

2017 Croswell Agricultural Society Demolition Derby

Saturday October 28th, 2017 at 3:00PM

Entry Fee \$50.00 and a Bag of Candy

PLEASE PRINT LEGIBLY AND MAIL/EMAIL TO:

CROSWELL Agricultural Society
P.O Box 118
CROSWELL, MI. 48422
Phone (810) 404-4929
Email - kbollon219@yahoo.com

Driver's Name _____
Street Address _____
City _____ State _____ Zip Code _____
Telephone _____ Age _____ Email _____

I have read the Demolition Derby Rules and accept the decision of the judges as final and elect to use the grounds or track in its present condition. I agree to have my car at the race area and sign in at the registration desk at least two hours prior to show-time or I will be ineligible to run.

Sign _____ **Date** _____

FOR DRIVERS UNDER 18- RELEASE AND CONSENT FORM

State of Michigan, County of Sanilac, I, being the parent and/or legal Guardian of _____ hereby consent to permit to enter and /or participate in the Croswell Fair Demolition Derby held at the Croswell Agricultural Fairgrounds and that said minor is under the legal age of the State of Michigan. Namely, age _____ and that I hereby expressly release both the producer and sponsor and all their associates for any injuries of any kind or nature which may occur or be received as a result of said minor's participation in said derby. *I hereby expressly waive all claims tor injures that may occur should said minor be injured while competing in Croswell Agricultural Society's Derby.*

SIGNATURE OF PARENT OR LEGAL GURDIAN:

****NOTE****

***Any damage to event grounds, such as burn outs on the grass areas, leaving trash and car parts no longer being used, etc., etc. will result in disqualification of any future event.**

All calls made by officials are FINAL!

*These rules supersede any and all rules previously used. Rules subject to change without notice according to the event requirements and regulations pertaining to this event.

EACH DRIVER & MECHANIC HAS AN OBLIGATION TO READ THESE RULES

In the interest of safety, drivers and mechanics are subject to and must obey the following rules and regulations prepared by the Criswell Agricultural Society.

- A. Each driver must fill out an entry blank. All drivers must supply their own cars. ONLY ONE ENTRY PER PERSON.
- B. All drivers and/or pit persons 16 or 17 years of age must have a signed by his or her parent or guardian.
- C. The Croswell Fair reserves the right to approve or reject any and all entries.
- D. Only person who sign the release sheet will be permitted in the pit area or on the track.
- E. No drinking of alcoholic beverages on the Fairgrounds. If found with alcohol or drugs you will be disqualified and removed from fairgrounds.
- F. Any driver or crewmember disobeying the rules will cause his or her car to be disqualified. Drivers are responsible for the actions of their crewmembers.
- G. The promoter, track owner or The Croswell Agricultural Society will not be held responsible for any cars, parts or personal property before during and after the show or overnight.
- H. Towing and transporting cars to and from race locations must meet highway safety codes (including proper light controls, safety chains, tow bars, towing trailers, etc.)

Competition Rules:

- Each participant must be at least 16 years of age. Any participant under 18 is required to have a permission form signed by a parent or legal guardian
- Drivers must remain in the vehicle with helmet, seatbelt 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 and 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 IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a postrace inspection before any prize money is awarded.
- 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.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.
- Car building questions? Call or text Dan VanSickle 810-404-8877 leave message and will call back

Any American made full size automobile 1980 to present day. No front wheel drive, all-wheel drive, four wheel drive, checker cabs, hearses or limousines. All 1978 to present day GM automobiles that meet the above regulation will be accepted.

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.
- No fresh sedan or wedge cars are allowed.

Tires, Rear Ends, 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.

- Valve stem protectors are allowed. Valve stem protectors are not meant to strengthen rim in anyway.
- Doubled or foam filled tires allowed. No bead locks allowed. Tractor and skid steer tires allowed.
- All cars must have dependable brakes at all times.
- Any 5 lug axle allowed. Rear end braces are allowed. Braces may not strengthen frame or body in anyway.
- You may change rear end pitch by changing trailing arms. Arms must be OEM no aftermarket or homemade trailing arms allowed.
- No reinforcing trailing arms.
- 98 Fords and up, you may move trailing arms inside of frame (Watt Links). You may use bolt in brackets to mount upper trailing arms. You may cut from older Ford package and weld to your 98 up.
- Lower trailing arm brackets may be taken from older Ford and welded in. You may use 3"x3"x1/4"x3" long max square tubing to mount lower trailing arms if you don't use stock brackets from old Ford.
- Each rear end is only allowed to have 4 trailing arms maximum.

Bumpers:

- No mounting shock tubes outside of frame unless stock OEM from factory.
- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. No DEC bumpers allowed.
- Bumper ends must be rounded and smooth. No sharp or jagged edges allowed.
- See frames for mounting rules of bumpers.
- If not using stock shock tubes, homemade shock tubes cannot exceed 8" long. You may use one or the other but not both.

Body:

- No welding of body unless stated. No adding metal.
- 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 per side to weld doors shut. Plates cannot exceed 4"x4"x1/4" thick. No welding of inner and outer skins.
- If you don't weld your doors you must chain or #9 wire them shut. Minimum of 2 spots and max of 6 spots. No wiring or chaining body to frame. No bolting door shut.
- If welding doors shut, you may wire door post shut in 3 spots per side of car. 2 strands per spot.
- No X wiring or mending with wire.
- Floor boards must be adequate at driver's feet.
- If floor board needs to be patched it must be done with same thickness sheet metal. Sheet metal maybe bolted or riveted in. No welding sheet metal in.
- No components to be welded to the floors, doors, roof or body (gas tank, battery box, gas pedal, etc.). All components must be bolted in.
- 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.
- Hoods may only be wired shut with wire or chain. 4 strands of #9 wire max or 1 strand of chain. Sheet metal to sheet metal only. Maximum of 6 spots to secure hood.
- No bolting or welding hoods shut.
- No welding washers to sheet metal.
- 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.
- Must have wire or chain in front windshield from cowl to roof. This is for driver's protection.

- No bars allowed; must be wire or chain. Chain links can't be welded.
- 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.

Body Bolts:

- Stock body mounts may be removed. Bodies may set flat on frame.
- Bolts may not exceed 5/8". Bolts may only go thru 1 thickness of frame.
- Washers must not exceed 3" diameter (square or round) 1/4" thick.
- No welding bolts or washers to body or frame.
- No adding body bolts in anyway.

Core Support:

- Core supports maybe spaced up. 6" spacer max, must be free floating. No welding spacer to frame or core support. 5/8" bolt and 3" washer max. Bolt and washer must be free floating (no welding). You may use 5/8" all thread to bolt the core support but can only use 3 nuts and if goes though hood will count as hood tie down. No moving core support mounts for any reason.
- Radiators must be in stock location.
- OEM style radiators, no homemade construction radiators. May use two pieces of 3/8" all thread and 2 3/8" bolts with 2"x6" plate to hold radiator.
- No adding cooling capacity.

Engine:

- Any engine may be used in any car.
- Engine cradle and distributor protectors are allowed. Cradles and protectors are not allowed to strengthen frame or body in anyway. Distributor protectors cannot be wider than intake.
- Pulley protectors are allowed.
- All cradles and protectors must be bolted to engine or transmission. These must be separate items and may not all be connected for a complete engine protector system.
- Engine frame mounts must be stock OEM (Chrysler, Ford or GM). No aftermarket frame mounts allowed. No skid plates allowed. Frame mounts maybe interchanged Ford to GM etc.
- Engines may not be chained down.
- Air cleaner must remain over carb at all times.
- No starting fluid allowed.
- No engine oil coolers.
- Hood must remain over fan and radiator at all times.
- 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.
- Battery must be covered with rubber mat.
 - May use 5/8" all thread rod 3 nuts per side max
 - May bolt it thru hood will count as 2 tie downs

Transmission:

- Transmission must be of passenger car origin. No 4 wheel or all-wheel drive transmissions allowed.
- Trans cooler are allowed. Must be secure and have a cover or shield to protect driver.
- 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, body or trans cross member. Only to motor.
- Aftermarket bell housing and braces may not have contact with dash bar or any part of the cage at any TIME.
- After market drive shafts allowed.
- Transmission may be bolted, wired, or strapped to cross member.
- Transmission cross member may be fabricated from 2"x2"x1/4" thick square tube max. This is not to strengthen car but to be used if you don't have the OEM cross member.

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.
- No plastic or metal gas cans. Must be a marine type tank.
- Fuel lines must be ran inside of car not outside of car. Lines must be secured to floor or cage.
- All lines must be double clamped.
- 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 3 plates per frame rail. This means 6 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 welding to frame or seams unless specified.
- No stubbing frame together unless the frame is for that year, make and model.
- Front frames may be tilted at firewall only. No tilting frames in the center. If tilting car at firewall you may cut the three straps top, back, and front and then reweld. Weld may only be 1/2" wide. No smashing top of strap to top of boxes and welding. If you're not tilting the front frame, you may reweld the factory welds of the box top, back, and front.
- 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.
- Bumpers maybe welded directly to frames.
- You may stuff your shock tubes into frame and weld shock tube plate to frame. You may plug weld shock tube to frame if they are stuffed in in one spot.
- You may use 2"x6"x1/4" thick strap to weld from top of bumper to top of frame. 2 straps per bumper. Must remain in one piece. Cannot be angled to make a kicker. 3" max to be welded to top of frame. This means 3" on bumper and 3" on frame.
- Bumper height must be 14" to 22". The measurement will be taken from bottom of bumper.
- Lower motor mount must be bolted or welded to engine cradle, not to frame rails.
- NO FRAME SHAPING ALLOWED.
- NO SHORTENING OF REAR FRAME.
- Front frame must have 20" of frame from upper A-arm mounting bracket going to front bumper. This measurement will be taken from the furthest forward point of the upper front A-arm bracket.
- Rear frames maybe prebent or notched to achieve roll. If notched, do not weld back together.
- If moving Trans cross member back you may use 2"x2"x1/4" angle iron. Angle iron can't be longer than 4".
- You may chain around axle to frame only. 2 spots using 3/8" chain max. Only one 3/8" bolt and nut per chain. No welding chain together. No welding chain to frame or axle.
- Hump plates are allowed. Plates must not exceed 4" wide by 3/8" thick. Plates must be centered on hump. That means center bottom of hump you may have 11" in each direction. Any extra weld and plate will be cut off, not sliced. Only 1/2" wide welds.
- Rust holes maybe plated using 4"x6"x 1/4 max flat stock plate. Welds no more than 1/2" wide. Must be an obvious hole that can be seen from inside of frame.
- Plates must be on outside of frame.

2003 and Up Frames:

- You may weld in engine cradle from older Fords. Must be factory cradle.
- You may weld factory brackets from older Ford to mount suspension. No homemade brackets to be welded to frame. Only 1/2" wide welds allowed.
- Bolt in cradles and brackets welcome. Must bolt in frame factory holes. Cannot be excessive or strengthen the frame or body in anyway. Bolt in cradles may not box around frame. Spring pockets must be on bottom of frame, not on side of frame.
- Front crush points on frame must remain stock; no cutting, filling, or repositioning them.
- You may weld a 3/8" chain to side of frame and attach to lower A-arm to hold coil spring in. Chain cannot exceed 14" in length. No more than 3 links maybe welded to frame. One chain per side.
- All steering must be bolted in not welded.
- Mounting steering box you may weld one piece of pipe to frame for the third bolt. Pipe cannot be longer than 6" and 1/2" diameter.
- No tilting 2003 up frames in anyway.
- All other frame rules apply to 2003 up.

Suspension:

- Suspension must be from passenger car origin.
- Suspension must be OEM factory made. No homemade suspension parts allowed unless specified.
- Must be stock OEM spindle.
- No strengthening suspension in anyway.
- Suspension must have bounce. No welding suspension solid.
- You may use spring turn ins to achieve a higher height.
- No leaf spring conversion. Must use factory type suspension car came with.
- You may use round stock and put thru spring to raise front suspension. Not to exceed 12" in length and must run front to back. Round stock must be weld to bottom of frame.
- Leaf spring cars may not add springs.
- Leafed cars are allowed 4 factory clamps or 3 homemade clamps; homemade clamps must not exceed 2"x4"x1/4" thick. Bolt diameter for homemade clamps not to exceed 7/16". 2 bolts per clamp. No welding clamps.
- No welding leaf springs together in anyway.
- No taping or strapping leafs together.
- Leaf springs must remain in original position.

May run any tie rod end must bolt to stock spindle.

Cages:

- Cages are not to exceed 3"x3"x1/4" square tube or 3" round stock.
- 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.
- Dash bar must be 6" minimum from center of firewall.
- Bar behind seat must not be more than 6" in back of seat.
- Door bars not to exceed 60" in length. These bars may not be further back than 18" behind center post and 10" behind the door seam on a 2 door car.
- No legs of kickers allowed to come from cage and attach to frame or body.
- Door bars must be on inside of door not between door skins.
- **Any kind of reinforcing to the trans (after market bellhousing, trans brace etc.) dash bar must be above the steering column full width of car. Dash bar must still have a 6" gap between the bar and center point of firewall.**
- Cages may be welded or bolted in. Cages maybe secured to body in 4 spots. Driver's door protection is mandatory if you choose not to use a 4 pt cage. Door protection may be bolted and welded to outside of door. Flat stock must be 8" tall min. Maximum of 12" tall and no less than 1/4" 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 cross member.

Rollover Bars:

- Rollover bars may not exceed 3"x3"x1/4" 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 and must be vertical.

Gas Tank Protectors:

- Protectors maybe no wider than 24" outside measurement.
- Protectors must be free floating and only attached to cage.
- No bolting protector to tow package, frame or body.
- There must be a 1/2" gap between protector and sheet metal. To achieve this sheet metal maybe pounded back.

Small cars

Must remain stock in all ways no modifications. You are allowed to run 3 inch maximum bar behind driver's seat and along driver's door.

Recommended to add straps to fuel tank.

Official's decisions are final. No exceptions.

