

2011 Sublette County Fair
July 23, 2011
Demolition Derby Entry Form
Sponsored by Big Piney/Marbleton Fire Department

DRIVER NAME: _____

MAILING ADDRESS: _____

CITY: _____ State: _____ ZIP: _____

DAY TIME PHONE #: _____

SPONSOR(S) _____

CAR MAKE: _____ MODEL: _____ YEAR: _____

CAR NUMBER DESIRED: First Choice _____ Second Choice _____

PIT CREW (1) _____

PIT CREW (2) _____

Full Size Cars: 105" WHEEL BASE & ABOVE

Fully Welded Class: Only Restriction: No fully plated frames

Pick-Up Class: See Truck Class Rules

Powder Puff – Women ONLY

DRIVER SIGNATURE: _____

LIABILITY WAIVER ON THE BACK MUST BE SIGNED BY ALL UPON ENTRY!

BIG PINEY/MARBLETON FIRE DEPARTMENT

BOX 588

BIG PINEY, WYOMING 83113

2011 Sublette County Fair Demo Derby
Rules and Regulations Sponsored
by Big Piney/Marbleton Fire Department

ANY HARASSMENT OF OFFICIALS WILL RESULT IN DISQUALIFICATION AND LOSS OF ENTRY FEE.

NO ONE OTHER THAN THE DRIVER OF THE VEHICLE, BEING INSPECTED, ALLOWED IN THE INSPECTION AREA. IF THE VEHICLE BEING INSPECTED IS NOT YOURS, YOU WILL BE SENT HOME AND FORFEIT ENTRY FEE.

We cannot stress enough that if you do not see it in the rules do not assume it can be done.

If you read into the rules and assume you can do a modification due to a loop hole or a play on words or terminology call or be prepared to cut.

We encourage build creativity but call and inquire before making the modification or you will have to cut it.

Entry and Prizes:

The entry fee is \$75 per car. The waiver on the backside of the entry form must be signed by all drivers and pit crew members upon submission of your entry to the Fire Department. You will not be entered until it is complete! No pit crew changes allowed after noon day of race.

Numbers are on a first come bases. Duplication of numbers will not be permitted.

It is highly recommended that you get your entry forms into the Big Piney Fire Department as soon as possible. Heats are determined by number of entries.

This is a Jackpot Demolition Derby with \$2,000 ADDED MONEY. The top three (3) places will be paid. In addition, a trophy will be awarded to the Grand Champion. The top five cars are subject to re-inspections following the Derby. Prize money will not be awarded until cars are re-inspected, if requested.

There will be cash prize for the "Best Painted Car". Judging will take place in the pit area and the winners will be allowed to parade their car at the beginning of the Derby.

Inspection gate opens at 10am, inspection gate closes at 4pm. All cars must pass inspection by 4:30pm.

Truck Class:

All Car preparations will apply
NO DUALY REAR ENDS
NO MINIVANS OR VANS OF ANY KIND

Truck Rules:

Any Standard 2 or 4 wheel Truck, Suburban, Blazer, and Bronco vehicles are Allowed. If you are in question please CALL FIRST.

ALL GENERAL STANDARD CAR BUILDING RULES APPLY.

Any fiberglass roofs or shells must be removed and car-stripping rules will apply.

Driver's door and door posts near the driver must be padded.

DOOR BARS ARE MANDATORY ON DRIVER'S DOOR.

For Trucks with beds:

Bed must be welded to the cab to maintain the integrity of the gas tank mounting area.

A 6-gallon (max) fuel cell or metal gas tank must be mounted at the front of the bed. A spreader bar with end plates **MUST** be welded in near the tank at the front of the bed to protect the tank. **Bar must be no more than 3' behind the cab.** Tank should be covered to prevent gas from splashing in case of rupture.

A secure net is mandatory for the back window of single cab trucks to prevent whiplash.

All tail gates must be fully welded.

If truck has a beam type bumper it may not be welded to the body. You may weld a "tin" type bumper to the body. (Call if you have questions)

Must have 4-point cage with halo bar.

Must have fleet side bed. (Standard 6 or 8-foot bed) No flatbeds, or utility beds allowed.

Overall safety will be determined by the Officials!!

OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS!!!

Automobile Preparation:

Any year, model or make of passenger car or station wagon may be used.

Car must be completely stripped of all flammable materials and glass, I.E. fiberglass, plastic, moldings, molding clips, trim, trim clips, emblems, wheel weights, door panels, passenger seats, carpeting, head liner, mirrors, dash and all unnecessary wiring.

Stock fuel tanks must be completely removed.

Please make sure all materials are removed the car prior to inspection.

Car Identification:

Cars must have number on driver's and passenger's door in a contrasting color.

Car number must be on a 16"x16" raised roof sign.

Car Preparation:

Fuel tanks must be securely fastened to the rear seat area in front of the rear axle. Maximum six(6) Gallon fuel tank. Fuel tanks will be covered with a non- flammable material.

Batteries will be relocated to the front passenger floorboard. They will be securely fastened and covered. Steel battery boxes are recommended.

Driver's door will be reinforced for driver's protection on the outside or inside with plate, channel or pipe. Material to be used may extend a maximum of 12 inches past driver door seams/gap. **REINFORCE DRIVERS DOOR WELL, IN THIS TYPE OF EVENT INCIDENTAL CONTACT MAY AND WILL HAPPEN.**

A pipe will be placed within 10" of the back of the driver's seat extending from the driver's door post to passenger door post for driver's protection

*see cage material

CAGE: MANDATORY

Cage material to be used will be a minimum of 3" x ¼" wall round or square to a maximum of 6" round or square. Plates at the end of the cage material must not exceed ¼" x 12" x 12".

Cage to be constructed with driver's protection in mind.

Dash bars must extend from drivers to passenger side and must be above the steering Column.

A bar may be attached from seat bar to dash bar inside passenger door.

Halo bars are permitted but must extend vertically from seat bar only. NO KICKERS!!!! NO CAGE MATERIAL ATTACHED IN ANY WAY TO THE CARS FRAME/SUB-FRAME!!!!

All cage material must be attached to sheet metal only!!!!

67-73 Imperials will not attach any part of the cage to the sub-frame in any way!!!!

HOODS

No sliding the hood forward. All hoods will remain in the stock location.

Hoods will not be attached to any part of the bumper, bumper brackets or radiator core support.

Hoods will not be welded down, they will remain operable, or removable for inspection.

A 12" x 12" hole will be cut in the hood over the air cleaner.

Any metal from the holes in the hood may be folded back one time and welded or bolted back to the hood only. If bolts are to be used, they may be no larger than 3/8".

Eight (8) one inch bolts/all-thread may be used or angle iron may be used to fasten the hood down. Only (4) bolts may be attached to the cars frame. The remaining bolts must be sheet metal to sheet metal only. No bolts may be placed in front of the radiator for protection.

5" x 5" washer max to be used on all-thread.

If angle iron is used, it must be no more than 1-1/2" x 1-1/2" x 1/8" six (6) inches long in no more than four (4) locations down the right and left sides of the hood only.

All Hoods may be strapped from either the radiator support or the bumper to the hood. 2"x 3/8" thick only. Strap may not cover any part of the radiator for protection. A 3/4" bolt will be allowed for the connection point, so the hood will remain operable.

TRUNK LID

Trunk lids must be welded shut using 2" x 1/8" strap or 3/8" round stock max.

Two (2) 1" bolts/all-thread may extend from the frame and go through the trunk lid. These may run through an existing body mount. If these are not run through an existing mount hole you will have to remove (2) stock mounts in trunk.

5" x 5" washer max to be used on all-thread.

One (10") inspection hole will be cut in the center of the trunk lid for inspection purposes. Excess metal may be folded back and welded or bolted around the inspection hole.

Trunk lids may not be welded to the bumper.

Trunks may be wedged and/or tucked.

DOORS

All doors must be welded shut using 2" x 1/8" strap or 3/8" round stock max.

CAR BODY

No seams **INSIDE** the car, **UNDER** the car or under the hood will be welded. Station wagon compartment deck lids may be welded in.

Outer **SEAMS** on body panels may be welded with welding wire only!!!

Firewall holes may be welded up. Only use same material thickness as existing firewall.

Three (3) bars may be welded in the windshield for drivers protection.

Fender wells may be cut and enlarged. The excess fender metal may be welded or bolted without the use of extra metal.

The cars body will not be welded to the cars frame.

Front fenders may be folded and welded. *see 67-73 imperial section

BUMPERS

Use bumper of your choice. *PRE-73 IMPERIALS MUST USE STOCK BUMPERS.

Bumper tin and chrome may be welded to the backing structure.

Do not weld plating, add strap or weld factory holes in bumpers.

Bumpers may be flipped upside down.

Shocks may be drilled, compressed and welded.

Only factory shocks and mounts may be used to attach the bumper to the frame. No homemade brackets.

Chain may be welded from bumper to the frame only to prevent the bumper from coming off.

Front and rear bumper height may not exceed 24" from the ground.

FRAMES

Bumper brackets may be welded to the frame. Do not add any material besides welding wire when attaching brackets to frame!!!!

Re-welding factory frame seams will be permitted from the A- arms forward. This weld can be on the top and bottom of the frame and must not be wider than $\frac{3}{4}$ " wide.

PRE-73 IMPERIALS WILL NOT HAVE ANY FRAME WELDING!!!! EXCEPT BUMPER BRACKETS!!!

K-members on Cordoba's may remove pucks and MAY USE A TOTAL OF 6" OF WELD ON K-MEMBER ATTACHMENT.

Body mount rubber may be removed. Body mount bolt may be replaced with a maximum $\frac{5}{8}$ " bolt. $\frac{1}{4}$ " x 4" x 4" washer max.

SUSPENSION

Any car with a rear coil spring suspension may be converted to a leaf spring suspension. This conversion must be a clean conversion with minimum amount of alteration to the cars frame. The original frame must be used. Changing frames will not be allowed.

Mounts to be used to make this conversion may be attached to 2 sides of the frame only per each end of the leaf spring.

Brackets can be a total of 6" long MAX. per each end of the leaf spring to be attached to the frame.

Brackets may be welded or bolted, if bolted 1/2" dia. x 4 – 1/2" long bolts max. 2" dia. washers max.

Bolts must not extend through body.

Brackets and bolts must not strategically reinforce the frame.

Only OEM leaf springs will be allowed. No homemade leaf packs!!!!!!

Maximum width of leaf springs allowed will be 2 – 1/2" wide max.

No more than a total (8) leaf spring clips will be allowed on a car.

A maximum of (2) in front and (2) behind the rear differential on each side, these clips will not exceed 1/4" x 1- 1/4" Max.

The rear differential must sit on top of the leaf springs.

Differentials may be chained to the cars frame in 2 places, one on each side. Max chain to be used will not exceed 3/8"

Reinforcing upper and lower control arms on coil spring car's rear- axle will be permitted

Suspension must move, cannot be welded solid.

GENERAL

Use motor & transmission of your choice.

A-arms, ball joints, and tie-rods ends must be OEM.

Use rear end of choice, but must be no more than 5 lugs. Rear-end braces will be permitted.

Tires size max. 15 inch, No split rims, No studded tires. Doubled tires and valve stem protectors will be permitted.

Headers, Electric Fans and Transmission coolers will be permitted.

Alterations to steering columns permitted.

Sliding drive lines will be permitted

You may run a Distributor Protector. CARS RUNNING DISTRIBUTOR PROTECTORS WILL BE DIS-QUALIFIED IF AT ANY POINT THE DP COMES IN CONTACT WITH DASH BAR AND/OR HITS FIREWALL AND THEN FIREWALL IS AGAINST DASH BAR!!!! THIS WILL BE ENFORCED!!!!

#9 wire may be used in window openings. 4 loops, 2 per window. These may go around frame and be attached to roof. You may weld 1" washers on sheet metal only for wire to go through.

You may have (2) two bars max. 3/8" x 3" or tube max. 2" square from roof and down to trunk lid. This bar will not exceed 6" on roof and 3" on trunk.

IMPERIALS

1967 - 1973 CHRYSLER IMPERIALS *Any Chrysler car swapping the front sub-frame to a 67-73 sub-frame will be considered an IMPERIAL and will follow these additional rules!!!!

Stock bumper may be welded with the original brackets in the original location only. No alterations of any kind will be permitted to the stock bumper/brackets on Pre- 1974 imperials.

Brackets will not be altered in any way. They may not be bent, shortened, or moved from the stock attaching points on Pre-1974 imperials.

Hoods may not be bent down to protect the radiator in any way.

If front fenders are rolled over to the radiator support, you must cut away excess metal to a 4" overlap before welding.

Sub-frames MUST remain completely stock.

No welding or bolting inner and outer sub-frame together.

Engines mounted in Imperials will be allowed one engine plate, and four (4) corners may be strapped to the frame. These attachments may not extend more than 2" away from the engine block. ABSOLUTELY NO KICKERS!!!!!!

Battery boxes MAY NOT BE ATTACHED to the sub-frame or frame.

No Part of inter Cage may be welded to frame or sub-frame!

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