

USA DEMOLITION DERBIES Effective 1/1/2019 Copyright © 2019 USA Demolition Derbies, Inc
Effective 1/1/2019 ADDITIONAL RULES AND ENTRY FORMS AVAILABLE AT FAIR OFFICES, USA
OFFICE (586) 531-0384 OR www.usademoderby.com

The 2019 Demolition Derby Championship is restricted to the rules established for this year. Entry fee for each Championship class is \$100.00. You can enter in each class if you so desire. Entry forms only available at the U.S.A. trailer. The U.S.A. Demolition Derby is promoted as a spectator's thrill attraction. In the interest of safety and sportsmanship anyone entering is subject and must obey the following rules and regulations which are set up by the promoter and track where the event is being held. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and, by participating in these events all participants agree to comply with these rules and/or regulations. Furthermore, all participants agree that their entries (driver, car, and pit crew) will comply with these rules. NO EXPRESS OR IMPLIED WARRANTIES OF ANY KIND, INCLUDING BUT NOT LIMITED TO EXPRESS OR IMPLIED WARRANTIES OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THESE RULES AND/ OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director, judges, stewards, and officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions in their opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTIES OF ANY KIND INCLUDING BUT NOT LIMITED TO EXPRESS OR IMPLIED WARRANTIES OF SAFETY SHALL RESULT FROM ANY PERMITTED DEVIATIONS OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. A participant is any person taking part in any event at a U.S.A. sanctioned track in any form, including but not limited to, drivers, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto derby events at a U.S.A. Sanctioned track, with the full understanding that he or she must abide by the rules and regulations established and published or announced by the U.S.A. Demolition Derby staff & officials. All participants are considered to be responsible for their personal conduct & safety. A waiver and release of liability and indemnity agreement must be signed by each participant at the time of registration. Waiver and release of liability and indemnity agreement (POSTED). Please read. An entry fee will be charged for each car. Entry form to be filled out and mailed or returned (posted on each entry form.) All drivers and pit crew members must be 16 years or older and must be able to provide proof of age and picture identification (Driver's License or State of Michigan I.D. Card). Any participant under 18 is required to have a permission form signed by a parent or legal guardian's. This must be done at every event that he/she will be entering pit area. NO EXCEPTIONS. Driver must furnish his/her own car. Only one entry per person. Officials reserve the right to accept or reject any and all applications. Furthermore, officials or the hosting Fair, reserves the right to revoke or cancel any entry or participant's claimed right to be on the track premises if it is felt or determined that a participant's presence or conduct is not in the best interest of the sport of auto derbies, the other competitors, the spectators, track management and/or employee's. Only drivers and two pit men who sign release sheets will be permitted in the pit area or on the track. Maximum of 3 persons per car. No spectators are permitted in restricted pit area. All persons entering pits must sign waiver and release,

have a duty, and meet the minimum age requirements. Enlarged waiver and release of liability and indemnity agreement (POSTED). Please take the time to read it. The driver is responsible for the actions of his pit crew in all respects. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters and must talk with the chief U.S.A. track official in charge regarding their conduct and behavior. Any participant who defies or violates the intent or spirit of the U.S.A. rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by the U.S.A. track officials depending upon the nature of the infraction. Unsportsmanlike conduct may result in disqualification and/or suspension. No participant shall subject any U.S.A. official, track employee or sponsor to any abuse or improper language at any time. Any participant who assaults or threatens any U.S.A. official, track official, track employee or sponsor may be disqualified and/or suspended. Anyone entering the pit area must be properly attired at all times. Must wear at least a T shirt, long pants, and closed toe shoes. During competition driver must wear a long sleeved shirt, long pants and closed toe shoes. A fire proof suit is recommended.

- Drivers must remain in the vehicle with helmet, seat belt and eye protection on until notified by an official that is safe to exit the vehicle.
- 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 the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause for disqualification, you are allowed one fire, second fire will be cause for disqualification. You may return in later rounds.
- 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!
- You will be given ample time for restarts.
- This is not a team event. Team driving will not be tolerated.
- THERE IS NO ALCOHOL OR DRUGS ALLOWED IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol or drugs you will be disqualified.
- All cars WILL have a post race inspection done before any prize money is awarded. Only officials and drivers that won money from the feature will perform inspection.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.
- Car building questions? Call Jack Fistler Jr. (586)531-0384

Front Wheel Drive (FWD)Mod/ Team Derby Competition Rules:

Must be a 1980 to present date FWD Automobile, SUV or Minivan only. NO hearse, limousines, RWD, all wheel drive or 4 wheel drive. NO FULL FRAME AUTOMOBILES.

General Preparation:

- 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. No added weights to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seats must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat. DASHES AND WIRING MAYBE LEFT INTACTED

Body:

- No welding, bolting, wiring, taping or chaining of body unless stated. No adding metal or any other material to strengthen body unless state.
- Body shaping is allowed. No folding metal over to create a double effect.
- No doubling of body panels allowed, no added metal to body. No bolting metal together unless stated.
- Doors maybe welded shut (outside only). Each side of car is allowed 8 plates max to weld doors shut. Plates cannot exceed 4"x4"x1/4" thick. No welding of inner and outer skins. GAS TANK DOORS MAYBE WELDED SHUT. MUST BE FACTORY GAS TANK DOOR. GAS TANK DOOR MAYBE WELDED SOILD ALL THE WAY AROUND. NO ADDED METAL TO WELD GAS TANK DOOR SHUT.
- If you don't weld your doors you must chain or #9 wire them shut. 3/8 chain max 1 strand of chain per spot. Bolt maybe no larger than 3/8 and may only go through chain links. If using wire 4 strands max per spot. Minimum of 2 spots and max of 8 spots to secure the doors shut. No wiring or chaining body to frame. No bolting doors shut. No welding chain links or wire.
- If welding doors shut, you may wire or chain door post shut in 3 spots per side of car. 2 strands of wire per spot or 1 strand of 3/8 chain max. 1 3/8 bolt and nut per chain max. No welding chain links or welding chain or wire to sheet metal. Seat belt is allowed 2 wraps allowed. No taping allowed or any other form of securing the doors shut.
- No X wiring or mending with wire.
- Floor boards must be adequate at driver's feet.
- If floor boards or body needs to be patched it must be done with same thickness sheet metal. This means a actual hole all the way through the sheet metal. Sheet metal maybe over lapped by 1" max all the way around the hole. You may weld, bolt or rivet sheet metal into place. Only 1 of the 3 methods maybe used to secure the repaired sheet metal into place.
- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal is allowed using 8 - 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.
- Hoods may only be secured shut by wire, chain or seat belt. 4 strands of #9 wire max, 4 wraps of seat belt or 1 strand of chain. 3/8 chain, bolt and nut max. No welding of chain or wire. Sheet metal to sheet metal only. Maximum of 6 spots to secure hood. You may use up to 12-1" store bought washer to weld over the holes that are being used to secure your hood shut.
- No bolting or welding hoods shut.
- No welding washers to sheet metal. Unless specified.
- Trunk lids may be welded, chained, wired, or bolted together as follows: Trunk lids may only be secured to body in 8 spots. If welding trunk lid shut you may only use 4"x4"x1/4" flat stock steel. If wiring trunk shut you may use #9 wire, 4 strands per hole. For chaining trunk shut, you may use 1 strand of chain per hole and 1 - 3/8" bolt. No welding chain links together or to sheet metal. If bolting trunk shut, you may use 3/8 bolts and nuts with 1" washers max. No welding bolts, nuts, or washers to sheet metal. You may use any of these 4 methods or combinations of them to secure trunk shut in 8 spots max. No attaching body or trunk lid to frame using any of the methods.
- All trunk lids must have a minimum 12"x12" inspection hole. 8 - 3/8 bolts and washers max may be used to bolt sheet metal back together.
- Trunk lids may be pushed to floor. Trunk lids that are pushed to floor must still have a 12"x12" inspection hole.
- Quarter panels must remain vertical. No wedge cars allowed.
- No back window bars allowed.
- A piece of chain, wire or ratchet strap or bar (2" wide 1/4" thick max) must be attached in the windshield are from the roof to the firewall cowl. This is to protect the driver if the hood would come into drivers compartment. This can't strengthen the car or any part of the drive train at anytime.
- Cutting fenders and quarter panels for wheel clearance is allowed.
- Bottom of quarter panels may be folded under. No bolting to trunk floor or together.

- Mounting of battery box and gas tank may only have a 20"X20" floor mounting surface. 4 bolts max. If your components need a larger area you will have 2 options. 1) You may float the components from your cage (all rules still apply). 2) Components must be raised up 2" from the entire floor surface and may only have a 20"X20" mounting surface (4 bolts max).
- Aftermarket shifter are welcome. Shifters may not strengthen the car at anytime. Mounting pad for cable shifter may only be 4"X12"X1/4" max if being mounted to sheet metal.
- Aftermarket brake and gas pedals are allowed. Combination pedals may not exceed 18"x18" mounting surface. Individual brake and gas pedals are allowed as well. The individual pedals may not exceed 18"x18" mounting surface combined. Plates for pedals may not exceed 3/8" thickness max. Mounting surface means any surface that touches sheet metal (floor, firewall ect). Only 6-1/2" bolts, nuts and washers max may be used to mount pedals. Pedals may only mount to sheet metal. If you are not running after market pedals you may use a 18"X18" piece of metal (3/8"thick max) and mount to drivers floor board only. 6-1/2" bolts, nuts and washers max. This may only be sheet metal to sheet metal.

Body Bolts (K Frame Mounts):

All Body bolts and mounting hardware must remain stock. This means no replacing bolts or removing mounts. If Bolts are rusted out call for instruction on how to repair to pass tech.

You may use 4- 8"x8"x1/4"plates max to weld from the K frame to the uni body. These plates must be within 8" of the factory mounting bolts.

Engine/ Trans:

Motor and trans must be GM to Gm, Ford to Ford, Chrysler to Chrysler (Ect).

No engine or trans protectors of any kind allowed.

Exhaust may run through to hood. If run through the hood, it must be ran straight up.

Aftermarket motor mounts are welcome. Chain, wire or metal strapping maybe used to secure motor and trans. Any of these methods may not strengthen car in anyway.

No aftermarket axle shafts allowed must be stock axle shaft.

- Radiators and trans coolers must be in stock location.
- OEM style radiators, no homemade construction radiators. NO RADIATOR PROTECTORS.
- No adding cooling capacity.
- Air cleaner must remain over carb/ throttle body at all times.
- No starting fluid allowed.
- No engine oil coolers.
- Hood must remain over fan and radiator at all times. ALL CARS MUST HAVE A HOOD TO RUN.
- Only 1 battery may be used. • Battery must be secured to front passenger floor board. NO MILK CRATES OR RUBBER STRAPS ALLOWED TO SECURE BATTERY. Mounting of battery may not strengthen car in anyway at anytime.
- Battery must be covered with rubber mat.

Fuel Systems:

- Original gas tank must be removed from car.
- Gas tank must be securely mounted behind driver seat and covered. NO RUBBER STRAPS MAY BE USED TO MOUNT GAS TANK. Fuel lines and tank may not strengthen car in any way at any time. See components in BODY section for mounting specifications.
- No plastic or metal gas cans. Must be a marine type tank or fuel cell.
- Fuel lines must be ran inside of car not outside of car. Lines must be secured to floor or cage. NO FUEL LINE PROTECTORS/ MOUNTING OF FUEL LINES MAY NOT STRENGTHEN FRAME OR BODY.
- All lines must be double clamped and fuel injection (high pressure) hose.
- Electric fuel pumps are allowed but must have an on/off switch near steering column and market with orange or red paint.

Pre-Ran Cars:

- If your frame is bent you may use a 4"x6"x1/4" max. plate and weld to frame. Max 2 plates per frame rail. This means 4 plates max. Frame must have obvious bent spot in order to be able to plate. Flat stock only. 1/2" wide weld. Just because your car is dented doesn't mean you can plate the frame.
- If plated over and above rules you will be asked to cut plate and weld off completely. Failure to do this, you will LOAD YOUR CAR.
- Officials decision is final.

Frames:

- No adding metal or brackets to frame unless specified. No trailer hitches.
- No filling any factory holes in anyway. No strengthening frame in any way shape or form.
- No welding to frame or seams unless specified.
- No painting or undercoating frames for any reason. If frame is painted or undercoated you will be asked to remove it or LOAD YOUR CAR.
- Any metal added or weld will be asked to be removed completely. Not just sliced in the center but removed. Failure to do this you will LOAD YOUR CAR TO GO HOME.
- NO FRAME SHAPING ALLOWED. This means no denting or scratching. This will be strictly enforced.
- Rust holes maybe repaired using 1/4" flat stock max. You may overlap the hole 1" all the way around. Welds no more than 1/2" wide. Must be an obvious hole that can be seen from inside of frame.

Bumpers:

- You may stuff your shock tubes into frame. You may plug weld shock tube to frame if they are stuffed in. There maybe no more than 8" of shock tube stuffed into the frame (Factory or aftermarket). Shock tubes will be measure from back of bumper.

2"x2"x1/4" max square tubing or 2" max round stock 1/4" thickness max.

- You may use 2-2"x6"x1/4" max straps per side of bumper to mount to uni body.
- No mounting shock tubes outside of frame unless stock OEM from factory.
- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. Holes maybe filled in with plate and weld.

Tires and Brakes:

- No split rims, studded tire. No dual tires. Each car will have 4 wheels max. weld in centers are allowed 8" max. Stock centers maybe cut out and inserted into another stock rim. Rims may not be re-enforced. Rims must be factory made rim with the exception to the rules written.
- Valve stem protectors are allowed. Valve stem protectors are not meant to strengthen rim in anyway.
- Doubled or foam filled tires are allowed. No bead locks allowed. Tractor and skidster tires are allowed.
- All cars must have dependable brakes at all times.

Suspension:

- Suspension and steering must be FWD car origin.
- No homemade suspension or steering parts allowed unless specified. No homemade tie rods. TIE RODS MAYBE REINFORCED WITH TUBE,PIPE or ANGLE IRON FROM END TO END OF OEM FACTORY CAR ORIGIN TIE RODS. A STORE BOUGHTEN WASHER MAYBE PLACED OVER THE BALL OF THE TIE ROD END AND WELDED. TIE RODS MUST BE A FACTORY OEM END. Aftermarket steering columns are allowed.
- No strengthening suspension in anyway. This means struts and springs must be left stock.
- Suspension must have bounce. No welding suspension solid. No re enforcing rear trailing arms. NO COIL SPRING TO LEAF SPRING CONVERSIONS.

Cages:

- Cages are not to exceed 6"x6"x1/4" square tube or 6" round stock.
- You be allowed a 3pt or 4pt cage, only 1 of the 2 choices.
- A 3pt cage will consist of 2 door bars and a bar behind the drivers seat. Door bars maybe put between inner and outer door skins. Bars may not be further forward than 4" in front of front door seam (front fender and door meet).
- Door bars may not be further back than 18" behind center post and 10" behind the door seam on a 2 door car. (Measurement is taken inside door seam at the height of the door bar).
- No legs or kickers allowed to come from cage and attach to frame or body.
- Overall cage length can not exceed 60".
- A 4 point cage will consist of a bar going side to side in place of dash. A bar behind the front seat. 2 bars that run from front to back joining the dash bar and bar behind seat.
- Door bars may not be further back than 18" behind center post and 10" behind the door seam on a 2 door car. (Measurement is taken inside door seam at the height of the door bar).
- No legs or kickers allowed to come from cage and attach to frame or body.
- Overall cage length can not exceed 60".
- Door bars must be on inside of doors not between door skins. All components of cage and gas tank protector must be kept inboard of driver/ passengers compartment. Not to exceed outward of the inside

door skin. Exception: drivers door only the inside skin maybe cut and door bar may bump out to outer skin.

- Cages may be welded or bolted in. Cages maybe secured to body in 6 spots. Cage may use no more than 6-1" bolts nuts and washers to be secured to car body only. No more than 6- 6" welds to hold cage into place.
- Drivers door protection is mandatory . Door protection must be bolted and welded to outside of door. Flat stock must be 8" tall min. maximum of 12" tall and no less than 3/8" thick. Flat stock can only overlap door seam by 4" at each end. You may weld 24 - 1" welds from plate to door.
- No attaching any part of cage to frame, motor, trans, or trans.

Rollover Bars:

- Rollover bars may not exceed 6"x6"x3/8" tube or round stock.
- Rollover bars maybe attached to door bars or bar behind seat only.
- Rollover bars maybe bolted to roof in 2 spots max.

Gas Tank Protectors:

- Protectors maybe no wider than 24" outside measurement. Protector material is 6"x6"x 3/8" material round or square.
- Protectors must be free floating and only attached to cage.
- No bolting protector to frame or body.
- There must be a 1/2" gap between protector and sheet metal. Protector must be kept in board of driver/ passenger compartment. (no extending past back seat, rear seat cushion).