



2019 FOUR STATES FAIR DEMOLITION DERBY
ENTRY FORM

PAYOUT

\$25 ENTRY FEE _____

1ST Place \$3,000

CAR NO. _____

2nd Place \$1,500

HEAT _____

3rd Place \$500

DATE _____

PLUS the winner of each heat will win \$250

DRIVER'S NAME (print clearly) _____

ADDRESS _____

CITY & STATE _____

PHONE () _____ CELL () _____

I certify that I have read the rules and regulations governing the Demolition Derby competition and will abide by them and agree that all judges' decisions shall be final.

I also certify and acknowledge that I am 18 years of age or older. I acknowledge the danger inherent in Demolition Derby competition and in the event of injury and/or damage or theft of personal property while participating in the Demolition Derby event, agree to indemnify and hold harmless, and release from all liability all officials, the Four States Fair and the promoter.

DRIVER'S SIGNATURE

DATE

First 36 Cars Accepted!!



Four States Fair 2019 Demolition Derby CAR Rules

Type of car: Any passenger-type automobile, sedan or wagon, foreign or domestic, front or rear wheel drive, any year model.

NO Chrysler Imperials, pickup trucks, jeeps, truck-based vans or SUV's
NO Limousines, Hearses or other custom coachwork vehicles.
NO 4x4's.

Uni-body minivans and Uni-body Compact SUV's are allowed. All-wheel drive will be based on front wheel drive only. NO rear-drive shaft.

RULE CHANGES:

You can have welded bumpers, 2 batteries and run a engine cradle.

OEM ORIGINAL FRONT AND REAR SPRINGS ONLY – NO SWAPPING SPRINGS. FRONT MUST BE ON FRONT, AND REAR MUST BE ON REAR!!!!!!!!!!!!

NO BLOCKED SHOCKS

1. Preparation: All glass, plastic, fiberglass, mirrors, chrome or other trim must be removed from the car. Inside of the trunk must be empty. Interior of car and inside trunk must be swept clean and free of any broken glass or other parts that may injure drivers or fall out on the arena floor. MUST have Inspection holes in trunk area (tail light hole or speaker holes, etc.). Pre-bending of body allowed. Both front doors must be painted white and ready for numbering.
2. Doors, trunk, and hood may be bolted, wired, chained or welded shut. Two (2) bolts or chains per door—six (6) bolts or two (2) chains per hood or trunk lid.
 - a. Welding Body Seams (doors, hood, trunk lid) may be welded solid with filler rod no larger than $\frac{1}{4}$ inch diameter, OR $1/8" \times 2" \times 6"$ metal strap every 8 inches along seam, (6" strap-skip 8", 6" strap-skip 8", 6" strap-skip 8").
 - b. Trunk lid—seam may be welded solid or strapped with the 6" skip 8" method OR tucked in—bend $\frac{1}{2}$ of the trunk lid down inside the trunk area; you may weld (1) $1/8" \times 2" \times 6"$ angle in the middle of the trunk floor to secure lid to floor. NO other bracing allowed.
 - c. You may remove trunk lid.
 - d. Hood: a minimum of 2 holes, no less than 8-inch diameter must be cut on either side of the hood, directly over the engine for fire extinguisher access. You may cut away the sheet metal without cutting the hood braces. If hood is front hinged, a flat bar strap must be installed between the cowl and roof to prevent the hood from entering through the windshield opening.

3. **BUMPERS:** OEM factory bumpers and mounts only. You may replace bumpers on later model car with a steel bumper from an older model car—Ford with Ford, Chevy with Chevy, etc., front with front, rear with rear.

NO truck bumpers allowed.

NO loaded bumpers allowed (no pipe behind bumpers).

Wrap-around bumper ends may be trimmed off or folded over.

MOUNTS: OEM factory mounts only, MUST stay in stock location. Bumper mounts may be welded over the top of the factory welds to prevent them from breaking off. Tether chains no larger than 3/8" may be installed on telescoping bumper mounts to help prevent them from pulling out of the body on frame—one chain per mount.

BUMPER HEIGHT: MUST be no more than 20 inches front bumper and no more than 22 inches rear bumper as measured from the bottom of the bumper. One side of the bumper may be no more than 4 inches higher than the maximum height—this applies to pre-run cars as well.

4. **ENGINE COMPARTMENT:** If radiator is used, a single radiator only and it must be in the original location. Radiator may be wired or strapped in place. No water tanks may be used in lieu of, or in addition to, the radiator other than original equipment parts. Electric fans may be used on the radiator.

ENGINE must be in the original position in the car. Factory type engine mounts only—NO MOTOR PLATES, NO ENGINE CRADELS. You may swap engines—Chevy in Ford or Ford in Chevy, etc., but must fit in its original position in the car. NO cutting frame or firewall to make it fit. A single chain no larger than 1/4 inch may be installed from one side of the engine to the same side frame or body to help prevent motor mount tear out—you choose which side. No further bracing of the engine is allowed. Carbureted or TBI engines must have the air cleaner installed as a flame arrestor. Filter element does not have to be used if the air cleaner is enclosed type.

5. **DRIVE TRAIN:** Transmission must have forward and reverse. Transmission coolers are allowed—no larger than 16" wide and 16" long. Electric fan on cooler allowed. Cooler must be located behind driver and mounted to the floor, trans lines mounted under floor board—not in driver's compartment. Shifters may be modified or replaced.

Drive Axle Differentials may be locked.

NO 3/4 TON REAR ENDS.

NO FLOATING AXLE REAR ENDS.

DRIVE SHAFT stock type for the car used.

NO SLIDERS.

6. **TIRES:** Mud grip tires are allowed; rim screws are allowed. No foam filled tires. No tires rated higher than 6 ply rating. No forklift tires. All wheel weights must be removed.

7. **SUSPENSION:** All parts must be OEM or aftermarket replacement intended for the specific make and model of car. No extra material may be added to reinforce the parts. Brakes must operate on at least 2 wheels of the car.

*****NO SUSPENSION SWAPS. NO LEAF SPRING CONVERSIONS. NO CUSTOM TIE RODS.**

8. **BATTERY:** A single battery no larger than series 27 is all that's allowed. Battery may be relocated to front passenger side floor or cut into the seat. Batteries inside the passenger area must be securely retained and covered with rubber to protect driver from acid leaks or a marine battery box may be used.

9. **FUEL TANK:** Original fuel tank must be removed from its original location. A marine or implement fuel tank no larger than 5 gallons may be located in the rear passenger floor. Must be securely strapped in place—a mounting plate bolted to the floor is recommended.

FUEL INJECTED CARS: Original fuel injected cars requiring a tank mounted pump may

use the original fuel tank or smaller OEM fuel tank relocated to the rear passenger floor area. Tank must be securely strapped in place. Filler neck must be shortened or pushed further into the tank and suitable retained to prevent it from pulling out of the tank. Fuel lines must be guarded from sharp edges where they pass through the floor.

All fuel tank installments will be closely inspected—this is a safety issue. It is recommended that any fuel tank setup be suitable covered to protect the driver from fuel splash.

10. **DRIVER'S SAFETY:** Seat belts and driver's helmets are required. No shorty helmets.

Drivers must 18 years of age or older at time of Derby.

- a. Driver door reinforcement is recommended—1 or 2 bars may be bolted to the outside of the driver's door, bars must be no larger than 3-inch pip OD or channel and extend no more than 12 inches past the front or rear of the door.
- b. A floating 4-point cage may be used—bars must be no larger than 3 inch pipe OD welded to the inside of the car around the driver's compartment (1 bar welded to driver's door, 1 bar welded across dash or fire wall, 1 bar welded to passenger door, and 1 bar welded across—but no further than—behind driver's seat to other bar on passenger side to make a box), all bars must be welded to the end of the other bar and to inside of car, middle of doors and firewall. No bracing to floor or frame.
- c. Roll bar may be used. Bars must be no larger than 3-inch pip OD or channel. 2 vertical bars, one on each side (inside) of the car welded to a plate no larger than 5"x5". Plate may be bolted or welded to body/floor. Horizontal bar may be installed above or below the roof and bolted to the roof. A single diagonal bar may be used between the vertical bars—this bar may be used to support the driver's seat.

***YOU CHOOSE WHICH METHOD A, B or C. You cannot use any 2 or 3 at the same time. You don't have to put any pipe in your car—but it's for your safety. ***

11. **BODY/FRAME:** Modifications—fender openings may be cut, firewall must stay in stock location—no cutting, dash may be removed. No trailer hitches allowed. Body must match frame (year, type, etc.). Body bushings may be removed. Body to frame bolts must be original size. Oversized washers allowed. No extra body bolts allowed.

Front body bushings

may be removed from core support and use a 1 inch all thread bolt to secure hood, core support, and frame together. All other bolts to secure doors, trunk, and other hood bolts must be no larger than ½ diameters and must be confined to that specific area. They must not extend to any other part of the body or to the frame. No plating of the body or frame. No notching frames. You may weld on the frame from A arms forward (motor mounts, motor chain, over factory seams, front bumper/mounts/brackets) and (rear bumper/mounts/brackets).

***NO REINFORCEMENTS IS ALLOWED ON THE BODY OR FRAME OF THE CAR OTHER THAN THE PREVIOUSLY DESCRIBED MODIFICATIONS. ***

Repairs made to previously run cars will be closely inspected. If it looks stronger than it was originally, you can cut it off or put it back on the trailer.

ALL CARS MAY BE SUBJECT TO INSPECTION AFTER A RUN. IF YOU SNEAK IT PAST THE INSPECTORS INITIALLY, THAT DOESN'T MEAN YOU GOT AWAY WITH IT! ***

12. All drivers must sign in their own entries—drivers and pit crew members must sign waiver sheet. Cars will then be inspected and issued a flag and number. Consumption of alcoholic beverages or intoxication of any driver or crew member will result in disqualification of that car.

13. **RUNNING:** No deliberate hitting in the driver's door's door. No sand bagging. Stalled cars will be allowed 1 minute to restart. Any car that catches fire will be put out once and allowed to continue. The second time that the car catches fire it will be stopped and will finish the run in its current position. If your car will not restart or is otherwise disabled, break off your flag. Drivers must stay inside their cars until the end of the run, and remain with the car until it is removed from the arena floor. Last car to make a hit is a winner.
14. **BOUNDARIES:** Barriers will be set up for the competition area of the arena. If you are pushed out of bounds, you may re-enter the run. If you drive out of bounds, you are out and will finish the run in that position. Do not hit another car that has already been pushed against the barrier. Wait until that car moves off the barrier before hitting it again. If the car cannot move off the barrier, you don't have to hit it again. A line will be marked off at the rear of the arena—all drivers and crew must remain behind the line unless you are in a car and competing in the current run.
15. **RETALIATORY HITS AND FIGHTING:** Any combination is cause for disqualification.
16. Event will be run with heat runs and a final run. Number of cars from each heat qualifying for the final will be determined before the heat run start and is dependent on the total number of entries. Cars qualifying for the final will remain inside the arena—you may not work on the cars until the designated time when all cars may be worked on before the final.

Please note these Rules and Regulations

1. All doors must be white
2. No sharp edges on door bars
3. No open fire walks or floors over the transmission
4. No blocked shocks
5. No loose fuel tanks
6. Bumper plates must be 6x8 only and 1 per bumper shock 3/8 only
7. No forklift tires
8. All tail light holes and package trays must be open for inspection
9. You must have a windshield safety bar
10. No cage welded to frame. 3-inch pipe max.
11. You must wash off all excess oil and/or grease from motor and transmission
12. Frame patches on previous run cars **only**
13. 1/8 thick max material, no longer than 6 inches. Must have 1/2 inch hole in each end for inspection. Damaged parts of frame must be removed, no double plating. Must have 1/2 inch hole on opposite frame rail for inspection.

No sand bagging or tag teaming. You must make contact with all cars that are running. Any driver breaking the rules will be disqualified. Dodging team cars on purpose is grounds for disqualification. Any driver that is disqualified must leave their car. And the car and driver are out for the night.

Any driver making contact with any other car after being disqualified will also result in the team cars being disqualified.

Cars that are disqualified WILL NOT BE PAID