

2016 PUNISHMENT AT THE PEAK DEMOLITION DERBY

QUALIFYING RULES

1. Participating driver must be at least 16 years of age, as evidence by the date of birth on valid driver operator's license. Furthermore drivers under the age of 18 must have a release form signed by a parent or guardian.
2. Vehicle must meet all rules of the demolition derby and pass inspection by demolition derby officials.
3. Driver must wear an approved D.O.T. helmet and seat belt upon entering the arena and during the demolition derby.
4. Driver must not be under the influence of any substance, including alcohol and drugs that may impair the driver's physical or mental abilities.
5. Driver must provide proof of ownership (i.e.; Valid Title) for the vehicle driven in the demolition derby.
6. All drivers and legal guardian will be required to sign this waiver and release liability, which must be witnessed, prior to the beginning of the event or participation will be denied.
7. Driver understands and agrees that punishment at the peak demolition derby staff and officials retain the right to refuse participation to anyone at their sole discretion, if they deem it necessary for any reason, and in the best interests of the demolition derby and other participants.

ACKNOWLEDGMENT, WAIVER AND RELEASE OF LIABILITY

The undersigned hereby states that he/she has read and completely understands all of the rules for participation in the Demolition Derby as outlined above and hereby agrees to fully comply with such rules. I understand and am aware that a Demolition Derby is an inherently dangerous activity and I agree to personally assume the risks of participation. In consideration of being permitted to participate in this Demolition Derby, the undersigned for himself, his personal representative, heirs, and next of kin hereby releases, waives, discharges, covenants not to sue and holds harmless and indemnify Tooele County, Tooele County Fair Board, Punishment At The Peak Demolition Derby staff and or officials from and against all loss or damage and any claim or demands on account of injury or property damage or death to the undersigned due to any cause resulting from participation in the Demolition Derby.

Print Name of Participant _____

Signature of Participant _____ Date _____

Signature of Parent or Legal Guardian _____ Date _____

Signature of Witness _____ Date _____

2016 PUNISHMENT AT THE PEAK DEMOLITION DERBY STOCK CLASS RULES & REGULATIONS

IF AN ITEM IS IN QUESTION PLEASE CALL A DERBY CHAIRMAN BEFORE MAKING ANY UNSPECIFIED CHANGES TO YOUR VEHICLE!

By registering for this event you agree to abide by all rules and regulations that follow. If you cannot abide by the rules set forth, at the time of inspection you will be disqualified and forfeit your entrance fee.

SATURDAY, AUGUST 6th @ 7:00 P.M.

For more information please contact Del McQuiddy at (760) 468-2524

REGISTRATION:

1. Registration opens July 1st.
2. If you choose to register by mail send your registration to PO BOX 12 Stockton Ut 84071.
3. With your \$40.00 registration you will receive an event shirt 1 drivers pass and 1 pit pass.
4. Additional event shirts may be purchased for \$20.00 each
5. Additional pit passes may be purchased for \$20.00 each.
6. If the driver or pit crew is under the age of 18, he/she must have a release of liability form signed by parent or legal guardian. No one under 16 is allowed to drive. Forms will be available upon request on the day of the derby.

GENERAL:

1. Doors or roof signs must have numbers of at least 18 inches tall, and of contrasting colors to the car.
2. No Imperial sub frames.
3. No 73 and older Imperials, Le Barons, Ambulances, Hearses, Sedagons, Limousines or 69 and older Lincolns.
4. All bodies must be mounted on stock OEM frames for that year and make of car.
5. **NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.**
6. No obscene words or graphics on cars, this is a family event.
7. Any decorations used must be made out of cardboard or foam or removed before competing.
8. No zip screws, foam filler, adhesive bonds or #9 wires may be used.
9. All Drivers must pick up trophies, earnings and prizes at the completion of the event, or forfeit them. They will not be available after that date.
10. We reserve the right to re-inspect any car at any time before, during or after initial inspection.
11. You may be asked to cut areas of question open before, during or after derby if needed.
12. Be advised that by participating in this event you and your car may be filmed. And that the use of your image, likeness, voice and actions for photo, video and print use for sales, marketing, TV and movie use is possible.
13. We encourage all feedback good and bad when presented in a professional and respectful manner. Please call or email your comments to us.

PREPARATION:

1. All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. Rear seats in all cars must be removed.
2. All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
3. Driver door must be padded on the inside.
4. Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
5. All flammable materials must be removed from the car other than safety padding and the driver's seat.
6. No adding weight to the vehicle. No packing, stuffing of frames, trunks, passenger doors or under floor decking.
7. No sedagoning
8. All trailer hitches must be removed

CAGE & ROLLOVER BARS:

1. You may use channel or tubing up to 8" O.D. for all interior bars.
2. You **MUST** add a halo bar or an upright post to the cage components listed above. It may not exceed 8" O.D. Seat bar must be no further than 8" behind the seat. All bars must be straight.
3. Interior door bars may not be more than 8" behind the seat bar. All cage components must be a minimum of 6" off of any floor sheet metal or body bolt elevation, and 4" off of transmission tunnel sheet metal.
4. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar **MAY** be inside the door structure or on the outside of the driver's door only to allow more room for driver's safety.
5. Halo bars may NOT be angled toward the rear of the car. They must be vertical.
6. You may add 2 vertical down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
7. Upright post must have a min 4" x 4" plate attached to the roof, welded or bolted.
8. Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)
9. No fuel cell protectors.

WINDOWS:

1. You must have at least one but no more than two front window bars or 3/8" chain. Rear window bars are optional, but no more than two.
2. Bars may not be bigger than 36" long by 2" by 2" x 3/16" angle, 2" diameter bar/pipe or 3" by 3/16" flat strap.
3. Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If mounting to trunk area, plate cannot be mounted on the trunk lid itself.
4. Must be spaced at least 18 inches apart on the bottom, and no cross connections. No other added metal or mount plates.
5. If using rear window bars in a Station Wagon tailgate windows are treated as a rear window, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position.
6. No wiring or chaining of any window openings.
7. Window bars may not be attached to the halo bar or any cage components.

DOORS:

1. Drivers door, you may weld a plate Maximum 10" wide across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.
2. Door seams must be welded using rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.
3. You may smash the inner and outer skin together of the window opening and weld them solid. You may use the same filler as in welding the door seams but no longer than the window opening per door.
4. Driver's door and driver's side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

FRAME:

1. All body mounts (rubber biscuit and cone) and "Pucks" must be in place. You may not remove bolts and place washers on both sides.
2. No Buffing, grinding or packing of frames
3. No Chrysler sub-frame chaining.
4. No imperial sub-frame swaps allowed.
5. Frames may be notched.
6. Absolutely no cutting, bending or altering the front frame in any way.

SUSPENSION & STEERING:

1. Suspension must be stock components and working. No chaining humps.
2. Coil springs may be welded to the axle only.
3. No other means other than tires and spring spacers may be used to raise the cars suspension.
4. No adding or modifying leaf spring clamps.
5. Factory steering column must be used rag joints may be modified/replaced.

REAR ENDS:

1. NON trussed factory rear ends must be used. Ford in Ford, GM in GM etc. no hybrids.
2. Rear end gears/axles may be changed, welded or posied.

HOOD AND TRUNK:

1. Hinge spring must be removed.
2. Deck and Hood must be 100% in stock location and open for inspection or have a 30" x 30" hole for inspection.
3. All decking in wagons must be removed.
4. Body may be pinched. Trunk may be tucked or v'd. NO wedging.
5. Bolts, chains, cables or angle iron may be used to secure the hood and trunk in six places each.
6. If using chain or cable it must be singled looped. It may go around the bumper. And it may be located anywhere on the hood or trunk.
7. Chain and cable may be no larger than 3/8".
8. If excessive chain or cable is found, it will be cut.
9. If using angle iron two 6 inch lengths of 2" x 2" angle iron may be welded to the body only back to back and bolted together with a 1/2" bolt.
10. If bolting the hood and trunk 6 bolts no larger than 8" x 3/4" with two five inch washers each may be used.

BUMPERS:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have final say.

1. Bumper swaps are allowed.
2. Stock O.E.M. bumpers off of passenger cars may be used
3. Aftermarket bumpers purchased from DEC headers may be used
4. Bumpers may be flipped.
5. Bumpers may be cut so they do not smash into the tires during the event.
6. No chrome may be welded to the body if using compression style bumpers.
7. Chrome of bumpers may be welded to the inner beam of the compression bumper only. No additional material may be added.
8. Non compression bumpers may be welded to no more than 12 inches of the outside body only. Note: Hood must be able to open.
9. Chain may be wrapped around the bumper to the frame (one wrap per side, see hood bolting rule).

If you ARE NOT swapping bumpers,

1. Stock bumper brackets and tubes in stock locations may be welded to the front 4" of the frame only. No swapping bumper brackets and or tubes/beams.
2. On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back
3. Bumpers may be welded to shock tube mounting plate or you must remove all original mounting hardware and use one 4" long x 4" tall X 1/4" thick piece of angle iron per frame rail only (see bumper swapping rule #1 below)

If you ARE swapping bumpers,

1. If swapping the bumper's on a factory equipped compression bumper car you must use either the stock mounting brackets and tubes in stock location's or you must remove all original mounting hardware and use one 4" long x 4" tall x 1/4" thick piece of angle iron per frame rail welded to the outside front 4" of the frame only. No swapping brackets and or tubes/beams.
2. If adding a compression bumper to a non compression bumper car the only way it may be attached is by removing all original mounting hardware and using one 4" long x 4" tall x 1/4" thick piece of angle iron per frame rail welded to the outside front 4" of the frame only.

ENGINES & TRANSMISSIONS:

1. Engines may be swapped but must remain close to original position as possible. No cutting of the fire wall to accommodate different motors. A hole may be cut for the distributor. Motor mounts may be fastened with only one strap or chain to the top of the factory engine cradle. No welding to the frame.
2. No transmission coolers allowed.
3. No Distributor /pulley protectors, slip shafts drive line, after market steering columns, brake/gas pedal or protectors of any kind may be used, no aftermarket parts of this nature at all.
4. Floor shifters are allowed.

RADIATORS, RADIATOR SUPPORTS:

1. Only OEM style passenger car radiators may be used. Aluminum racing rads of the same style may be used.
2. Radiator must be attached to the core support.
3. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds, one per corner.
4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
5. If the arena allows, engine coolants may be used, call promoter for approval.
6. Radiator loops may be used
7. Radiator supports must remain in the stock location.
8. Radiator core support seam welding is NOT allowed.
9. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
10. If using a condenser to protect the radiator, it may be tie wired to the core support only.

FUEL DELIVERY SYSTEMS:

1. Metal Marine type tank, metal fuel tank or derby type metal fuel tank recommended. If using a plastic tank, the lower half must be concealed in a minimum 1/4" plate box.
2. 7 gallon max tank maximum may be used.
3. Original gas tanks must be removed from the car.
4. You must have the gas tank securely mounted behind the driver's seat. No seat belts or pull tie straps may be used.
5. Fuel lines must run inside the car, not under the car along the frame.
6. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint.
7. Automotive pump gas only.

BATTERIES:

1. Only one battery of any type may be used.
2. They must be secured inside the car and covered, unless you are using a gel cell battery
3. Battery box must be made out of metal! It must be bolted to the floor; bolts may not go thru the frame. Seat belts or pull type tie downs may not be used.
4. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety with sheet metal only. You may not patch clean and solid floors.
5. All body mounts must be visible.

TIRES & BRAKES:

1. No split rims, studded tires, or Duals
2. Stock Rims only, no bead locks or reinforcing of the rim is allowed.
3. Valve stem protectors allowed, wheel weights must be removed.
4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
5. You may not change tires after inspection.

AIR CLEANERS:

1. You must have an air cleaner over the carburetor all at times during the event.
2. There must be an opening cut in the hood on each side of the air cleaner for fire suppression. Minimum of 6 inch diameter.

CUT OUTS:

1. Cut outs over the wheel wells are legal.
2. No welding or bolting of the cutouts is allowed.
3. If inspection holes and fire holes are determined to be too small you will be asked to cut them larger.
4. Anything can be removed; NOTHING can be added.

PRE-RUN/FEATURE & GRUDGE MATCH CAR PREPARATION:

1. The following rules apply to previously run derby cars only. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to "stock" condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely NO ADDED METAL other than what is specified below!
2. You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.
3. Frame repairs on pre-run cars are allowed to repair OBVIOUSLY damaged areas of the frame using eight total 6" by 4" max 1/4" thick plates. 4 per frame rail may be used; of which, 2 may be used in front of transmission cross member and two may be used behind the transmission cross member.
4. Plates may be bent and cut but excess may not be used elsewhere
5. Plates and weld must be separated by 1"
6. Patch may **NOT** be welded to **ANY** other part of the car. (Body, bumper, bumper bracket, core support, inner fender, all thread, etc...) Patch may be welded only! **NO BOLTS!** No other frame welding will be allowed! **All other repairs made to the frame will be cut and/or removed.**
7. Patched area must show signs of obvious damage.
8. You may reinforce damaged steering components on pre run cars only using one piece of 1"x 1" x 1/8" angle, but you must use the O.E.M. tie rod and drag links.(upper and lower control arms are not steering components)
9. No replacing of sheet metal components prior to the grudge or the feature except for safety purposes (ex. Torn open door).
10. Main event cars may be impounded depending on the show.
11. All cars May be re-inspected after the Main event.
12. You may not sedagon your vehicle.

If you have other pre-run questions, call first before you fix it!

COMPETITION RULES:

1. Drivers must remain in the vehicle with helmet (D.O.T. full face helmet), seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.
2. Driver's door hits are illegal. If the hit is deemed by TWO official's to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce this rule. If you use the door defense repeatedly you will be disqualified.
3. No hot roding in the pits. Keep it at an idle, you will be disqualified. **THIS IS A SAFETY ISSUE FOR ALL**
4. Any car deemed unsafe will be cause for disqualification.
5. There is a 2 fire rule in a heat. Upon the 2nd fire you will be out of the heat; however, your time will continue to run as if you were stuck. If you must be removed from your car for any reason, your time will run out accordingly.
6. Sandbagging is not tolerated. Locking up the brakes prior to a hit for anything other than a driver's door can be a cause for disqualification. Heat may be stopped and warnings given.
7. You must make **AGGRESSIVE HIT** within the allotted time. You will not be given any warnings; you will just be timed out. You must be able to make an unassisted hit with at least a third of a car length. Rocking back and forth is not considered a hit.
8. No intentional hitting of a non-flagged car.
9. If a car is flipped or rolled over you will not be allowed to compete for the rest of that heat. Your time will continue as if you were stuck
10. Any driver or pit crew caught tampering with another drivers car will be disqualified.
11. No pit crews will be allowed to enter the arena after a heat unless cleared by the officials.
12. Drivers must wear at a minimum long pants, long sleeved shirts and boots. Fire suits are preferred.
13. Once you have been timed out you may not help another driver or move your car. If you do the driver you help will be disqualified. If a driver enters 2 cars, he must drive both cars in the heats. If both cars qualify he may choose which car he will drive, a designated second driver must be noted at the start of the derby, sign appropriate waiver and attend the drivers meeting.
14. Team driving will not be tolerated.
15. **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
16. Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.
17. All cars are subject to a post race inspection before any prize money is awarded.
18. In the event of a tie in the main event, the money will be split and the trophy's flipped for.
19. All official calls are final! There is NO protest rule. Any driver, pit crew or family members arguing with the officials or staff will result in that driver's disqualification. No calls will be overturned.

Any questions, CALL FIRST. Don't assume anything. The Officials decision on all rules and safety are final!

**OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED
BY THE TRACK OFFICIALS!**