

CHRISTIAN COUNTY FAIR

2010 TRUCK DEMOLITION DERBY RULES

****A LATE FEE OF \$20.00 WILL BE CHARGED ONE HOUR PRIOR TO ADVERTISED START TIME****

The truck demolition derby shall be open to people who have a valid driver's license or picture i.d. and 18 years of age, if 16 or 17 years of age you must have notarized consent from both parents/guardians present. All drivers will adhere to all rules and regulations.

Towing and transporting demolition derby trucks to and from other demo locations must meet highway safety codes. The Christian County Fair Association will not be held liable.

1. Driver's Entry: Drivers must be sixteen (16) years of age or older. Drivers must furnish his/her own truck. Any full size ½ ton or ¾ ton truck, SUV, Suburban, or Van may compete. **NO COMPACT TRUCK OR VAN, FOREIGN TRUCK, OR PASSENGER CARS WILL BE ALLOWED!** 4 X 4 trucks may compete with front drive shaft removed!
2. Driver's Regulations: Driver may go forward or backward. No deliberate driver door hits. If a driver becomes inactive for one minute, the truck/driver will be disqualified. **NO SANDBAGGING!** If you are sandbagging, the race will stop and an **X** will be painted on your truck. Whoever takes you out will receive \$50.00. **NO TEAM DRIVING!** You will not be allowed to team drive even against a sandbagger. Trucks must show visible damage or be moved when hit or be disqualified. The driver must remain in his/her truck with helmet on until his/her truck has been removed from the track or unless an official tells you different. **HELMET MUST REMAIN ON AT ALL TIMES!** If your helmet keeps coming off during the race, you can be disqualified. Make sure the helmet strap is fastened. It is mandatory that all drivers and pit crews attend a meeting prior to the race.
3. Entry Fees: Truck/Driver entry fee shall be \$25.00 or Truck/Driver/1 Pit Person entry fee shall be \$35.00. (Pit person must be present at time of sign in.) Pit passes shall be \$20.00 per person. **NO ONE UNDER THE AGE OF 16 WILL BE PERMITTED ENTRY INTO THE PITS OR ON THE TRACK!** Entries will be accepted up to one (1) hour prior to the advertised start of the race then a late fee of \$20.00 will be charged.
4. Preparation of Truck: Trucks must be stripped and swept clean of all glass, pot metal, carpet, etc., anything flammable. All doors must be stripped clean of window regulators and door handles inside and out. Any moldings, trim, and/or emblems must be removed. All hitches including bed hitches must be removed. **Driver's door must be painted white and the driver's number must be on the front doors and on a 12"x18" roof sign. Driver name must be above the front door on roof large and legible to read.** The choice of the number is yours. If that number has already been used, then a letter must be included with your number. **NO PROFANITY!**
5. Cage: At least a four point cage is recommended. Cage must not exceed 3" in front of doors and may not exceed 6" past driver and passenger front doors maximum diameter pipe 3". Driver's safety comes first. **NO KICKERS!**
6. Bumpers: Bumper heights on fresh trucks must not exceed 24" from ground to bottom of bumper. Car bumpers may be used on front and back but must be OEM! If car back bumpers are used on the front, the license plate recess may be filled in maximum ¼" flat plating. If you run a rear bumper it must be trimmed within 6" of frame rails. Corners of bumpers are allowed to be cut or smashed in. Front bumpers may be mounted as such, stock brackets or car shocks, or 2"x4"x ¼" rectangle tubing or straight to the frame. Bumper may be wired to core support and up to 4 places to prevent them from falling off double strand #9 gauge wire maximum. Shocks of tubing can only go 8" back on or in the front frame.
7. Suspension: **NO STIFF SUSPENSION!** Trucks must have original give and bounce. No welding suspension components, including upper and lower arms, tie rods, etc... Rear coil springs may be welded or clamped with 2 per side. Trucks must have original type suspension. Do not change leaf spring trucks to coil springs or coil spring trucks to leaf springs. **NO WELDING LEAF SPRINGS!** No adding leaves to spring assemblies. The number of leaves must be the same as the manufacturer originally delivered stock, standard truck.
8. Frames: Frames must remain stock. Absolutely no fillers inside or added reinforcement outside the frame. **DO NOT WELD THE SEAMS!** Repairs made to a broken or rusted frame may be butt welded using same as frame thickness metal. If plating over, 10"x4"x ¼" max. 4 plates max pre ran only. If plating, you can only use flat stock 10"x4"x ¼" maximum per plate. **2 ONLY MAXIMUM ON RUST REPAIR – CAN'T DO BOTH!**

9. Engine: Any engine/transmission may be used in any truck, but must be mounted in a stock position. On a "V" block engine, the front spark plug must be even with or in front of the upper ball joint. On in-line engines, the #2 spark plug must be even with or in front of the upper ball joint. Chained, welded, or homemade mounts are permitted and recommended. They must meet the approval of the officials and must not reinforce the frame. Exhaust is preferred to be upright – out of the hood. Any type of header is allowed but must be directed away from the driver's compartment and other competitors. A transmission cooler may be used but must be mounted in engine compartment or passenger compartment. Must be covered or sealed in a container. All mounting lines and fittings must be safe and approved by an official.
10. Radiators: Radiators must remain in stock position or can be removed. **NO RESERVE TANK ALLOWED! NO RADIATOR PROTECTORS!** Radiators blown by tubes must be secured pointing down at all times. **NO EXTRA COOLING ALLOWED FOR RADIATORS!** Original or electric fans okay and ratchet straps may be used to secure radiator. Cooling fans must be covered by hood or removed. Top of radiator support may have one piece of angle iron 2"x2"x ¼" thick from fender to fender and two 2"x2"x ¼" thick angle iron from radiator support to top of frame in front of arm/A frame. Air conditioning condenser may be welded to front of radiator support.
11. Front & Rear Ends: Front ends and rear ends must not be larger than 1-ton light truck. Rear end, only, may be welded, and hybrid rear ends allowed. **NO REINFORCEMENTS ON FRONT AXLE!** The rear end may be tied to the frame in 2 locations with 3/8" cable or chain.
12. Drive Shaft: Any drive shaft or u-joint may be used. Welding of the drive shaft is permitted. Must have safety loop under drive shaft. (Piece of chain, frame to frame under drive shaft)
13. Tires: Wheel weights must be removed. 16.5 or smaller DOT or implement, 8 lug or less. **NO SPLIT RIMS! – NO SCREWED RIMS! NO STUDDED TIRES! – NO LIQUID FILLED TIRES, ETC...!** Valve stem protectors are allowed.
14. Cab & Bed: Cab and bed mounts may be removed. Body bolts may be replaced with a minimum 5/8" bolt and a maximum 1" bolts. 4 additional bolts must be added from cab to frame and 4 bolts from bed to frame. (or a minimum of 8 extra bolts to hold cab and bed on.) Washer ¼" thick 6"x6" on top and 3"x3" on bottom must be added. Washers to hold cab and bed to frame may not touch each other. Cab and bed can be bolted together in 4 places only. Bolts can be no longer than 1" and the washers 5" in diameter.
15. Fenders: Front and rear may be rolled, welded, or bolted. 10 bolts maximum per side. **NO ADDED METAL!** Cutting fender for wheel clearance is allowed.
16. Hood: Hood must remain in factory position. The 2 front hood bolts must go through the front radiator support mount and frame with no spacer. All other hood bolts may be welded to body. Hood must be bolted or chained in a minimum of 4 maximum of 8 locations. A 5"x5"x ¼" thick washer must be used on top of hood bolts to keep bolts from pulling through. The bolts must be a minimum of 5/8" to maximum 1". Bolts must not be directly in front of radiator or minimum 4 chains 3/8" thick. There must be one 12" hole cut into hood above carburetor. Header holes must be cut plenty big for fire extinguishers to fit in. Hood must be able to open for inspection.
17. Tailgate: Tailgate must be chained, bolted, or welded securely around or removed. Bottom of tailgate may also be secured by bolting or welding a piece of angle iron on the inside where the tailgate meets the bed. Angle iron can be no longer than 24" and no larger than 3"x3"x ¼" thick. If bolts are used they can't pass through the frame. Sheet metal to sheet metal only. If bed sides are folded down, tailgate must remain behind wheel wells. Sides and tailgate may be bolted down with 2 additional ¾" althread 1 per side but may only go through bed floor.
18. Doors and Tailgate: Doors and tail gate may be welded and use a fill material to fill the gap between doors and tailgate. Doors and tailgate may be welded with metal no more than 3"x 1/8" maximum. If not welded, they must be bolted or chained with same size bolts or chains as hood. Minimum 2 places maximum 6 per door or tailgate. Tops of door may be beat down and welded with no added metal. Rust holes or metal tears may be patched. Use a maximum of 1 layer of stock metal to patch rust or tear. Use only enough metal to patch hole or tear or just weld it.
19. Welding: Truck bed may be welded to the cab (bed sides only 3/16" thick by 6" wide straps/plates maximum). All cab and bed seams interior and exterior may be welded.
20. Fuel Tank: Stock fuel tanks must be removed and. A metal or plastic tank may be used but can't hold more than 5 gallons of fuel. Only gasoline and diesel fuels are allowed. **NO NO NO ALCOHOL OR OTHER ALTERNATIVE FUELS ARE PERMITTED!** The tank must be mounted in cab or front center of the bed on a fuel plate. (The fuel plate must be mounted to bed floor from frame rail to frame rail and not passed frame rails) 18" wide x ½" thick maximum. Must be bolted through the frame at the 4 corners. Sides may be added to plate to form a box, if desired, the size of tank only. If in cab, must be on passenger side and secured to floor. The tanks must be covered with a non-absorbent material! If equipped with an electric fuel pump, you must install a kill switch near base of the driver's door post and dash area with access for safety personnel **PAINTED RED!**
21. Driver's Door: Driver's door may be reinforced inside with a steel bar or pipe. Only flat plating may be used on the outside of the driver's door. It is recommended to have padding on door for driver's protection.

22. Carburetors: Carburetors must have air cleaners.
23. Battery: The battery must be mounted and covered in passenger floor board. ****1 PER TRUCK – SECURELY FASTENED****
24. Extra Reinforcement: **NO WIRE, SHEET METAL, SCREWS, CHAINS, CABLES, BOLTS, OR ADDED METAL UNLESS SPECIFIED IN RULES!**
25. Brakes: **ALL TRUCKS IN THIS DEMO MUST HAVE WORKING BRAKES!**
26. Front & Back Windshield Bars: On the front windshield, 1 minimum 2 maximum 6" top of roof to 3" on cowl ¾" diameter maximum. On the back windshield, 1 maximum middle of window 6" on roof to 3" below window opening. A strong wire or nylon mesh screen is permitted on driver's door and the windshield area.
27. Safety belt and DOT approved helmets are required. All helmets must be securely fastened. You are required to wear long pants and shirt. It is recommended that you wear a long-sleeve shirt or fire suit.
28. If anything is changed on your truck after inspection to make your truck illegal, you will be automatically disqualified and will not receive a refund of entry.
29. No pit person is allowed in the track area.
30. Unsportsman like conduct will not be tolerated and will be grounds for disqualification. **MANAGEMENT HAS THE RIGHT TO DISQUALIFY A TRUCK/DRIVER AT ANY TIME!** Any person in pit or track area causing trouble and not obeying the rules will be asked to leave the area immediately. (We can and will have police escort you out and/or have you arrested.) You may also be banned from running in any future Christian County Fair Association events. The officials have the right to re-inspect a truck at any time including after the race. If anything is found to be illegal, you will forfeit all prizes which will then go to the next person in line. Any protest must be made at driver's meeting along with a \$200.00 fee. After the driver's meeting, all protests will be made by officials. If any mechanical work needs to be done to prove your complaint, you will complete such work and put the truck back the way it was. If the complaint is proven, \$150.00 will be returned to protestor with organizer retaining \$50.00 for checking car.
31. Contestants of the Christian County Fair Association demolition derby are not employees of said demolition derby. Driver and their pit personnel are responsible for any damage caused by their negligence on the track or in the pit area.
32. No alcoholic beverages or drugs will be allowed in the Pit Area or Track. Any violations will result in immediate disqualification. Any driver or pit crew member exhibiting signs of impairment or the smell of alcoholic beverage shall be disqualified.
33. The Christian County Fair Association is not responsible for any injuries to drivers and/or pit crew and all people in Pit Area.
34. The Christian County Fair Association is not responsible for lost or stolen articles.
35. The Christian County Fair Association reserves the right to make changes as necessary.
36. These rules supersede any and all rules previously used.

DECISION OF OFFICIALS IS FINAL!

SAFETY IS OUR FIRST PRIORITY!