

2019 IRON COUNTY FAIR DEMOLITION DERBY
LIMITED WELD, YOUTH OVAL, AND MINI CAR RULES

IF IT IS NOT SPECIFIED IN THE RULES BELOW THEN CALL US FIRST BEFORE YOU ATTEMPT IT

Any year O.E.M. frame and body model of passenger car or station wagon may be used except for 1973 or older Chrysler Imperials or Lebaron's. "MINI CARS" will be any domestic or foreign make car with a wheel base no more than 112"

We reserve the right to re-inspect cars at any time before, during or after the event, even after it has been flagged. You may be asked to cut areas of question open before, during or after the derby if needed.

You may apply the 1980's and newer rules to cars built in 1977-79 only if there is a car built in 1980 that is of the same make, model and body style. Call with questions.

WE ARE PRIVILEGED TO USE THIS FACILITY PLEASE TAKE EXTRA CARE IN STRIPPING YOUR CAR!

1. PREPARATION:

1. All glass, plastic and pot metal must be removed. Nothing may remain in the bottom of the doors or trunk. All outside hardware must be removed (door handles, mirrors, chrome, molding, screws, fiber glass, etc). Inner wagon panels may remain but all rear seats must be removed. All trailer hitches, brackets and framework, aftermarket or OEM, must be removed completely.
2. No added weight to the car except the weld. No packing the frames, trunks, passenger doors, or under floor decking.
3. Front seats must be securely mounted to the floor and must have seat belts. All cars MUST have inner padding on driver's door and driver's side door posts.
4. All flammable materials inside the car must be removed except necessary safety padding and seat.
5. No Sadagoning is allowed. (Converting a wagon into a sedan). Contact us if you have any questions.
6. Skid plates are allowed, but must be separate oil pan/transmission plates. No full-length skid plates. No bolting or welding of skid plates to the frame or body.
7. Your number must be at least **18** inches tall and must be painted on each side of your car and the roof. Roof signs are ok, but they must be placed as far back on the roof towards the trunk as possible, ideally over the rear seat.
8. ALL CARS MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE INSPECTED YOU ARE NOT ALLOWED TO WORK ON YOUR CAR. (Charging batteries & checking fluids is ok).

2. Fuel Pumps:

1. Externally mounted electric fuel pumps are allowed. They must be wired so that they are off when the ignition is shut off.
2. Overall safety will be determined by the official at the time of inspection.

3. Tires:

1. You may use any rubber tire. Air **ONLY** must be used to inflate your tire.
2. You may weld valve stem protectors to the rim if desired.
3. Wheel balancing weights must be removed from the rims.

4. Brakes:

1. All cars must exhibit the ability to stop before entering the arena. If a car loses its braking ability it will be subject to disqualification. Driveline brakes are allowed.

5. Engines and Transmissions:

1. Any engine and transmission combination may be used in any car, but must be mounted within 5" of the original motor, and must be mounted securely. You may cut a hole in the firewall to accommodate the engine or distributor within reason, but it must be covered to prevent a fire hazard.

2. **Distributor protectors, mid-plates or full engine cradles are not allowed.**
3. Holes left in the firewall larger than 8" by 8" from removing the dash and heater core must be covered to prevent fire hazards. Holes will not be allowed in the floor of the car except to accommodate the transmission shifter, fuel and transmission lines and wiring. Shifters may be tack welded or bolted. Patching holes is for safety not reinforcement. When patching rust holes you may use sheet metal only and it may not extend more than 2" past the rusted area.
4. Motor mounts may be welded, chained or strapped to the engine cross member only. Mounts may not exceed the footprint of the original mount (approximately 5" X 5"). In addition to the motor mount, one additional strap or chain may be used on each side of the motor. Strap may not exceed 12" in length. 2" X 1/2" max strap or 2" X 2" X 1/4" angle or square tube. The strap or chain may only be welded 3" to the frame and may not extend in front of or behind the A-arm footprint more than 3". For 03's and newer Fords you may replace the aluminum engine cradle with a stock 79-02 Ford OEM cradle. It must be in the stock factory location with only 12 inches of weld per side max OR you may bolt in using the 4 original cradle bolts. You can use bent steel or angle no longer than 14" from front to back welded to the outside of a Stock OEM steel cradle. This option cannot be welded to the frame and may not connect any of the steering components together other than were the control arms bolt on. All other components must be bolted in with stock size bolts in factory location. No added metal, braces or gussets. Lower engine mounting cradles with crank pulley protectors are allowed. Motor may be bolted, welded, chained or strapped to the cradle only. The pulley protector may only cover the lower 1/2 of the pulley and may not extend further than 2" in front of the pulley. The cradle may be attached to the engine cross member only and may not be connected to or touch the frame rails. **If a lower engine cradle is used, you may not use any additional straps. Call with questions.**
5. Transmission cross member may be welded, bolted or fastened to the frame. Cross member must be within 10" of OEM attachment points. Transmission may be chained to the cross member. Transmission protectors are allowed. They may not exceed the bell housing shape by more than 2" inches. They may be attached to the transmission ONLY! May not come in contact with the frame rails at any time. If using a transmission protector and/or Ultra bell or if not using stock cross member you must use a 2 inch by 2 inch square tube 1/4 inch wall max thickness cross member. If it is determined that it strengthened your car you will be disqualified. Scatter blankets are recommended.

6. Rear ends:

1. Any 5 or 8 lug rear end may be used. Rear end may not strengthen body or frame of car in any way.
2. **You may tilt your rear end by shortening or lengthening rear end control arms; however, they must remain functional. Trailing arms and control arms may be cut and reinforced or replaced but must remain in stock location and the attachment points on the frame must remain stock and unmodified.**

FOR USE BELOW:

1. Only one of the following filler materials may be used for exterior seam welding: Up to 1/2" round steel or rebar OR 2" x 1/4" flat strap.
2. Doors, hood and trunk must be welded, NO CHAINING OR BOLTING

7. Securing:

1. Bolts no larger than 3/8" X 2" may be used around any hood cut out openings. **These bolts may go through hood sheet metal only and NOT inner/outer fenders.** Must be spaced 12" apart and no more than 3" from the cut out opening. Zip screws are not allowed.
2. Hood and Trunk lid must be welded. The tailgate of a station wagon will be treated as a trunk lid.

8. Doors and windows:

1. All **EXTERIOR** door seams must be welded
2. Window openings may not be modified or enclosed in any way with the exception of rule #8 (c) and rule #8 (e).

3. One or two bars running from the roof down to the firewall/cowl is mandatory. One or two bars from the rear speaker deck area to the roof are optional. Rear window bars may not extend onto or inside the trunk lid. No more than two bars may be used in either location and bars can not exceed 2" in diameter and be welded no more than 4" onto the sheet metal or 4" x 4" x 3/16" plate or angle only. No other added metal allowed. Window bars may **NOT** be attached to the halo, cage or other interior bars or components. Window bars must be spaced at least 18" apart at the bottom.
4. Door window openings may be folded and welded with up to 2" x 1/4" strap.
5. A screen or netting may be used over driver's side front window and driver's door window only.

9. Interior bars:

1. A single 4-point cage system only may be used. All interior bars may not exceed a 6" outside diameter or have greater than 10" X 10" X 1/2" end plates. Bars must be straight with no contoured pieces and have a minimum 1/8" wall thickness. End plates are MANDATORY on seat bar and dash bar and must be welded in place. No bolting allowed.
2. A bar behind the seat is mandatory. It may not be located more than 8" from the final resting position of your seat. An optional bar may be put in the front where the dashboard was located between the front door posts. Dash bar must be a minimum of 6" away from the center of the firewall.
3. A connecting bar **MUST** be welded on the inside driver's door and on the inside passenger door only from front bar to the rear bar creating in essence a box. A bar **MUST** be used on the outside of the driver's door it may not extend more than 6" beyond the door seams. Outside drivers door bar must be a minimum of 4" tall x 1/4" thick. Must be midway up the drivers door. These bars may NOT extend back beyond the seat bar or forward of the dash bar.
4. Halo bar **MUST** be used at least 2" no bigger than 6" must be attached to the seat bar and roof and must be located behind the driver's seat. Halo bars must be in a direct vertical line with the seat bar. You may bolt or weld the halo or roll bar to the roof **up to 6"** in two places. Halo may also be attached to the floor sheet metal only, not the frame. These bars may not attach to or conceal a body mount.
5. **All cage components must be connected to sheet metal only. Cage components may NOT be connected to the frame in any way. (The only exception to this is Rule 14. H for 1980 and newer). Cage components must be a minimum of 6" off of any floor pan sheet metal or body mount elevation and 4" off of transmission tunnel sheet metal. All bars and posts in the proximity of the driver MUST be padded.**

10. Welding:

1. No inner seam welding or alterations to strengthen the frame is allowed other than what is specified in the following two rules.
 1. Exception is the inner rear floor panels of a wagon. They may be secured by FOUR 4" welds per panel seam. And a min of a 15" inspection hole must be made.
 2. You may weld the entire floor pan seam under the gas and brake pedal. No filler may be used. **NO OTHER INNER SEAMS MAY BE WELDED! THIS WILL BE THE ONLY EXCEPTION.**
 3. Cars with 2 piece fenders may weld 1/2 of the exterior seam only. (No filler. Call before welding).
2. Hoods must be used. All **EXTERIOR** hood and trunk seams may be fully welded. A seam is defined as two original exterior body to body lines on the doors, hood and trunk and the front dashboard side of the hood only. No other seams or created seams may be welded.
3. In addition to the weld, two bolts not to exceed 1" in diameter and two washer's not to exceed 3" in diameter may be placed thru the trunk lid and floor. Bolts may go through the frame or uni-body and may replace only 1 body mount and bushing per frame rail in the trunk floor pan area. Washers no bigger than 3 inches may be used.
4. No painting or undercoating may be used underneath the car. You may not paint ANY part of the frame or bumper brackets.
5. Hood, Trunk & Doors must be welded!

11. Bolting:

- a) Instead of welding your hood and trunk you may use 8 bolts to secure the hood and 8 bolts to secure the trunk. The hood or trunk lid must remain at least 50% in the stock location.
- b) None of these bolts may go thru, around, or touch the frame or uni-body.
- c) Bolts may not exceed 3/4" inch in diameter or 8" in length.
- d) Washers may not exceed 3 inches in diameter.
- e) In addition to the eight 8" bolts, two bolts not to exceed 1" in diameter and two washer's not to exceed 3" in diameter may be placed thru the trunk lid and floor. Bolts may go through the frame or uni-body and may replace only 1 body mount and bushing per frame rail in the trunk floor pan area. Washers no larger than 3" may be used. Bolts may not be bent or "U"ed around frame.
- f) EXAMPLE: You may weld the hood and bolt the trunk or vise-versa, but not both on the same section.

12. Chain and Strap:

1. 3/8" inch chain is allowed to secure front and rear bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk. Excessive chaining (more than 2 wraps) will not be allowed.
2. Chains may **NOT** be welded at any point to the frame or body.
3. You may weld a 3" washer on the top side of the hood or trunk lid to run the chain or all thread through.
4. You may use on the bumpers, in place of chain up to 3/4 inch rolled steel or 2" x 1/4" wide flat strap. May not be longer than 36". No more than 2 of these may be used per bumper. Straps may only be welded up to 8" inches on the body and 8" on the bumper chrome. If bolting hood or trunk, straps cannot be welded to the seam.

13. Bumpers:

The intent of the bumper rules is to allow you to mount the bumper in such a way that it will not fall off. Upon inspection if it is determined that you have exceeded the intention of the rules, you will be disqualified.

1. If using pipe in place of bumper brackets the max pipe size is 18x3-1/2x1/8. We have the right to drill, frame scope, and inspect as necessary all modification for brackets as we see fit.
2. One of the following may be used; stock O.E.M. bumpers off of any passenger car, aftermarket bumpers made by DEC headers, or a Maximum 5"x 5"x 3/16" square tube. Must be straight open ended square tube and cannot extend more than 10" from the outside of the frame. In addition, a point may be added using the same square tube material as above but may not exceed more than 12" from the back edge of the square tube and must be a minimum of 35" wide. The point **MUST** have a minimum 3" flat section for safety. The ends must still be open. See Diagram (page 7). No skinning or additional metal may be added to the tube. Call with questions. 
3. Bumpers may be cut so they do not smash into the tires during the event. Chrome may be welded to the inner bumper box to keep it from separating.
4. Bumpers may be flipped upside down if desired.
5. Bumpers may be welded to the brackets and the brackets may be welded to the frame only.
6. Only one bumper bracket per frame rail may be welded to the frame, and may be **fastened** no more than 14" inches from the front of the frame.
7. If swapping bumper and brackets:
 1. You may use the mounting hardware that was on the car or bumper originally, or one style of OEM bracket and hardware to mount the bumper. One bracket per frame rail. All other hardware or brackets must be removed.
 2. Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done then rule (e) above applies.
 3. Mounting brackets or shock tubes may not be attached to the Cordoba type sub or k-frame in any way.
 4. If using an Aluminum beam bumper, you may weld your front straps around and to the bottom of the bumper bracket

8. Compression bumper shock tubes may be compressed and welded.
9. You may add a 5/5/1/2" flat mounting plate to mount bumper to front of frame. **No other material may be added other than the weld.** Any added metal will be cut and removed.
10. No chrome may be welded to the body on compression bumpers whether it is using the mounting hardware or not. Non-compression bumpers may weld ORIGINAL bumpers to the body.
11. No welding of any kind other than what is specified above and straps rule #12 (d) is allowed on the bumper.

14. **Frame:**

1. **THERE IS NO WELDING OF OR TO THE FRAME ALLOWED OTHER THAN what is specified in the rules 13 (e), 14(i), 15 (e), 5 (d), 14(j) 14(k)**
2. If you cut the frame for pre-bending purposes, you may not weld the cut back together.
3. All OEM body mounts (rubber biscuit and cone) and "Pucks" must be OEM position with the exceptions noted in rule 15 (d), 14(l) and 11(e). You may not remove body bolts and place washers on both sides. You may add 2 body mounts in the position of your choice from the firewall back to the rear bumper. 5/8" bolts up to 8" in length. They must be painted a bright color for easy viewing. Wagons with extra bolts in the humps already will be considered your 2 extra mounts. If you decide to bolt your coil springs in place through the frame and rear package tray, these will count as your added mounts.
4. No Buffing, grinding, packing, pinning or painting of frames allowed.
5. Rear humps may be chained with one wrap, but may not be welded to frame.
6. No Chrysler sub-frame chaining other than K framed cars in front of the motor using only 2 wraps around the frame only.
7. No Imperial sub frame swaps allowed.
8. 1980 and newer model cars may pitch, tip or tilt the front frame rails in one of the following ways. 1.) You may cold pitch with no added metal. 2.) You may cut the crush box flaps and pull the front end down moving the flap ½ inch and re-weld. No added metal. Weld may be no more than factory size. 3.) You may cut a pie slice out of the bottom half of the frame not to exceed ¾ inch wide and bend the slice back together and re-weld back together. No added metal. Weld not to exceed ½ inch wide. One cut per frame rail location of your choice. (Also see Rule 15 f.) 1980 and newer model cars may use kickers. These are two straight pieces of 2"x2"MAX pipe or tube that are welded to the front side of your dash bar and go through the firewall to the top of the frame within 3" of the furthest rear point of the A arm. Only one per side and each must have a min 3" gusset on the dash bar side. No other added metal.
9. 1980 and newer model cars with coil spring rear ends may add leafs (See rules 21f,g) OR plate the rear frame humps using ONE plate per rail that is no larger than 7" X 4" X 1/4" thick. Cars that have leaf springs or have been converted to leaf springs MAY NOT plate the humps.
10. A arm forward top seam only 1 pass ¼ inch thick weld allowed. Anything above what is specified will be disqualified.
11. The 4 K Frame pucks may be removed and frames may be bolted directory together using only stock bolt or a 5/8"bolt, 1washer on each side not to exceed 3" in diameter with 1 nut . All other body pucks need to stay in place unless otherwise explained. If pucks are pulled no chain wrapped allowed.
12. Frame may be shortened 1" maximum off the front edge of frame. – No other frame alterations

15. **Radiators & Radiator supports:**

1. OEM automotive type radiators only. Engine coolants are **NOT** allowed. Water only.
2. Radiators and radiator supports must stay in stock location and position in front of the motor. (No added water capacity). No foam filler or adhesive bonds.
3. Upper Radiator supports may be welded to the hood using a 6-inch weld only **OR** may be bolted with two bolts using 3" washers. This may be done whether you use the eight-bolt rule (See rule #11) or weld your hood.
4. Lower Radiator support body mount bushings may be removed and replaced with up to a 1" bolt. This bolt may go up through the upper core support and hood to be used in rule #15 (c) above. May not be bent or "U"ed around the frame.

5. In relation to rule #15 (d) above, body mounts located in front of the core support may be replaced with a 1" bolt. In addition to that 1" bolt, 1" all thread may be used behind the core support in one of the following ways; a nut may be welded to the top of the frame 1/2" behind the core support OR you may cut a hole 1/2" inch behind the core support to allow for a piece of all thread as described in rule# 15 (d). **Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.** Radiator support must remain in stock location.
6. On pitched, tipped or tilted 80's and newer style cars you may use a spacer between the frame and core support – max 2"x2"x6" – No weld allowed.

16. Transmission coolers:

1. Transmission coolers will be allowed. They may NOT be bolted through the frame.
2. Proper hydraulic, metal or steel braided line must be used.
3. **Overall safety will be determined by the official at time of inspection.**

17. Gas Tanks:

1. Original gas tanks must be removed from the car.
2. You must have your gas tank securely mounted inside the car with a minimum of four fasteners, behind the driver's seat and covered unless you use a fuel cell or metal tank. Seat belts or "pull" type straps may not be used. Fuel Tank may NOT be bolted through the frame.
3. A maximum of 7 gallons of fuel may be used.
4. A marine type tank or fuel cell must be used. No plastic tanks will be allowed unless they are mounted within a four sided metal tank protector. Must be 1/4" thick minimum.
5. Fuel lines must run inside car. Original gas line inside frame cannot be used.
6. If using a gas tank protector it must not exceed 6" OD and may not be closer than 4" to any sheet metal.
7. **Overall safety will be determined by official at time of inspection.**

18. Battery:

1. Only one battery of any type may be in the car.
2. Battery must be securely mounted inside the car in front of the seat on passenger side floor and covered.
3. Battery Box cannot be made out of plastic; Seat belts or "pull" type straps may not be used.
4. Battery Box may not be bolted thru the frame.
5. **Overall safety will be determined by official at time of inspection.**

19. Air Cleaners:

1. You must have an air cleaner over the carburetor all times during the event.
2. **NO STARTING FLUID WILL BE ALLOWED.**
3. There must be a minimum of 40 square inch opening cut around the air cleaner in case of a fire. (See rule 20 g.)
4. **Overall safety will be determined by official at time of inspection.**

20. Cut outs and pre-bending:

1. Cut outs over the wheel wells are legal.
2. Cutouts may be folded. If cutouts are folded you may be asked to cut an inspection hole in them.
3. Only three 3/8" bolts with 1" fender washers directly over the tires may be used.
4. **NO WELDING** of the cutouts is allowed.
5. You must have ONE hole cut in the trunk lid for inspection. Minimum of 8" in diameter.
6. If your hood is welded, you must have a minimum of a 30" by 30" hole cut in the hood for inspection. If bolted, hood must be off of car during inspection. Unless the 30 by 30 cutout exists.

7. If inspection holes & fire holes are determined to be too small you will be asked to cut them larger.
8. If the center hood cut out is bent forward to cover the radiator it may **NOT** be welded or fastened to the bumper.
9. No wedging of trunk. Tail light panels must remain vertical.

21. Suspension and steering:

1. You may weld, bolt or chain down your A-arms. You are allowed either one 1" x 2" x 1/4" strap on each side of the A-arm, OR one chain OR one bolt per side. Any fastener must be in the middle of the A-arm. You may not weld the entire A-arm down. 2" of weld allowed per side. Nothing may contact the frame rail and all attachments must be made to the spring bucket area only. Any OEM tie rods, drag links and ball joints may be used.
2. **Original leaf spring cars must be mounted in original mounting position.**
3. Leaf springs may not be mounted on top of the axle.
4. You may weld coil springs to the frame or axle so they do not fall out (no filler may be used).
5. You may not clamp the shocks or replace them with pipe.
6. You are allowed 9 leaf's maximum with 5/16" maximum thickness and 2 1/2" width. All Leafs after the main must be a minimum of 4" shorter than the one above it to give you a 2" stagger on each end. You may not put anything on top of the main leaf, except factory OEM overload spring. In which case if using a nine leaf spring pack you may not use an overload spring. Any clamps used to secure this spring will be considered one of the clamps in Suspension rule #21 (g).
7. You may use only 4 clamps total per leaf spring pack, 2 in front of the axle and 2 behind the axle. No welding of leafs allowed. Springs must be of passenger car origin. Clamps may be no bigger than 2" x 1/4" thick.
8. No coil spring to leaf spring conversions allowed except for 1980 and newer models. Shackle or bracket max size is 4" and attach point on the frame may be no more than 4". 55" minimum leaf spring length measured from eye bolt to bolt (See 21. b, f, g and 14. i). No flat sprung cars – leaf pack must have a minimum of a 2" arch.
9. Any OEM passenger car steering is allowed.
10. No reinforcements to the suspension or steering other than what is listed in section 21.

Rules for Previously Ran Cars and Trucks

The following rules apply to **previously run derby cars and Trucks only**. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to "stock" condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Just because it doesn't say you can not do it, doesn't mean you can. Call first! Absolutely **NO ADDED METAL** other than what is specified below!

1. GENERAL. You may make any change or modification that complies with the full set of rules for the Utah County Fair. (Add all-thread, strap, and bolts; weld doors, etc...if the car was previously run somewhere that does not allow these things.) There are certain rules and items that are **MANDATORY** for this show, so make sure you read the rules completely. Call if you have questions. Keep in mind that you may have to cut welds, bolts and/or make other modifications to be in compliance with the rules.

2. SAFETY. You may patch any hole in the doors or floor of the car or truck for **SAFETY ONLY**. You must use sheet metal only, and your patch may only be 2" larger than the hole you are patching. Safety will be determined by inspection official at the time of inspection.

3. STEERING/SUSPENSION. You may reinforce damaged steering components on pre-run cars and trucks only using one piece of 1"by 1" by 1/8" angle, but you must use the O.E.M. tie rod and drag links. (Upper and lower control arms are not steering components).

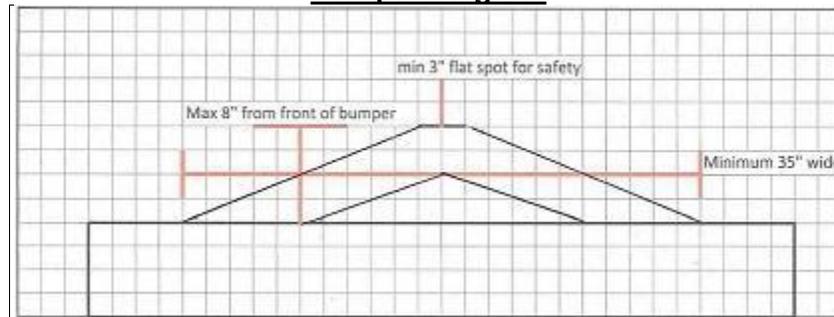
Leaf spring cars may NOT replace leaf springs prior to either the grudge match or the main event.

4. FRAME REPAIRS. Pre-run cars and trucks are allowed to repair up to 8 damaged areas of the frame on the front or rear of the vehicle. You may use only **ONE** patch that is 6" x 4" x 1/4" thick plate for **EACH** repair. The patch may only be placed on the part of the frame that is damaged. There must be a clear visible sign of

damage from a previous derby. (Tear, crack, or extreme bend). This will be reviewed by the official at the time of inspection. The patch must be placed **FLAT** on the top, bottom, inside or outside rail. It **MAY NOT** be welded and folded over from one side to the other. May not be welded to any other part of the car (Body, bumper, bumper bracket, core support, inner fender, all thread, etc...) Patch may be welded only! **NO BOLTS!** No other frame welding or added metal will be allowed! All other repairs made to the frame will be cut and/or removed. Other than what has been specified, ANY added metal or oversized filler material on the car OR truck frame will be cut and removed completely. Call with questions.

If you have other pre-run questions, call first before you fix it!

Bumper Diagram



OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE INSPECTORS AND TRACK OFFICIALS!

Rules of Competition:

1. No intentional hitting the driver's door (must be determined by **TWO** track officials unless it is deemed blatant). If you hit a driver's door under power you will be disqualified from the heat and lose your place standing.
2. No sandbagging. (Determined by track officials).
3. No intentional hitting of a non-flagged car.
4. Each car will have 2 minutes to make a hit.
5. No team driving.
6. Track officials may stop a heat at any time if unsafe conditions should arise. An effort will be made to rectify the issue at which point the heat will resume.
7. The definition of a hit is as long as your car is running and able to make a hit unassisted in a forward or reverse motion under power. Must be $\frac{1}{2}$ car length or more. Rocking will not be considered a hit!
8. Drivers must stay in their safety belts at all times during the competition with your helmet on, even if you are out of time.
9. As cars will be staged for the event, there will be no tampering of opponent's vehicles. Anyone caught tampering will be disqualified from this and any future events. This applies to your whole crew.
10. Drivers must wear a D.O.T. **approved full-faced** crash helmet. (No add on chin guards). **Eye protection is required.** Neck braces are highly recommended.
11. **NO** pit crewmembers allowed in the arena to help remove your car. Drivers may **NOT** provide their own tow vehicle.
12. You must wear long pants and a long sleeve shirt, no shorts and no open shoes. Fire suit is optional.
13. Any instances resulting in a tie. Money will be split and trophy flipped for.
14. If your car is rolled on its side or flipped over you will not be allowed to compete any further in that heat; however your time continues as if you were stuck.
15. If you have 2 fires of any kind that need extinguishers to put it out, you will not be allowed to compete any further in that heat; however your time continues as if you were stuck. If you must be removed from your car for safety reason your time will run out accordingly.
16. Once you are timed out or disqualified you may not help other drivers. Both you and the driver you assist will be disqualified for the heat.

17. All official's calls are final. If you disagree with a call sorry, arguing with an official or member of the staff or other drivers are grounds for disqualification. No calls will be overturned.
18. No hot rodding in the pits or you will be disqualified.
19. Un-sportsman like behavior will not be tolerated and will result in disqualification and removal from grounds.
20. **No alcoholic beverages will be allowed!** Any Driver or Pit crew member who has consumed or is consuming alcoholic beverages before or during the derby will be disqualified!!
21. Each driver must submit a completed entry form along with the required entry fee on or before the entry deadline. Entries are non-transferrable and entry fees are non-refundable after the entry deadline.
22. Drivers must compete in their respective qualifying heat to be eligible for the consolation, grudge match and Main Event.
23. Other than what has been specified above, no other alterations or interpretations of the rules will be allowed.
24. To prevent serious injury, no exposed frame rails will be allowed.

PROTEST RULE:

1. If you wish to protest a driver's car you must:
 1. Pay **\$200** cash to the head official and state your protest. Only a registered driver participating in the event may protest.
 2. Be specific on what you are protesting (you cannot protest the entire car).
 3. If the protest is found to be true, you receive your \$200 back and the violating driver will be disqualified.
 4. If the protest is not substantiated by the Head Inspector, you lose your \$200 and the driver being protested receives the \$200.

Miscellaneous:

1. No obscene words or graphics on the cars.
2. Any decorations that are used must be made out of cardboard or foam.
3. Be advised that by participating in this event you and your car may be filmed. You consent to the use of your image, likeness, voice and actions for photo, video and print use, sale and marketing without remuneration from the event organizers and sponsors of this demolition derby.

Feed back:

1. We encourage all feedback good and bad, but please do it in an adult and respectful manner. Please call or send your comments to us.

[For Rules questions please call Robert DeWyze 435-496-3750](tel:435-496-3750)