

Kosciusko County Community Fair Demolition Derby Friday July 15th 2016 7:30 P.M.

Gut and Go

1st \$600

2nd \$300

3rd \$200

4th \$100

5th \$50

Trucks

1st \$600

2nd \$300

3rd \$200

4th \$100

5th \$50

Stock

1st \$1000

2nd \$500

3rd \$250

4th \$100

5th \$50

Modified

1st \$1000

2nd \$500

3rd \$250

4th \$100

5th \$50

\$25 entry fee per car/truck (Includes drivers pit pass)

\$15 pit pass

Gates open at 4 p.m.

Contact Chase Collier for any questions regarding rules (260) 225-7114

All Rule Changes are in listed in **BOLD**

General Rules

These rules are developed with the cost of car construction in mind. The cars are to be constructed according to the rules. If certain items are not specified, it doesn't mean it is legal. The judge's decision will be final, so call before you do something that you don't understand.

All cars must be on grounds one hour before event to be inspected. Any cars arriving late will not be eligible to compete unless prior arrangements have been made. All cars must be removed immediately after the show or they will become the property of the local salvage yard.

Approved racing helmets must be worn at all times. Goggles or a face shield, fire suit or long sleeve shirt must be worn. Long pants and closed toe shoes are mandatory. No shorts allowed. If a driver removes his/her helmet while the event is taking place they will forfeit all winnings and be disqualified for the night.

You must be 18 years old to compete with a valid driver's license or valid ISSUED I.D. card from the state of your residence or have notarized parental consent.

NO DRIVERS WILL BE ALLOWED TO BE UNDER THE INFLUENCE OF ANY ALCOHOLIC BEVERAGES OR ILLEGAL DRUGS AND PARTICIPATE IN THE DERBY.

Entry fee is non-refundable if your car does not pass inspection.

ONLY THE DRIVER THAT REGISTERS THE CAR IS ALLOWED IN INSPECTION LINE!!!!!!

All drivers must attend drivers meeting before show starts.

While you are competing in the arena do not get out of your vehicle unless you are told to do so by an official.

NO PIT CREWS, FAMILY MEMBERS, or FRIENDS ALLOWED ON THE TRACK AT ANYTIME.

This will result in disqualification and forfeit of any prize money.

All cars will have a working seat belt for the driver's seat and the driver must wear it during the event.

NO DRIVERS DOOR HITS: We all know that accidents do happen. If a driver's door is hit looks intentional you will get disqualified.

Sandbagging: It is up to the drivers that are competing not the officials to take out the other cars that are grocery shopping. Remember the 1 minute combat rule. 1 minute re-starts.

FIRES: Depending on what type of fire it is, you will be out of the derby heat, 1 fire in the heat.
(it all depends on what type it is)

OFFICIALS DECISIONS ARE FINAL: NO UNSPORTSMAN LIKE CONDUCT WILL BE TOLORATED.

Cars will operate in a safe manner during the heat and feature events. If a derby car appears to be at risk of injury to the driver, spectators, or officials you may be disqualified. (example: doors torn off exposing driver)

INSPECTION will occur before your car runs in its assigned heat. It will be subject to re-inspection at any time until feature is over. Once the winner has been declared it is over with no re-inspection.

Modified Class Rules

Type of Cars: Any year sedan or station wagon except, no trucks, vans, El Caminos, hearses, 4x4's, limo's, Imperials or Imperial sub-frames.

A. Body

1. Remove all glass, mirrors, plastic, trailer hitches, and anything flammable. Remove all decking in wagons. Vehicles must be swept clean of all debris
2. A 12 in. hole must be cut in hood above carburetor. Half hoods on car are ok. If no hood, no fan on motor
3. Hoods may be fastened down in 6 spots w/bolts, wire, or chain.
4. Hood must be open for inspection
5. All thread 1" max may be ran thru core support next to radiator only, one on each side through the hood
6. Core support may be spaced up from frame using 2" dia. tubing max
7. (6) 3/8" bolts may be added to each wheel opening
8. Rusty panels may be patched by using no more than 1" overlap. Do not cut rust out. If officials cannot tell there is rust, the patch will be removed. You must patch rust with the same thickness of metal. If car has been previously run we will allow you to repair body to keep it from falling off. No internal bracing of body. NO full body skinning!!
9. Doors and trunk can be welded solid with 3" wide X 1/4" strap max.
10. Tops of doors can be folded over and welded. Chain, wire, and bolts are also acceptable.
11. Trunk tucking and wedging is allowed you will need 12" hole to see in trunk during inspection.
12. Speaker deck may be pushed down or removed.
13. Sheet metal crease enhancement is allowed.
14. Must have bar, chain, or wire from firewall to roof in front window area. Cannot be attached to distributor protector.

B. Frames

1. There is to be NO painting, pinning, plating, capping, or stuffing of frames
2. ALL factory frame holes must remain OPEN
3. Top frame seams may be welded from front to rear
4. Split rail rear frames may be boxed in with the same thickness of metal (no bigger than 1/4 inch)
5. 3"x3" Washers may be welded over each body mount hole. -TOP SIDE ONLY-
6. The rear humps may be plated. The plate may be 1/4" steel, maximum 22" long, must be cut to contour of frame
7. ON A PRE-RUN CAR you can have (6) 4" X 6" on the frame as long as it is damaged. (You may have (2) of these plates if there is no damage, like a fresh car)
-DO NOT RUN 4x6 PLATES TOGETHER space 1 inch "THIS INCLUDES HUMP PLATES" -
8. *** No more than one 4"x 6" patch allowed in front of the a-arm per frame rail. ***
9. We have the right to cut or drill frame at anytime
10. Frame may be pitched. Single pass welds to re-weld seams when pitching
11. Body bolts no bigger than 3/4. Do not go all the way through the frame (stock type mounting)
12. You can use all thread for your body mounts in the trunk (2 only) "bolts must be inside the frame" A 12" hole will be cut in the trunk for inspection

*****03 AND UP FORDS*****

Can change cradle with a factory ford parts with one pass of weld. NO EXTRA METAL USED. NO FILLING IN CRUSH POINTS OR INSPECTION HOLES IN FRAME.

C. Drivetrain

1. ANY TYPE CAR ENGINE CAN BE SWAPPED
2. Distributor protectors, pulley protectors, engine cradles, transmission protectors, and skid plates are allowed. Engine mounts: may be reinforced or homemade. Frames cannot be reinforced in any way. Do not weld engine chains to the frame (must be bolted) unless it is on the engine cradle. Skid plates must be welded to the pans only.
3. Engine cradles and transmission braces are allowed but cannot reinforce car
4. Transmission and oil coolers allowed. These must be installed in a safe manner as deemed by the inspector
5. Battery's must be relocated, you can use 2 (12 volt) batteries covered & fastened securely
6. Gas tanks will be removed from all vehicles and a smaller gas tank must be re-located in the back seat floor area. Boat tank or fuel cell recommended. Tanks must be mounted securely and covered
7. All fuel lines must be run where they will NOT be cut or pinched
8. Brakes MUST work

D. Bumpers

1. You may hard nose the bumper
2. Any car bumper can be put on any derby car
3. Due to the high cost of bumpers you may "stuff the inside of the front bumper only" OR take a 4x4 piece of square tubing and put a bumper skin on it (front only)
4. Bumpers can be welded to frame solid and may have 2 metal strips 3 in. wide. Welded 4 inches on the frame
5. Bumper brackets can be welded to the frame. DO NOT PUT REAR BUMPER BRACKETS ON THE FRONT. Bumpers can be held on by #9 wire in (4) spots to sheet metal. **11" maximum shock or bracket length.**
6. 14" minimum bumper height and 22" maximum bumper height measured from the ground to bottom of bumper.

E. Suspension

1. Any type rear end allowed but must be mounted like it was there from factory. NO braces from rear end to body or frame besides factory mounting
2. You may strengthen A-arms, tie rods, and steering components
3. Car does not have to bounce
4. Chains on rear end ok
5. All thread shocks are ok
6. You may weld one piece of 2" wide strap on both sides of the upper A-arms or have a bolt welded to the frame to bolt A-arm solid for height
7. You are allowed trailing arms to leaf conversions. -NO FLAT SPRUNG CARS-
8. If you have a leaf spring vehicle no more than 9 springs and they must have stagger. NO WELDING ON OR PLUG WELDED LEAF SPRINGS! 4 clamps per side of car max
9. Rear control arms can be reinforced or make your own
10. Coil springs may be tack welded or wired to brackets
11. Aftermarket control arm brackets allowed when swapping from watts style suspension on Fords. 1997 and older rear suspension tray may be swapped to a 98 and newer Ford

F. Tires

1. No tires bigger than a 16", any ply rating, and does not have to be DOT rated
2. No split rims
3. No studded tires
4. Doubled tires are ok
5. Valve stem protectors are ok

G. Cage

1. 4 post cage with no pipe or square tubing bigger than 4 inch
2. Inside cage if constructed properly can replace a mandatory front door plate
3. Maximum of 4 legs running straight down from cage can be welded to the frame. These legs must be vertical and cannot have additional plates or gussets welded off of them going to the frame
4. Front kickers allowed from dash bar to the back of the distributor protector or to the top of the frame **behind A-arms** - Choose one method not both -
5. The cage may have an overhead bar. The bar must be straight up and down, no pitch towards rear of car. We will measure 6 in. from doorpost and rear cage bar inside car cannot be further back than this point. 2 door cars, 6in from door post. Sidebars no longer than 4in. past dash or rear bar -ONE BAR PER SIDE-
6. YOUR BACK WINDOW BAR AND FRONT WINDOW BAR MAY CONNECT TO THE ROLLOVER BAR BUT MUST BE MOUNTED AS STATED
7. Rear window bar may be connected to top of the car and no further than two inches onto the trunk.
8. You may run a gas tank protector but it cannot be welded to the rear sheet metal and the protector can only be 30 inches wide. This rule also includes gas tank boxes. The gas tank protector cannot sit on floorboard, it must flow with cage

Stock Class Rules

Type of Cars: Any year sedan or station wagon except, no trucks, vans, El Caminos, hearses, 4x4's, limo's, Imperials or Imperial sub- frames.

A. Body

1. Remove all glass mirrors and plastic and anything flammable. Remove all decking in wagons
2. Vehicles must be swept clean of all debris
3. No body line enhancements or creating your own body lines on fresh cars until after inspection. No sedagons.
4. Hood must be 100% in stock location and open for inspection
5. Trunk lid can be removed, tucked, cut in half, or "v" in the center. No wedging of the rear of the cars. Must have a 12" inspection hole in the lid if secured before inspection.
6. 6 total spots of wire can be used on trunk -2 spots may go to bumper-
7. A 12" hole must be cut in hood above carburetor
8. Hood can be secured in 6 spots. All thread may be used at core support -No wire in front of radiator-
9. Drivers door may be welded solid
 - Remaining doors/tailgate may be welded 5"on 5" off vertical seam only with 3" wide strap max
 - You cannot weld top or bottom door seams
 - If using wire there is no wire limit on doors -You can wire bottom of doors to frame-
10. Body mount bolts may be replaced but you must use the stock bushings/spacers
11. Rusty panels may be patched using no more than 1" overlap using same thickness of metal
12. If car has been previously ran you may repair body to keep it from falling off
13. No internal bracing of body
14. No interior seam welding of body parts
15. No bars in the rear window
16. Car must have a safety strap in windshield from roof to cowl
17. All holes must be covered in firewall to prevent hot fluids from entering the driver's compartment

B. Frames

1. No material may be added to the frame such as metal, wood, and concrete
2. No seam welding
3. No shortening, altering, or shaping of the frame
4. No painting or undercoating anywhere on frame
5. All factory frame holes must remain open
6. No altering A-arms, tie rods, or ball joints. Additional u-joints may be added to steering but must use stock column.
7. If pre-ran you may use 4 (4' X 6") patches no more than ¼ thickness. 1 patch per bend only
8. ****You may add 3" x 22" long X ¼" thick plate to the center of the rear humps that is contoured to the frame.**** – call if you have questions -
9. Rust damage can be fixed with the same size metal with 1" inch overlaps. Must be able to see the rust damage

C. Drivetrain

1. Engine swaps allowed. (Chevy to Ford etc.)
2. Rear end swaps allowed Must be 5 lug with no aftermarket parts –spider gears may be welded-
3. No slider drive shafts - Must be stock slip yoke type driveshaft-
4. No pulley protectors, rear-end protectors, transmission protectors, etc.-
5. ****A simple distributor protector will be allowed that is no wider than the intake. If this is used the firewall must be cut out behind protector top to bottom.****
6. **** A simple engine cradle will be allowed that attaches to the factory motor mount locations. No full engine protectors allowed. ** Must use stock type lower motor mounts.**
7. Floor shifters and headers allowed
8. Any engine/trans combo can be used as long as it can be bolted or welded in to a stock lower frame mount only. You may alter/fabricate the upper engine mount to achieve this. – call if you have questions -
9. Radiators must remain in stock location. No additional water supplies
10. Transmission coolers are allowed. These must be installed in a safe manner as deemed by the inspector
11. Transmissions coolers, battery boxes, & gas tanks cannot strengthen frame in any way
12. Battery's must be removed and placed inside car mounted securely and covered. You may use 2 – 12 volt batteries
13. You must relocate gas tank to the rear seat area. No more than 5 gallons. Bolted to floor securely & cannot move
14. All fuel tanks, fuel lines must be covered in area were they may not become pinched or cut
15. Brakes MUST work

D. Driver Compartment

1. You may have a 4 point halo cage sheet metal to sheet metal
2. No down bars welded to frame – may be welded to sheet metal
3. 3x3 maximum for cage material

E. Tires

1. Valve stem protectors are allowed
2. No studded tires
3. No wheel weights
4. No screws holding tires, bead locks or protectors
5. No paddle tires

F. Bumpers

1. You may change bumpers but it must be a car bumper
2. You may compress bumper shocks and lightly weld shocks, brackets, and bumpers on
3. Any **front** bumper bracket may be used on any car from the same make. Ford to Ford and GM to GM
4. Absolutely no bracket or shock may be welded past 6 inches behind the factory core support mount hole on the frame rail. If your cars factory shock or bracket goes farther than 6 inches back, it must remain completely factory beyond the allotted 6 inches.
5. Suicide Lincolns and cars that have no core support mount must only go 6 inches past the vertical part of core support right above the frame rail when mounting the bumper

Gut and Go Class Rules

Type of Cars: Any front wheel drive vehicle

This class is for learning and fun. Rules listed below are what you are allowed to do. Do not spend time doing more. Judges decisions are final. All demo driving and safety rules apply to this class.

1. Strip all glass and flammable material from vehicle. -Dash may stay in car-
2. Gas tank must be moved to back seat and must be covered. -If fuel tank is factory mounted in front of the rear axle, it may be left in factory position-
3. Electrical fuel pump (ON/Off) switch must be clearly marked if not controlled by the key
4. Driver's door may be welded solid. All other doors must be welded 5 on 5 off on vertical seam, wired or chained. Driver doorplates are allowed
5. Trunk lid, hatch, or gate may be wired or chained shut in 6 places
6. There must be a 10" hole in hood
7. Must run factory drive line
8. Tires must be DOT, no paddle tires
9. No welding on frame ANYWHERE
10. Bumpers- Factory car bumpers from **1980 and newer only**, you may interchange bumpers if they will bolt in factory location. You may 9-wire bumper to body in 2 places.
11. You may add a 4 bar Halo Cage MAX (shape of a square around driver). A Rollover bar may be extended off the halo.
12. Suspension must remain all factory -Do not touch-
13. Must have safety strap or bar in front windshield
14. Battery must be moved to the passenger floorboard and covered
- 15. Pre-ran cars may be repaired with 9 wire only**
- 16. No drivetrain swaps**

Truck Class Rules

Type of Trucks: Any year 1/2 ton or 3/4 ton truck & SUV. Either 2 or 4 wheel drive models. 4wd can only run one driveshaft. A Suburban roof cannot be smashed down in rear.

A. Body

1. All trucks must have numbers on both doors in contrasting colors. Roof signs highly suggested
2. All glass headlights taillights trim and interior must be removed. Must be swept clean including bed
3. A minimum of 1 vertical safety wire, bar, or chain must be in windshield area sheet metal to sheet metal only
4. Doors must be welded, chained, bolted, wired or any safe combination. Straps for door seams 3" max
5. A four sided cage with rollover bar is mandatory. 5" maximum cage material
 - Cage must not extend more than 6" in front of doors and may extend behind cab 8" to mount rollover bar
 - Down bars may go to frame
 - Gas tank protector is allowed but must not go past 24" from front of bed
6. Bed may have additional washers and 3/4" max bolt or all thread (not welded) 3" maximum above floor of bed and in upper flange of frame
 - 4 additional bolts in bed floor
 - Rubber mounts may be removed
 - Factory bed floors only
7. Bed may be welded to cab on sides (6" strap) only or wired with 4 spots of 9 wire double stranded and bolted through back of cab
8. Tailgate may be welded on with a maximum of 3" angle iron and may be dropped below frame
 - Tailgate may be bolted to bumper with up to 2 bolts
 - Bedsides must remain upright
9. Cab may be wired or bolted solid to frame with 4 extra bolts and washers 3/4" max size bolt or all thread

10. Hoods must have 12" hole over carb
 - Factory hood hinge bolts may be replaced with up to 3/8" bolts
 - Hood may be wired or bolted shut with up to 6 bolts
 - Washers must be welded to all wire or bolt holes in hood and fenders
11. Inner fenders may be wired to the frame but not bolted or welded.
 - Each wheel opening may be bolted with up to 6 maximum 3/8" Bolts and washers
 - No inner body bracing or bars or plate.
12. Body panels must remain stock layers and thickness

B. Frame

1. Truck bumper or car bumper, no homemade bumpers, no pointy bumpers
 - Loaded bumpers allowed inside of stock skin
 - Front and back bumpers may be welded on and may be chained or wired with a maximum of 4 short pieces between bumper and frame
 - Steel may be added to allow mounting of front bumper but may not extend past back edge of core support or 6" of frame
 - No bumper shocks
 - Maximum distance of front bumper to ground 26" rear bumper minimum of 16" to ground
2. All frames must remain OEM stock
 - Factory core support cannot be moved or re-located
 - Do not add cable, wire, chain, fillers, welds, or added reinforcements inside or outside of frame.
3. If pre-ran you may use 4 (4' X 6") patches no more than ¼ thickness
4. Suspension must remain same type as factory stock (no coil to leave conversion)
 - Stock leaf count and position
 - 2wd trucks can have bolted down a-arms
 - You may not weld suspension components such as upper and lower control arms or leaf springs
 - Rear coil spring may be clamped in place
 - The maximum number of leaf springs in any truck will be 4 in front and 10 in rear
 - You may add 2 clamps per spring pack in front and 4 clamps per spring pack in rear
 - Clamp size is 2"x4" with 3/8" bolts
5. Trailer hitches must be removed
6. Any type rear end (maximum 8 lugs) may be used in any truck
7. No solid or paddle tires. No stud's, screws, wheel weights, bead locks, or split rims. Valve stem protectors are allowed

C. Drivetrain

1. Engine and Trans of choice allowed.
2. Battery/batteries must be relocated to front floorboard and securely fastened and covered
3. Original fuel tank must be removed and a steel tank or fuel cell must be mounted on front center of bed area securely bolted in place and covered.
 - Fuel lines may be metal or rubber
 - Rubber lines inside cab should be hose inside of hose.
 - Electric fuel pumps must have clearly marked shutoff switch within reach of driver
4. Distributor protectors and engine cradles are allowed
 - Chained welded or homemade mounts must meet approval of the officials
5. Exhaust must be straight up or straight down or exit behind the rear of cab
6. Radiators must stay in stock location
 - No reserve tanks
 - Radiator overflow must be directed toward the ground
7. Transmission coolers are allowed. These must be installed in a safe manner as deemed by the inspector