

2017 CLARK COUNTY FAIR

MARSHALL, ILLINOIS, DEMOLITION DERBY

SATURDAY, AUGUST 19

Inspection from 1:00 pm to 5:00 pm

Derby Starts at 6:00 pm

For Rule Clarifications contact: Call or Text after 5:00 pm

Andy Williams @ 217-251-3948

Tommy Hardy @ 217-232-2055

BJ Titus @ 217-822-5269

MODIFIED CLASS PAYOUT: \$1,000, \$550, \$250, \$150, \$50

PRO MOD CLASS PAYOUT: \$1000, \$550, \$250, \$150, \$50

TRUCK CLASS PAYOUT: \$1,000, \$550, \$250, \$150, \$50

GUARANTEED PURSES

All Classes will be a one and done with 16 or fewer participants

General Rules

1. Alcoholic beverages are not allowed on Fair Grounds Property. All vehicles entering the infield will be subject to searches. Any Driver found under the influence of alcohol or drugs will be disqualified and removed from the premises with their entry fee being forfeited.
2. Drivers must be 16 or older to enter. Drivers under the age of 18 must have parent or guardian sign a waiver.

3. Drivers, Officials, and Emergency Personnel only allowed on the track. Any driver or crewmember that disobeys this rule may cause their vehicle to be disqualified.

No Exceptions

4. Infield speeds will be enforced. No hot-rodding, donuts, or other unsafe driving will be tolerated.

5. All drivers must attend the drivers meeting. Any controversies must be brought up and settled here.

6. Please take all scrap with you. All items, including vehicles, left in the infield the following day will become property of the Clark County Fair Association.

7. Cars must have working brakes and seatbelt. Seatbelts must be worn while on the track.

8. DOT approved helmet, eye protection, long pants, and long sleeve shirt must be worn while on the track.

9. Cars must be painted tastefully. No profanity or offensive material allowed on the car, to include the number. Driver's door should be painted white for your safety.

10. No Painting, undercoating, oiling, or greasing of frames. Cars with this done may not be inspected.

11. One warning for fire in engine compartment, the second results in disqualification. Fire in driver's compartment will result in immediate disqualification. If problems occur in heat, car may be fixed and run in consolation.

12. Intentional driver's door hits will not be tolerated. If you use your driver's door as a defense, we will not enforce the rule. Unintentional and uncontrollable door hits happen and will be monitored by track officials.

13. Contact must be made within 60 seconds. We will not tell you how to drive your car, but those driving the hardest will get the longest clock if need be. The fans pay for a show, so be professional and put

one on for them.

14. Winning cars plus the next three out of the money must remain on the track until released by an official, or prize money may not be paid. Cars are subject to re-inspection after the feature event.

15. Driver's qualify for feature events, not the cars.

16. No reinforcements allowed other than specified below. These rules are guidelines for what is allowed. Building in the grey may subject you to disqualification. If it's not listed in these guidelines, call before you do it.

MODIFIED RULES:

A: Automobile Body Regulations

1. Passenger cars or station wagons only. No Chrysler Imperials 73 & older and no Imperial sub-frames. No hearses, checkered cabs, or limousines. Cars may be re-stubbed, but must be ford-ford, Gm-Gm, Chrysler-Chrysler, and must be done in a factory manner. Sedagons will be allowed.

2. All glass, windows, headlights, taillights, plastic, chrome, and loose debris must be removed before reaching the track. Rolling down windows is not permitted.

3. Top and bottom of sedan rear seats must be removed. Station wagon rear seats and decking must be removed. Vehicles must be emptied to rear floorboards.

4. Battery must be moved, securely fastened, and covered inside passenger compartment. Maximum of two automobile type batteries allowed.

5. Stock gas tank must be removed. A metal boat tank or homemade metal tank must be securely fastened and covered in rear seat area.

No plastic tanks. Electric fuel pumps are permitted, but must have a shutoff switch within reach of driver. No more than 10 gallons of gas in tank.

6. Any type automotive radiator may be used and must remain in stock position. No reserve tanks. Radiator guards allowed, but must be made with thin material and must not reinforce the overall structure of the car.

7. Fenders may be trimmed or rolled for clearance. Fenders may be welded or bolted together. If bolted use 3/8 inch or smaller bolts, washers, and nuts. Inner fender wells cannot be welded to frame.

8. All doors must be welded, chained, or wired shut. Door straps should not be larger than 1/4" thick and 4" wide. Top of doors may be beat down and welded, but no extra metal can be added.

9. No doubling of body panels allowed. Rust in sheet metal may be patched with sheet metal of the same thickness. Do not cut rust out, weld 2" beyond. Factory body seams only may be re-welded. You may crease and fold body panels, but do not weld.

10. No reinforcing of the firewall allowed.

11. Front windshield must have a bar or #9 wire loop from the roof to firewall for driver's safety. Windshield bars must connect from firewall sheet metal to roof sheet metal only. A maximum of two (2) bars allowed and they may be no bigger than 2 1/2" square tube or 3" channel. Bars cannot connect to Dp, cage, or halo bar.

12. Rear window bars may only attach to front 2" of trunk lid and may connect to halo bar.

13. Unlimited #9 wire may be used on body.

B: Hoods, Trunks, and Body Bolts

1. Hoods may be fastened down in six (6) locations, three (3) on each

side of car. All-thread up to 1" may be used. The front two (2) hood bolts may go through the frame at the core support and must be outside of the radiator. The back four (4) bolts must be sheet metal to sheet metal. Hood washers should be no larger than 6" diameter and no thicker than 3/8". You may substitute any of the bolts for angle iron back to back with a bolt through them. Angle iron cannot be more than 3/16" thick by 2" wide by 6" long. Unlimited #9 wire may be used on hood.

2. Hood must have two (2) holes at least 4" in diameter on each side of the carburetor. Hood must cover fan, or fan, or fan belt must be removed.

3. Trunk lids must be attached in one of two ways:

A. Fully welded with strap material 3" wide and 1/4" thick and 2 pieces of all-thread to the frame.

B. Six (6) pieces of all-thread up to 1". Two (2) may go to frame and four (4) must be sheet metal to sheet metal.

We must be able to see inside trunk compartment and between lid and trunk floor!

4. Wagon tailgates are considered the same as trunk lids.

5. Wagons may be made in sedagons. Sedagons roofs can be fastened down with the same two methods for fastening a trunk lid. We must be able to see in wagon rear seat area and between roof and wagon floor!

6. No doubling of trunk lids.

7. Unlimited #9 wire may be used on trunks and tailgates.

8. Body mount bolts may be replaced with all-thread up to 1" and washers no bigger than 4" diameter. Pucks may be removed as long as topside of frame can be inspected. Two (2) additional body mount bolts may be added. All body mount bolts must have nut on top and bottom with no welds.

C: Cage

1. Cars are required to have a spreader bar behind the driver's seat. A four-point cage is recommended. Cage may have four (4) down tubes, three (3) spreader bars, and double door bars per side. The door bars must be no farther forward than the firewall and no farther back than the front side of rear wheel well humps. Double door bars are allowed, but must be 4" above the top of frame. The dash bar must be straight across and maintain a 6" gap with the distributor protector. You are allowed four (4) down tubes, two (2) per side. Down tubes must be located within measurements given for the door bars. Down tubes cannot go to body mount boxes, must be to side frame rails only.

2. Gas tank protectors are allowed. Protectors can be mounted to the cage or the floor, not both. No gap required between protector and speaker deck. If mounted to the cage, the protector must be a "halo" type bar only. If floor mounted, must be mounted to sheet metal only, not to the frame.

3. Halo bars are allowed. Halo bars can attach to the cage or run to the frame. If attached to the frame, bars must attach within the specified location for down tubes and they will count as a down tube. Halo bars must go straight up and over the car within the measurements given for the cage.

D: Frame

1. All frame seams may be re-welded, both top and bottom side. Seam welds should be a single pass no more than 1/2" wide. No extra metal may be added. Do not plug weld factory frame holes. No frame pinning.

2. Four (4) 4" x 6" x 3/8" thick plates may be placed anywhere on a fresh car. Four (4) additional band-aide plates of the same size allowed on pre-ran cars. Bend must be visible. Plates must be flat stock, no angle iron allowed. The (4) fresh car and (4) band-aide plates cannot be welded to one another. Eight (8) plates total allowed

on pre-ran cars.

DI cars will be allowed to cut down their front (a-arm forward) plates to form the four plates allowed on a fresh car. There must be a gap between these plates and you will not be allowed to bridge the gap back together with weld. You will be allowed (4) 4" x 6" x 3/8" band-aide plates anywhere else on visible bends.

3. A 22" long x 4" wide x 3/8" thick hump plate is allowed. Plate must be continuous and contour to shape of frame. Plate does not have to be centered, as long as one end contacts the center of the hump. Hump plates not allowed on leaf spring conversion cars.

4. Frame pinging, creasing, or reshaping allowed. No welding creased or reshaped areas together. Only welding allowed is on factory frame seams.

5. Rusted out frame sections may be fixed with material that has the same thickness as the factory frame section. Officials have the right to reject, so don't get excessive.

6. Humps may be chained with one (1) loop per side.

7. One (1) wire or chain may be run from frame rail to frame rail underneath the car behind the rear end.

E: Bumpers

1. Any OEM bumper and shock canister may be bolted or welded to any model car. Homemade bumper brackets allowed with 4" material maximum. Amount of bolts or welds may not exceed typical stock installation. Must be a minimum 6" gap between rear of bumper shock and most forward part of a-arm. Your mounting is restricted to the fame rail only and cannot bridge across frame rails.

2. Bumpers may have one strap per side, on either top or bottom, to help hold them on. Strap may be 3" wide x 1/4" thick and may extend

6" onto frame rail. No other straps or kickers allowed on bumpers. This applies to both front and back bumpers.

3. 1/4" spec bumpers allowed. Maximum homemade bumper dimensions are 6" x 6". Homemade pointy bumpers must have same dimensions and contour as a Factory Chrysler "pointy". Factory bumpers may be reinforced to extend their life. Outer chrome skin may be welded to inner skin of bumper.

4. Hard nosing allowed. You are allowed up to 24" of bumper to body welding with no fillers or plates. This is a total for both front and rear bumpers.

5. Maximum front bumper height is 22" from the ground to bottom of bumper. Minimum rear bumper height is 16" from the ground to bottom of bumper.

F: Suspension

1. Stiffness of suspension will be left to the driver's discretion. A-arms may be welded solid with 2" strap and may only make contact with frame 2" beyond the a-arm.

2. Homemade tie rods and steering shafts are permitted.

G: Rear End

1. Any automobile rear end can be used in any car. 8 lug truck or floater rear ends can be used in any car. Homemade spring perches or trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. Rear end housings may be reinforced. No dually wheels allowed.

2. Leaf spring conversions are allowed. Conversions must be done in a factory like manner. All leaf spring cars may have the leaf pack mounted under the frame rail. Under the frame rail mounts must be

done with material no larger than 3" x 4" channel. No excessive metal can be used for frame reinforcements. Hump plates not allowed on leaf spring conversion cars.

3. Leaf spring conversion cars and factory leaf cars without hump plates are allowed 8 leaves per pack and must be OEM leafs. Springs must have a 2" stagger. Springs cannot be welded together. Four (4) spring clamps allowed per side.

4. Cars originally equipped with leaf springs, must have stock springs and hangers if running hump plates.

5. Any drive shaft or U-joint may be used. Welding of drive shaft is allowed.

6. You may tilt the rear end by shortening or lengthening the trailing arms. Trailing arms may be reinforced.

7. On 98 – 02 vics you have two (2) options for mounting the rear end.

1) You may use the ztr brackets or make your own brackets, but they must resemble 79 -97 factory ford mounting.

2) You can cut the package tray out of an older ford and weld it in the 98 – 02. No doubling of package trays. You can cut the lower trailing arm mounts off of an older ford and mount on a 98 – 02.

Whichever method used, it must be done to closely resemble factory ford mounting, and not in an excessive way to strengthen the frame of the car.

H: Engines and Transmissions

1. Any engine or transmission may be used in any car, but must mount in a stock position. On a V – block engine, front spark plug must be even or in front of upper ball joint, and on an inline engine the # 2 spark plug must be even or in front of the upper ball joint.

2. Chained, welded, bolted, or homemade motor mounts will be permitted, but must meet approval of officials. No excessive mounting that may strengthen the frame.
3. Any type of header is allowed, but must be directed away from the driver's compartment.
4. Transmission oil coolers and engine oil coolers are allowed. Must be secured, contained, and covered inside the car for driver's protection.
5. Skid plates are allowed. Must be separate engine and transmission plates. No full-length plates and no bolting or welding to the frame.
6. Distributor protectors are allowed. Must be attached to engine or transmission mounting bolts. Forward supports must be inside normally positioned headers and not extend past the water pump. Protectors cannot contact the cage at any time.
7. Extreme or full engine protectors are allowed as long as they are not reinforcing the frame.
8. You may beat flat the engine side of the firewall only. Do not bolt, weld, or reinforce the engine side of firewall in any way. Do not beat, paint, weld, or reinforce the driver's side of the firewall in any way.
9. Transmission protectors are allowed. Protectors cannot be braced or attached to the cross member, frame, or cage in any way.
10. Factory aluminum engine cradles in 03 and newer cars may be changed. Must be replaced in a factory like manner. No excessive metal and no gussets that may strengthen the frame may be used.
11. Topside of engine cradles may be plated with 1/4" plate for engine block protection only. Plating allowed between original engine mounting locations only, not from rail to rail.

I: Tires

1. 16" or small tires and wheels allowed. No split rims allowed. Wheel weights must be removed.
2. Double stuffed tires allowed.
3. Valve stem protectors allowed.
4. No solid tires allowed.

Pro Mods: This will be a 5' class

1. Any American made automobile allowed.
2. If it looks like a car from 5' they will be inspected for safety only.

Trucks:

A: Truck Body Regulations

1. Any 1/2 ton to 1 ton 2-wheel drive or 4-wheel drive with front drive shaft removed pickup truck or SUV allowed. No industrial style straight C-channel frames allowed. Must be a production pickup or SUV frame.
2. All glass, windows, headlights, taillights, plastic, chrome, and loose debris must be removed before reaching the track. Rolling down windows is not permitted.
3. Battery must be moved, securely fastened, and covered inside passenger compartment. Maximum of two automobile type batteries allowed.
4. Stock gas tank must be removed. A metal boat tank or homemade metal tank must be securely fastened and covered in cab or front of bed. No plastic tanks. Electric fuel pumps are permitted, but must

have a shutoff switch within reach of driver. No more than 10 gallons of gas in tank.

5. Any type automotive radiator may be used and must remain in stock position. No reserve tanks. Radiator guards allowed, but must be made with thin material and must not reinforce overall structure of truck.

6. Fenders may be trimmed or rolled for clearance. Fenders may be welded or bolted together. If bolted use 3/8 inch or smaller bolts.

7. All doors must be welded, chained, or wired shut. Door straps should not be larger than 1/4" thick and 4" wide. Top of doors may be beat down and welded, but no extra metal can be added. Cab and bed may be welded together.

8. No doubling of body panels allowed. Rust in sheet metal may be patched with sheet metal of the same thickness. Do not cut rust out, weld 2" beyond. Factory body seams only may be re-welded. You may crease and fold body panels, but do not weld.

9. No reinforcing of the firewall allowed.

10. Front windshield must have a bar or #9 wire loop from the roof to firewall for driver's safety. Windshield bars must connect from firewall sheet metal to roof sheet metal only. A maximum of two (2) bars allowed and they may be no bigger than 2 1/2" square tube or 3" channel.

11. Unlimited #9 wire may be used on body.

B: Hoods, Tailgates, and Body Bolts

1. Hoods may be fastened down in six (6) locations, three (3) on each side of truck. All-thread up to 1" may be used. The front two (2) hood bolts may go through the frame at the core support and must be outside of the radiator. The back four (4) bolts must be sheet metal to sheet metal. Hood washers should be no larger than 6" diameter and

no thicker than 3/8". You may substitute any of the bolts for angle iron back to back with a bolt through them. Angle iron cannot be more than 3/16" thick by 2" wide by 6" long. Unlimited #9 wire may be used on hood.

2. Tailgates may be wired, bolted, or welded solid. Tailgate may be lowered to half of its original height.

3. Body mount bolts may be replaced with all-thread up to 1" and washers no bigger than 4" diameter. Pucks may be removed as long as topside of frame can be inspected. Two (2) additional body mount bolts may be added. All body mount bolts must have nut on top and bottom with no welds.

4. Trucks should remain stock appearing. Bedsides must remain in stock position. Bedsides may be folded over from the wheel well back and the tailgate may be folded forward. Fold may be fastened with one all-thread per side.

5. SUV's may be sedagoned. Tuck may only be wired down to quarter panel sheet metal. A 12" x 12" hole must be cut in roof for inspection purposes.

C: Cage

1. Trucks are required to have a spreader bar behind the driver's seat. A four-point cage is recommended. Cage may have four (4) down tubes, three (3) spreader bars, and double door bars per side. The door bars must be no farther forward than the firewall and no farther back than the front side of rear wheel well humps. Double door bars are allowed, but must be 4" above the top of frame. Dash bar may not attach to or contact firewall at any time. You are allowed four (4) down tubes, two (2) per side. Down tubes must be located with measurements given for the door bars. Down tubes cannot go to body mount boxes, must be to side frame rails only.

2. Halo bars are allowed. Halo bars can attach to the cage or run to

the frame. If attached to the frame, bars must attach within the specified location for down tubes and they will count as a down tube. Halo bars must go straight up and over the car within the measurements given for the cage.

D: Frame

1. All frame seams may be re-welded, both top and bottom side. Seam welds should be a single pass no more than 1/2" wide. No extra metal may be added. Do not plug weld factory frame holes. No frame pinning.
2. Eight (8) band-aide plates allowed on pre-ran trucks. Bend must be visible. Plates must be flat stock with a size not to exceed 4" x 6" x 3/8" thick. No angle iron allowed. Band-aides cannot be welded to one another.
3. Frame pinging, creasing, or reshaping allowed. No welding creased or reshaped areas together. Only welding allowed is on factory frame seams.
4. Rusted out frame sections may be fixed with material that has the same thickness as the factory frame section. Officials have the right to reject, so don't get excessive.
5. Humps may be chained with one (1) loop per side.

E: Bumpers

1. Any OEM bumper and shock canister may be bolted or welded to any model truck. Homemade bumper brackets allowed with 4" material maximum. Bumper bracket mounting only allowed 10" behind factory core support mounting hole. Your mounting is restricted to the frame rail only and cannot bridge across frame rails.
2. Bumpers may have one strap per side, on either top or bottom, to

help hold them on. Strap may be 3" wide x 1/4" thick and may extend 6" onto frame rail. No other straps or kickers allowed on bumpers. This applies to both front and back bumpers.

3. 1/4" spec bumpers allowed. Maximum homemade bumper dimensions are 6" x 6". Homemade pointy bumpers must have same dimensions and contour as a Factory Chrysler "pointy". Factory bumpers may be reinforced to extend their life. Outer chrome skin may be welded to inner skin of bumper.

4. Maximum front bumper height is 28" from the ground to bottom of bumper. Minimum rear bumper height is 20" from the ground to bottom of bumper.

F: Suspension

1. Front suspension may be converted to a leaf spring design. Leaf spring mounting should be kept minimal and not done in a way to strengthen the frame.

2. Stiffness of suspension will be left to the driver's discretion. A-arms may be welded solid with 2" strap and may only make contact with frame 2" beyond the a-arms.

3. Homemade tie rods and steering shafts are permitted.

4. Springs cannot be welded together. Four (4) spring clamps allowed per side.

G: Rear End

1. Any rear end equal to, or smaller than a 3500 series truck, allowed. If running a dually rear end, only one wheel per side allowed.

H: Engines and Transmissions

1. Any engine or transmission may be used in any truck, but must mount in a stock position. Chained, welded, bolted, or homemade motor mounts will be permitted, but must meet approval of officials. No excessive mounting that may strengthen the frame.
2. Basic engine cradles with pulley protection allowed.
3. Distributor protectors allowed.
4. Skid plates are allowed. Must be separate engine and transmission plates. No full-length plates and no bolting or welding to the frame.
5. Transmission oil coolers and engine oil coolers are allowed. Must be secured, contained, and covered inside the truck for driver's protection.

I: Tires

- 1: No split rims allowed. Wheel weights must be removed.
- 2: Double stuffed tires allowed.
- 3: Valve stem protectors allowed.
4. No solid tires allowed.