

“THIS IS WHAT YOU ARE ALLOWED TO DO TO PREPARE CARS.”

HOOKSTOWN FAIR DEMOLITION DERBY 2011

These are not suggestions, nor is this a menu.

This is what is allowed as far as preparation of the car. Please do not try to read anything more into these rules, if you have any questions, please contact the Hookstown Fair Office at 724-573-4512 or Stump 724-601-7610.

*****NEW FOR 2011*****

THERE WILL NOT BE AN OPEN CLASS THIS YEAR DUE TO LACK OF ENTRIES.

**The Demolition Derby will only be on Friday Night this year starting at 7PM.
We will have a Feature for the Stock Class and the Compact Class.**

Pre-Registering is \$25 and Gate Registration is \$30.

Please Note: Participants need to take their own demolition vehicles home with them.

PITT RULES:

1. Driver must be 18 years or older with valid driver's license.
2. Pitt crew may be 16 years of age or older with photo id.
3. No hot-rodding in the pits. Keep it at an idle.
4. **NO ALCOHOL IS PERMITTED IN THE PITS.** If you or ANY of your crew is caught with alcohol, you will be disqualified.
5. When exiting the arena, if your car is unable to exit on its own and you are being removed by another piece of equipment (skid steer, back hoe, tractor etc...) you may **NOT** attempt to restart your car while you are in motion. Once the equipment operator has assisted your car to the arena pit area you may then attempt to restart your car. If you are unable to start your car you can be towed to your truck and trailer. **This is for everyone's safety!!!**
6. Any questions or controversies will be discussed at the drivers' meeting.

GENERAL RULES FOR STOCK AND COMPACT:

1. All vehicles may have a roof sign, Minimum 15" x 15", Maximum 24" x 24", contrasting colors. These may not be positioned in such a way as to strengthen the car. Officials' decision is final.
2. No re-stubbing of frames.
3. All bodies must be mounted on stock OEM frames for that year make and model of car.
4. Small Car wheelbase is 108" maximum, 6 cylinders maximum. (Compact Cars)
5. No painting, undercoating oiling or greasing of frames. You will not be inspected, you will be loaded.
6. Driver must wear helmet, seat belt and eye protection at all times.
7. All vehicles must have a fire extinguisher mounted within the drivers reach, inside the car.

****All Drivers' and Crew members MUST attend the drivers meeting. ****

****All Drivers' must pick up trophies and earnings at the completion of the event, or forfeit. They will not be available after that date.**

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COMPETITION RULES:

1. Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.
2. Driver's door hits are illegal. If the hit is deemed by the Official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.
3. Any open door in the heat will cause disqualification.
4. Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
5. You must make an AGGRESSIVE HIT every 60 seconds. You will not be given any warnings; you will just be timed out.
6. You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
7. Any questions or controversies will be discussed at the drivers meeting.
8. All cars are subject to a post race inspection before any prize money is awarded.
9. You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
10. You will be allowed to restart after a fire, if no visible damage has been done.

Any questions, CALL FIRST. Don't assume anything. The Officials decision is final. If you have car building questions, call the Hookstown Fair Office at 724-573-4512 or Stump at 724-601-7610.

FULL SIZE & COMPACT CAR PREPARATION RULES:

GENERAL PREPARATION:

1. All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
2. No added weight to any car.
3. Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! Rear seats in all cars and all decking in station wagons must be removed.
4. You must have a functioning seat belt.
5. All flammable materials must be removed from the car other than safety padding and the driver's seat.
6. No sedan or wedge cars are allowed.

CAGES & DOOR BARS:

1. You may add a halo bar to the cage components listed above. It may not exceed 5" in diameter in the vehicle and may not be connected to the frame. The halo bar is permitted to attach to the front dash bar; it must be vertical and may NOT be fasten to any sheet metal.
2. You may use channel or tubing up to 6" for the door bars. Total length not to exceed 60". This bar may not be more than 18" behind the center post on 4 door cars and 10" behind the door seam on 2 door cars - no exceptions.

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3. Dash bar and seat bars may not exceed 5". Seat bar must be no further than 6" behind the seat. *
4. A gas tank protector is permitted, however no wider than 24" with a minimum of 1" space between the sheet metal and back seat area. They may NOT run straight back to frame humps; it must angle in from back seat pipe.
5. You may add a diagonal bar behind the drivers seat and directly below the seat bar running from the seat bar to the floor sheet metal.
6. You may add 4 VERTICAL down bars, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
7. One kicker per side (2" x 2" round or square tubing with a maximum ¼" thickness) from behind the top A arm to the front dash bar. 3" x 3" x ¼" thick plate welded to the frame for the kicker mount.
8. All horizontal cage components must be at least 12" off the floor of the car, measured at the body bolt elevation.
9. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. This door bar MAY be inside the door structure to allow more room for drivers safety.
10. Officials' decision on cages is final.

TRUNK LIDS:

1. Weld trunk lids solid OUTSIDE ONLY 3" wide x ¼" thick or 8 spots of #9 wire – NOT both. Inspection hole must be 10"x10" ONE IN THE TRUNK FLOOR!
2. Wedging is acceptable. The tail light panel must remain vertical 6" above the bumper.

HOODS:

1. Hoods may either be bolted, wired or chained shut in ONLY ONE of these ways.
2. You may use 6 bolts to hold the hood, must be sheet metal to sheet metal.
3. If you use chain or wire, you may weld up to 5" washers to the hood.
4. You may install up to 12 - 3/8" bolts or self tapping screws per hood cutout. Maximum of 3 cut outs. Maximum washer size is 1" diameter. Cutouts may be for header clearance, air breather clearance or radiators fill opening only.
5. You **MUST** have a minimum 15" hole in the hood for fire protection.
6. Hoods must be open at inspection time, hood springs must be removed.

DOORS:

1. All doors may be welded solid 3" wide by up to ¼" thick strap steel around door jams.
2. You may smash the inner and outer skin together and weld them solid, NO added metal.
3. If you do not weld your doors you may use unlimited wire. You may NOT bolt your doors shut.
4. Driver's door may have window netting for driver's safety. NO other windows may have netting.
5. You may weld a plate Maximum 6" x 1/4" across the front doors for protection, not to exceed 6" beyond the front door seams. NO GRADER BLADES. These plates must be in the center of the door, run horizontally.

WINDOWS:

1. You must have a minimum of 2 bars, chains or wires running from the roof to the cowl in the windshield area for driver's protection also for the rear window. This may not be designed as reinforcement to the car. Driver's safety only.

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OTHER:

1. Floor sheet metal may be patched where components will be mounted or for drivers safety, sheet metal only. No other sheet metal patching is allowed unless it is a safety issue. Can not exceed original equipment manufacture.
2. **NO SEAM WELDING other than the exterior doors and trunk lid.**
3. Core support seam welding is NOT allowed.
4. Washers for #9 wire may be welded to the roof sheet metal. They may be a maximum of 1 ½" diameter.
5. Holes may be cut in the floor & firewall to accommodate the shifter, fuel lines, and transmission lines.
6. You may cut a hole in the firewall to accommodate the engine, must be sealed for driver's safety.

ENGINES, TRANSMISSIONS, REAR ENDS:

ENGINES:

1. Any motor may be used in any car, but it must be mounted within 5" of the original motor.
2. You may chain the motor, but you must use an existing bolt.
3. You may weld in additional supports to the engine cradle area, but they may not be attached to the frame rails at any point.
4. You must have an air cleaner over the carburetor at all times.
5. No starting fluid is allowed.
6. Distributor protectors allowed, must be attached to engine or transmission only, backside must be no wider than 12 inches, must not contact cage before, during or after the event. If you run a DP do not mount your dash bar closer than 5 inches from middle of dash. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. Call ahead!

TRANSMISSIONS:

1. Transmission coolers must be secured in a container in the passenger compartment of the car.
2. Metal or braided lines must be used. No fuel or low pressure lines may be used.
3. **Must have a burp tube exiting the vehicle directly to the ground.**

REAR ENDS:

1. **Rear ends may be 5 or 8 lugs.**
2. You may use any type of rear end (Ford / Mopar / GM / Hybrid).
3. You may tilt the rear end by lengthening or shortening the trailing arms. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin.
4. Rear end braces are allowed.
5. Axles may be chained to the vehicle with no heavier than 3/8 chain.

BODY BOLTS:

1. All body bolts may be replaced with up to 3/4" bolts, maximum 8" length.
2. Washers must be free floating inside the car and inside the frame on the bottom side.
3. Do NOT weld the body washers to the floor. Maximum washer size is 5" x 3/16".
4. **Body may be bolted to the frame through top of frame rail only. Maximum of 3/4" bolts in original locations.**

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RADIATORS, RADIATOR SUPPORTS:

1. Radiator must be in the stock position in front of the motor.
2. Radiator support may be mounted with two 1" allthread from the frame through the core support and travel through the hood. 2"x2" tubing maximum of 6" long for body bushing.
3. OEM style radiators only, no home made tube construction radiators.
4. You may not add cooling capacity. No supplemental cooling devices allowed.
5. No antifreeze allowed.

FUEL, FUEL DELIVERY SYSTEMS:

1. **No fuel cells with a capacity greater than 6 gallons allowed.**
2. Marine tanks or metal fuel tanks preferred.
3. Plastic marine and fuel cells may be run if in a steel container or box.
4. Original gas tanks must be removed from the car.
5. You must have the gas tank securely mounted behind the driver's seat and it must be covered.
6. Fuel lines must run inside the car, not under the car along the frame.
7. Fuel lines must be secured to the floor and kept from pinch points
8. Automotive pump gas only, NO ALCOHOL.
9. Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and clearly marked in large letters.
10. All lines must be double clamped.

TIRES & BRAKES:

1. **No tires taller than 30", split rims, studded tires.**
2. Valve stem protectors allowed - wheel weights must be removed.
3. Doubled or foam filled tires are okay.
4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

BATTERIES:

1. Only ONE 12 volt batteries of any origin may be used.
2. They must be secured inside the car in front of the passenger seat and covered.

FRAMES:

1. Buick, Olds and Pontiacs may fill the large hole in the frame behind the radiator support. This must be a butt fit, 1 pass weld only. NO overlap allowed.
2. **No other welding on frame is allowed except firewall forward top of frame only.**
3. You may weld your motor mounts to the engine cradle.
4. Rear frame rails may not be shortened. No dowel pinning of the frame is allowed.
5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
6. You may run a chain or cable or #9 wire from rear rail to rear rail behind the rear humps. 3/8" chain maximum.
7. **You may chain or wire your axle to the frame hump. Hump plates may be added. You may NOT use strapping of any kind for this. Wire or chain only. 3/8" chain maximum.**
8. Uni-body cars may use 1 bolt per side thru the frame for this.
9. You may not weld the chain links to create a bar effect.

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10. Hump plates may be added 4" x 1/4" 24" long.

BUMPERS, BUMPER BRACKETS:

1. Bumpers are interchangeable. Any OEM automotive bumper or bracket may be used on any car. This includes compact and mid-sized cars. No aftermarket manufactured, truck or SUV bumpers will be accepted.
2. You may weld the bumper seams, the shocks and weld the brackets to the frame. You may not weld further than 4" behind the radiator support when mounting your front bumper brackets on any car.
3. If you choose not to use brackets, you may weld your bumper directly to the frame.
4. You may weld the outer chrome skin to the bumper inner frame.
5. You may not weld the bumper to the body at any time.
6. Bumpers may be cut to keep them out of the tires.
7. Bumpers may be flipped (upside down).
8. Compression bumper shocks may be drained, slid back into the shock and welded fully.
9. All bumper brackets and shock components must be OEM automotive materials.
10. You may run 4 loops of #9 wire or two loops of 3/8 chain from the radiator support to the bumper in 2 locations outside of the radiator.
11. You may weld a 4" x 12" x 1/4" strap from the bumper to the frame to help keep the bumper on the car. This must remain in one piece, and may be welded on the top, bottom, or side of the frame, but it cannot be angled to the corner of the bumper to form a kicker. 12" is the maximum length.
12. Do not add metal to your bumper.

13. Maximum front and rear bumper height is 24" minimum of 16", measured from center of bumper.

14. Officials' decision is final.

SUSPENSION, SPRINGS:

1. **No bounce required.**
2. You may reinforce your tie rods, but you must start with an OEM tie rod.
3. The inspector must be able to see the ends and the adjusting threads.

SHOCKS:

1. Ridged replacements tubular or allthread maximum of 1".

2. Officials' decisions are final.

STEERING ASSEMBLY:

1. Steering wheel to Steering gearbox may be modified.
2. After market steering columns allowed.

LEAF SPRINGS:

1. 9 leaf maximum, 5/16 " max thickness, 2 ½" wide maximum.
2. 58" minimum, 60" maximum spring length.
3. Stagger - 3" long side (rear of axle), 2" short side (front of axle).
4. 5 clamps per spring, 2 in front of the axle, 3 behind the axle.
5. Clamp material 1/4" thick, 2" wide, 2 - 5/16" bolts per clamp.
6. U-bolts - 7/16" maximum, stock mounting plates must be used.
7. No welding on the spring pack
8. No duct taping of springs prior to inspection.

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9. No exceptions. Officials' decisions are final.

INSPECTION PROCEDURES:

1. You will be given one (1) opportunity to correct items on your car.
2. Each car gets a maximum of 2 times thru inspection.
3. Cars will be impounded after inspection and staged in a secure location.
4. You must be completely ready to bolt the hood down during inspection and then put the car in the staging area.
5. No further work will be allowed and cars will not be allowed to return to their trailers.
6. Do not come to the inspection line if you are not done preparing your car.

PRE-FEATURE/PRE-CONSOLIDATION CAR PREPARATION:

1. You may add 4 strands of wire in 4 locations of your choice prior to the consi, unlimited wire for feature.
2. Leaf spring cars may NOT replace leaf springs prior to either the consi or the feature.
3. You may wire them or tape leaf springs, but may not replace them.
4. No replacing of sheet metal components prior to the consi or the feature.

SEDAGON RULES:

THE RULES FOR THE SEDAGON DEMOLITION DERBY ARE THE SAME AS REGULAR DEMOLITION DERBY WITH THE FOLLOWING EXEPTIONS:

1. The top may be smashed a maximum of 50% weld down.
2. A window cut in the roof so the driver can see out comparable to the original back window and window bars.
3. Fuel cells must be accessible in case of emergency.
4. An inspection hole in the rear lid of the vehicle