

Grand Forks Demolition Derby - Sept 12 & 13th/20

Mini-stock/small truck rules and information

Driver registration \$75

- Early Bird registration \$50 (deadline July 31st)
- includes 3 pit pass wristbands (gates open @ 8am)
- additional pit pass wristbands may be purchased @ \$10 each

Driver & pit crew general rules

- Inappropriate behaviour such as fighting, causing disturbances, etc. will not be tolerated. Failure to adhere to this rule will result in disqualification, forfeit winnings & be asked to leave the fair grounds
- No Co-pilots in the derby
- No entry to designated Derby pit area without issued pit pass wristband
- No pets allowed on the Fairgrounds
- All youth under 19 must have youth waiver signed by custodial parent/or guardian prior to Derby pit entry. All Driver's must be 16 years or older.
- Any driver or pit crew found to be impaired will be asked to leave immediately & any winnings are forfeited. Drivers are held responsible for their pit crew members actions
- Registration fees & waiver forms for driver and pit crews must be completed & paid in full prior to entering the Derby pit
- All passengers in tow vehicle must be declared at the registration gate
- Grand Forks Demolition Derby committee, Grand Forks Fall Fair committee & the volunteers will not be held liable for any damage to any personal property.
- Drivers & pit crews are responsible for cleaning up their pit area prior to leaving the grounds
- By entering the Fairground property, Drivers and their pit crews agree to the possibility of being photographed and or video for promotional purpose
 - All major work must be done to your vehicle prior to arrival
 - All local vehicles must arrive by 8:45AM; out of town drivers (distance of 100km or more) by 9:30AM
- All Derby vehicles must be teched prior to the driver meeting
- Indication that a vehicle has past tech, is a signature & time stamp on the vehicle. All motors will be fired up as part of tech
- Drivers will be given only one opportunity to make repairs should the vehicle not pass tech. The final decision will be made by the Pit boss if the vehicle is to compete or not Vehicles can be subjected to further inspection at any time. Top 3 vehicles in finals will be inspected
- All protests must be submitted in writing within 15 minutes of the heat in question. Forms will be available at the registration desk. All protests are subject to a \$100 fee. If the driver can prove their evidence at the time of protest, the \$100 protest fee will be refunded. Only a driver can submit the protest form
- All entrants must compete in a minimum of one of their drawn heat of that class to qualify for the final or consolation round
- Vehicles will be timed at 90 seconds from green flag to next hit in the demo derby. If you do not make a hit within the 90 seconds you will be timed out, you will need to put your flag up to show you are out. Be aware of flagger
- Heat ends when the second to last car has timed out

- The clock will be reset after a red flag. Watch the arena director or flaggers, you must stop when the red flag comes out
- Make big hits, this is a demolition derby show where carnage happens. The crowd and driver's love it. No sandbagging, no clock running, no wimpy hits, make big hits. The flaggers, arena directors are watching
- No driver door hits. All driver door hits will be reviewed and could result in driver disqualification for that round
- No berming of cars or trucks onto the dirt pile. The derby will be stopped. The stuck vehicle will be freed, and clock reset to zero. The driver intentional berming will be subject to being black flagged and can be disqualified from that heat
- Please exercise safety in the Pit area. No speeding or spinning of tires in the pits • Follow the instructions of the pit stagers and pit boss. You will need to be ready to be lined up once the current heat is running. As the arena is prepped & cleared, vehicles can then head into the arena to start the next portion of the show
- All drivers must wear a DOT approved helmet with safety eyewear, full face helmet recommended
- All drivers must be wearing coveralls or a single layer racing suit and closed toe shoes. No exceptions. No short sleeves, no sleeves rolled up
- You must always wear your seatbelt during staging and heat
- You must always stay in your vehicle during the heat, unless instructed by an official. Getting out without permission could result in disqualification (exception: Emergency)
- Any major fires will result in being timed out. 2 small fires are allowed for that heat but will be left up to the discretion of the arena director
- All participants in the pits must be responsible for their own fire suppression
- All payouts and prizes will be given out at the end of the show that day. If you are not able to attend the awards ceremony, please let us know if you are in contention for a prize
- Any frame repair must be painted a bright color and tech must be notified of work done

MUST BE REMOVED

- All glass
- Stock fuel tanks
- Upholstery including dash (exception of front seat & front Driver's door panels)
- Any loose foreign material ***Please vacuum your vehicle out
- all chrome, trim, fibreglass, plastic, pot metal parts, pot metal taillight corners, grill mounts, plastic inner fenders, rad, shroud, overflow tanks, plastic fans only exception is stock bumpers
- hubcaps, center caps, trim rings
- trailer hitches
- Air conditioning system must be discharged
- Antifreeze must be drained and flushed from radiator off site (prior to arrival to the show)

Competing Models

Open to any cars/Trucks with 107.1" wheelbase or less. No all wheel drives.

Frames

- No painting, buffing, oiling, or undercoating of Frames.
- Only body mount points can be bolted to frame. (eg. Fuel tank, battery box, foot pedals can only be bolted to body or cage.)

- All welds must not be larger than ½" wide.
- Seam welding front frame sections:
 - A. Top seam from the upper control arm forward mount edge or front edge of strut tower to bumper.
 - B. Bottom seam from the forward edge of the K member to the bumper.
- Front frame rails may be cut off no further than the front of the factory core support holes.
- No pitch, tilt or tip

Bumpers and Bumper Brackets

- Stock Bumper or maximum of 4" x 4" x 3/16" box tubing allowed but must be open ended and straight. They can not extend more than 5" from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed. Tube bumpers must be painted to look more stock to the crowd. No truck bumpers.
- Aluminum bumpers maybe secured with one 1" all thread per side no plates other than a 2" flat washer or two half inch all thread per side no plates other than a 6" flat washer. Aluminum bumpers must also be secured with chain 3/8" to ½".
- No Spikes or protruding items.
- Bumper swaps are allowed but must be from a 107" or less wheelbase car. Bumper brackets and shocks must remain in stock location and stock to the car. A 3"x3/16" flat bar max strap may be added to each frame rail max 4" contact top and bottom of frame and attached to the bumper.
- Front and rear bumpers may be welded solid. (I.e.-bumper to bumper shock, shock to bracket and bracket to frame) No extra metal. Bumper may not be welded to the body.
- Bumper shock itself may be collapsed and welded. No added material.
- You may weld the bumper directly to the frame without utilizing brackets or extra metal.
- May weld outer skin to inner structure of bumpers.
- Bumpers may be welded directly to the end of the frame (hardnose). If doing this, any brackets or shocks must be removed. You may cap the end of the frame with ¼" flat plate the size of the frame only 6"x6" max. Plate must remain flat. Do not relocate the core support in any way.
- If factory brackets/shocks extend back further then 10" only still weld the first 10".
- Rear bumper brackets must follow front bracket rules. Bumpers may be cut to keep them out of the tires.
- Front bumper must be chained at two points with 3/8"-1/2" chain tight loop through the bumper up to hood pin to keep broken bumpers from falling off. Rear bumper must be done the same way to the trunk pins or trunk holes.
- Maximum bumper height 20" to the bottom of the bumper.

Body Bolts

- Body Bushings may not be removed.
- OEM bolts may be replaced with factory size for that make and model of car.
- You may add a 3" x 3" plate or 3" washer (maximum size) on the body side of the bolt.
- You may add a 2" O.D. washer (maximum size) on the frame side of the bolt.
- You may put your 1" all thread through the core support on the front and through one pair of body mounts in the trunk as two of your places to secure hood or trunk.

Body

- Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only.
- Trunk lid seams must be clearly visible and accessible.
- No doubling of body panels allowed. No added metal. Any spot with 4 layers of sheet metal or more will be required to be torched out completely.
- Quarter panels must remain vertical.
- Core support seam welding or re-bolting is not allowed.
- Holes may be cut in the floor and firewall to accommodate the shifter, fuel lines and transmission lines.
- You may cut a hole in the firewall to accommodate the engine, within reason. Holes need to be covered by tin or rubber mat to deflect flames from driver area.
- Body cannot be welded to frame at any point.
- Inner fenders cannot be welded. Stock bolts only.
- If body is a hardtop it must have a side window bar that goes from door side skin or door bar to the roof at driver door rear seam. Made from 2"x 3/16" to 3"x 3/16" flat bar, 2" or 3" C-Channel or 3/8" chain. It must be attached with minimum 3/8" bolts and 2" minimum washers on sheet metal side of bolts.

Hoods

- Hoods must be bolted or chained shut only maximum 6 points plus stock.
- No bolts or welds to secure inner and outer skins together.
- You may use (6) bolts to hold the hood down. Maximum of 1" all thread. No pipe
- The (2) front bolts may go through the frame. If welded to the frame can only weld 6". The other four must be sheet metal to sheet metal.
- If you use chain, you may weld 6" (maximum size) washers to the hood. If bolting, the 6" washers must be free floating.
- Bolts must not extend more than 4" above hood skin. Maximum plate size 6"x 6".
- You may weld a piece of angle iron 3"x3"x6" long 1/4" thick to the fender and hood on either side of the car and bolt them together with maximum (2) 1/2" bolts per side.
- You must have a minimum 10" hole in hood for fire protection and not welded edges.
- Large hood hole with hood skins folded over one time is allowed but no welding.
- Hoods must be opened for Technical Inspector.

Trunk Lids and wagon tailgates

- May be chained, bolted OR welded at maximum 6 points
- Bolted: Maximum of (6) 1" diameter (max) with 6" diameter 1/4" thick (max) washer. 2 of the 6 may go through the frame. No welding. The other 4 must be sheet metal to sheet metal only with maximum 6" diameter plates.
- Chained: Maximum of (6) chains 3' maximum length OR (4) chains 3' maximum length AND (2) welds not to exceed 6" each.
- Welded: Maximum 6" welds at maximum 6 points.

- Trunks cannot be canoed and must be in stock location.
- If wagon (2) points can be welded maximum 6" with 2" x 1/8" thick angle to rear bumper.

Doors

- Doors may be welded on the outside only. 2" x 1/8" strap maximum.
- Doors that are not welded shut must be chained closed in at least (2) spots.

Cage and Door Bars

- You may use channel door bars. They must be a minimum of 8" wide ¼" thick iron, wide NO guard rail or grader blade. Total length is not to exceed 66" maximum. This bar may not be more than 4" past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates minimum 4"x 4" x 3/16" with ¾"-1" bolts. The ends of the side iron must be cut at a 45-degree angle. Minimum 1 bolt attaching to rear interior cross bar.

Dash bar 2"- 5" diameter 1/8 wall minimum tubing. Must go from window post to window post in the former position of the dashboard. May not be welding in, must be bolted, may NOT be mounted or touch the fire wall, floorboard or frame in any way. Dash bars must be mounted above the steering column 5" from the fire wall. Dash bar is optional if original dash structure is in place with no cutouts in firewall. (It's recommended to have a flag holder on the crossbar).

- A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be 2"- 6" pipe or square tubing 3/16" wall minimum with plates welded on the ends. The plates may not extend more than 15" past cross bar toward rear of car. This Bar may not be welded or bolted to the frame. The cross bar must be at the same height as the door channels and with minimum of (1) ¾"-1" bolt per side connecting the door channels to inside cross bar. Cross bar must be bolted or welded to vertical bars.
- gas tank protector cannot extend more than of 15" from the back of the crossbar & have a minimum clearance of 6" from the interior door skins on the sides. 2" minimum clearance from all other sheet metal.
- No kickers, angled or otherwise. No cage components may be bolted or welded to the frame.
- All cars must have 1 upright (vertical) post, upright must be located directly behind the driver and passenger seat fig 8 only . The upright must be made of minimum 2" diameter, 1/8" wall pipe or square tubing with a minimum 4"x4" plate welded to the top and bottom against body skin. The upright will extend from the roof to the cross bar, or from the roof to the floor. If using a two piece upright it must be pinned with a ¾" bolt or welded so that it cannot collapse. It must be held in place with a minimum of (2) 3/8" bolts at the top and bottom with 2" washers on the skin side of bolts. Optional: you may add a second upright on the passenger side of the vehicle.
- Cross bar and upright needs to be as close to the seat as possible. The closest bar must be 4" or closer to your seat. Your upright and cross bar must be welded together with a maximum 2" spacer connecting them.
- All cage components must be in the interior of the car.

Halo (Optional)

- You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the car.
- No kickers, angled or otherwise. No Halo components may be welded or bolted to the frame.

- It may not exceed 5" in diameter.
- This bar must attach to the rear seat cross bar, no exceptions.
- Halo bars must be in a direct vertical line with the seat bar.
- Halo bars may not be angled toward the rear of the car.
- Halo bar top corners cannot point outwards or protrude up more than 6" above roof.
- You may bolt the halo bar to the roof sheet metal in 2 places.

Front Window bars

- You must have minimum (1) front windshield bar or 3/8" chain. It must meet the following criteria
 - A. May not extend more than 6" onto the roof or firewall.
 - B. Must be attached to sheet metal only.
- 1/8" thick maximum expanded metal may be used also.
- Maximum (2) vertical braces. They can be made of 3/8" chain, 3"x 3/16" flat bar or 1" x 1" x 1/8" tube. Ladder build is acceptable. Mounted with 3/8" to 1/2" bolts. They cannot be welded to body and maximum width 18" outside to outside at top and bottom including mounting plates.

Rear Window bars (Optional)

- Two rear window bars are allowed.
- ½"x2" wide flat bars maximum. NO PIPE, flat bar only.
- Must be bolted to the roof sheet metal and to the sheet metal below the rear window on the bottom (wagons go to the tailgate 6" maximum). May not touch trunk lid, trunk floor, bumper, or rear pins.
- May not extend more than 12" on the roof from the rear of the car. They can not be placed on the quarter panels.

Brakes

- All cars must be able to demonstrate the ability to stop at any time.
- Aftermarket brake pedal and drivetrain brakes are not allowed.

Tires and Wheels

- Any air tire Dot, Forklift, Skid steer etc. with No studs and lead weights removed.
- Valve stem protectors allowed.
- OEM rims only.
- Front drive tires only are allowed to be foam filled.

Radiator, Radiator Supports and Coolers

- Radiator must be in the stock position in front of the engine.
- Radiator supports must remain in the stock location
- An expansion tank maybe used instead of a radiator. It must be made of metal and be no larger than 1 gallon (1 Gallon is 231 cubic inches). Bolted in place with maximum four 3/8" bolts. It may in no way strengthen the frame. It may be mounted directly to the engine. Cannot be used as a kicker.
- No Transmission coolers.
- No Engine oil coolers.
- No Anti-freeze in cooling system at all water only. Flush Anti-freeze off site prior to coming to event.

Batteries

- Batteries must be re-located inside the cab. (Maximum 1 automotive type)
- Your battery box must be of metal Construction full enclosed, and securely fastened to the floor with minimum three 3/8" bolts and 2" washers or rear cross bar with minimum 4 bolts. Welding to Crossbar is allowed if weld quality is approved by tech.
- The lid must be securely fastened shut using bolts. NO RATCHET STRAPS OR BUNGEE CORDS OF ANY TYPE.
- Switches or wires used for powering the car "on/off" must be within reach of the driver while harnessed in. Switches brightly labelled so anyone can shut your car off in an emergency.

- Battery box must have a minimum clearance of 8" from the interior door skins on the sides and a 4" minimum clearance from all other sheet metal.
- If mounted in rear it cannot be more than 15" from the back of the crossbar.

Fuel Delivery Systems

- Metal fuel tanks only with maximum 5 gal capacity.
- No Gravity Fed / Bottom Fed Fuel Tanks allowed. Lines must exit top of tank.
- Original gas tanks must be removed from the car
- You must have the gas tank securely mounted with minimum three 3/8" bolts and 2" washers.
- Gas tank must be bolted at least 8" from inner door panels.
- It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
- You may use a gas tank protector. It must be a maximum of 15" from the back of the crossbar AND have a minimum clearance of 5" from the interior door skins on the sides and a 1" minimum clearance from all other sheet metal.
- Fuel vent hose must be secured through floor.
- Gas tanks may be bolted to rear seat bar.
- Fuel lines may be run inside the car. If you use rubber gas line, you must run the line through a larger hose such as a garden hose. Hyd hose highly recommended.
- No Nitrous, starting fluids, alcohol or propane fuels.
- Electric fuel pumps are allowed. They must an on/off switch clearly marked in large letters.
- All lines must be double clamped.

Engines and Engine Mounting

- Any gas-powered engine may be used in any car
- You may chain or strap the motor. Chains may be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 maximum. Motor straps welded to the frame and bolted to the motor are allowed. Straps maybe a maximum of 2"x 3/8" flat bar. You are only allowed two straps per side of the motor. ONE 2"X2" ANGLE IRON COUNTS AS TWO STRAPS.
- Engine straps may go no further forward than 3" in front of the forward most part of the cylinder head and, no further back than 3" past the rearward most part of the cylinder head.
- No front motor plates will be allowed.
- You must have an air cleaner over the carburetor at all times.
- Rubber or Polyurethane engine mounts. (Cannot be metal to metal bolted)
- NO ENGINE CRADLES.
- STACK PROTECTORS ARE NOT ALLOWED.

Distributor Protectors

- Distributor protectors are only allowed on engines with distributors at the front or side of engine.
- DP must be attached to engine or transmission only and not strengthen the frame in any way. It may not be welded, bolted or connected to body, hood or frame and cannot be more than 4" forward of the distributor cap.
- You may beat flat the engine side of the firewall only, do not weld or bolt firewall.
- Do not re-enforce the firewall/cowl.

Transmissions

- Transmissions must be of passenger car origin.
- Any aluminum bell housings are allowed.
- No Transmission protectors or skid plates.
- OEM transmission cross member or 2"x2" 3/16" max replacement.
- OEM Tail shaft housings only.

Suspension and Steering

- No coil to leaf conversions.
- Leaf springs must be in the factory position and stock to the car.
- You may change coil springs or double springs but must fit in spring pockets.
- OEM control arms front and rear.
- OEM ball joints and spindles.
- You may not remove the shocks and put pipe or all thread in their place.
- You may not plate, reconfigure or re-enforce front A-arms.
- You are allowed to weld A arms down using a maximum of (2) 3"x1"x1/4" flat bar per side of the car.
- You may weld the front and/or rear struts solid at the chrome shaft to strut body or put pipe over shaft to work as a spacer.
- You may reinforce your tie rods, but you must use the OEM tie rod ends. No aftermarket heims.
- Steering wheel to Steering gearbox may be modified.
- OEM steering columns only.
- Shock absorbers must be factory replacement for that year, make and model of car.
- No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
- Air shock lines must be cut.
- Rear coil springs can be hose clamped to rear axle.
- Leaf Springs Specifics: a. No homemade mounting plates or oversized U-bolts will be allowed.
- No welding on the spring pack.
- No flat stacking springs.

- You may clamp leaf springs. 4 clamps per leaf 2"x 1/2" max clamp size, (2) 3/8" bolts per clamp.
- Stock OEM spring pack to the car.
- Upper/lower rear control arms may be lengthened or shortened to achieve pinion angle. You may not reinforce the control arms in any way.

Rear Ends

- Must be a factory original 4 or 5 lug car rear end only.
- No part of rear end may strengthen the car's frame or body in any way.
- You may use any type of rear end (Ford / Mopar / GM / Hybrid).
- Rear end must remain in the stock location within the original mounting location. Do not move rear end forward or backwards to support the frame.
- REAR END BRACES ARE NOT ALLOWED.
- Axle savers are NOT ALLOWED.
- All shafts allowed.

Repairing Pre-Ran Cars

- When repairing damaged cars, you may use (2) 4"x4"x 1/8" plate per frame section. These plates may not touch each other in any way. Thicker plates are not allowed.
- Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.
- A frame section is one frame rail in front of or behind the OEM firewall, (2) plates RR frame, (2) plates LR frame, (2) plates RF frame and (2) plates LF frame rail. You may not add any more plate than this.
- (2) PLATES MAX PER FRAME SECTION.

Driver flag requirements

- All drivers must supply their own red flag. They must display their flag when they are "timed out" or no longer able to compete. A red flag must be placed in the flag holder, which must be in the middle of the dash area pointing outwards, so officials can see it. In the event of an emergency, wave the flag to get officials attention. The holder must consist of the following: 2-inch diameter pipe that is 8-10 inches in length, with a red flag of 12"x 12" size Roof signs
 - Roof sign number must be at least 12" inches to a maximum of 24" in height
 - Roof sign numbers must be clearly visible to officials
- Mud Flaps
- All vehicles must have mud flaps in the standard position on the drive tires

Driver etiquette

*Failing to adhere to any of these rules will result in disqualification & forfeits winnings. While we respect all opinions, demeaning or criticizing posts towards the event or anyone on social media could result in those posts being removed and if the poster is a known competitor, they may not be asked to return the derby show. If you have any concerns with rules, how the show is organized,

results etc.... please contact us via email. The Grand Forks Demolition Derby Committee is happy to discuss how we can improve our show!

Questions regarding Derby rules? Contact us at grandforksdemolitionderby@gmail.com.

The Grand Forks Demolition Derby is hosted by the Grand Forks Fall Fair. As their guests, we ask that you help us by being safety aware, using the receptacles for recycling & garbage, help us put on a great show & take in all that the Fall Fair has to offer!