

2009
DEMOLITION DERBY
MARION COUNTY FAIRGROUNDS

RULES AND REGULATIONS

The following rules and regulations are to be interpreted and enforced by the Lions Club of Franklin Township of Marion County, Indianapolis, Indiana, subject to the approval of the Marion County Fair Board; and all actions and decisions of the Lions Club or the Fair shall be FINAL. Nothing we do, such as approving a car to run via tech inspection, or allowing a car that is damaged to keep running, etc. means that we are responsible in any way for your safety. This event is extremely dangerous. We do not insure you or have any duty to protect you, and you participate at your own risk.

This event is designed to be fun for the drivers and their fans, but is primarily a SHOW for the entertainment of the crowd. The officials are unpaid volunteers. They make mistakes, but they do their best; and generally two officials are required to agree on any "judgment" call before it is made. Therefore, **the driver, pit crew, family and friends are strongly discouraged** from questioning any "judgment" call (such as door hits, time periods between hits, whether a hit qualifies as an "aggressive hit" or not, etc.). **DO NOT TALK TO OR DISTRACT ANY OF THE OFFICIALS DURING THE EVENT.** If you want an explanation of any decision, the HEAD FLAGMAN will be happy to calmly discuss the decision with you **BETWEEN HEATS ONLY!!**

ANY AGGRESSIVE ACTION TOWARDS AN OFFICIAL, A FLAGMAN, OR A FAIR EMPLOYEE BY A DRIVER, THEIR PIT CREW OR FANS WILL NOT BE TOLERATED. Violators **WILL** be disqualified from the event, may be suspended from future events and/or permanently banned.

The Lions Club and/or the Fair may disqualify any car, driver, or pit crew member for violating the letter or spirit of any of the rules; and in extreme cases will permanently ban violators.

NEW RULES/CLARIFICATIONS FOR 2009

****PLEASE READ CAREFULLY****

- 1. A "Mad Dog" award for the most aggressive driver each night will be determined by the officials prior to the consolation. If the "Mad Dog" has not already qualified for the Feature, that driver and car will be automatically placed in the Feature.**
- 2. An overall "Marion County Derby Champion" will be determined after Saturday night's event, based on points accumulated from BOTH the Friday night and Saturday night events. The "Champ" will be awarded a large trophy.**
- 3. SECTIONS IV AND V OF THE OLD RULES HAVE BEEN COMPLETELY REWRITTEN AND COMBINED INTO A NEW SECTION IV. This event remains a "stock" derby. The rules have been clarified and simplified to better explain the correct way to build a car that will be allowed to run in this "stock" derby. READ THEM ALL VERY CAREFULLY. Ask questions well ahead of the event if you do not understand any rule, as these new rules will be strictly enforced.**

PLEASE NOTE - BE EARLY TO INSPECTION SO YOU HAVE TIME TO FIX ANY PROBLEMS PRIOR TO TECH CLOSING.

NO REFUNDS OF ENTRY FEES WILL BE MADE FOR CARS WHICH FAIL INSPECTION DUE TO ILLEGAL REINFORCEMENT OR ANY OTHER SIGNIFICANT VIOLATION.

- 4. At the sole discretion of the Lions Club or the Fair, the cars in the Feature WILL be re-inspected after the Feature. Cars with questionable frames WILL HAVE THEIR FRAMES CUT OR DRILLED. Any**

violations, intentional violations, or illegal modifications made **BEFORE OR AFTER INSPECTION** shall be grounds for forfeiture of placing, all awards, and entry fees, and even for disqualification from future events.

5. At the conclusion of the Feature, **NO ONE** other than the drivers of the cars in the Feature is allowed in the arena until the officials have announced that post-race inspection is completed and the arena has been opened. If a member of your pit crew, family or friends crosses the concrete wall and enters the arena in violation of this rule, you are subject to disqualification at the sole discretion of the officials.

6. Each entry shall be entitled to one vehicle and one trailer in the pits. **NO ONE CAN PARK ON ANY PART OF THE LARGE HILL NORTH OF THE TRACK.**

7. Anyone under age 16 in the driver's pit area will be required by the police department to leave the pits, and the rule will be **ENFORCED** throughout the event. Anyone who looks close to 16 and is without **ID** proving their age will be assumed to be under 16. Please note that if you pay for a bracelet for someone who is under age, there are no refunds!!!

I. ENTRY RULES:

A. The Entry Fee for the Derby is \$30.00 per car for each night entered, payable via cash, certified check or money order only, to the Marion County Fair. However, if a car is entered for both nights at the same time, the Entry Fee for the two nights is discounted to \$50.00. **Any refund of entry fees shall be at the sole discretion of the Marion County Fair.** Please note that a two night entry is non-refundable for any reason, but may be sold to another driver prior to entry deadline. Entries are to be made with the Fair administration office. No entries will be accepted at the Track. All entries must be received at the Fair administration office no later than 4:00 P.M. on the date of each event.

B. For each night, the top five finishers in the Feature will receive trophies and the following prize money:

1st place - \$500.00	4 th place - \$75.00
2 nd place - \$225.00	5 th place - \$50.00
3 rd place - \$125.00	

C. All drivers **MUST** be at least 16 years of age; and **MUST** provide proof of age upon request via Driver's License or a copy of their Birth Certificate.

D. All cars **MUST** be checked-in and inspected at the Lions Club trailer at the Track at the time the heats are assigned. **TECH OPENS APPROXIMATELY THREE HOURS BEFORE THE EVENT.** The deadline for **completing** inspection for Friday's event is **6:00 P.M.** Saturday's inspection deadline is **5:00 P.M.** **DON'T BE LATE!!**

E. When presenting the car for tech inspection, **only the driver is permitted** in the inspection area.

F. Heat positions will be filled by drawing at inspection. Trading heat positions is prohibited. The officials may make changes to heats after the drawing in order to even up heats or to make the best show.

G. Drivers may enter more than one heat; but must have a different car for each heat. Drivers with 2 cars qualifying for the Feature must have driven both cars in all prior heat(s) before being allowed to choose which car he/she may drive in the Feature

H. A drivers meeting will be held by the Head Flagman immediately prior to the first heat on each night. **ALL DRIVERS MUST ATTEND THE DRIVERS MEETING.**

I. All cars and equipment **MUST** be removed from the Marion County fairgrounds by 12:00 noon on Sunday following the event. All rights to any cars, parts, equipment and possessions remaining thereafter are forfeited; and

the Fair shall have the right to charge the driver for the costs of disposing of same.

II. PIT RULES

A. NO ONE UNDER THE AGE OF SIXTEEN WILL BE ALLOWED IN THE DRIVER'S PIT AREA. ****Bring Driver's License or other Proof of Age****

B. Each car entered shall be entitled to Pit Passes for the driver and up to two pit crew members. Two additional Pit Passes can be purchased prior to the event at the Pit Gate (West end of Grandstands) for additional crew members over 16 years of age. Each such additional Pit Pass costs \$20.00; and is good only for that night.

C. No one other than drivers of cars in the heat are allowed in or near the arena during a heat.

D. NO ALCOHOL IN THE PITS. If anyone is caught with alcohol AT ANY POINT DURING THE EVENT they will be disqualified. This includes their pit crew. No one will be allowed in the arena or the pits under the influence of alcohol, illegal drugs, etc. Possession of alcohol, illegal drugs, firearms, etc., on the Fairgrounds at any time is in direct violation of the Fair rules; and will result in expulsion from the Fairgrounds.

****PLEASE NOTE THAT THE POLICE DEPARTMENT WILL PATROL THE PIT AREA****

III. SCHEDULE & PROGRAM

A. Assuming a full field of 60 cars, the event should consist of 4 qualifying heats containing 15 cars per heat; with three (3) cars from each heat qualifying for the Feature. However, the number of heats, the number of cars per heat, and the number of cars per heat which qualify for the feature, may be modified.

B. Any car which was entered in a qualifying heat but failed to qualify for the Feature, **and which is IN LINE prior to the expiration of the Twenty (20) minute repair period after the last car is cleared from the Track from the last qualifying heat of the night**, shall be eligible to participate in the Consolation heat(s). We anticipate that a total of two (2) additional cars may qualify for the Feature via the Consolation heat(s). However, the number of Consolation heats, the number of cars in each Consolation heat, and the number of cars qualifying for the Feature, shall be determined by the officials.

C. Twenty (20) minutes after the last "Feature" qualifier from the Consolation heat(s) is cleared from the Track, the Feature will be held. Any car which qualified for the Feature via a heat, or via the Consolation heat(s), **and which is IN LINE within Twenty (20) minutes after the last "feature" qualifier is cleared from the Track**, shall be eligible to participate in the Feature.

D. All cars must report to the staging area for their heat promptly; and the driver needs to stay with their car once the car is placed in line. Any car which is not in line for its heat, the Consolation heat(s), or the Feature, prior to the cut-off time **WILL NOT** be allowed to run in that heat.

IV. AUTOMOBILE BODY, INTERIOR, TIRE, FRAME, ENGINE & DRIVE TRAIN RULES.

1. Any passenger car or station wagon, which has a wheel base of 100" or longer, may be entered with the following exceptions. No hearses, limousines, four-wheel drive vehicles, Chrysler Imperials, or any car using all or any part of an Imperial sub-frame.

2. All glass, plastic, chrome, lights, carpet, interior, and other fragile or flammable items must be removed before arriving at the track. All vehicle interiors and trunks must be swept clean. All rear seats and decking must be completely removed on station wagons. All trailer hitches and bracing must be removed.

3. Cars must have working seat belts safely secured to the car body or frame. Stock is OK. Seatbelts must be worn

at all times.

4. All cars must have working brakes.

5. Driver's door must be painted white. Both front doors must have a number in contrasting color to that body panel approximately 24" in size. Same number must be painted on the roof in contrasting colors. Number shall be the drivers' choice. No profane or inappropriate words, numbers, drawings, etc. will be allowed. No signs, flags, or any other decoration may be attached to the exterior of the car.

6. Battery must be moved to the front passenger side floorboard. It must be properly secured, then covered with a non-metallic material (floor mat, etc). Battery box is mandatory. Only one battery is allowed and it must be an automobile type battery.

7. Original gas tanks must be removed. Fuel cells must be placed behind the drivers' seat or in center of back seat area. You may use a boat tank or other well made fuel cell, which holds no more than six gallons of gas. It must be properly secured and covered with a metal flash guard positioned to protect the driver. NO "GAS TANK PROTECTOR" OR REINFORCED TANK IS ALLOWED. There must be at least 6" of clearance between the gas tank and the rear firewall. Fuel line must be relocated from stock position, and must be run entirely within the driver's compartment. The fuel line must be in good condition, secured properly, and have leak proof fittings.

8. You may run an electric fuel pump, but it must have an On/Off switch clearly labeled. This switch must be located by your battery box and must be easily reachable from outside the car.

9. Radiators may be removed, but may not be relocated. No reserve water tanks. No alteration may be made to the cooling system (i.e. no auxiliary water pump or radiator).

10. Transmission coolers are legal. They must be securely mounted in a protected position, with secure fittings. No part of the cooler or lines may be higher than 30" above the floorboard.

11. Tires must be DOT approved and have a visible DOT stamp. Tire size shall be Min. 14", and Max. 16". Doubled tires are okay. Otherwise, nothing can be inside of tires except for tube and air. NO PADDLES OR TRACTOR TREADS. Valve stem protectors are O.K. but must be approved by the officials.

12. At least one, and no more than two vertical bars must be installed in the windshield opening. You may use 3/8" chain, six strands of #9 wire, or a strong bar no bigger than 2" in diameter. These must be securely fastened to the firewall and roofline. You may run a strong wire mesh screen over any part of the windshield opening, so long as a six inch gap is left between the side edge of the screening and the top 1/2 of the driver's door post so the heat stick can be taped to the door post by the officials.

13. You may run headers out of the hood, but they must be pointed up, and be no taller than 24" above the hood.

14. You may cut wheel wells for tire clearance, but do not leave an exposed sharp edge. If you trim the wheel well openings you are allowed 2 bolts per opening to fasten sheet metal to sheet metal only. These bolts must not be any bigger than 3/8, and any washer may not be bigger than 1/4" in thickness and 1" in diameter.

15. All suspension parts must be factory stock. If it doesn't bounce, you don't run. No "leafing" of coil sprung cars, and no truck coil springs. On stock leaf sprung cars, leaf springs must be factory. They must have the factory number of leafs per that style of car, must have factory stagger and thickness (a 5/16th wrench needs to fit over the leaf). No more than six clamps per leaf pack. Clamps can be home made but must be similar to stock. Leaf packs must attach at factory location.

16. You may use any factory car bumper. Bumpers must not be modified from stock condition (No loading). Bumpers may be welded on to the two front brackets, but **NO STRAPS OR METAL MAY BE ADDED**. Bumper shocks may be welded. The two bumper brackets on the front and the two bumper brackets on the rear may be

welded to the frame in stock location but no straps or metal added. No welding the inner and outer bumper skins together. Whether welded or not, the bumper **MUST** be chained or wired in two spots back to the frame to keep the bumper from falling off. These attachments may not be in front of the radiator, and they must be loose enough that they do not act as reinforcement. The Max bumper height is 24" from bottom of bumper to the ground. Min. height is 16" to ground.

17. **OPEN HOOD INSPECTION AT TECH.** Hood must be wired, chained, or bolted shut within six inches of each of the four corners using no bigger than 3/4" bolts, one wrap of 3/8" chain, or a maximum of six strands of #9 wire. You may also wire hood shut at the center of the hood (halfway between the core support and firewall). The front two attachments may extend thru the frame with up to 3/4" all thread in the place of the body mounts. The rear may only attach sheet metal to sheet metal, and the rear attachments may not extend to or attach to the frame. These rear attachments must do nothing more than help hold the hood shut. If you also use center tie downs, the attachment must go only from the hood sheet metal to the fender sheet metal, using only wire or chain as specified above. Hood must have 12" hole for access by fire department and inspection. No chain or wires shall be located in front of the radiator. If the fan becomes exposed during the event, the car will be disqualified.

18. Trunk lid must have a minimum 12" hole cut in it for inspection. Deck lids and tailgates on wagons may NOT be welded or bolted shut. They must be wired or chained shut in four corners from sheet metal to sheet metal only, using no more than six strands of #9 wire or one pass of 3/8" chain. You can weld one washer to the body where the strands of #9 wire goes thru the body. If #9 wire does not go thru washer, then the washer is not allowed. This washer may not be anymore than 1/4" in thickness and 2" in diameter. Deck lids and tailgates may be removed. Tucking deck lids is O.K., but at least half of the deck lid must still be in the stock location.

19. Doors must either be welded, wired, or chained shut (you may only choose 1 method). If welding the doors shut, you may weld solid and you may use straps on the door seams only. If you add straps to the door seam welds the straps cannot be more than 3/8" thick and 3" wide. If using wire you must use min. six strands of #9 wire at at least two attachment points on each door. The tops of the doors may be folded over to the inside, but the door tops may not be welded. Officials must be able to see the interiors of the doors, so don't block the holes on the inside of the doors.

20. Body panels may be creased. Creases must not be welded, bolted, wired, or attached together in any other manor. You may "sedan" a wagon, but the only legal way is to push the stock roof down. The roof may not be tied down or attached to any part of the floor or body in any way with any material. You cannot add any metal. **NO WEDGE CARS, PERIOD!**

21. No patching of sheet metal anywhere except for floor pans (passenger area, trunk floors and rear pans can each be patched). These floors may be patched with stock thickness sheet metal in a stock manner. Repairs are okay, but reinforcement is illegal.

22. No wire or similar inside the cabin of the car (i.e. wire cannot be run from the roof of the car to the frame or floor of the car). The only exception to this rule is that you may use wire to go thru the seat back and run it to the roof solely for purposes of holding the seat back in place.

23. Any use of Wire, chain or similar fastening material shall not be excessive.

24. **BODY MOUNTS MUST REMAIN IN A STOCK MANNER**, with the exception of the back two body mounts in the trunk, and the front two body mounts that go thru the core support. The back bolts may be no larger than 3/4" in diameter. Bolts must be placed in the car the same way they came out (Do not extend bolts to or through the bottom of the frame). The front two body mounts at the core support may be replaced with 3/4" all thread, and the all thread may be run up thru the hood. These four body mounts must have a spacer at least 1" and no more the 3" tall. These spacers can be any material, but a metal spacer cannot be welded. Washers used for these four body mounts **ONLY** may be no more than 1/4 inch thick and 4"x 4". **THIS WILL BE STRONGLY ENFORCED!** All other body mount bolts may be replaced with a 7/16th bolt, stock nut, and a round washer no more than 3/8" thick and 2" in diameter. This will be strongly enforced by checking the nut with an 11/16ths

wrench. The body mounts must have stock bushing spacer in between frame and body. You may not cut the metal out of the bushing, must have factory spacing.

25. A four point cage is strongly encouraged. If you elect to use a cage, it can only be connected to sheet metal. Cage material can be 3" x 3" Max. Dash bar must be a minimum of 6" behind the center of firewall; rear bar may be no more than 6" behind the driver's seat. These bars may be connected with a passenger and driver side bar. These 4 main bars must be at least 6" above the floor pan. This can be a floating cage connected to the body, or may be connected to the floor pan with 4 down bars. If you run the down bars they must be **VERTICAL**. No kickers. No connecting to the frame. No tying to the body mounts. The cage (and also the way it is attached to the sheet metal) must be built more for your safety and not for reinforcement. **YOU MAY RUN A ROLL OVER BAR**. The roll over bar may be constructed with 2 **VERTICAL** down bars that **MAY** be welded to the **TOP SIDE** of the frame **ONLY**. These down bars must be **VERTICAL**, and they cannot be located more than 6" behind the driver's seat. You may connect the 2 vertical down bars with 1 horizontal bar either on the inside or outside of the roof of the body. There must be a small gap between the entire roll over bar and the sheet metal, with the exception of where it attaches to the floor or frame, and with the exception of not more than two attachment points where a bolt no more 7/16ths in size (stock washers and nuts) may be used to connect the roof sheet metal to the roll over bar.

26. A driver's door protective plate is required unless you have welded the driver's door shut **AND** you have also installed a 4-point cage. Even if you have welded the door and installed a cage, the door plate is still encouraged. The driver's door protective plate is to be located on the outside of the driver's door. The doorplate must be a minimum of 6" wide and 1/4" thick, and must extend at least 3 inches but not more than 6 inches past each driver's door seam. It must not have edges or bumps on it which can easily catch on other vehicles.

27. Drive Line: You may run any motor and transmission combo. You may use any factory five-lug car rear end. You may run homemade cross members, but they must be similar to factory. The cross member must mount close to factory location, and may not in any way act as a kicker or reinforcement. Rear ends must mount in factory manner. No altering rear cradle for rear end. No welding on frame. Gear ratio must be no different then stock factory ratio. **NO REAR END BRACES**. Motor mounts must operate independently and must be similar to stock. Motor mounts may not "reinforce" in any way. Motor mounts may be chained or welded down, but can only attach straight down to the engine cradle. In such case, the chains or welding must do nothing more then hold the motor down; and may not in any way be reinforcement or act as a skid plate. **NO DISTRIBUTOR PROTECTORS. NO MID OR SKID PLATES.**

28. Frame: No welding, plating, loading, pinning, capping, boxing in the C-channel, or altering the frame in anyway except what is specifically authorized in these rules. If any part of the car's frame seams have been welded **IT WILL NOT RUN**. Any "hump plates" will have to be completely removed. No slicing or partial removal will be approved. Frame may be notched, but notch may **NOT** be pulled back together and re-welded. If you have to re-stub a frame on a pre-run car, it may only be stubbed and butt-welded, with no metal added! **NO RE-WELDING FRONT TABS ON 80's FORDS** (if you don't understand, ask ahead of derby day).

***Cars that run the first night may repair frame damage for the second night's event by using no more than four 4" x 4" x 1/4" thick patches, two maximum on front and two maximum on rear. Damage and repair must be visible to the inspector. You may only use one patch per bend. Patches may not be welded together or connected in any way. If four patches can't fix it, you probably shouldn't be running it.

29. With the exception of the changes from stock condition which are specifically allowed in these rules, **THIS IS A STOCK DERBY**. No other welding, bolting, wiring, adding foreign material, or doing anything else to reinforce or strengthen your car is permitted.

V. HEAT RULES

A. All drivers **MUST** wear shoes, long pants, long sleeve shirts, approved helmets and eye protection (helmet

shield, goggles or safety glasses) at all times while on the Track. Fire resistant jackets, pants, boots, etc. are encouraged.

B. Drivers **MUST** make an aggressive hit at least every **1 minute**. An aggressive hit is roughly defined as an impact to any area of another car which is still alive in the heat (other than on the Driver's door) which causes the car being hit to move or change direction. The Flagman's determination of the time between hits, and whether the hit qualifies or not, is **a judgment call, and such judgment is FINAL**. Getting hung up on another car or the wall, or stuck in the mud is no excuse.

C. If the Heat is red-flagged for any reason, every car still alive in the Heat at that time gets a fresh 1 minute to make a hit from the time the green flag is waived.

D. **DO NOT HIT THE DRIVER'S DOOR**. An intentional, reckless, or clearly avoidable hit on the Driver's door is grounds for disqualification. This can be a difficult call; but it is **a judgment call, and such judgment is FINAL**.

E. A car is disqualified if any two wheels are outside the boundaries of the track. This includes two wheels being over the boundary wall, or two wheels being out either of the entries and/or exits.

F. The Driver **MUST** remain in their car at all times unless their car is on fire, or the event is red-flagged. Leaving the car under any other circumstance will generally result in the Driver being disqualified.

G. A driver that is disqualified for an illegal hit on the Driver's door or for leaving their car illegally may not drive for the rest of that night's events. However, if the driver is disqualified in a Qualifying heat, another driver may drive the car in the Consolation heat and/or the Feature, as applicable.

H. **No car may leave the Track until the heat is over**, unless it is disqualified and sitting in the entry or exit openings **AND** a Flagman requests that the car be removed. Any violation of this rule will result in the disqualification of both the car and the driver for the night.

I. If a fire in the vehicle is extinguished by use of a fire extinguisher, that car is eliminated from that heat. However, if the fire occurred in the qualifying heat, the car is still eligible for the subsequent consolation or the Feature.

J. If a door comes off or is damaged to the point that it creates a hazard to the driver or to others, that car will be eliminated from the heat. However, if the problem occurred in qualifying heat, and the car can be repaired to a safe condition, it is still eligible to compete in the subsequent consolation or (if it qualifies) the Feature.

THANKS FOR PARTICIPATING, AND GOOD LUCK.