

2008 Small Mini Demolition Derby

(If there is a lack of attendance (less than 4) per class, both classes will be combined)

Entry Fee: \$40.00 car and driver
Pit Crew - \$5.00 each (limit 3)

100% payback

UP TO 96" WHEEL BASE

RULES

1. Vehicle must have VIN tag on body.
2. All drivers must be in possession of their own valid driver's license. Any driver under the age of 18 on the day of the event will not be permitted to compete without a completed release and consent form signed by their parent and/or legal guardian.
3. Any compact car with a standard 4 cylinder engine only and 6 cylinder engines that is a 2 wheel drive will be allowed, including foreign compact cars. Up to 96" wheel base length center of wheel to center.
4. Safety belts and helmets are required.
5. All glass, exterior trim and plastic bumper covers must be removed **BEFORE BRINGING CAR TO 4-H GROUNDS**
6. All glass must be removed from car including broken glass in doors.
7. No special bumpers allowed. Bumper can be welded to unibody or brackets, bumpers must stay in stock location. Bumper height to ground to top edge maximum 24" rear, 22".
8. No welding (except where noted)
9. All cars will be inspected before competition with the winner being re-inspected. Any illegal changes will result in disqualification.
10. If it is not in the rules it does not mean you can do it.
11. All airbags must be removed.

PAINT

1. NO white cars will be permitted. Factory white cars must be repainted.
2. NO vulgar writing shall be permitted.
3. The drivers door only and the roof must be painted white and your numbers must be in a contrasting color.
4. Car numbers may be reserved only by pre-registering, otherwise, they will be assigned the day of the derby. First come, first serve on numbers.
5. Cars number must be painted on both the left and right front door as well as the roof. Numbers must be 3" wide and 24" tall.
6. No roof signs.

GAS TANK * BATTERY

1. All stock fuel tanks must be removed.
2. Gas cans must be sealed, covered and securely mounted in back seat area.-NO clear plastic fuel lines. Maximum of 6 gallon tanks.
3. Only one battery permitted per car and must be located in drivers compartment and must be covered and securely mounted to floor.
4. A fuel cut off switch must be installed on cars having electric fuel pumps and must be located within easy reach of driver in case of fire.

LEAK RULES

1. No excessive motor/tranny leaks.
2. Absolutely no fuel leaks anywhere.

EXHAUST

1. If an exhaust runs up through hood, it must go straight up.

HOOD RULES

1. Must be opened prior to inspection.
2. You can secure the hood shut by using no more than 6 spots. Bolting or #9 wire only.
3. You can use up to 3/4" bolt or all-thread to secure the hood. All washers for bolting the hood can be no larger than 3x3x1/4" plate washers. It is allowed to weld no more than 2-3x3x1/4" plate washers per fender only if your vehicle has plastic or no inner fenders.
4. If you use wire, no more than 3 wraps per hole. Wire must be #9 wire only.
5. All hoods must have an 18" diameter hole in the hood in case of fire.
6. If you cut holes in your hood for headers or the fire hole you are allowed to rebolt the inner hood bracing back to the hood. All re-bolting must be done within 2" of the clearance hole you cut. Bolts cannot be wider than 1/4".

7. There must be at least one bar or spot of #9 wire in the windshield area. The bar can be welded or bolted. When attaching either method to the firewall, the attaching point cannot be below the hood.

TRUNK RULES

1. If lids are permanently secured it must have a minimum of a 15" diameter hole in the center of the lid for inspection. Only if the lid is permanently secured it is allowed to re-bolt the inner bracing to the lid (same as the hood).
2. Trunk lid's may be removed or tucked. If you tuck the trunk lid in a way that basically allows complete view to the trunk floor then you do not need a hole. Officials will use their digression at the inspection line.
3. Trunk lids can be welded shut with up to a 3/8" rod or metal strapping that is no more than 2" wide and 1/4" thick. All welding must be done strictly over the seam.
4. Trunk lids can be bolted shut. Bolts cannot be wider than 3/8" diameter. All washers used with the bolts can be no bigger than 1/2" standard washers. All bolting must be done from the trunk lid thru the rain gutter. No bolting from the trunk lid to the trunk floor or frame. Limit of 15 bolting spots.
5. Trunk lids can be wired shut. Wire cannot be bigger than #9 gauge wire. Limit of 15 sets of wiring spots. A set of wiring spots can not be more than 6" apart.
6. Whatever way of securing the trunk you choose to use for the trunk lid, it must be secured only that way. No partial one way and partial another way. If you choose to run wire from the bumper to the taillight panel use caution. If this wire goes thru any part of the trunk lid this will count as a tie down spot.

DOOR RULES

1. Doors can be welded completely shut. Use a maximum of a 3/8" rod or metal strapping that is no more than 2" wide or 1/4" thick to fill door gaps for welding only. All welds must be done on the exterior only.
2. Doors can be wired shut with #9 gauge wire. Wire tie-down holes can not be more than 6" apart per set. Unlimited spots of wire on the doors.
3. Doors can be pinched together at the top and welded together.
4. Drivers door must have some type of bar secured to it for drivers protection if a cage is not installed. This bar cannot extend more than 6" on either side of the drivers door.
5. It is highly recommended that some type of netting or 2 bars are installed in the drivers door window opening. If the bars are used, they cannot extend more than 6" below the top of the door and they cannot extend more than 6" from the edge of the roof. This is to protect the driver in the event of a rollover.
6. Any door that comes open will result in a disqualification.

CAGE RULES

1. A four bar (halo) is highly recommended, with a maximum diameter of 4" bars. This consists of one bar along the dash board area that runs from one side of the car to the other. This bar must be straight and run over the top of the steering column and be at least 6" back from the center of firewall. The dash bar must connect at the same height at both sides of the car. One bar that runs along the doors on each side. These (door) bars or any other bars cannot extend more than 18" behind the drivers seat and must stop at least 4" from the inside of the fire-wall. Drivers seat must remain in the factory location and cannot be bent back to further extend the cage. Measurements start from behind the head rest of the seat to the end of the door bars. One bar (seat bar) that connects one door bar to the other bar on the opposite side behind the seat. This seat bar must be within 2" from touching the back of the seat at whatever height it is ran. You can attach this halo by using one bar (leg) at each corner of the cage. The front two legs must be at least 6" back from the firewall on the drivers compartment side of the firewall. The back two legs cannot extend more than 12" from where the back of the seat bolts to the floor. You are allowed to use a rollover bar which consists of one bar that goes across the roof and uses only one bar that connects this bar vertically on each side to the door bars. Gussets are allowed at the corners where the cage connects to itself. Gussets must be within 6" of the corner it connects. Gussets cannot connect to the frame or any other part of the car.
2. The sole purpose of the cage is to protect the driver, not to reinforce the car.

BUMPERS

1. Must be stock mini-car type bumper, shocks and bumper brackets. No big car bumpers, shocks or brackets.
2. Welding of bumper and use of #9 gauge wire same as main rule.
3. No special bumpers allowed. Bumper can be welded to unibody or brackets, bumpers must stay in stock location. Bumper height to ground to top edge maximum 24" rear, 22".

TIRES

1. 13", 14" or 15" car tires are allowed. Foam filled and any ply allowed. No metal studded tires allowed. Valve stem protection are allowed. No tire wider than 7.5".
2. NO bolting the tire to the rim.

SUSPENSION

Front:

You can weld the a-arms directly to the frame to achieve bumper height. No additional metal or bracing is allowed. No reinforcing the a-arms. "Knuckle busters" are allowed. You are only allowed to reinforce the tie-rods.

Rear:

Must be factory style suspension. No coil spring to leaf conversions. Coil springs can be chained in. You are allowed to clamp or stuff your rear shocks to achieve rear bumper height. Trying to weld on a gas-charged shock is not recommended. Spring spacers are allowed. The only thing allowed to replace the rear shocks is a piece of all-thread that is no bigger than 1" in diameter. If this is done, the all-thread must be made to fasten into the factory holes that the shocks came out of. No where else. This is only to help achieve desired bumper height.

Coil:

You can reinforce upper and lower trailing arms. Trailing arms must remain in the factory location. No more than two upper trailing arms, and no more than two lower trailing arms on coil style suspension cars.

Leaf Spring:

Must have factory # of springs, springs cannot be relocated to re-enforce the car. Springs must remain in the factory location and mounting holes. No oversize or additional springs will be allowed. Vehicle must have the same number of springs as it came from the factory. No truck rear-ends. Must use a factory car type rear-end. You can use a maximum of two clamps per side of the rear-end for the springs. If the springs have a factory clamp that counts for as many as there are clamps. Homemade clamps can be made from the maximum of 1/4" steel, they cannot be wider than 2" or taller than 4", and use a maximum bolt size of 3/8".

NOTE: JUDGES DECISIONS ARE FINAL. DRIVERS ARE RESPONSIBLE FOR ACTIONS OF PIT CREW.

CARS MUST BE REMOVED FROM THE FAIRGROUNDS BY OWNERS. ANY CAR LEFT ON THE GROUNDS WILL BECOME THE PROPERTY OF THE BOONE COUNTY FAIRGROUNDS.