

July 1st and 2nd, 2023

Assiniboia Canada Day Demolition Derby

DEMOLITION DERBY RULES

- Rules & Regulations are and will be strictly enforced, read them carefully.
- It is YOUR responsibility to know and understand all rules!
- There are no grey areas in this demolition derby, we understand everyone builds differently but if you cannot do so within the rules don't come!!!!
- This is a simple stock type build. Yes, there are lots of rules but that is to hopefully eliminate grey areas and help those who are new to the ideas to figure out how to do them. Don't over read the rules.
- Any abuse towards officials will result in disqualification from the event, with NO REFUNDS.
- Bumpers and wheels/axles will be removed if they fall off during the heat. This is for safety. Please weld your bumpers well to avoid stoppages (within the rules of course!)
- Cars will be inspected thoroughly and daily by experienced tech guys, and we will not hesitate to ask someone to cut or load their cars if found deliberate attempts of cheating. Do not paint the frame or the interior of the car unless specified.
- We will not tolerate team driving!
- Lower cradles on engine allowed, rules will be more in detail below. No aftermarket trans components or steel case parts such as ultra bell or steel tail shafts, no trans braces. No other protectors other than lower cradle.
- ALL OF THESE RULES ARE IN PLACE FOR THE SAFETY OF EVERYONE

PARTICIPATING AND TO MAKE IT FAIR FOR ALL DRIVERS!

- Helmets must be DOT approved and in good shape
- Face shield / eye protection is mandatory
- Helmets must be worn in the vehicle before entering and at all times in the ring. Do not remove your helmet until heat is over. You will be dq from running if helmet is removed while the heat is active.
- Chin strap done up before entering the ring. If your helmet falls off during the heat, you will be dq.

Do not weld anything other than specified. Do not use anything to add strength unless specified below. Everything must remain stock unless specified. Call/text if you have any questions. This is the most important rule that must be followed!!

DEMOLITION DERBY RULES

DRIVERS AND PIT CREWS

All drivers must complete a valid entry form and release waiver. All drivers and pit crew must be 16 years of age or older with waiver signed by parent or guardian if under 18

- Entry fee is \$250 payable at registration desk by the pit. Pit crew will be \$40 each Max 4 pit crew members.
- All drivers must attend the drivers' meetings. (No show – no drive)
- All vehicles must pass the tech inspection. Officials have the right to inspect any car at any time. You must pass on your second

time through tech. All paying positions subject to a re-tech as soon as the heat ends on the track, no returning to pits.

- OFFICIALS HAVE FINAL DECISION!
- No vehicle may display any offensive language, pictures or slogans
- NO SHOWBOATING, BURNOUTS, DONUTS or EXHIBITION OF SPEED
- Demolition derby vehicles must be removed within 24 hours of event or will be forfeited
- Any concerns must be addressed at drivers meeting before the event starts
- Any car not meeting specs will be told to cut or load.

DURING THE EVENT

- Driver/Vehicle must make an aggressive hit every 90 seconds on a live car or will be disqualified. If you use your driver door as shield do not whine that someone hits it! If it is down to 3 remaining paying position cars, we will split them if both cars are actively moving and hitting. Last hit rules apply if only one car is actively trying to move again.
- Do not exit vehicles at any time during a heat, the only exceptions are if the vehicle is on fire or has rolled. If you decide to get out during a red flag, don't walk, if you think the show should be stopped for you to walk off the track, we will DQ you the rest of the day.
- ALL ROLLOVER VEHICLES WILL BE DISQUALIFIED if fuel is found to be leaking, they are deemed inoperable if there are fuel leaks. If no leaks you will be given 90 seconds to make a hit after the heat resumes.

- Vehicle that is on top of ROLLOVER VEHICLE will be allowed to continue
- Vehicles that caught fire more than 2 times is disqualified from rest of that specific heat.
- When repairing damaged vehicles, you cannot weld anything unless specified below. After your heat you will be allowed 6 total spots of 4 wraps of 9 wire used in any fashion you deem necessary. Only 6 spots total on the car all day. Not allowed to be used before your first run. Pre-ran cars previous to this event must also comply.

VEHICLE

- 2-wheel drive only
- 2 door, 4 door or station wagon
- Must be a north American origin passenger car
- NO Imperials or imperial sub frames
- NO- T-tops, convertibles
- MUST REMOVE
- All glass (Windshield removal is optional, but recommended)
- Headlights, tail and marker lights, chrome, hubcaps, door handles, radio antenna
- Interior (Carpet, headliner, door panels, seats, etc.) –anything burnable
- Fuel tank, trailer hitch – if hitch was welded to frame, must remove it all, don't leave a big piece welded to the frame. It will be considered a frame weld and not be allowed to compete.
- All Fibreglass
- Muffler and tailpipes (factory manifolds/headers and cut off exhaust allowed)

FUEL CELL

- May be made of metal, marine type fuel tanks are acceptable
- Must be secured with metal straps, bolted through the floor using large washers. May attach to seat bar of cage using parameters below
- Maximum 10 gallons
- Absolutely NO methanol or alcohol fuels.
- Must be in the back seat area
- Cap must fit tight- no leaks
- Tank must be secure

FUEL PUMPS

- Mechanical or electric Fuel pumps are permitted, must be securely mounted
- Fuel lines inside the car must be covered.
- Power source for electric fuel pump must be accessible from outside the vehicle and clearly marked. (Just don't hide wiring in case of fire and someone else needs to shut off fuel supply)

BATTERIES

- Must be removed from stock location
- Batteries must be secured well in passenger floor area to prevent movement
- 2 batteries are permitted- no more than 2 batteries

ELECTRICAL

- Stock ignition key permitted

- Toggle switches permitted, twisted wires allowed to be used as well as you seem fit.

RADIATOR

- The radiator must be in stock location, must be secure
- The radiator old support bolts may be changed to new bolts You may run your 2-hood threaded rod through frame through core support. May weld a washer (no larger than 2" to the core support to allow threaded rod to pass through it and secure the rad support to rod. Or you may use a single wrap of wire or a u bolt. Do not add strength outside of what is listed here.
- Fans may be removed (recommended)
- No adding any extra containers for more coolant than what the radiator can hold.
- Stock style or aluminum rads allowed.
- Up to 2"x2"x1/4"x3" free floating core support spacer allowed.
- 1 factory ac condenser allowed. No other added materials.

TRANSMISSIONS

- Trans Cooler Lines must be connected, must be double hose clamped (2 clamps) or properly crimped hydraulic hoses. May loop lines.
- Tranny cooler may be used. Mounted in passenger or rear seat area. Securely fastened, may not be mounted in a way that will add strength to car. May bolt through existing holes or through new

drilled ones through floor only. Or mount to cage. Not to both as to act as a down bar.

- Transmission housing must be of factory OEM supplied origin, no aftermarket cases such as JW. No aftermarket bell housings or tail shafts, no trans protectors. May use a bell housing adapter plate, such as bop to chevy mount. Must contour to bell housing size only.
- Trans may not be pressured into its location.
- Trans crossmembers may be bolted (with factory size/quality bolts or welded into position with 1 - 4" long x 3/8" wide weld per side that attaches to frame. If running a Cadillac or similar car with a trans cross member that is not attached to side frame rails, you may NOT attach or butt up the rails to the mount.
- You may use factory style mount or use a piece of 2"x2"x1/4" steel as a trans crossmember.
- You may use an aftermarket shifter and have a hole in floor for said shifter. May have a tube mounted to floor for cable shifter cable to pass through floor. Must be a 2" or smaller diameter piece of exhaust tube. No substitutes of size. May only be 4" long. 1" of weld may hold it in place or bolt it.

ENGINE

- Extra throttle may be installed (hand control). Aftermarket pedals may be used. They may not add strength to car. They may be mounted to floor and may not attached to frame/subframe/unibody in any way.
- The engine may be chained in 2 spots, which must go straight sideways to the nearest attaching point. Must be bolted through existing hole or to existing bolt, may not be welded to frame.

- Any brand of engine in any brand car is allowed but must be within 2 inches of factory mounting location.
- Engine mounts – lower mounts may be aftermarket or factory OEM to the car. Aftermarket mounts may not be larger than 8”x8” and only attached to the engine crossmember, not to frame or suspension in any way. May be bolted or welded in place. If mounting engine in a car that requires a larger plate call ahead.
- You may choose to have any style upper mount (engine side) home made or factory. Lower cradles will be allowed. They cannot attach any higher than the heads with a front plate. They can only be bolted to factory mount spots and the front of the block. Your cradle may not touch anything other than your lower mounts, **BEFORE OR AFTER** your heat, or you will be disqualified.
- No skid plates or pan protectors.
- crankshaft Pulley protectors allowed.
- DO NOT PRESSURE ENGINE OR TRANS INTO POSITION. IF THERE IS ANY SUSPECTED PRESSURE ON ENGINE TRANS YOU WILL BE ASKED TO CHANGE IT. IF YOU CANNOT CHANGE IT, YOU WILL NOT BE ALLOWED TO COMPETE!!!!
- May cut and hammer firewall for clearance

EXHAUST

- Through the hood is permitted (recommended)
- All the exhaust pipe(s) under the vehicle must extend past the engine compartment to prevent fires.
- No header protectors allowed. No connecting headers from side to side to protect air breather.

- Must run air breather

DOORS

- Driver door MUST be WHITE
- No loose debris in any door
- All doors must be securely shut
- Welding door seams is permitted 3" on 3" off spacing.
- May bolt doors shut with 3 spots. Bolts may not exceed 5/8 "and 4"x4" washers.
- 3/8" Chain or 9 wire (3 wraps per spot 9 wire max) 3 spots. These will not count towards your 9 wire repair locations.
- May only use any method per door seam. Example – you may weld front and rear seams of driver's door and then bolt rear of back door seams. Any type of securement must follow the 3 on 3 off rule.
- Tail gate/rear door of wagons to be treated same as a door listed above.
- No chain or cable through or around the frame unless specified.
- DRIVERS DOOR BAR is mandatory
- The following cage rules are a simple 4-point cage with a halo. It may be bolted together for reuse. Nothing to add strength just to be clear and fair to all cars.
- Driver/passenger door bars are permitted.

C- channel up to 12 inch in width

For interior mounted door bars, may only be max 60" long.

Minimum of 3 bolts at minimum size of $\frac{3}{4}$ inch, with large washers or plates on the inside of vehicle. They must be free floating plates.

Door Beams may be on inside or outside of car. If running door bars on outside of door, it may be a total of 76" long.

DASH BAR (Optional)

- 1 Dash bar is permitted 4"x4" max square or 6" round. Minimum of 2" diameter
- Must be above the steering column, from door to door in place of dash.
- Large plate on both sides of the door, maximum 10" x 10" bolted with minimum of 2 large bolts on each side
- May directly weld to the driver's door bars if using them inside the car. May attach dash bar to the firewall using 2 - 3"x1/8" strap with 3" of weld on dash bar and 3" on firewall per strap. Strap should not exceed 6" in length. No extra welds or you will cut them. you may weld dash bar and door bars into place to hold them up. May have a gusset in each corner of the cage to help from bending the cage.
- You may have 2 bars to extend from the cage to the floor only. They must only be welded to the floor and welded to the seat bar or door bars (1 per door bar) within the b pillar area. This is purely for a roll over protection adder not anything else! Max 2"x2"x1/4" must be 3" away from any body mounting locations.

CROSS BRACE BEHIND DRIVER SEAT

- The door bars may be supported behind the drivers' seat, from door bar to door bar. Bolted or welded into position. 4" square or 6" round maximum diameter.
- May have a bar from seat bar to dash bar for shifter mounting.

- Off this bar you may attach a gas tank mounting bracket. It must be 4" away from all sheet metal, sheet metal cannot be altered to get you closer to the frame. Must follow cage material size rule for this bracket as well. Gas tank protector may only be 36" wide max and 20" tall. Cannot be attached to anything but the seat bar. Cannot come in contact with rear window bar. 4" away from all sheet metal.

HALOS OR ROLL CAGES ARE MANDATORY!

- They must go straight up through window opening up and over the roof from door bar/seat bar. May be bolted or welded to rear seat/cross bar and door bars. Must be no further than 6" away from b pillar. May be 6" diameter tubing or 4" square. May not be angled back to add more strength to the roof. May be contoured to roof shape. Must be bolted to roof in 3 spots with max 4" washers and max $\frac{3}{4}$ " bolts. No bars extending forwards or rearwards off halo. May have a total of 7 bolts to attach halo. May bolt to the b pillar.
- Cushion on b pillar/halo near driver recommended.
- Roof sign may be attached to roof or halo, not both. May only be attached using 2 – $\frac{1}{2}$ " max bolts and 3" washers. May not be huge to add strength to the car or you will remove it.
- You may not beat the metal away from cage, it must be factory position. Such as you cannot beat the metal against the package tray to get cage closer to it.
- You may attach your trans cooler to the floor or the cage only, same with battery boxes.
- If you have any questions about building the cage, please take pictures and send us a text to clarify to avoid everyone wasting time!! It's a very simple 4-point cage design nothing complicated!

HOOD

- Must be securely shut and in factory location
- Hood must be open or off for vehicle inspections.
- May use 2 1" bolts through hood and through frame.
- You may use 6 bolts total, 2 to frame as listed above. All hood rods may only have 4 nuts and 4 washers.
- Free floating hood Washer's max 8"x8"
- May bend excess hood material down around front
- May bolt hood skins together using 10 – 3/8 bolts and 1" washers max.

READY/THREADED ROD

- Maximum up to 1 inch in diameter
- Maximum 4 ready rods, 2 through the frame/unibody/subframe in hood and 2 through frame/unibody/subframe in trunk. Must go through existing body mount. Max 6 total bolts in hood or trunk. All rods May go sheet metal to sheet metal. May remove body mount rubbers where rod passes through to frame.
- Large washer plates on the top of the hood (maximum of 8 inches in diameter)
- Hood and trunk rods may only have 4 nuts and 4 washers max per rod.

CHAIN

Maximum 2chains in hood, bolted only (no wire or tie straps) Cannot be used with ready rod. Sheet metal to sheet metal only nothing to frame.

HOLES

- 2 holes must be cut in the hood, on either side of the carburetor (fire access)
- The hood may be cut open to accommodate the exhaust pipe(s)
- NO welding or re-enforcement on the hood unless specified.

TRUNK

- Must be securely shut
- Welding trunk seams 3" on 3" off inch spacing is permitted
- May only bolt wire chain or weld trunk lid, 6 spots total combined.
- No attachments to the frame unless specified
- NO adding of any material. Must have a 4" hole cut in trunk lid for inspection.
- Trunk lid may be tucked, trimmed or removed

STATION WAGON TAILGATE

- see above in door rules how to fasten gate.
- Tailgate may be in any factory position.

BODY BOLTS

- All body mounts must be a factory location.
- All body mounts must have rubber spacer up to 1" max height.
- May remove old body mount bolts and replace with up to ½" bolts. Bolts may extend into the interior of car through floor and use a max of 3"x1/4" washer on top and bottom.
- Do not add any body mount locations.

DRIVERS SEAT

- Seat must be secure (bolted to the floor)
- The driver's seat should be in stock location. Must be secure.

SEAT BELT

- Must be a minimum 2-point belt, secure to the vehicle and in good shape
- Recommended 3-point belt in good shape and secured to the vehicle

BUMPERS

- NO adding additional materials.
- Must use one of two methods to prevent front and rear bumper loss on track. Maximum of 2 3/8 chains 1 wrap each or 2 straps from bumper to core support only. May use up to 3"x1/8" strap to attach bumper to core support. (Rear bumper straps may only go 4" onto trunk lid measured from the original area of trunk location) Total of 10" of weld per strap on bumper/core support. May be welded or bolted. 1/2" bolt max. May not cross over each other and must remain vertical.
- Max 18" bumper height to bottom and minimum 12". (Obvious pre ran cars exempt if frame is bending. If car is obviously not pre ran, you must lower bumper height and will be enforced)
- May flip bumpers.
- Any front CAR bumpers allowed.
- Rear bumpers must be factory rear bumper from any car, no front bumpers.
- NO truck bumpers.

- Corners (ends) must be cut for inspection of inside of bumper
- Hard nosing IS allowed within following parameters
- Bumper, shocks and brackets may be welded.
- Shocks/brackets must be factory to a car in this class.
- You may trim your frame back up to the front of the core support mounting bolt hole.
- If you chose to remove your bumper brackets and shocks completely, you may choose to use a 3"x3"x1/2" steel tube that is no more than 10" long welded on the outside of the frame on the top or outside of the frame, which must start at the back of the bumper/front of frame and exceed no more than 10" long. Any factory style bumper bracket may not exceed 10" back from the bumper/front of frame. May swap any bracket and shocks from any car.
- Rear bumper must follow same rules as listed above.
- May seam weld front skin and bumper backing together.

FENDERS

- wheel wells May be cut larger and folder over and bolted, not welded
- Fenders/quarters may be bolted together 5 spots per fender. Max 1/2" bolts with 3" washers.
- NO re-enforcing (NO adding of any material)

SUSPENSION

- all steering and suspension components must be stock and in stock configuration to a car legal for this class. May use new factory replacement components.
- Upper A Arms are allowed to be welded down as stated below.
- If not welding a arms down, you may bolt or chain using a ½" diameter bolt and 2.5" free floating washers, only 2 per bolt, or a single wrap 3/8 max chain.
- Two welding straps per upper a arm 3"x5"x1/4" in spring pocket area (4 straps total per car). Strap must be attached to a arm.
- Steering column from steering box to steering wheel may be swapped to any column home made or otherwise, max 2 u joints. Can be mounted to cage.
- Coils chained wired bolted or welded to the diff only (this will keep them with the car, not on the track)
- May chain diff to frame in one spot per side with single wrap 3/8 or smaller chain. May use a max of 2 bolts per chain and may not be attached to frame, only around it. May go through body.
- No watts links conversions. No coil to leaf conversions. Frame mounts must be factory, no mods
- Leaf springs must maintain factory stagger and max 9 leafs per side.
- 3 additional leaf spring clams per side. 2"x4"x1/4" clamp material.
- Trailing arms may be shortened and rewelded, no additional material added.
- No aftermarket modified components.

FRAME

- May notch or dimple the rear frame behind humps but may not reweld any notches.
- ABSOLUTELY NO PRE-BENDING OF ANY TYPE!!! IF YOU ARE BENDING THE BODY OF THE CAR IN ANY WAY IT IS CONSIDERED A PRE-BEND! NO EXCEPTIONS! or mods other than the notch/dimple on frame!
- NO welding on the frame EXCEPT SEAM WELD FROM FIRE WALL FORWARD. top and bottom. No x member, spring pocket or suspensions seams. 3/8 INCH MAX WELD. If your car is a unibody car, such as suicide Lincoln or Cordoba you may only weld your sub/k frame seams not the unibody seams as it is the body not a frame.
- CROWN VIC/FOMOCO CAR SPECIFIC RULE NOT FOR ANY OTHER CARS – 1979-2002.

You may cut the tabs of the crush box, tilt frame down and reweld the tabs. No extra metal allowed. If you choose to not cut and reweld the boxes you may “cold bend” frame using chains and a floor jack in trans x member/crush box area to achieve your tilt. 2003 and newer crown vics/fomoco no tilting or frame mods. 2003 newer May use a aftermarket engine mount plate, bolted at the factory mounting positions on the frame rails and aluminum crossmember member. Must have factory aluminum cross member in factory position. May not be welded at all. Call ahead to confirm as well as send pictures, do not assume anything!!!

All tilted ford cars may run up to 2"x2"x6"x1/4" free floating core support spacer.

On crown vic style cars you may also attach trans crossmember in the required location for a short tail transmission or similar scenario using a 2"x2"x1/4" - 4" long angle iron welded to the frame rail.

Y framer Chrysler/dodge/plymouth/72 or older

cadillac specific rule:

- May close the y's using no filler material. Can pull them together and weld the y shut as a seam weld. Then add your bumper bracket method of choice. Keep in mind 10" bracket rule. This rule applies purely to y frame Dodge/Chrysler/Plymouth/72 or older Cadillac.

77 and newer GM product specific rule: may use 1 - 4"x6"x1/4" plate welded to the hump. 1 per side.

TIRES

- Any air-filled tire, no solid tires.
- May double tires or use outer tire flap (sidewall cut out of another tire and put on outside of tire)
- Tubes are permitted
- May have a narrowed rim and may use an 8" wheel center. Max rim size is 15", no split rims. May also have a valve stem protector made of two rods or a 3"x3" plate with a hole for stem. Nothing excessive.
- Filled with air only – no foam filled
- NO screwing tire to rim or bead locks

BRAKES

- The vehicle must be able to stop before pulling in ring before heat.

DRIVELINE

- Slider driveshaft allowed. You may alter factory driveshaft to allow for different length to fit with changed components.
- 5 lug car diffs allowed only.
- No bracing on housing. No axle savers.
- Aftermarket axle and bearing tube ends allowed.
- May weld brackets off another diff to make yours fit. Example – may use brackets off 10 bolt gm diff onto a ford 9 inch so it bolts in. May also weld axle tube to the center section. You may use aftermarket mounting brackets, such as those you can buy from postal mopar.
- Pinion brakes allowed, bolted style only, no welding.

DRIVER SAFETY

- Front window may have up to 3 bars or chain. 3" material or 3/8 chain. May only have 6 bolts total to fasten to body/window opening. 5"x5" max mounting plates starting at the edge of roof and cowl.
- Front window safety bar(s) may be welded or bolted to the top of the roof and at the cowling at the base of the window. Window bars cannot come in contact with halo.
- One Rear window bar permitted. 2"x2"x1/4" max with 4"x4"x1/4" mounting plate at each end max. may not extend more than 4" from window opening onto the outside of roof, not inside and may only

extend 4" back from front of trunk lid. May not come in contact with gas tank protector.

- Fire extinguisher in vehicle recommended (must be securely mounted)

CAR NUMBER

- Every entry must have an assigned number
- Roof signs are permitted as stated above
- Number must be on the roof sign or on each side of the car
- Numbers must be visible, in a contrasting color. If you do not have a roof sign, number must be at minimum painted on roof of car 12"x12" minimum. You must have your number on your car at all times!!

RUST REPAIR

- Rust repair will be treated on a case-by-case basis. Do not start any repair before asking. Pics before and after will be required. You may patch floors and body rust using same size material and may overlap onto good steel 1". Frame rust will be case by case. Again, please provide pictures of the issue and it will be treated in a case-by-case scenario. Any frame repair must be painted orange as well.

For rust repair questions contact Rob by text at 1-204-868-5838, or Josh at 306-640-5279. You will need approval from both in text message with pictures so there is no confusion at the derby.

NO!

- Imperials
- T tops, convertibles
- Passengers
- ABOSOLUTELY NO WELDING UNLESS SPECIFIED!!!
- Adding of any material to the vehicle (other than specified in the rules)
- Re-enforcing (other than specified in the rules)
- Ready rod larger than one inch in diameter
- Weight added to the vehicle
- Extra metal added to re-enforce the vehicle other than specified
- Truck bumpers
- 4-wheel drives
- 8 lug full floater rear ends
- Debris in vehicle
- Painting of frame or interior of car.
- Offensive words or pictures on the vehicle that would offend anyone
- Arguing, swearing, physical actions with any official, staff member or anyone on/in the facility grounds (Grounds for immediate disqualification and/or dismissal)

OFFICIALS HAVE FINAL DECISION ON ANYTHING INVOLVED WITH SAFETY, RULES OF THE VEHICLE, PIT, DRIVERS AND CREWS IN/OUT OF THE RING! IF YOU ATTEMPT TO CHANGE THE OUTCOME OF THE DERBY BY TRYING TO SWAY A JUDGE IN THE RING YOU WILL BE ASKED TO LOAD YOUR CAR. DISCUSSIONS CAN BE HAD WITH HEAD TECH AFTER YOUR CAR HAS BEEN REMOVED FROM THE RING! WE WILL NOT HAVE VIDEO REPLAYS!

ABSOLUTELY NO TEAM DRIVING WILL BE TOLERATED. WE ARE GROWN MEN AND ALL KNOW THE DIFFERENCE BETWEEN STRATEGIC DRIVING AND DRIVING OUT OF YOUR WAY TO AVOID HITTING YOUR BUDDY. THIS IS A ZERO TOLERANCE RULE AND WILL BE HEAVILY ENFORCED. TEAM DRIVING WILL RESULT IN THE DISQUALIFICATION FOR INVOLVED DRIVERS.

The use of alcohol or drugs will not be tolerated and anyone under the influence will be disqualified. No alcohol in the pit area!!!

