

# Champaign County Fair Demolition Derby

## July 18, 19 and 25, 2008, Urbana Illinois

### Presented by CU KRASH

- All cars must be removed by 8:00am of the morning following the derby or they become property of CCFA.
- Rules for building of cars to compete in both Full-size and Compacts are the same. Judges decisions are FINAL! All cars will be inspected the same. Any infractions, of any rule, will deem that car illegal, and it will not be allowed to compete! Car may be inspected at any time, before, during, and after competition. If the vehicle is found to be illegal, it and the driver will be disqualified! "NO REFUNDS"!
- All cars must be pulled into the pit area, unloaded, and then driven to the designated inspection area.
- **Inspection will close one hour before advertised start time.**

## CU KRASH 2008 RULES

1. All rules and procedures will be followed at all times or you will not run!
2. Any American made sedan or station wagon can be run. No 1973 or Older Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, commercial vehicles, etc. Pre 1970's Lincolns will be required to cut and/or drill holes in frame for inspection or scope.
3. All bodies must be mounted on stock frames. No frame swaps. (Example: 67 Imperial sub-frame on a New Yorker)
4. No reinforcements allowed other than specified below. Any metal added to reinforce the car is illegal! If your not sure call first.
5. Drivers must be 16 years old or older to compete. Drivers 16-17 will be required to have a parent or legal guardian to sign a minor's release form.
6. Driver must wear seat belt and helmet, along with eye protection at all times when operating vehicle. We recommend a securely mounted fire extinguisher within reach of the driver.
7. All drivers and crewmembers must attend the drivers meeting. Meeting will be held 30 min prior to start time.
8. DO NOT hit in the drivers door! Sometimes this happens, but if it looks intentional or careless, you will be disqualified. Do not use your door as a shield; it may cause you to be disqualified.
9. No hot-rodging in the pits, keep it at an idle. Any excessive or erratic driving will get you disqualified and possibly removed from the premises.
10. Any open door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation if you have finished high enough to transfer, car count will determine number of transfer positions.
11. Arguments, Whining, Sandbagging, Team driving, Hit and Hold tactics, or improper displays will get you removed and possibly barred from any further competitions held by us! We will not tolerate any disruptive behavior.
12. **RULE CHANGE** You are allowed 60 seconds for an aggressive hit. You will have ample time for restarts. Use of the clock is not exclusive; we try to work with you when you are hung-up. **HITTERS GET MORE TIME THAN SANDBAGGERS.**
13. Absolutely NO alcohol in you, on you, or with you will be allowed!
14. Cars are subject to re-inspection before any money is handed out. Top five will be inspected after feature event. If a car is found to be illegal the money will go to the next finisher (example: 1<sup>st</sup> place illegal= 2<sup>nd</sup> place will be awarded the win, 3<sup>rd</sup> to 2<sup>nd</sup> etc...)
15. Any controversies will be taken up at the drivers meeting or with an official in the pit area. If you have a concern report to the Judge's stand and ask an available official to discuss a resolution to the problem. Do not get out of your car in the arena at any time unless safety is an issue such as fire, or when directed by an official, failure to comply may get you barred from this and future events. Drivers only to discuss concerns with officials.
16. No car may run in final event that has not run in a heat.
17. No profanities may be placed on any part of the car where it may be visible to the public or could be.
18. All drivers' doors must be painted in a contrasting color to the body color. "This rule will be enforced by CU KRASH."
19. Any questions give us a call! If it does not say you can do it, do not do it. Call First!
20. Judges decisions are FINAL!

### PREPARATION:

1. All cars must have numbers on both sides of vehicle, also must have at least a 15x15 roof sign with numbers on both sides.
2. Compacts may be any make 4 or 5 lug wheels, 4 or 6 cylinders, and 105-wheelbase max.
3. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors or trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding, screw, fiberglass, rear seat's, Station Wagon Decking, etc.)
4. Front seats must be securely mounted to the floor, however if you are using bolts to secure the seat, they may not go thru the frame. Must have some form of an operable seat belt. We recommend padding for protection inside the driver's door.
5. All flammable materials inside the car must be removed except necessary safety padding and seat.
6. A pipe or bar behind the seat is mandatory (5" in max OD) bar may be positioned no more than 6" in behind the seat and run from side to side. An optional pipe may be put in the front where the dashboard was located, in between the front door posts. A 6x6 plate at the end of the pipe may be welded to the interior of the car behind the seat and the bars must be welded to these plates You may connect the bar behind the seat and the dash bar with a bar on both the drivers and passenger side to make a 4 point box style cage. **RULE CHANGE** You may add four vertical down bars, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount. NOTHING ATTACHED TO THE FRAME.
7. No skid plates of any kind anywhere on the car.
8. Minimal pre-bending of body is allowed, no tucking allowed, must have access to inspect. **RULE CHANGE** Minimum of 50% of the trunk must remain in stock location.
9. No SEDAGON'S allowed.

**"NOT SURE CALL FIRST"**

**Steve Hillard (217) 202-4520 or Wayne Skinner (217) 202-7271**

**Fuel Pumps:**

Electric fuel pumps are allowed. Must be covered and have a cutoff switch near steering wheel marked in Large Red Letters. All lines must have double clamps.

**Tires:**

Tires no bigger than 16.5 (any ply) may be used. No split rims, studded tires, or tractor lugs. Foam filled or Doubled tires are OK-we do not want flats! Valve stem protectors allowed.

**Brakes:**

All cars must exhibit the ability to stop. If car loses braking ability, you will be subject to disqualification.

**Engines, Transmissions, and Rear ends:**

1. Any combination may be used in any car, but must be mounted within 5" inches of the original engine location and mounted securely. You may cut a hole in the firewall to accommodate the engine within reason. However, it must be covered to prevent fire hazard.
2. No holes will be allowed in the front floor of the car except to accommodate the transmission shifter, fuel lines, transmission lines, and wiring. Patching holes is for safety not reinforcement: if patching rust holes you may use sheet metal only and not exceed 2" past where rust stops.
3. Stock engine mounts may be welded: transmissions and engines may be chained, 



 One link may be welded to the cross member and attached to the engine.
4. Rear ends may be of passenger car origin only, maximum five bolts. You may use any type (Ford/GM/Mopar/Hybrid) rear end in any make of car; no floater or truck rear ends may be used. You may tilt rear-end by shortening or lengthening rear-end control arms, however they must still be in working order. No excessive reinforcement, do not reinforce more than one inch past extension area (must be in the middle of the arms) and no metal added to the inside or ends of arms. Leaf spring conversions are acceptable, you may use the original lower control arm mount for the front leaf mount. You may cut a hole in the frame and bolt through the frame to install; no brackets may be welded to the frame. **No welding to install the leaf springs**

**Doors and Windows:**

1. The driver's door may be welded solid. All other exterior door seams may be welded 5 inches on 5 inches off. (Weld 5, skip five, weld five, etc...) You may smash inner and outer door skins together and weld (do not add metal).
2. If you do not weld your doors, you must chain or use #9 wires, at least twice per seam. If chaining or wiring, none may go thru or around frame.
3. A minimum of one bar, chain, or wire running from the outside (top) of roof down to the cowl on the front window is MANDATORY to prevent hood from coming in the car for safety.
4. Driver's door may have window netting for driver's protection. No other window opening may have any form of window netting, which includes #9 wire.

**Welding:**

1. The only welding allowed is the bumper shocks, brackets, cowl bar, stock engine mounts, safety pipes, and doors.
2. Hood and Trunk may be bolted, wired or chained shut only.
3. No stacking of filler in any seams or gaps.
4. No body seam welding allowed inside or out, unless specified.

**Bolting:**

1. Only stock number of body bolts may be replaced, do not add any! Body bolts may be replaced with 3/4in bolts or all thread but must use stock body bushing or 1 1/2in spacer between body and frame must be able to see the top of the frame!
2. May use 4 (four) hood bolts to hold the hood down. They may be a maximum of 3/4in diameter. Must be sheet metal to sheet metal only, with the exception of the front two bolts may go through the frame outboard of radiator, but may not be welded to the frame.
3. May use 4 (four) 3/4in bolts to secure the trunk lid, however they may not go through the frame. Station wagons may use two straps and 4 bolts total to hold the tailgate on; the straps may not be welded to the body or tailgate.
4. Washers may not exceed 5 (five) inches in diameter.
5. Only Three 3/8 bolts or self-tapping screws with 1/2 washers per cutout hole (Trunk/Hood) 



 You may have up to ten 3/8 bolts in each wheel opening. They may not be higher than 5" above the stock lip opening of the wheel well.
6. 6) No welding of the cutouts is allowed.
7. You must have a 12x12 inch hole minimum cut in the trunk lid for inspection.
8. 8) Hood must be off for inspection.

**Chains or #9 wire:**

1. 3/8" inch chain is allowed to secure front and rear bumpers to the frame. Only two chains may be used per bumper. Must not extend past radiator support in front or factory brackets in the rear.
2. No chain may be welded at any point to the frame or body.
3. If you do not secure using bolts, you may chain or wire the hood or trunk in four places with chain no longer than 24" inches. Do not wrap around the frame. Sheet metal to sheet metal only.
4. You may weld a 5" inch washer to the hood or trunk to run the chain or wire thru.
5. You may chain your engine, but it must be bolted to an existing bolt, do not weld the chain to the frame.
6. You may run one chain or four loops of #9 wire from frame rail to frame rail behind the rear axle.
7. You may chain or wire the rear axle to the frame, to prevent loss of leaf or coil springs, you may use 3/8" inch chain or 4 loops of wire, do not weld or add metal, must be looped around frame and axle, unibody cars may use one bolt through frame (no excessive washers).
8. You may not weld any chain links to create a bar effect.

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**Bumpers:**

1. All bumpers are interchangeable and any automotive bumper or bumper bracket may be used from any car. You must not go any farther back than 4" inches past the radiator when you mount the front bumper brackets.
2. Due to the high costs of bumpers, we will be allowing you to construct a front bumper from 4"x4"x1/4" box steel. Constructed bumpers must then be skinned or covered with the chrome from a factory bumper so it will look stock. Ends of all replacement bumpers must be left open for inspection.
3. You will be allowed to weld the bumper seams, shocks, and the brackets to the frame. If you choose not to use brackets, you will be allowed to weld the bumper directly to the end of the frame horns. There will be no welding on the frame except for the bracket. You can also weld the outer chrome of the bumper to the inner skin of the bumper. However, no part of the bumper or brackets may be welded to the body.
4. Bumpers will be allowed to be cut so they do not bend back into the tires.
5. Compression bumper shocks may be drained, slid back into the shock, and welded fully. Weld them good because we do not want any bumpers on the track.
6. You are allowed to run a 4" inch wide strap 1/4" x 12" long from the bumper straight back to the frame on each side for support. One per side only. There is no tolerance on this strap! CU KRASH will be checking this closely!
7. Bumpers may be flipped.
8. No other material may be added other than above.

**Frame:**

1. 

RULE CHANGE
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 The only frame welding allowed is from the front of the A-arms forward, top only, no more than 1/2 bead.
2. Original body on stock frame for that year vehicle must be used.
3. You may cut frames for minimal pre-bending, but may not weld the cut.
4. Do not paint, undercoat or cover any portion of the frame in any way.

**Radiators & Radiator supports:**

1. Radiators must stay in the stock position. (No added water capacity).
2. Lower radiator support (core support) body mount bushings may be removed and replaced with max. 3/4" bolt and can go up through the hood (counts as hood bolts). May not be welded to the frame, may be plated (5" inch max) and secured with nuts.

**Transmission coolers:**

1. Transmission coolers will be allowed.
2. Metal or steel braided lines must be used. Rubber lines must be double clamped and minimal length used inside the car. No low pressure or fuel hose allowed.
3. Transmission condenser must be enclosed or covered.
4. Approval of mounting will be determined by officials at the time of inspection.

**Gas Tanks:**

1. Original gas tanks must be removed from the car.
2. You must have the gas tank securely mounted inside the car, behind the driver's seat and covered. Your fuel line may only be run on the inside of the car and may not go down through the floor and along the frame rail. Fuel tank mounting brackets may not be structural and cannot be attached to the frame rails or body mounting bolts. You may mount them to the floor pan or a mount coming off of the seat bar only.
3. A maximum of 6.5 gallons can be used: A marine type tank and/or fuel cell must be used.
4. Approval of mounting will be determined by officials at time of inspection.

**Battery:**

1. Maximum of 2 (two) 12-volt batteries may be used.
2. The batteries must be securely mounted inside the car in front of the passenger seat and covered.
3. Approval of mounting will be determined by officials at the time of inspection.

**Air Cleaners:**

1. You must have an air cleaner over the carburetor at all times during the event.
2. No starting fluid will be used.
3. There must be a 12"x 12" inch opening cut in the hood above the carburetor in case of a fire

**Suspension:**

1. The front Suspension must be original factory for that make and model of car. (No pulling shocks and putting pipes in their place).
2. No other means other than tires and coil spring spacers may be used to raise the cars front suspension. Both ends of the car must have working suspension and bounce freely.
3. No adding reinforcements to the suspension or steering parts. Steering wheel to gearbox may be modified only.
4. No putting leaf springs on top of the axle.
5. You may not clamp the shocks. No solid suspension.
6. You are allowed 9 (nine) leaf's maximum and have factory spacing. You may use 3 (three) leaf spring clamps/shackles per leaf (not excessive in size, only two bolts per clamp), no welding. Springs must be of passenger car origin. NO TRUCK LEAF SPRINGS ALLOWED.
7. Suspension must work. Air shocks lines must be cut.

**THERE WILL BE ABSOLUTELY NO REFUNDS FOR ANY REASON.**

**The rules and/or regulations set forth herein are designed to provide for the order of conduct of racing events and establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that is in his opinion do not allow the minimum of acceptable requirements. NO EXPRESSED OR IMPLIED WARRANT OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. The official's decision is final!**

**I HAVE READ THE RULES AND ACCEPT THE DECISION OF THE JUDGES IS FINAL**

**DATE** \_\_\_\_\_

**DRIVERS SIGNATURE** \_\_\_\_\_

**NAME AGE** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

**CITY STATE** \_\_\_\_\_

**YEAR AND MAKE OF CAR** \_\_\_\_\_

**CAR # AND COLOR** \_\_\_\_\_

**ENTRY FEE ENCLOSED \$** \_\_\_\_\_

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