on back side of bracket or to weld factory shock inside frame (example Crown Vics.).

2. Shocks may be collapsed and welded. All shocks and brackets in stock location only. Do not move! You can shorten the frame, but must have 3" of frame sticking out in front of the front body mount factory location (this mount is where your front all thread would go) cannot move front body mount i.e. ford, mercury and Lincoln. CAN NOT MOVE CORE SUPPORT. Also on the old iron GM's you cut the piece off to square up the front frame if you choose to hard nose these cars. You can hard nose the bumpers. Don't want to be picking up bumpers. Again all bumper brackets and shocks must be in stock location.

3. You may chain, one piece of chain per side BOLTED from the mount to mount to hold on the bumper and weld a piece of strap (2"x1/4") from frame to bumper 1" overlap on each end.

4. Bumpers can be no higher than 26" from the ground to the top of the bumper or lower than 16" from the ground to the bottom of the bumper.

TIRES, Brakes MUST work.

1. Forklift and skid loader tires are allowed

2. All wheels and rims must be strictly stock, valve stem protectors are allowed, along with 7" STANDARD aftermarket wheel centers ONLY.....

NO WHOLE CENTERS

3. Liquid in tires is allowed. Studs and screws in rims to hold tires in place are allowed if you call me on these; the answer is most likely NO!

Simple rules, simple build, keep it that way. Again do not get "creative" or read into these rules. If it is not clearly described above, it is not allowed ALL JUDGES DECISIONS ARE FINAL

Any questions contact: Randy Schwartzkopf at 618-218-0203 call or text or at Randyschwartzkopf@gmail.com

Read more: <http://we-crash.proboards.com/thread/70206/effingham-fair-truck-derby-added#ixzz5hVfAeik83>.