

Grand Forks Demolition Derby

Standard Car builds rules & Information

2020

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
- No entry to designated Derby pit area without issued pit pass wristband
- No pets allowed on the Fair grounds
- All youth 12-18 must have youth waiver signed by custodial parent/or guardian prior to Derby pit entry. No one under the age of twelve in the pits. All Driver's must be 16 years or older.
- Any driver and 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 and waiver forms for driver and pit crews must be paid in full and completed 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
- Drivers attending the parade must have their vehicle teched upon return. Drivers attending the parade must have a representative at the driver's meeting prior to show
- 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.
- Only one opportunity will be given 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.

General information

- All entrants must compete in a minimum of one heat to qualify for the final or consolation round
- Number of heats depend on the number of vehicles that register for that class an example is: i.e. 16 vehicles will be 2 heats of 8, of which top 4 will go to final, bottom 4 to consolation round
6 or less vehicles will be last man standing, clocks are not officially running unless you are sitting there or not making hits for an obvious amount of time, if it looks like you are sitting or not making hits within the 90 seconds it will be up to the head timer or arena director to flag you out. Be aware you can't just sit there and still be in the competition
- Consolation round top 2 cars go to final
- Vehicles will be timed at 90 seconds from green flag to next hit. 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 enter 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. Arms must be covered – no short sleeves or rolled sleeves.
- 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)
- When removing vehicle from arena, participants are required to have pitman direct equipment operator to the designated pit.

- 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

Vehicles not permitted for Standard Car build derby

- 1973 or older Imperials
- Imperial subframes
- Pre-1970 Lincoln's
- Convertibles
- Hearse
- Ambulance

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
- 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)

The following will not be allowed

- No reverse spring shackles, Leaf or coil springs must be stock to your vehicle
- No Nitrous, starting fluids, alcohol, or propane.
- No concrete or concrete like material in vehicle (including frame)
- No extended spring shackles, stock production only
- No welding to the frame, except bumper brackets, hood and trunk pins
- No reinforcing of any body parts or systems (example: frames, suspensions, engine compartment, etc.)
- No bolting vehicle body to frame or adding extra body mounts
- No welding of body mount washers to the frame
- No welding of inner fenders to outer fenders or rad supports
- No overlapping metal when completing repairs
- No engine cradles or protectors of any type, except distributor protection plate

- No tunnel ram, or hi-rise intakes to be used
- No pipe tie rods or hem joints
- No inverting hoods
- No modifying, welding or reinforcing of steering, suspension, body frame
- No pinning, plating, stuffing, tipping of frame, suspension must flex
- No jagged edges on vehicle
- No replacing steel spacers or adding larger size bolts thru the body and frame
- No truck differentials in cars, stock differential only. No reinforced differential
- No bob tails, this is cutting the frame & body, exposed bare frame rails must be cut off and be flush with the body after each heat
- No roof openings. If a vehicle has a sunroof, then sheet metal with the same gage as the vehicle and must cover the entire opening and be either welded or pop riveted (welded preferred)
- No grader blades
- ***All replacement parts must be car production parts***. This includes the transmission, engine, all differential parts. This excludes the battery, fuel cell, fuel pump. Factory stock LS motors are allowed.

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 a position of function on the drive tires

Tire information

- No weights on tires what so ever (do not forget to remove weights)
- No studded, tractor, skid steer, or any other implement type tires allowed. Tires must be DOT rated with a maximum load range of D-8 ply. A maximum of 16-inch wheels are to be used, tubes are optional.
- No split rims
- All valve stem protectors must be welded to the wheels
- No other welding or reinforcement to wheels or rims
- No custom-made rims

Brakes

- All vehicles must be able to stop under their own power

Fuel cell

- Fuel cell must be constructed of metal
- Tank must be secure to the floor, inside the car, behind the front seat
- The fuel cell must not be bolted to the frame at all
- The fuel cell must be secured to the floor with a metal strap or ready rod over the top of the tank
- We recommend using a thick steel plate on the floor to protect it from objects coming through the floor
- The tank and cap must not leak if inverted
- If using a vent hose, it must be on top of the tank and have a one-way check valve
- The vent hose is to go out the bottom of the vehicle floor, in case of splashing of fuel
- Drain plugs in the floor of the car around the fuel tank area should be removed to allow for drainage, this is in case of leakage
- The tank must be covered completely with a metal fire shield
- Metal fuel lines must be used with flared ends, when connected to neoprene lines
- Fuel lines must run through the cockpit of the car to the firewall and not under the vehicle
- All lines must be doubled with heater or water hoses to help resist cutting through

Electric Fuel pump

- An electric fuel pump can be used
- Pumps must be securely mounted to the vehicle and not to be left hanging loose
- Fuel pump switch must be visible and clearly marked

Carburetor

- Complete air breather must be intact on the carburetor
- Air filter is optional

Electric switches

- All electric switches must be uniform (up *or* forward “ON”; down *or* backwards “OFF”)

Radiator

- The radiator must be OEM style and, in the factory, stock location
- No custom-made coolers or expansion tanks (exception Fufu valve)
- Use water only for coolant, no antifreeze in the vehicle whatsoever. Flush your rad prior to coming to the event
- Radiator hoses must remain inside the engine compartments
- A maximum of 4' of rad hose to be used for the vehicle

Transmission

- Transmission coolers are optional. If they are used, they must be securely mounted in the back-seat area and have new neoprene attached to the steel lines from under the vehicle. Hoses must be encased in fire hose or fire barrier
- Flared fittings are required and must not be attached the frame
- Cable shifter is permitted
- The shift lever may be hooked directly to the transmission, linkage may be left in the stock position
- A hole in the floor should be covered and kept to a minimum size as possible

Distributor

- Distributor plates are allowed but cannot be mounted to the transmission mounting bolts
- 10"x 10" flat plate not any bigger than 1 inch larger than the distributor cap
- Mounted to the intake and top of the motor only
- The distributor and distributor plate must be in front of the firewall
- The firewall can be cut or modified
- Sheet metal or heavy rubber must be used to cover the hole (No open holes)

Exhaust pipes

- Exhaust pipes must be extended past the transmission or may come through the engine hood
- The holes through the hood for the exhaust will qualify for the fire holes if they meet requirements

Hoods

- The hood must have 2 holes cut through the hood, one hole on each side, for fire access
- Hoods can be cut out over the engine area to a minimum area of 24"x 24"
- Hood skin bolts are allowed around cut holes a maximum of 8 skin bolts in the hood
- 1" washers, 5/16 bolts maximum
- Hoods must be bolted or chained
- Hood pins to be a maximum of 1 1/4" inch diameter
- No braces to the hood pins from the frame or firewall
- A maximum of 6 bolts holding the hood down
- Maximum only 2 bolts can be attached to the frame
- Maximum of a 6"x 6" washers to be used on the hood bolts
- The pins to the frame can be 1 1/4" maximum and not reinforced with heavy steel anywhere on the pin down to the frame
- Hood pins can have 6" weld onto the frame to attach them or bolted to the frame. Hood needs to be open for tech
- We will allow the hood to have 16 " long tuck down from latch (optional)

Windshield

- A minimum of 2 bars welded or bolted in the hole of the windshield
- Bars must be evenly spaced to prevent the hood from coming through
- No chains
- A bar must be welded or bolted from the roof to the floor or attached to cross bar behind the driver on any 2 or 4 door hard top that does not have factory posts
- Rear window bars allowed but only welded or bolted to the sheet metal and not onto the trunk lid

Driver seat

- The back of the seat must have a steel cross member that is welded or bolted to both doors on each side of the vehicle. For your safety try to attach the bolts through the body to the door bars
- It is recommended that a minimum 2" diameter + ¼" thickness pipe or bar to be used
- Heavy steel to be used
- No use of exhaust pipe
- Dash bars are optional if wanted in the vehicle, but it must not touch the firewall at any point in the derby
- Lap belt mandatory. Shoulder or full harness recommended

Doors and trunks

- Doors must be welded, bolted, or chained closed
- Fully welded door is recommended (Driver door)
- If no pins are used trunk lids can be fully welded
- A maximum of 6 locations to secure the trunk lid closed. A maximum of two, 1 1/4" bolts can go to the frame
- Pins can be bolted or welded to the side of the frame with a maximum of 6"x 6" washers
- Hinges count as connection points
- Chains through the bumper and trunk count as well
- Driver and passenger door must be reinforced with channel iron
- Minimum thickness for door bars is ¼" thick and must be a minimum of 6" wide or wider
- Bars must not stick out from the side of the body more than 2.5" in depth
- Corners must be beveled at 45 degrees in a horizontal position only
- Bars must be bolted with a minimum of three, ¾" bolts or four, 5/8" bolts
- Place the door bar high enough up to protect it from the bumpers
- At the minimum door bars must extend 6" past the edge of the front door and 18" from behind the front door to the rear wheel well. Door bars may run 2"- 3" from behind the front wheel well to 2"- 3" from the rear wheel well.
- Bar behind the seat should be in line and attached to the door bars with bolts or welding to help secure side to side for safety
- Grind and cut outside bolts short as possible
- Don't place bolts next to ribs

- 4"x 4" washers for door bars on the inside
- Make the plates large enough that they will not pull through bars mounted on the outside of the vehicle
- Tech must have access to viewing the inside of the trunk. The backseat area must not be closed off to the trunk

Headrest support

- Vertical headrest or roof support padded bar is recommended behind the driver seat at helmet height
- Recommend using a flat headrest pad
- Use 2 pins, one to slide into the others for universal use
- Must be bolted to the roof, floor or cross bar not the frame
- This must be pinned together to prevent the roof from collapsing in case of a rollover

Roll bars

- Roll bars must not be bolted to the frame of the car (Welded or bolted to floor only)
- Bar can be attached to the X bar or the door bars
- Can also be used to protect the gas tank

Fender wells

- The fender wells on the vehicle can be trimmed
- No jagged edges allowed
- Cut out the well to the radius of the tire maximum
- Fender wells can be bolted with a maximum five, 3/8" bolts and washers
- Washers are 1" max

Body bolts

- Body bolts and body mounts must remain stock to the vehicle
- No replacing with steel spacers or adding larger size bolts through the body and frame
- Rad support bolts can have hood pins run through as the only exception to this rule
- If the bolts are missing or broken, they can be replaced with stock sized diameter bolts, usually 5/16" size for most vehicle max 5/8"

Firewall holes

- All holes in the firewall larger than 1" must be covered with non-flammable material, sheet metal is recommended. No excessive number of holes in firewall
- Firewall position must remain in stock placement

Wiring

- All wiring of batteries & fuel lines must be wrapped in rubber where they pass through the firewall

Bumpers & misc.

- Bumpers should be welded to stay on the vehicle (can also be chained)
- Hydraulic bumpers should be drained of fluid & welded secure
- Welding shocks/bracket to bumper allowed. You can weld the front only shocks/brackets to the frame for a max 6" length from end of frame
- No steel to be added between the frame and bumpers
- No heavy steel to be added around the bumper shocks
- Bumper swaps allowed if the bumper is original to the car or stock
- All driveshaft's allowed
- Motor swaps are allowed but you must use minimum material to make engine work like stock mounts
- Engine mounts can be welded &/or chained down
- Motor must be within 4" of the stock location with the distributor in front of the stock position firewall
- Firewall can be hammered or cut for distributor and transmission clearance but kept to a minimum size and covered with rubber or metal
- No tunnel ram or hi rise intakes to be used
- Aluminum intakes if they look stock will be OK example older single/double plane manifolds. Carb adapter plates will be allowed to run a different carb
- Body panel dimpling and pinching is allowed
- Notching the top of the rear frame rails is allowed

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!