

Demo Derby Rules and Information

Demolition Derby

Becker County Fairgrounds, Detroit Lakes, MN 56501

Friday, July 28, 2023 at 7 pm

- Chain and Go – Compact
- Chain and Go – Trucks
- 1980s and Newer

Saturday, July 29, 2023 at 7 pm

- Builders Compact Cars
- Limited Weld Truck
- Old Iron
- Gut and Go

[Click here for a printable Entry Form](#)

Attention Demo Derby Contestants

**When participating in a demolition derby, you are not covered by your personal auto insurance. In the event that another driver or spectator is injured as a result of your actions, you could be named in a lawsuit.

** When participating in a demo derby, your personal automobile liability or physical damage insurance does not cover you. In the event that another driver or spectator is injured as a result of your actions, you could be named in a lawsuit.

**Please follow all of the rules for your own safety and the safety of others. We are all here to have fun!

**** BUILD BY THE RULES OR YOU WILL NOT RUN. RULES WILL BE STRICTLY ENFORCED THIS YEAR AND MOVING FORWARD. ****

General Rules

Driver Entry:

1. Drivers must be 18 years of age or older.
2. Drivers must furnish their own car or have a sponsor.
3. Drivers may enter each heat but must have a different car and entry form for each heat. Each driver may have only one car in the final heat.
4. An entry fee of \$30 will be charged if pre-registered. There will be a \$50.00 registration fee at the gate.
5. Drivers will be allowed in free. All pit crew and others will be charged grandstand admission.
6. Entries will be accepted on a first-registered basis.
7. All car preparation must be followed, or you will be moved up a class or will not be able to run depending on judge's decision. ALL JUDGES DECISIONS ARE FINAL.

Regulations:

1. Cars should arrive at the fairgrounds no later than 5:00 pm for inspection by the judges.
2. All hoods will need to be opened for inspection.
3. All drivers must attend the 6:30 meeting by the announcers stand prior to race time for the judge's rules and explanations. Drivers not at the 6:30 pm meeting will be DISQUALIFIED!
4. No drivers or pit crew under the influence of drugs or alcohol will be allowed to participate.
5. All drivers must wear safety belts and helmets.
6. Drivers' door must have protection, or you will not run.
7. Drivers may maneuver their cars forwards or backwards.
8. No intentional hitting of the opponents' driver's doors will be tolerated.
9. If a driver does not hit another car in 2 minutes time, the driver will be disqualified. No playing "possum". No team driving.
10. Sticks/flags will be up when you enter the arena and drivers will break them when you are done or told to do so. Drivers will remain in the car until the heat is over.
11. All drivers must have working brakes to enter the derby.
12. There will be 10 minutes at the end of the last heat until the consolation heat begins.
13. Derby will be stopped for all vehicles on blocks so they can be safely pushed

off.

14. ALL JUDGES DECISIONS ARE FINAL AND RULES WILL BE STRICTLY ENFORCED!!

Classes and Prizes

All class payouts will be as listed below provided that there is an 8-car minimum.

- 1st Place: \$1000/Trophy
- 2nd Place: \$500/Trophy
- 3rd Place: \$250/Trophy
- Consolation: \$50

If an 8-car minimum is not met, class payouts will be:

- 1st Place: \$700/Trophy
- 2nd Place: \$300/Trophy
- 3rd Place: \$200/Trophy
- Consolation: \$50

Prize amounts over \$600 will require a completed W-9 Form before prize money is paid.

Chain and Go Compact Class Preparation

1. Follow all driver entry and general regulations.
2. All American cars, minivans and wagons are allowed provided they meet the wheelbase requirements of no more than 112 inches. Vehicles must be 4 or 6 cylinders only.
3. Absolutely no frame reinforcement, stuffing, filling, or welding.
4. No painting or undercoating of frames or sub-frames.
5. The only welding allowed will be for driver's door protection and differential!!
6. No changing of the suspension will be permitted.
7. Full drivers' cages are allowed; cages should be fastened to the floor, not to the frame
8. Any tires are allowed.
9. The trunk can be reinforced with two (2) chains. Kinking the trunk is

permitted.

10. Two (2) chains will be allowed per door.
11. Six (6) chains or bolts will be allowed on the hood. Front hood chains should go around the bumper.
12. Two (2) threaded rods may be used in front through the stock mount, nutted under the stock mount.
13. The rear axle may be chained with two (2) chains.
14. Bumper shocks may be collapsed. All hoods must be opened or removed for inspection.
15. All hoods must have 18" minimum opening for inspection and fire safety.
16. No pulling body mounts.
17. Valve stem protectors are permitted.
18. The addition of any metal is strictly prohibited.
- 18-1. Pre-run cars are allowed four plates- two per side. Maximum plate size is 5x5 (1/8-inch thickness max) inches with a 1-inch gap including weld between them.
- 18-2. In middle of fix-it plate there needs to be a 1-inch hole cut in the plate to easily see thickness of plate.
19. Bumpers must be see-through. Can be welded no more than 6 inches back on frame. Maximum plate thickness 1/4 inch.
20. Fenders may be bolted with up to 4 bolts per fender.
21. Any factory parts are allowed including V-bumpers.
22. No tipping of the frames will be allowed.
23. Factory bumper or flat tube bumpers cannot exceed 3 x 5 square tube and not thicker than 1/4 inch.
24. **Do NOT weld frame and sub-frame together!!**

Limited Weld Truck Class Preparation:

1. Follow all driver entry and general regulations.
2. Only rear wheel drive trucks allowed.
3. No 1-ton trucks will be permitted to run. Trucks must have a maximum of 8-inch frame height.
4. All glass and chrome must be removed before entering the fairgrounds.
5. Absolutely no frame reinforcement, stuffing, filling, or welding.
6. No painting or undercoating of frames.
7. Reinforcing will be permitted for driver's safety and for fuel tank protection. Full drivers' cages are allowed; cages should be fastened to the floor, not to the frame.
8. If running a rollbar, it cannot go past the front of the back tires!!! And must be bolted in with the box bolts.

9. Two (2) kickers are allowed for radiator support not to go past center of axle/tire.
10. If any frame reinforcing is found, you will be DISQUALIFIED!
- 10-1. Pre-run trucks are allowed four plates on proven bend. Plated on the outside of frame only- 1/4 inch thick by 6 inches long (6" x 6") max.
11. All hoods must be opened or removed for inspection. All hoods must have 18" minimum opening for inspection and fire safety.
12. All hoods must be secured by up to four (6) chains or bolts.
13. Bolts are permitted. No more than 6 large bolts (3/4" max) can be used to secure the hood. Bolts from radiator support through the hood are permitted.
14. You may bolt the cab to the box with up to 6 bolts and washers (up to 4"x4" plates as washers).
15. You may bolt the box directly to the frame with up to 10 bolts total, including factory bolts.
16. You can have 2 extra cab mounts over factory mounts.
17. When you cut a hole in the cab/box for fuel lines, make sure the lines are well-protected.
- 17-1. Use pipe or something similar to protect the lines.
- 17-2. DO NOT run the lines through the back window.
18. Suspension must appear as factory components (stock suspension).
19. No welding of shocks, shackles, or any other movable rear suspension parts.
20. Front suspension may be welded/bolted up providing height requirements are met.
21. Coil or leaf suspension is permitted; interchange permitted but must function properly.
22. All leaf suspensions must stagger as factory leaves (no double leaves.) DO NOT weld leaves together.
23. Rear shackles may be shortened/lengthened to meet height requirements.
24. Steering—You may strengthen steering/tie rods if they appear stock.
25. Limiting rear suspension travel with chain is permitted. Chains must be loose at stock height.
26. Rear bumper height: minimum of 20 inches to the bottom.
27. Front bumper height: maximum of 27 inches to the bottom.
28. Bumpers are interchangeable if they appear to be stock. Any seam welded factory car bumper or 3x5 square tube max, 1/4 thick. Point not to exceed 8 inches from the back of the bumper and must span over 32 inches.
29. Bumpers may be welded to bumper mounts or frames no more than 8 inches back on the frame.
30. All shock absorber bumpers must be collapsed and welded.
31. No folding or crimping on pickup boxes.
32. Five (5) on, Five (5) off on body seams.

33. Tires must be stock sized.
34. Slider drive shaft will be allowed.

Chain and Go Truck Class Preparation

1. Follow all driver entry and general regulations.
2. No pre70's pickups or Ford super dutys. (99 and newer Ford F250s or F350s)
3. Only rear wheel drive trucks will be allowed.
4. Half-ton and three-quarter-ton trucks only. NO ONE-TONS!
5. All glass and chrome must be removed before entering.
6. Absolutely no frame reinforcement, stuffing, filling or welding.
7. No painting or undercoating of frames.
8. Reinforcing will be permitted for driver's safety and for fuel tank protection. Full driver's cages are allowed; cages should be fastened to the floor, not to the frame. No kickers to the frame.
9. If running a roll bar, it can not go past the front of the rear tires and must be bolted in with the box bolts!!
10. If any frame reinforcing is found, you will be disqualified.
- 10-1. Pre-run trucks are allowed four plates on proven bend. Plated on the outside of frame only- 1/4 inch thick by 6 inches long (6" x 6") max. Put 1 inch cut in plate to show the thickness.
11. All hoods must be opened or removed for inspection. All hoods must have 18" minimum opening for inspection and fire safety.
12. No under hood bracing is permitted.
13. All hoods must be secured with up to 4 chains or bolts. Max bolt size is 3/4 inch.
14. You are allowed 2 bolts over factory mounts in box and cab which can be welded to but not through the frame.
15. When you cut a hole in the cab/box for fuel lines, make sure the lines are well protected. Use pipe or something similar to protect the lines. DO NOT run the lines through the back window.
16. Suspension must appear as factory components (stock suspension).
17. No welding of shocks, shackles, or any other moveable rear suspension parts.
18. All leaf suspensions must stagger as factory leafs. (No double leafs.) DO NOT weld leafs together.
19. Bottom of bumper cannot be any higher than 26 inches from the ground. Rear bumper may not be lower than 18 inches from ground. Bumpers may be welded and/or chained to the truck to prevent them from falling off. Mounting cannot exceed more than 8 inches back from the bumper or it will be cut. No homemade V-bumpers. All bumpers must have skin. Any seam welded factory

- car bumper will be allowed or 1 tube not to exceed 3×5 by 1/4 thick.
20. No folding or rolling of the box will be permitted.
 21. Chains only on passenger door and tailgate. Driver's door may be welded solid.
 22. Chain tailgate with up to six (6) chains.
 23. Up to four (4) chains are permitted on the doors.
 24. Tires must be stock sized.
 25. **No slider driveshafts.**

1980s and Newer Class Preparation:

1. Follow all driver entry and general regulations.
2. Only cars dating from 1980 and newer will be allowed.
3. Absolutely no frame reinforcement, stuffing, filling, or welding.
4. No painting or undercoating of frames or sub-frames.
5. The only welding allowed will be for driver's door protection, bumper and differential.
6. No changing of the suspension will be permitted.
7. No sliding driveshafts.
8. Full driver's cages are allowed; cages should be fastened to the floor, not to the frame.
9. Any air-filled tires are allowed.
10. The trunk can be reinforced with two (2) chains. Kinking the trunk is permitted.
11. Two (2) chains will be allowed per door.
12. Six (6) chains or bolts will be allowed on the hood. Front hood chains should go around the bumper. 3/4 in max
13. Two (2) threaded rods may be used in front through the stock mount, nutted under the stock mount.
14. Lower engine cradle allowed.
15. The rear axle may be chained with two (2) chains.
16. Bumper shocks may be collapsed. All hoods must be opened or removed for inspection.
17. All hoods must have 18" minimum opening for inspection and fire safety.
18. No pulling body mounts.
19. Valve stem protectors are permitted.
20. The addition of any metal is strictly prohibited.
- 20-1. Pre-run cars are allowed four plates- two per side. Maximum plate size is 5×5 inches with a 1-inch gap including weld between them. Plate may be 1/4 inch thick on proven bend only. Plate must have 1 inch hole to in it to see thickness.

21. Any factory car bumper is allowed, or one square 3 x 5-inch tube allowed with 1/4 inch thickness max. Can be welded no more than 6 inches back on frame. Maximum plate thickness 1/4 inch.
22. Fenders may be bolted with up to 4 bolts per fender.
23. Any factory parts are allowed including V-bumpers.
24. No tipping of the frames will be allowed.

****NOTE: Any cars that have been modified outside of these rules will be given the option to run with the builders/old iron class**

Builders Compact Car Class Preparation

1. Follow all driver entry and general regulations.
2. Anything goes!

"Old Iron" Class Preparation

LIMITED WELD BUILD RULES

OFFICIALS/JUDGES DISCRETION & DECISIONS ARE FINAL!

NOTE: No Imperials, pre-70s limousines or 2003 and newer fords are allowed.

Accepted Aftermarket parts:

Metal gas tanks, transmission coolers, fuel coolers, brake & gas pedals, shifters, battery boxes, steering columns up to the steering box, drive lines, driveline brakes, tie rods (see specification below), lower saddle cradles, motors, adapter plates for BOP transmission to Chevy block, seats and seat belts, steel tail shafts, transmission tail mounting bracket, and transmission pans.

1. Cages and Door Bars:

1-1. Overall cage length may not exceed 62". The length includes side door bars, rear seat bar, dash bar and halo.

1-1-1. All halo, door bars and down bars must be even with or inside of the dash bar and rear seat bar.

1-2. Dash bars must be a minimum of 6" from the fire wall at the center.

1-3. Gussets are allowed on each corner.

1-4. You may have 2 down bars attached to each side bar. Down bars must be vertical without covering up any of the body mounts. This rule applies to the halo bar if you run it to the frame or floor.

1-5. Gas tank protectors are allowed but they cannot be attached to anything other than your seat bar.

1-5-1. It must be centered between your frame humps.

1-5-2. It cannot exceed 30" O.D. in width and cannot exceed the top of the gas tank by more than 4".

2. Doors:

2-1. Only the exterior door seam sheet metal must be welded using rolled rod or a flat strap no bigger than 3" wide by 1/4" thick.

2-2. On the driver's side, the front windshield may have window fabric netting or chicken wire type material for driver's safety.

2-3. Driver's door may have a plate covering the exterior footprint of the door only. The plate may not extend no more than 6" past front and rear door seams.

3. Bumpers:

3-1. Any loaded or homemade bumper may be used. It must be car-sized, not over-sized. Homemade V-bumpers can't be bigger than 8 inches from the back of the bumper plate. Any point must be spread 32 inches across the bumper.

Ways to mount the bumpers:

You have 2 options for mounting the front or rear bumpers. Pick one only!

3-1-1. Use the stock bumper bracket or brackets and shock tubes for that car in the exact location and manner they were intended to be in from the factory and weld the first 10" of them measuring from the back of the bumper. Do not add metal.

3-1-2. Remove ALL the factory brackets and shock tubes and in its place weld a 10" x 4" x 1/4" flat plate to the side of the frame and weld it to the backside of the bumper.

3-1-3. The maximum height of the front bumper is 22" from the bottom of the bumper to the ground, the minimum height of the rear bumper is 15" from the bottom of the bumper to the ground

**On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back but don't touch anything beyond 10".

4. Hood, trunk, body, front clip, and core support:

4-1. Body

4-1-1. Sheet metal rust repairs will be allowed on the interior of the floor and the exterior of the rear pillars only by using sheet metal of the same thickness as the body. These repairs may not exceed the rust by more than 2". NO skinning of the entire floor.

4-2. Fenders

4-2-1. Fenders may be rolled but not welded. 6 – 3/8" bolts with 1.25" diameter washers above tires may be used. You may wrap your fenders around the front of the core support, but do not exceed 4 – 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

4-3. Radiators core support

4-3-1. Must be in factory stock location. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.

4-3-2. Two Radiator support mounts can be removed completely for All thread use.

4-3-3. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.

4-3-4. Bumper side of radiator core support may have expanded metal NLR type protector up to 1/8" or old condensers for protection. It may cover the radiator only and may not cover the entire core support.

4-3-5. You may use one all thread per frame rail/unibody. It may go from the hood to the frame but must go through the front body mounts & be nipped and washered or be welded to the exterior of the frame/unibody.

4-4. Hood & Trunk

4-4-1. Hood and trunk lid must be in stock location.

4-4-2. Hoods must be able to open for inspection.

4-4-3. Tailgates on a station wagon are considered a trunk lid.

4-4-4. Two 10" holes for fire access and inspection must be in the hood &

trunk.

4-4-5. Bodies may be creased. No collapsing or wedging of rear quarter panels.

4-4-6. HOOD

4-4-6-1. Hood must be open for inspection.

4-4-6-2. You can fold the hood over.

4-4-6-3. You are allowed to attach the hood in 8 places. These attachments do NOT include the 1" all-thread to the frame. All other attachment points must be sheet metal to sheet metal only.

4-4-6-3-1. You may mix and use either of the following ways to attach your hood, but no more than 8 points (4 per fender) may be used.

4-4-6-3-1. Bolting with Angle – Up to 2 – 5" individual lengths of angle iron 2" x 2" x 1/4" may be welded to the body back-to-back and bolted together with one or two bolts. These cannot be welded across hood fender seam.

4-4-7. TRUNK

4-4-7-1. Trunk may be welded with 1/2" round stock or up to 3" x 1/4" flat stock. May be welded 5 on 5 off.

4-4-7-2. Trunk may have up to 1" all-thread per frame rail or unibody vertically. Must be located on the straight part of the frame rail between the rear bumper and the first upcurve of the hump. All-thread may go from the trunk lid to the frame but must go through the body mount hole. OR the all-thread may be welded to the exterior of the frame or unibody.

4-4-7-1-1. One 5" washer per all-thread under the frame and top of trunk lid may be used.

4-4-7-3. Trunk may be tucked and/or dished. The top of the trunk lid can be no more than 6" below the top edge of the vertical quarter panel when measured anywhere from fender to fender.

5. Engines Transmissions & Rear Ends:

5-1. Engines may be swapped. **You are not allowed to manipulate the firewall to accommodate different motors.** The rear of the motor block (not the heads) must start in front of the vertical section of the firewall. Inspectors want to see a **gap** between the rear of the motor block and the vertical section of the firewall.

5-2. Transmission can use after-market bells.

5-3. Mid plates are not allowed.

5-4. Lower damper pulley protectors are allowed.

5-5. If you are running an engine mounted fan, the hood must cover the fan itself.

5-6. If you are using an engine saddle type cradle (see picture below), you may use aftermarket pads OR two pieces of 2" x 2" x 6" square tubing as lower motor mounts. You are allowed a saddle type cradle/block saver cradle.

5-7. ANY 5 lug NON-braced rear ends may be used.

5-7-1. You can add factory or aftermarket style ears close to the factory size. If it is determined that the ears are adding structure or strength, then you may be asked to cut them.

5-7-2. No 8 lug to 5 lug versions.

5-7-3. If you are mounting a driveline brake, it may NOT brace the rear end in any way. Your car must be able to stop.

5-8. A 2" x 2" x 1/4" thick tube may be used in place of the original stock transmission cross member. But the tube may only mount to the original factory location. The tube can be attached to the frame by bolting or welding using up to 2" x 2" x 1/4" x 6" long angle iron AND must be centered on the square tube.

5-9. Rear axles may be braced within reason!

6. Suspension and Steering:

6-1. Stock passenger car center links, springs, spindles, upper and lower control arms, and rear trailing arms from passenger cars must be used.

6-1-1. Shocks must be workable.

6-1-2. You can use chain or plate only to tie you're A-Arms down.

6-2. Only use stock leaf springs from passenger cars.

6-2-1. No more than 7 – leaf's may be used per side. Leaf's must have a minimum of a 2" stagger decreasing from leaf to leaf on both sides of axle.

6-2-2. 4 – clamps per leaf pack. Clamps cannot be wider than 2".

6-3. Chaining of humps is optional. One loop per rail.

7. Windows:

7-1. You cannot have more than 2 window bars on the front and rear windows. Bars must be at least 16" from the window pillars.

8. Radiators, radiator supports:

8-1. Radiators must be in stock position.

This class was created for drivers to have some fun and for the fans to see some mayhem. If you come with a vehicle that is built any more than listed below you will NOT run!

1. Any 1980 and newer 2-wheel drive compact/midsize car/ minivan/ mini-/truck/ mid-sized SUV allowed.
2. All vehicles must be stripped of all plastic, glass, headlights/taillights, and anything else (such as trim) that can fall off onto the track during the event.
3. All vehicles **MUST** remain completely stock! **ABSOLUTELY NO WELDING ANYWHERE!!!**
4. Bumpers must remain stock, do **NOT** alter the bumper in any way. Factory bumper shocks must remain in the factory location. You may remove the rear bumpers and shocks. No welding to bumpers at all!
5. Batteries must be removed from the factory position and secured inside the passenger compartment. Make sure they will **NOT** move. This is for everyone's safety.
6. The gas/fuel tank must be moved to the inside of the vehicle with the rear seat area preferred. You may use the factory tank or an aftermarket tank. Make sure they are strapped or secured well! This is also a major safety issue.
7. All doors may be wired or chained in 4 places maximum. Not to frame in any place.
8. Trunks, hoods, and tailgates all may be wired or chained in up to 4 places total. No more. Sheet metal to sheet metal only! No chains or wires to frames or to bumpers. If you remove your trunk lid or tailgate you lose the wires or chains that would secure that opening.
9. A rear seat bar may be added. It may be welded to door posts. If you need to add additional metal to get it back far enough for the seat clearance (e.g. taller drivers) please call for permission. This is to stop the sides coming in on the driver and fuel tank, not to make the car harder!
10. Driver's door only may have a plate or bar welded to the inside or outside of the door. Again, driver safety only!
11. DOT tires only!!! Stock wheels only. Remove all wheel weights. Only tubes and air inside your tires! No heavy ply or LT tires, passenger highway tires only!!!
12. No drivetrain mods at all! Including special or aftermarket driveshafts, motor mounts, etc. **NOTHING!** This is purely factory components that came on your vehicle!

These rules are very specific for a reason. You should not need to call asking a lot of questions for this class. If it does not say you can do it, you CANNOT do it! This is an easy and quick build for fun and to please the crowd.

PRE-RUN REPAIR RULE:

1. Can only use 8 – plates not to exceed a 6” x 4” x 1/4” area anywhere on the exterior of the frame. Do not attach plates to the body. (8 plates max!)
2. Plates may be bent and cut, but excess may not be used elsewhere.
3. Plates and welds must be separated by 1”. Plates may not be welded to the body or any other bolted on frame components.
4. Re-stubbing is allowed, but it can only be re-stubbed at the transmission crossmember using butt weld. You can only use the car stub of the same make and model you are fixing.