2020 El Paso County Fair
Demolition Derby
July 18, 2020
Rules

01/16/2020

Derby Classes:

- **Limited Weld**
- **Small Truck**
- **Compact**
- **Chain / Wire**
- **Bone Stock Chain Compact**
- **Power Wheels**

1. Registration form, release and completed W-9 must be submitted with paid entry fee prior to car inspection. If a car fails inspection, corrections can be made any time before the drivers meeting; if you decline, you will be disqualified with no refund. If driver is under the age of 18, parent must be present during registration, provide ID and sign waiver.

2. Video replays will not be allowed; all judges' decisions are final.

3. Car numbers are on a first come, first serve basis, early registration is recommended. Cars must have legible numbers on both sides of car and on top or hood of car. This rule will be enforced.

4. Only one support vehicle allowed in pit with each registered car.

5. **No alcohol allowed in the pits at any time.**

6. No animals are allowed in pit area or fairgrounds.

7. The driver's meeting is mandatory for drivers and crew.

8. Disqualification of car or driver for any reason will not receive a refund.

9. These rules supersede any and all rules previously posted. Rules are subject to change at any time, please review periodically for changes. Any changes will be posted immediately on the website.

The El Paso County Fair puts on the Demolition Derby for entertainment purposes and is intended to be fun. Please keep in mind that most the personnel working the event are volunteers and do this because they enjoy it. If at any time you feel you have not been treated in a fair manner, please contact: lead officials on site or Stacy Starr stacystarr@elpasoco.com.
Complaints must be communicated by the driver only and must be done in a professional manner.

DRIVER RULES

1. The drivers must wear a safety belt, safety helmet, long sleeve shirt and long pants. Fire suits, face shields and gloves are recommended.

2. Fire extinguisher is to be mounted in passenger compartment in driver's reach.

3. No passengers allowed during the race.

4. All drivers must remain in the vehicle with seat belt and helmet on while in the arena, unless escorted by a race official or being towed to the pits.

5. Speed limit in the pit area is 5 mph for all vehicles.

6. The driver is responsible for the conduct of him/herself, their pit crew, spouse and their friends. Any display of violence, profanity or unsportsmanlike conduct towards other drivers, fans or officials will result in immediate disqualification and/or removal from the fairgrounds.

7. The red driver's flag must be held so other drivers, judges on the ground and the announcer's booth can clearly see it. Waiting to put your red flag up does not advance your placement.

8. Only the driver and crew of the car currently being inspected will be allowed in the inspection area at that time.

DRIVING RULES

1. Drivers must make a hit every minute, and the hit must be aggressive. Patty cake hits and sandbagging are grounds for disqualification. Drivers will only get one warning with a yellow flag before disqualification.

2. Grounds for immediate disqualification:

- Deliberately hitting a driver's door.
- Presenting your driver's door as a shield or using it as such.
- Team driving is forbidden and is grounds for immediate disqualification. – (Where 2 or more cars run as a pack and work on the rest of the entries, but do not hit each other.)
- Three wheels out of bounds (on dirt berm), holding (parking your car in front of another car) and car fires.

3. If you become stalled you will have 1 minute to get restarted and 1 minute to make a hit for a total of 2 minutes. If you do not do this your car will be clocked out and disqualified, put your red flag up. Waiting to put your red flag up will not advance your placement.

4. If the final two cars in a heat become stuck together for one minute, as a result of a double hit, the cars will be pulled apart to continue racing to decide first place. If the final two cars become stuck together as a result of a single hit, the moving vehicle making the hit will be declared the winner.

JUDGING RULES

- Green flag signals go.
- Red flag signals stop.
- Yellow flag signals warning.
- Black flag signals disqualification.

1. Car line up to be decided at driver's meeting by vote.

2. The cars will be inspected according to the written rules published by the El Paso County Fair.

3. Judges will give a first and second call for line up. If your car is not ready when heat is called, you will be disqualified with no refund. We will not wait for cars.

4. Only the driver can voice any concerns about the derby to the head race official. No pit crew, family, friend or fan will be acknowledged in case of a dispute. *Judges will not make or change their decisions from spectator's video. Videos will not be reviewed.*

Important Driver Information:

- Registration is $50 for car and driver.
- Early registration before July 6th at 4:00 pm will receive one pit pass free (worth $30) with completed entry form, current w-9 and waiver and $50 registration fee.
- South pit gate will open on **July 18th at 12:30 pm.**
- South pit gate car registration will end at 4:00 pm, (South pit gate will close and relocate to the East pit gate.)
- Car inspections will end at 4:30 pm.
- Mandatory Drivers Meeting will be at 5:00 pm under tent.
- **All winners are REQUIRED to fill out and sign a W-9 and present valid driver's license before receiving their purse check.**
- Guaranteed payout in all classes with 5 or more cars. Subject to change in all classes with less than 5 cars. Mad Dog Awards will be awarded

All decisions of officials are final.

LIMITED WELD/COMPACT/SMALL TRUCK CLASS RULES

These car classes will be run in separate heats at the derby.

Limited Weld

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
2. Any American made car can run with the following exceptions; No 2003 or newer Ford Motor Company frames, No 1970 or older Lincolns, No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines. There is to be no exchanging of frames. Frames must be stock. (OEM) Sedagons must have rear window with a minimum of 14" tall by a maximum of 4" wide at normal window opening. Please call judges for approval.

CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car prior to arrival.
4. All trailer hitches and braces must be removed.
5. Batteries must be relocated to passenger front floorboard. They must be properly secured and covered. Battery box must be made of metal.
6. A number of bright color must be on each front door and there must be a 15"x15" sign on the roof of the car with car number on it for judging and recognition of the car. Roof sign may not be used to strengthen the car.
7. Car must use a radiator located in stock position.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected. The shifter may be run through the floor, and car may have a switch panel. If running an electric fuel pump, it must be hooked up to car's ignition switch, so when car shuts off so does the fuel pump.
10. Wheel wells may be cut for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers or the fenders may be rolled once and welded. Choose one option- ***not both***.
11. No radiator guards are allowed in front of or behind radiator.
No spray foam can be used around radiator and the supports.

TIRES

1. Tires no bigger than 16 inches, No split rims, No studded tires. Foam filled or doubled tires are Permissible to prevent flats. Valve stem protectors are allowed. Tires may be screwed to rims. Rims may have a bead lock on the inside only. A weld in the center in allowed.
No bracing or bead locks on the outside of the rims.

MOTORS & TRANSMISSION

It is allowed to use up to a 3/8 thick by 4"x6" plate per side to attach your cradle to the cross member only. No additional metal can be added to the engine cross member.

1. Use motor of choice, motor must be in stock location.
2. One option for tying in your motor is permitted:

IF USING A DISTRIBUTOR PROTECTOR: Additional supports may be welded to the engine cradle area, but they may not be attached to the frame rails at any point. **THEY MAY NOT HAVE ANY PURPOSE OTHER THAN TO HOLD THE ENGINE IN PLACE.**
DECISION OF OFFICIALS IS ALWAY FINAL.

Distributor protectors are allowed and must be attached to engine or transmission only. If car runs a DP do not mount your dash bar closer than 6 inches from any direction, this will be measured directly behind the DP location. It may not be welded, bolted or connected to body, hood or frame. FULL ENGINE CRADLES ARE ALLOWED. (IF RUNNING A PULLEY PROTECTOR, IT MUST NOT COME INTO CONTACT WITH THE STEERING STABILIZER BAR).

Transmission protectors will be allowed with integrated transmission pan protection but no skid plates allowed. Transmission pan and oil pan may be plated for protection. ¼" plate maximum and this plate must be same width and length of pan only and welded to pan only. Transmission crossmember may be moved and located to mount to transmission tail shaft housing mounts and can only be a maximum of 2x3 1/4" rectangular tubing. Tubing may be welded or bolted to frame rails.

REAR-ENDS

Use rear end of choice but must be no more than 8 lugs. No agricultural rear ends. Rear end may be tilted. Welded or posi-track highly recommended. Slider drivelines are acceptable.

FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS

Original gas tanks must be removed. A boat tank or well- made fuel cell must be used with a 5 gallon maximum and no exotic fuels allowed, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind the driver's seat or in the center of the car where the backseat use to be. No other source of gas is allowed inside the car.

Transmission coolers are allowed. These coolers cannot be placed to reinforce the car. Car must run a gas tank/transmission cooler protector. It cannot attach to anything other than your cage. It must be centered between frame humps. It cannot exceed 48" in width attached to seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area (wagons may run protector as far back as the last bolt of the 2nd seat only). The bracing must be 4" above all floor sheet metal measured from the lowest flat area of the floor in the rear seat area. The gas tank protector may be extended vertically but may not extend more than 6" above the stock height of speaker deck or must be 6" from existing roof line, these 2 bars must be 3" from any sheet metal and 6" from rear window bar. See picture attached for what is allowed. It is permitted to weld 2 bars from vertical roof bars inside vehicle to vertical gas tank protector bars.

WELDING

NO welding other than what is mentioned in this set of rules. If car is found with any weld, other than what is allowed, and driver refuses to fix it to the judge's satisfaction, car will be disqualified. All doors must be chained, wired, bolted or welded shut. Driver's door may be welded inside and outside. Driver's door may be welded closed with a strap no bigger than 3" by 1/8" thick on the outside seam. Driver's door must be reinforced with a minimum of 1/8" plate and may not exceed 6" past each driver's door seam. It is strongly suggested plating the whole door. In this type of competition all drivers' doors will take some type of hit during the event. Be be safe and protected behind the reinforcement. ALL OTHER DOORS AND TRUNK MAY BE FULLY WELDED WITH 3" BY 1/8" STRAPPING OR ¼ INCH ROD FOR FILLER.

Firewall forward it is permitted to weld two 1/4" solid beads on frame seams only over existing manufacturers weld. MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL. No welding of coil bucket seams.

Core support spacer must be square tubing maximum of 2”x2” - ¼” welded to top side of frame. DO NOT WELD THIS SPACER TO BODY. NO all thread protectors allowed. TILTING FRAME CAN ONLY BE ON FACTORY SEEM ONLY WITH ¼” weld, MAY ONLY TILT ONCE. No other frame welding is allowed.

FRAME PATCHING

ALL frame patches will be painted WHITE and have a ½” drilled to determine thickness, all frame patches ¼” max thickness, must be done or car will NOT pass inspection. Allowed 12” firewall forward, 6” behind front of front door seam and 12” hump plates. All patches and hump plates behind firewall will be mounted on the outside of the frame. NO patches can exceed the width of the frame. Fresh or pre-ran cars can have patches.

CAGE

For driver’s protection, you it is permitted to weld a bar behind the seat from doorpost to doorpost, it may be an X formation. Do not connect directly to frame. It is also allowed to have a single bar (with no extensions), across the dash area to replace the dash. It is allowed to run a bar connecting the dash bar and seat bar inside of the front doors only, minimum of 3” in diameter and a maximum of 8” in diameter. It is permitted to weld two down bars from the cage to the frame vertically or to the floor to protect batteries and driver’s feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot exceed 2”x3”.

Car must have a halo bar or rollover bar behind the seat, which must be welded to the floor or frame. 2 vertical down bars maximum that may be welded or bolted to the roof. It is permitted to also weld a steering column to the cage. Dash bar must be mounted 6 inches behind the furthest rearward part of firewall. SEAT BAR MAY NOT EXTEND ANY FURTHER THAN 6” BEHIND THE DRIVERS AND PASSENGERS DOOR SEAM BUMPERS.

Front or rear bumpers may use any factory inner and outer automobile bumper or 5” X 5” 3/16” square tube with open ends and nothing inside. Bumpers can be no wider than tires front and back. Factory automobile bumpers may be loaded on inside only and chrome skin welded to inner backing. Bumpers may be mounted with any automobile bumper bracket and shock mounted on one side of frame extending no farther back than the first 12” of frame, can use 4” X 4” ¼” plate to mount bumper to the shock or 12” of ¼’ plate with 4” wrapped around front to mount bumper, this plate can NOT exceed the width of the frame. Pick ONE mounting method only. Rear bumpers may have 4 loops of 9 wire or two straps 2” x 3/8” thick may be welded from trunk to the bumper. When welding these straps to either side, only a total of six [6] inches may be welded to hold it onto the bumper or trunk on either end. Front bumpers can use 4 loops of 9 wire or two straps 2” X ⅜” thick strap welded 6” on bumper and 6” on radiator support. The bumper brackets must be touching the bumper.

TRUNKS

Hoods or trunk lid may be folded over. Do not slide hood or trunk forward or back, trunk must remain on hinges. Trunk lids must have a 12-inch hole cut in the center of trunk for inspection purposes, inspection hole may have 3 -3/8” or less bolts and 1.25” diameter washer bolting the two layers back together. TRUNK LID MAY BE V’D IN THE CENTER, BUT MUST REMAIN AT LEAST 10” OFF THE TRUNK FLOOR, the 10” will be measured from the top of the frame rails not the spare tire hole. If decision is to tack the trunk lid to the trunk floor, it is allowed to only use 12" from the end of the trunk cavity and a total of 24” to attach to the floor in a 6” on 6” off welding pattern. 2 - 1” All-thread may go from the trunk lid to the frame or trunk pan vertically, if it passes through a body mount hole there must be a 1” spacer between the body and frame. All thread may be welded to side of frame vertically not to exceed the bottom of frame. Car may have plates for trunk tie down

(sheet metal to sheet metal) with a maximum of 4” x 4”- ¼” square. No plates welded to frame. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. No welding trunk to bumper. All doors and trunk can use 3” by 1/8” strapping or ¼” rod for filler to weld seams.

HOODS

Hoods must have at least a 12-inch square hole over air cleaner cut out in case of fire. Any holes in the hood may be bolted back together with 3/8” or less bolts and 1.25” diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. It is allowed to cut multiple holes but do not exceed the 12 bolts. Car may have up to four 1” all-thread with 4” X 4” square or round washers on top to hold the hood down, all thread may go from the hood to the frame and be bolted or welded (NO all tread protectors allowed). All thread can not attach to sub-frame. All hood bolts must be placed outside the windshield bars. All bolts must be vertical. No welding of hood to the bumper. May also use 3 per side ⅛” angle iron 6” long with two ⅜” bolts. Hood MUST be removed for inspection.

BODY MOUNTS

Body mount bolts and spacers can be replaced or discarded. No bolts larger than 5/8” with washers no larger than 3”.

RUST REPAIR/PATCHING

Rust holes in sheet metal may be patched with sheet metal only. Do not cut rust out; weld 2” beyond rust. If car frame is rusted through, call for instructions on how to fix the rust hole. Do not make the repair without approval and expect to pass inspection.

Patching – it is allowed to patch a hole in the passenger’s side by only using a maximum of 4”x4” patches maximum 18-gauge metal, patches not allowed to touch each other to fill the hole. Suspension must be stock height. Bumper height not to exceed 24” to the bottom of the bumper to the ground and much be a minimum of 14” from the ground to the bottom of the bumper or frame both front and back.

LEAF SPRINGS

Leaf springs conversions will not be allowed. Leaf springs must be stock and made of stock spring material, with a 1” stagger and no springs can be as long as the main leaf. Car may only have a total of 8 leaf springs per side, no thicker than 3/8" thick and no wider than 2 ¾” wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1” stagger. Springs may be re-clamped, 4 clamps per side. Homemade clamps can’t exceed 2x4x1/4”. Coil springs may be changed to a stiffer spring or add a spring. A 1” bolt may be placed from your rear end housing to the package tray no chains will be allowed. Bolt **or** chain car rear end in, **DO NOT** do both.

The length of trailing arms may not be changed to shorten or extend them. Rear control arms must be stock but may be reinforced. They may be welded solid. Do not raise the suspension any other ways except what is listed above. It is permitted to bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be considered another body mount. Leaf spring mounting brackets may be welded to prevent them from becoming unbolted. It is permissible to loop chain or wire (1 loop of 3/8” chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. It is allowable to weld the chain to the side of car’s frame for the car’s chains from the frame to the rear end. It is allowable to weld **one** link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame. When attaching leaf brackets, it is allowable to use 4x4 ¼” square tubing no longer than 4” to be welded to each side of the frame rail. Do not exceed this rule. Do not reinforce factory mounting plates.

Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Aftermarket spindles are allowed. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends. Upper control arms can be welded down with 2"X4" ¼" plate only, no other welding.

WINDOW BARS

For safety, all cars must have (2) windshield bars extending from the halo bar to the dash bar. These bars cannot be any larger than 2" X 2" SQUARE TUBE OR 3/8" X 3" FLAT BAR you may attach these 2 bars to the halo bar and the dash bar only. The vertical bars must be a minimum of 14" apart at the firewall.

It is permissible to weld 1- 2" in diameter rear bar from halo bar to first 6" of sheet metal on rear valance panel in the rear trunk area. This bar can only be welded to halo bar and the first 6" of sheet metal on trunk.GM Wagons must remove all rear decking and seat components.

All other rules above must be adhered to.

COMPACT CARS/SMALL TRUCK

Compact Cars or Trucks may be American or Foreign and will race under limited weld rules with the following exceptions:

1. Small truck defined as rated as smaller than ½ ton.
2. Four-wheel drive vehicles must have one drive line disconnected.
3. Steel wheels only. Any other type of wheels will not be allowed.
4. Driver door may be reinforced as needed using the limited weld rules.
5. Floor shifters will be allowed.

CHAIN/WIRE FULL SIZE CAR CLASS RULES

Any American made car can run with the following exceptions 4x4's, ambulances, hearses, trucks, limousines. There is to be no exchanging of frames or bumpers. MUST BE STOCK (OEM) per make of vehicle. Chrysler pointy only allowed on year 74', 75', or 76' Chrysler Imperial, or Chrysler New Yorker year 76', 77', or 78'. NO homemade bumpers.

CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. Car must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of car with car number on it for judging and recognition of the car. Roof sign may not be used to strengthen the car.
7. Car must use a radiator and it must be in stock location.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop- it will not be inspected.

9. A shifter may be ran through the floor, and car may have a switch panel. If car has an electric fuel pump, it must be hooked up to car ignition switch, so when car shuts off so does the fuel pump.
10. Wheel wells may be cut for tire clearance
11. No radiator guards in front of or behind radiator.
No spray foam can be used around radiator and the supports.

TIRES
Tires may be no bigger than 16 inches. No split rims. No studded tires. Foam filled or doubled tires are permitted to avoid flats. Valve stem protectors are permitted. Tires may be screwed to rims.

MOTORS & TRANSMISSION
Use motor of choice- motor **must be in stock location**.
Choose **one** option for tying motor in:
Chain motor down 1 loop per side **OR** Cable motor down 1 loop per side
Lower engine cradle with weld in mounts
No distributor protectors are allowed.

REAR-ENDS
Use stock rear end. NO FULL FLOATER REAR ENDS ARE ALLOWED.
Rear end may be tilted. Welded or posi-track highly recommended.

FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS
Original gas tanks must be removed. A boat tank or well- made fuel cell must be used with a 5 gallon maximum and no exotic fuels allowed, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind the driver's seat or in the center of the car where the backseat use to be. No other source of gas is allowed inside the car.

Engine coolers are allowed. These coolers cannot be placed to reinforce the car.
It is permissible to run one 3” square or round gas tank/transmission cooler protector. It may not attach to anything other than your backseat bar. It must be centered between frame humps. It may not exceed 48” in width attached to seat bar and must angle to 24” in width at the rear and must be a full 3” from rear sheet metal in the second seat area. Maximum length of this protector is 24”.
No added bracing is allowed.

WELDING
Drivers door and door protection can be welded solid, driver’s door protection can go no farther than 6” past driver’s door seams. Outside driver’s door protection mandatory.

CAGE
For driver’s protection, a bar may be welded behind the seat from doorpost to doorpost MAXIMUM 6” inches wide, ¼” 12” x 12” plate to attach to each side of door seam behind seat. Do not connect directly to frame. There must be a halo bar or rollover bar behind the seat, which must be welded to the SEAT BAR with 2 vertical down bars maximum and may be welded or bolted to the roof halo bar. A maximum of 4”x 4” passenger’s door bar, firewall bar and drivers inside bars for protection is allowed and may only be welded to each other and attached to seat bar. No down bars are allowed from the 4 corner safety bars.

BUMPERS
Bumpers must be stock (OEM) bumper for the make of vehicle being built.
May weld bumper to bumper bracket and bracket to frame. No welding of bumper to the body in any fashion. Bumper height may not to exceed 24” from the bottom of the bumper to the ground and much be a minimum of 14” from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location. No seam welding, and no Chrysler pointy or homemade bumpers are allowed.

TRUNK, HOOD, DOOR SEAMS MAY USE 1 LOOP OF 3/8 CHAIN IN 2 LOCATIONS OR 2 WRAPS #9 WIRE IN 2 LOCATIONS.

TRUNKS
Stock position of all trunks and hoods. Do not slide hood or trunk forward or back, trunk and hood must remain on hinges. Trunk and hood lids must have a 12-inch hole cut in the center of trunk for inspection purposes. May have 2-1 inch all thread from trunk to frame. Maximum washer size 4 inch by quarter inch.

HOODS
Hood must have at least a 12-inch square hole over air cleaner cut out in case of fire. Do not slide hood or trunk forward or back, trunk and hood must remain on hinges. May have 2 1 inch all thread from hood to frame. Maximum washer size 4 inch by quarter inch.

BODY MOUNTS
Body mount bolts and spacers must be stock size and material.
Suspension must be stock height. Bumper height not to exceed 24” to the bottom of the bumper to the ground and much be a minimum of 14” from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location.

Leaf springs must be stock and made of stock spring material. Do not raise the suspension in any other way. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement stock ball joints and tie rod ends are allowed; no pickup or van tie rod ends.

FENDER WELLS
Fender wells may be cut and rolled for wheel clearance.

CAR NUMBERS
A roof top sign shall display your registered car number with letters 12″ tall by 2″ thick. Drivers and passenger doors shall display registered numbers 16″ tall by 2″ wide. Light on dark, dark on light.

NON-STOCK PARTS ALLOWED
Lower engine cradle with weld in mounts
Shifter
Headers
Transmission cooler
Fuel pump

BONE STOCK CHAIN COMPACT CAR CLASS RULES

Any front wheel drive car,1990 or newer, unibody cars with wheelbases under 107.5”.
No jeeps, trucks, mini-vans, convertibles, hearses, ambulances, limousines, are allowed.

Must be bone stock, unmodified 4- or 6-cylinder cars.

No welding other than for driver’s protection

Must be able to open all doors, trunk & hood for inspection

Factory fuel tanks must be removed and may be relocated. A maximum 5-gallon fuel cell shall be installed inside the passenger compartment, forward of the rear axle. Container must be securely fastened down to floor either by welding or bolting.

This class will race under Chain/Wire rules.

This is back to basics class and is intended for beginners and rookies.

These are the rules – there are NO gray areas.

These rules supersede any and all rule previously published and/or used.

2020 POWER WHEELS DERBY
$10.00 Entry Fee

1. Kids 3-9 years of age may participate. Two age groups: 3-5 and 6-9 years. ALL kids MUST be accompanied by an adult.
2. All drivers must supply their own car and set it up according to the rules.

Rules

- All doors and tailgates must be secured. No sharp edges. You may use duct tape to secure them.
- Stock tires only. No screws in tires, no chains, etc.
- Vehicles may NOT be raised or lowered and must be the height that came from the store.
- Derby is limited to 6 to 12-volt power wheels ONLY. No connecting multiple batteries together. (This makes the power wheel move too fast and makes it unsafe.)
- The vehicle can have UP TO a 12-volt lawn mower or motorcycle battery. Battery cannot be mounted in the passenger seat and must be secured and sealed away from the child.
- Decorative changes can be made to the Power Wheels to make it look like a derby car; however, there can be no reinforcement to the Power Wheels. Changes and additions can ONLY be decorative. i.e.: header pipes sticking up, painting the car, etc.
- NO added reinforcements for strength.
- The child must be able to sit IN the power wheel and not ON the power wheel. Keep in mind these vehicles will be running into each other. NO 4-WHEELERS, TRACTORS or MOTORCYCLE TYPE Power Wheels.

3. Helmets are mandatory. Bicycle helmets are permitted.
4. Seatbelts are recommended.
5. No open toed footwear.
6. Driver only, NO passengers.
7. Any situation that arises, Chairman has the power to add or change rules as required. If it isn't in the rules, it doesn't make it legal.
8. ALL ENTRIES MUST BE RECEIVED AND AT THE EL PASO COUNTY FAIR BY 3PM FOR INSPECTION AT THE RODEO ARENA.
9. All children must have a signed waiver of indemnification from a parent or guardian before participating.

Good sportsmanship is encouraged! Parents, this is for fun! For more information:
www.elpasoco.com Events@elpasoco.com 719-520-7882

GOOD LUCK AND HAVE FUN!

All judges' decisions are final