

Troy Fair Demolition Derby,
Sponsored by the Sylvania Lions Club
Rules (2017)
Except Friday 1980 and Newer

The Demolition Derby is designed as an unusual spectator attraction. Every entrant is subject to the following rules and regulations in the interest of safety and equal competition. Sylvania Lions Club inc. does not imply or guarantee safety. Total responsibility for inspection of car and rule compliance is by the owner \ driver, not the Sylvania Lions Club inc.

DRIVERS ENTRY: Entrants in the derby are not employees of Sylvania Lions Club inc. But are independent contractors and assume all related responsibilities.

- Drivers must be at least 18 years of age and have proof of age.
- All drivers must supply their own car and set it up according to the rules. Entry is limited to 1 car per event per night.
- Drivers must wear a SNELL or DOT approved helmet and some form of eye protection.
- Drivers must wear a safety belt.

CONDUCT: Any driver or crewmember not obeying the rules will be disqualified. Drivers are responsible for the actions of their crewmembers.

ALCOHOLIC BEVERAGES: ARE PROHIBITED IN THE DEMOLITION DERBY, INFIELD AND PIT AREA.

VIOLATION BY ANY CREW MEMBER MEANS DISQUALIFICATION OF A CAR AND PIT PASS FORFEITURE!

PIT AREA: a maximum speed limit of 5 MPH MUST be obeyed at all times in the pit area, parking lot and driveway.(equal to a fast walk pace).

SAFETY AND CAR SPECIFICATIONS: Undetected or unobserved items escaping detection during inspection does not make them legal. Any exception to the rules will be called illegal. . If it is not in the rules it does not mean you can do it.

Saturday Fullsize cars: American made stock hard top automobiles and station wagons are allowed except 1973 and older Imperials or frames, no four wheel drives will be allowed

Compact: Cars with a uni-body construction and 4 cylinder gas engine will be allowed. 6 cylinder uni-body **Front** wheel drive cars with a 108" or less wheel base will also be allowed.

Small trucks: Trucks are to remain stock unless otherwise noted. Class is open to small trucks or suv, . They are to be two wheel drive or four wheel drive with only one axle driving. This will be a one heat class.

Fullsize trucks: Trucks are to remain stock unless otherwise noted. Class is open to ½ & ¾ ton pickups and suburban style vehicles. They are to be two wheel drive or four wheel drive with only one axle driving. This will be a one class heat.

Minivan: Any 4 or 6 cylinder, foreign or domestic minivan. No diesels, No " hybrid" vehicles, no plastic bodied vans like luminas/ transports, etc. no panel vans. 4 wheel / all wheel drives may be used if one axle is disabled, (only one axle can drive) This will be a one heat class.

Driver Protection: (optional) a 4 bar enclosure around the inside cab may be installed. One dash bar , one behind seat, one across each front door. All bars must be inside driver`s compartment. Door bars may run from dash to 1 foot behind seat. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 5" diameter, except side bars may use up to 6" c- channel for flat mounting. Attaching to the car may only be done on the sides , NO mounting to the floor or roof. If you choose to use only front and back bar , mounting plates of ¼ " x 6"x12" may be used on the ends. Used for protection only not a reinforcement. A fifth bar may be used in the middle for the only purpose of mounting shifter and switches etc. Improperly installed bars are a hazard to everyone .

HOOD: Must have stock hood with a hole cut over the carburetor in case of fire and be tied down after inspection . You may weld angle iron on the fender and hood and bolt or wire together to secure. 3 spots of 2x2 angle 4 inches /per side. **If bolted solid,** hole size must be atleast **2ft x 3 ft** Must be open for inspection.

EXHAUST:, may use stacks or if using under car it should be cut off at least 12" behind drivers seat and be bent out towards the side of the vehicle.

FANS: All belt driven stock fan blades are to be removed, you may use an electric fan with plastic or nylon blades only.

ANTIFREEZE: Must be removed and can be replaced with water. If not removed car will be disqualified. Must be radiator type, no tanks or barrels.

BRAKES: Must be in working order for safety purposes on the track. (DRIVERS RESPONSIBILITY) you may use after market pedal assemblies.

TRANSMISSION COOLERS: May be moved to the rear seat area and must be totally enclosed including the lines.

GAS TANKS: Stock tanks are to be removed from the car and a marine style or equivalent fuel cell, five gallon maximum shall be installed in the rear passenger compartment, fastened down securely and covered with a fire shield openable for inspection.

All electric fuel pumps require a separate power switch within drivers reach. Switch must be labeled fuel pump shutoff.

Homemade fuel cells must be: 1 .sturdy 2.securely mounted 3.entirelv leak proof or you cannot run.

Fuel lines must be metal passing through the firewall and in the passenger compartment extending past the drivers seat and be covered inside of the vehicle. Short length of fuel hose connecting tank to line is okay

1. compact/ minivan: Original gas tanks are to be moved to the rear seat area of the car (if using the tank), fastened down securely with straps and have a firewall in place. Use only 5 gallons of gas. Install a toggle switch on the fuel pump wire so in case of a fire the pump can be shut down. Switch is to be labeled so emergency personal can identify. **Homemade fuel cells must be: 1.sturdy 2.securely mounted 3.entirely leak proof or you cannot run.** Fuel lines within passenger compartment must be metal & covered

2. Truck Gas tanks: must be mounted in the center of the bed near the cab, securely fastened down and covered with a metal shield. Fuel lines within passenger compartment and those that go through the body must be metal. It is recommended to bolt a thin steel plate to the frame then set the gas tank on it and secure the tank to the plate.

BATTERIES: are to be mounted solidly to car/truck floor in the front passenger compartment with a rubber or plastic shield covering.

TIRES AND WHEELS: Any style rubber tire is allowed. No studded, No foam filling, or liquid loading of tires is allowed.

Remove all wheel weights. No lock ring style rims and no valve stem protectors may be welded on.

Small Weld in Variable lug center may be used. Tire inside a tire combination may be used.

BODY & INTERIOR: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carprt. **Driver door panel should be left in for safety of the driver**, projecting latches, handles, etc. inside drivers door must be removed. Remove brittle metal & fiberglass pieces front and back. A flash guard of some type MUST be installed covering the car firewall where large holes are produced after taking heaters and etc. out. Use light tin or some type of nonflammable material.

NO REINFORCEMENT will be allowed except as stated. **Trailer hitches** are to be removed

BODY: Wheelwells may be trimmed for clearance however re-attachment should be no stronger than factory. Quarters and panels must remain in original position, body creasing will be allowed. NO wedging or canoeing of trunk. TRUNK may be tucked but not welded to floor. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams.

DOORS: must be welded and/or tied securely with cable or chain. Exterior door seams may be welded. Interior **front** door vertical seams may be welded. You are allowed to use flat steel over the seams up to 1/8" thickness and 3" wide. If the drivers door comes open car is disqualified.

Trunks, Tailgates, Hatches: May be patch welded or use wire/chain, if welded a 10 x 10 inspection hole is needed for inspection. Patches 3 x 3 x 1/8 thickness 3" on 6" off. Tailgates on trucks may be welded solid on one side. (in or out) Box can be welded to the cab. (Recommended) for trucks.

ENGINE: Swaps may be done, you may use lower engine cradle, distributor protector and slider style drive shafts. Protectors can not strengthen frame in any way. **NO Pully, Carb. Or Trans. Protectors/ Steel bell housings**

FRAMES: NO, NO, NO, tilting frames, pre-bending, plating, pinning or stuffing allowed. Frame changes allowed make to make only (ie Chrysler to Chrysler, etc) **no Imperial Frames.** Front frame may be shortened however core support must remain in stock location. Y-frame Chryslers may close the Y, frame thickness patch. (must leave inspection holes). Factory frame seams may be rewelded single pass **firewall forward** NO added metal. Do not fill holes or make new seams. You may notch or dimple frame, notch must not be welded together, also no undercoating or painting frames

BODY MOUNTS: only 4 extra body to frame bolts 1/2" inch maximum with washers that are **free floating** maximum size is 3/16" by 5 inch diameter. Original body mounts, may change original hardware (spacers optional) to 1/2" bolts through the top of the floor (same location and intent as factory ones), NO plates, standard washer size only. TRUCK BOXES may have 6 extra 1/2" mounts with 5" washers.

SUSPENSION:

1. Fullsize : Rear Coil springs and attachments may be replaced with leaf springs, no welding on spring pack. Maximum 5 clamps, 2" wide 3/16" thick, two 3/8 bolts per clamp/per side. No duct tape wrap on springs. 1/4" working rear shackels, frame mount 1/4" maximum by 4"x 6" .**Leaf springs** (4) 3/8" or up to (7) 1/4" thick springs 2 1/2 inch wide, (no reverse arch) flat sprung ok.

2. Compact: Rear Coil springs and attachments may be replaced with leaf springs, no welding on spring pack. Maximum 5 clamps, 2" wide 3/16" thick, two 3/8 bolts per clamp /per side. No duct tape wrap on springs. 1/4" working rear shackels, frame mount 1/4" maximum by 4"x 6" .**Leaf springs** (4) 1/4" leafs max. 2 1/2" wide .must be factory arch (no flat sprung cars).

3. Trucks / minivan: no conversions

4. All Suspension may be locked or stiffened for height adj. those with leaf springs can use clamp rule

BUMPERS: maximum height 20 inches from the ground to the bottom of the bumper. Trucks use an average height (no lifted trucks). Bumper inner and outer may be welded together leave inspection holes NO stuffing. A light duty or preran bumper may add a 1/4" plate to the back to stiffen or support. **Homemade Bumpers** will be allowed built from 1/4" flat or a hollow tube

type steel (pipe /square stock, 2 piece max.) 8" high 4"depth ,length no wider than wheel width base.No pointed or sharp edges and bumper must be see through . Mount brackets may be switched car to car but must be used in original manor .Bumper may be welded to STOCK mount brackets and shock brackets welded to prevent collapse and brackets welded to frame. You may weld bumper to frame ends if you choose but all other mounts must be removed. **NO** homemade shocks or mount brackets, no plating. Cars without bumpers must have NO projecting mounts or frame projections. Bumperetts must be removed. **Bumper bracket and mount welding may not run over 4" behind the radiator mount.**

WINDSHIELD: is to be removed, you can cover with a wire screen securely fastened. You must install **two safety straps** from the body area behind the hood **no more than 4" below the windshield line** to the roof of the car to keep the hood from coming backwards through the windshield area. Use flat or round stock (No hardened steel). **If running a Dist. Protector, bars can not be used to strengthen the cars.**

Any situation that arises the promoters have the power to add or change rules required.(2017) If it isn't in the rules, it doesn't make it legal. contact George Page.(Sylvania Lions Club) (570) 297-4181

All entries must be there by 6 pm for inspection.