

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

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.
- Truck building questions? Call Jack Fistler Jr. (586)531-0384.

Any full size passenger truck type vehicle – pickups/suburbans/tahoes/ Broncos and vans. • No dual wheels. 4X4 trucks are allowed. No front drive shafts allowed to be ran if vehicle is 4WD. NO STRAIGHT FRAMES ALLOWED. NO WEDGE VECHILES ALLOWED.

General Preparation:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the cab 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 tucks and all decking in suburbans, Tahoe and bronco (ect) 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. No shoulder straps connected to lap belt.
- All flammable materials must be removed from the truck, suburbans, tahoe and bronco (ect) other than safety padding and the driver's seat.

Tires, Rear Ends, and Brakes:

- No split rims, studded tire. No dual tires. Each truck will have 4 wheels max. Weld in centers are allowed 9" 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 tires are NOT allowed or any kind of V- tread tire.
- No rear ends larger than a 8 bolt floater. You may have 1 chain per side of rear axle to wrap around axle and frame. This chain may not exceed 7/16" chain and 1-7/16 bolt and nut. No welding of chain. This chain is to restrict suspension travel.
- Rear leaf springs may not be re enforced in anyway, shape or form. This means weld, tape, bolt, wire chain (ect). You may run 4 homemade spring clamps per side of truck (rear leafs only). Each clamp will be allowed 2- 3"X6"x3/8" max plates, 4-5/8 washers and 2- 5/8 bolts and nuts max. No welding.

Bumpers / Push Bar :

- You may run a push bar or a car bumper on the front only. ONE OR THE OTHER NOT BOTH.

- Any automotive bumper allowed. Bumper maybe seam welded and stuffed. Holes maybe filled in with plate and weld. No DEC bumpers allowed or homemade bumpers allowed.

- Bumper ends must be rounded and smooth. No sharp or jagged edges allowed.

- Bumpers must welded directly to frames. You may use 2-2"X6"X1/4" straps per side of bumper to weld from bumper to frame. This means 3" on the bumper and 3" on the frame. No other material maybe added or used.

- Push Bars

Factory bumper maybe welded to the frame. Push bar will consist of 2 vertical bars, 2 horizontal bars and 2 kickers max. Over all height may not be any taller than the top of the core support. The bars may not exceed 2" diameter and 1/4" thick. The horizontal bars may not extend past the outside width of the front frame rails. The vertical bars may not sit any farther forward than the back of the front bumper. The kickers may only come off the top back of the push bar and be angled into the engine compartment. They may only mount to the top of the frame. No further back than the center of the upper ball joint. The push bar maybe welded or bolted to the frame only.

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 not 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, chained, wired or seat belted together only. If wiring, chaining or seat belting doors shut you are allowed 10 spots max. No fastening around frame or cage. If welding doors shut you may use up to 1/4" flat stock max by 4" wide max. Only outside of doors maybe welded.

- Welding box to cab is allowed, full height of the box only. Flat stock steel only, 1/4" max thick and you may over lap the factory gap by 3" in each direction max.

- Quarter panels and inner wheel wells maybe welded to box floor in only the 2 following ways: 1) you may weld 25-3" welds per side of box max. 2) you may use 25-2"X3"X1/4" max plates max. Welding may only be done on the inside of box. Suburbans, Tahoe, Broncos (Ect) may weld as well but must be no further forward than rear door seam (DOOR MEETS QUARTER PANEL).

- VANS EXTRA BODY SEAM WELDS MUST BE AT LEAST 36" from back of front seat going to rear of van. WELDS MUST BE INSIDE OF VAN.

- Quarter panels must remain vertical. No wedge trucks allowed or Sedagons.

- Tail Gates maybe dropped and welded to quarter panels. You may use 4" wide strap max / 1/4" max thick. You may weld 4"X4"x3/8" max angle iron from outside of rear frame rail to outside of rear frame rail. This is used to bolt the tailgate between the rear frame rails. You may use 4-3/4" max bolts and nuts. 10"X10" washers max.

- At least one (1) mandatory chain (no welding chain links), cable or wire must be installed between roof and cowl (middle of windshield) to prevent hood from entering driver's compartment. NO BARS ALLOWED.

- Rear cab back glass opening must be covered with a strong wire or nylon mesh screen. (This is to keep driver from putting hand out rear window opening). Screen may be used in place of windshield.

- 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.

- Aftermarket components are welcome. No components to be welded to the floors, doors, roof or body (gas tank, gas lines, battery box, gas pedal, etc.). All components must be bolted in. No components may strengthen the body, frame or cage in anyway.

- Battery is to be relocated to passenger front floor or maybe floated from inside of cage (passenger side).

- Auxiliary tank must be securely mounted at least three inches (3") from front of truck bed, center of bed forward of the rear axle. No 1-5 gallon gas cans, must be a marine type metal tank or fuel cell.

Secured cap, lines and fittings must be leak proof. Tank must be covered or enclosed in steel. NO gas lines through interior. All gas lines must be run under cab body.

- Cutting fenders and quarter panels for wheel clearance is allowed.
- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal back together is allowed using 8 - 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.
 - No welding hoods shut. Hoods must be open for inspection.
 - Hood maybe secured in 6 spots max. you may wire, chain, seat belt or bolt hood shut (SHEET METAL TO SHEETMETAL). 10"X10" max washers if bolting hood shut and 3/4" bolt and nut (no welding). Front 2 core support mount bolts may come up threw the hood. All thread maybe up to 1" diameter no sleeving the all thread. No welding of all thread, nuts or washers.
 - VAN ENGINE COVERS MUST BE FABRICATED OUT OF SHEET METAL ONLY.
 - VANS MUST CUT SIDE WINDOWS IN BACK QUARTER PANELS IF NOT CUT IN FROM FACTORY. THE WINDOWS MUST BE AT LEAST 20"X40". You may bolt sheet metal back together using 20- 3/8 bolts, nuts and washers max. NO WELDING OF SHEET METAL OR BOLTS, NUTS AND WASHERS.

BACK DOORS OF VANS MUST HAVE AT LEAST A 12"X12" WINDOW CUT IN EACH DOOR. Your allowed 8-3/8 bolts,nuts and washers to bolt sheet metal together. No welding of sheet metal, bolts, nuts or washers.

Body Bolts:

- Stock body mounts may be removed and replaced with aftermarket body mounts. After market mounts may not exceed the size of stock mounts. Bodies may set flat on frame.
- Bolts may not exceed 3/4", only 2 nuts per bolt and no welding of body bolt, nuts or washers. Bolts may only go thru 1 thickness of frame.
- Washers must not exceed 10X10" diameter (square or round) 3/8" thick max.
- No welding bolts, nuts or washers to body or frame.
- No adding body bolts in anyway. (Unless specified)
- You may add 4 additional bed bolts to a pick up. Suburbans, Tahoe, Broncos (Ect) may add 4 additional body bolts as well but must be no further forward than the rear quarter panel and door seam. (Door MEETS Quarter PANEL). Must follow the above rules on body bolts.
- VANS EXTRA BODY BOLTS MUST BE AT LEAST 36" from back of front seat going to rear of van.

Engine:

- VAN EXHAUST MAY NOT EXIT UPWARD. EXHAUST MUST BE UNDER VAN.
- Any engine may be used in any car.
 - No full engine cradles. Definition of full engine cradle: Anything that connects front plate to mid plate BELOW the engine block. Cradles and protectors are not allowed to strengthen frame or body in anyway. Distributor protectors cannot be wider than highest point of the cylinder heads.
 - Pulley protectors are allowed.
 - All cradles and protectors must be bolted to engine or transmission.
 - Engine frame mounts must be stock OEM (Chrysler, Ford or GM). No homemade frame mounts allowed or any form of solid mounts allowed. No skid plates allowed. Frame mounts maybe interchanged Ford to GM ect. Lower motor mount must be bolted or welded to engine cradle, not to frame rails.
 - Engine frame mounts must be mounted on top of engine cradle (K Frame). On top of cradle means no recessing them down into or mounting them behind or in front of engine cradle frame.
 - Engines maybe chained down using 2 chains only. 3/8" chain maximum. No longer than 12". Chains may on be welded to the engine K frame only. No welding chain links together. No more than 3 links of chain may be welded to the K frame. This will be strictly enforced.
 - Air cleaner must remain over carb at all times.
 - Electric fuel pumps are allowed but must have an on/off switch near steering column and market with orange or red paint.
 - No starting fluid allowed.
 - No engine oil coolers.
 - Hood must remain over fan and radiator at all times.

- Only 1 battery may be used.
- Radiators must be in stock location.
 - OEM style radiators, no homemade construction radiators. NO RADIATOR PROTECTORS.
- No adding cooling capacity.

Transmission:

- Transmission and cross member must be of Truck origin.
- Trans cooler are allowed. Must be secure and have a cover or shield to protect driver. Mounting of trans cooler may not strengthen Truck at anytime.
- Metal or high pressure lines must be used.
- Aftermarket bell housing and trans braces are allowed.
 - Aftermarket bell housings and braces are not allowed to strengthen frame or body.
 - After market bell housings and brace may not attach to frame, cage or body. Only cross member.
 - After market driveshafts allowed.
- Transmission may be bolted, wired, welded or strapped to cross member.

Frames:

- No adding metal or brackets to frame unless specified. No trailer hitches. No material or substance maybe added to strengthen frame.
 - No filling any factory holes in anyway.
- No welding to frame or seams unless specified.
- You may weld 4"X4"x3/8" max angle iron from outside of rear frame rail to outside of rear frame rail. This is used to bolt the tailgate between the rear frame rails. You may use 4-3/4" max bolts and nuts. 10"X10" washers max.
- ½ ton trucks with 5 or 6 lug hubs are allowed a 1-1/2"x5"x24" piece of steel welded to the frame on each side – at the location of your choice. This must be a continuous piece and cannot be cut to equal 24". THIS PLATE MUST BE PAINTED A BRIGHT COLOR TO STAND OUT.
- No painting or undercoating or mudding up frames for any reason. If frame is painted, undercoated or mudded up you will be asked to remove it or LOAD YOUR VECHILE.
 - 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 VECHILE TO GO HOME.
- Lower motor mount must be bolted or welded to engine cradle, not to frame rails.
- 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.

Suspension:

- NO WEDGE TRUCKS. FRONT AND REAR RIDE HEIGHT MUST BE WITH IN 4" OF EACH OTHER.
- Suspension and steering must stock truck origin.
- Suspension and steering must be OEM factory made. No homemade suspension 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 TRUCK ORGIN 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. NO ENLARGING HOLES IN ANY STEERING COMPONENTS, MUST BE FACTORY HOLES.
 - No strengthening suspension in anyway unless specified
 - Upper A arms maybe welded down in 2 spots total per A arm. You may weld a 2"X4"X1/4" strap, 1 on the front of the A arm and 1 on the back of the A arm. Anything over and above will be cut off.
- Steering shafts may be altered. Steering shafts may have slip joint and a knuckle in line.
 - 4 wheel drives may not do anything with the front springs (no welding or reinforcing in any way). They must remain stock from factory.
- No leaf spring conversion. Must use factory type suspension car came with.
- Leaf springs must remain in original position.

Pre-Ran Trucks:

- 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. You may bend your plate to fit contour of frame. 1/2" wide weld. Just because your TRUCK 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 TRUCK.
- Officials decision is final.

Cages:

- Cages are not to exceed 2"x8"x1/4" tube. Cage must be a minimum of 4" off any floor sheet metal (including trans tunnel).
- A 4 point cage is allowed. That 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.
- The cage maybe welded to the frame in 2 spots max. The 2 down legs may only come off the bar behind the seat.
- No attaching any part of cage to frame, motor, trans, or trans cross member.

Rollover Bars:

- Rollover bars may not exceed 2"x8"x1/4" tube.
- 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:

• This is to protect the tank and not reinforce the truck. No materiel larger than 2"X2"X1/4" max tubing or round stock. 2 vertical bars maybe mounted to the box floor and no higher than the cab. These bars may have a 10"X10" mounting pad welded to the bottom. The mounting pad may ONLY be bolted to bed sheet metal. The protector must be mounted inside of the box and no wider than outside of frame rails. You may have 2 horizontal bars max connecting the vertical bars. 2 down bars max may connect to the top of the vertical bars and angle down to the box floor. They may not be any further back than front of rear axle tubes. 2- 10"X10" max plates maybe welded to the bottom of the angled bars and bolted to bed floor. This protector may not be welded to the frame or bolted to the frame in anyway. Suburbans, tahoe, bronco (ect) may have gas tank protector as well but must be no further forward than the rear quarter panel and door seam. (Door MEETS Quarter PANEL).

- This may not attach to the cab or roof of any truck,suburban, tahoe, bronco or van.

VAN GAS TANK PROTECTORS MAY ONLY BE 36" IN LENGTH MAX. THIS MEANS FROM FRONT OF REAR AXLE TUBES GOING FORWARD 36" MAX FOR GAS TANK PROTECTOR.

Official's decisions are final. No exceptions.