

2011
WEST OTTER TAIL COUNTY FAIR
*****CARS – FULL SIZE*****

Sponsored by the Otter Tail County Fair Association. The Demo Derby is open to either men or women who hold a current driver's license. In the interest of safety and fairness to all, the following rules and regulations shall prevail:

OFFICIAL RULES

****All official's decisions are final! (NO EXCEPTIONS AT ALL)**

****All decisions are at the discretion of the officials - - anything done in excess, you will be told to cut or fix. If you refuse, you WILL NOT COMPETE, and no refunds at all.**

****Any foreign or domestic passenger car. No '73 and older Imperials, Imperial Subs, El Camino, Hearse, Checkered Cab, Limo. Six-cylinder vehicles in the full size class must be over 111" wheel base or have a V-8 motor. No suicide Lincolns.**

****If it's not stated in the rules DO NOT DO IT. (NO GRAY AREA BUILDING).**

DRIVER REQUIREMENTS

1. Each driver must fill out and return an official entry blank.
2. Drivers under the age of 18 must have signed approval of parent or guardian.
3. A driver may furnish his own car or have a sponsor furnish a car.
4. Each car and driver may enter only one heat.
5. Each driver is allowed only (2) pit persons and (1) other vehicle, other than demo car, in pit area.
6. Entries shall be accepted any time prior to the event until a total of 48 entries have been received. Gate passes and Grandstand passes for drivers and pit persons will be mailed prior to Demo Derby. Drivers and pit persons must present passes upon entry or pay additional fees.
7. Each driver must have a driver's license.
8. No Driver or Pit person under the influence of a chemical substance will be allowed to participate or enter the exhibition area. No liquor allowed on the premises. Obscene gestures by driver or pit person will be grounds for driver and car disqualification.

CAR REQUIREMENTS

Car Building: Welding

1. Only the outside of doors, trunks & tailgates may be welded 5 on 5 off with up to ¼" thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.
2. DO NOT weld on the frame or the frame seams except as follows: You can weld top or bottom frame seam from the FIREWALL forward. (Don't weld any more than 3 inches behind the firewall body mounts!) The frame seam weld can't be larger than ½" wide or it will be cut!! The uni-body is considered the frame on Mopar cars, which means **No** bolting the seam.
3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost. It can be an X. You may also have a bar across your dash. You may connect the dash bar to bars behind seat across the inside of front door only. You may also weld your steering column in, and also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat which must be welded to the top of the frame or floor and welded or bolted to the roof - - no kickers going to the back or front of the car. Back of cage including roll bar can only be 10" from back of seat. You will be allowed 2 down bars on the inside on driver's door going down from the inside crossbar, and also allowed 1 down bar on the inside of the passenger's front door in the middle of the door only and not to frame or body mount.

Bumpers:

4. Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car but only one set of brackets may be used! No homemade bumpers or brackets. You can weld bumper brackets and towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks and bolt the shocks to the towers with ½" or less bolts and this must be done vertically. You may trim bumper ends or fold them around. Welding on the bumper skins together (chrome to inner liner of bumper) is allowed. When welding bumpers, shocks and brackets - - do not add any metal. Weld shocks and brackets solid if you wish. Weld them well - - we don't want any bumpers falling off!
5. Bumpers may be welded to end of frame with no added metal - just use the welder. Rear bumper may have 2 straps, 2 chains or 2 wires (4 loops) from trunk deck or tailgate to bumper (not frame). You can only have 1 of the 3 used, NOT all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk or tailgate. Straps may be up to ¼" thick. You are allowed wire from radiator support to front bumper in 2 locations.

Hood and Trunk:

6. ****Hood must have at least a 12-inch square hole cut out in case of fire. You are allowed 12 extra 3/8" bolts to bolt your hood skins back together. You will be allowed 8 hood bolts; you MUST have at least 4 hood bolts. You may have up to 1" all thread - 2 may be used from the hood down to the frame. The top 5" of all thread may be welded to radiator support. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material - - all thread may pass thru frame. Hood bolts must be sheet metal to sheet metal. Plates for hood bolts cannot exceed 5"x 5"x1/2". Hood bolts can be up to 1" in diameter.**
7. You can tuck the trunk but at least 50% of the trunk lid must be in factory location. No sedagoning of roof on wagons! You may attach the tucked portion of trunk in two places with plates up to 3"x5"x1/4".
8. Two - 1" all-thread may go from the trunk lid to frame, these MUST go through a body mount hole.

Body Mounts:

9. Body mount bolts can be replaced with 1" bolts. Bolts may extend through body and have up to a 5"x5"x1/4" thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame. Washers inside frame may not be used as a gusset!
10. Suspension must be at stock height. Leaf springs must be stock. You may add one spring as long as it is 1" shorter than the main leaf spring. The main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2" stagger from longest to smallest. No more than 9 leaves per side. You can re-clamp springs, 6 clamps per side homemade or factory. Homemade clamps can't exceed 2"x4"x1/4". You can put spacers in sagging or double coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used. YOU ARE ALLOWED TO CONVERT A COIL SPRUNG CAR TO A LEAF SPRING CAR. Leaf conversion must function properly and may not reinforce frame.
11. Mopars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame. Includes rear shackle box.
12. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well. No homemade!!
13. Use rear end of choice, must be factory 5 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended.
14. Rear end housings may be reinforced. Hybrid rear-ends are allowed.
15. Front A-arms may be bolted or welded down without any added material. Don't use the weld to reinforce frame.

Engine Mounting:

16. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location.
17. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame). Bolt on engine cradles allowed.
18. You may have 2 - 2" straps from the motor head to frame on top sides of frame next to A-arm on front side of motor and can be welded with no added metal! If this is used to reinforce frame, straps will be cut!

Steering:

19. Tie-rod ends must be stock, but can be reinforced. A-arms, ball joints and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc.

Fenders:

20. You may cut wheel wells for tire clearance and you may fold fender over and bolt back together with up to 12 3/8" bolts. The rear quarter panel is considered part of the rear fender.

Miscellaneous:

21. Put number of roof of car - - no higher than 12". Also number must be painted on both doors.
22. Safety belts and helmets are required!
23. Slogans/advertising may be placed anywhere on the car. NO profanity!
24. For safety, you are allowed to put a window net over driver's door window only. **Hardtop cars may have another strap at the door post. You must have two bars in windshield from roof to dash for safety reasons.
25. Must have functional brakes on two wheels.
26. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump - - must be hooked up to your ignition switch so when your car shuts off, it shuts off.
27. You are allowed 2 spots with 4 loops of wire (no cable or chain) in each window opening and may go to the frame.
28. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8" chain/cable in 1 spot only. This must go around the frame - - this cannot be bolted to the frame.
29. DISTRIBUTOR CAP PROTECTORS ALLOWED up to 1/2" thick max. **Protector MAY NOT be connected to engine cradle!
30. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8" or less. To repair a rusted-through frame you must cut out rusted area and replace with a piece of the same size and butt weld to repair. ANY QUESTIONS CALL FIRST!
31. Bent frames CANNOT be plated or repaired.

PARTICIPATION REGULATIONS:

1. Driver may maneuver either forward or backward.
2. Head-on hitting is allowed. Hitting opponent's driver's door is not allowed. Black flag will be given.
3. Judges will announce a time limit. Any car that does not hit another car within this time limit will be disqualified. DO NOT PLAY "POSSUM."
4. If your car is disabled during the event, you must stay with the car until that event is over and the tractor comes to remove your car.
5. Cars must be in the pit area no later than 5 p.m.
6. A maximum of twenty minutes will be allowed between the last heat and the consolation event. The JUDGES will set actual time.
7. A hit bends metal. Brushing, bumping, and scratching does not count as a hit.

UNSPORTSMANLIKE CONDUCT OR HARASSMENT OF THE OFFICIALS OR JUDGES WILL RESULT IN THE IMMEDIATE DISQUALIFICATION AND YOU WILL BE ESCORTED OUT OF THE FAIRGROUNDS. JUDGE'S CALL IS FINAL!

ENTRY FEES:

1. Each driver shall pay \$35 at the time the entry form is returned (after July 11th the entry fee will be \$50).
2. All cars must be removed from the grounds by 6 p.m. the day following the event.

RAIN OUT:

1. Will be rescheduled on Sunday at 1 p.m.

PURSE:

Prize Money will be paid out as follows:

- Feature winner - \$750 and trophy
- Feature runner-up - \$400 and trophy
- Feature third place - \$250 and trophy