

**ROSEBUD COUNTY SHOWDOWN DEMOLITION DERBY**

**RULES & REGULATIONS**

The 2019 Rosebud County Showdown Demolition Derby will be held on Friday, July 19 at 7:00 pm, at the Rosebud County Fairgrounds in Forsyth.

**ENTRY FEE:** Participation is FREE for pre-registered cars/drivers. To pre-register, a $75 ENTRY FEE must be paid by July 1. This fee will be refunded when you pass tech inspection. The fee will not be refunded if you don’t show up.

Send your name, car number and pre-registration fee to:
**Ryan McPherson
PO Box 1960
Colstrip MT 59323**

If you choose not to pre-register, you must pay the $75.00 entry fee on the day of the show.

**SIGN-IN AND INSPECTION:** Inspection will begin at 12 pm. Each driver and pit person must be signed in at the registration desk the day of the show and have their car inspected at least one hour prior to the event. The track promoter reserves the right to approve or reject any and all entries.

**ENTRY FORM:** Each driver must fill out an entry form on the day of the event.

**UNDER-AGE CONSENT:** Nobody under 18 years of age may be in the pit area without written, notarized parental consent. Due to Rosebud County’s insurance regulations, no drivers under age 18 can be allowed.

**CHILDREN:** We will be limiting the children in the pit area, as the adults are not paying attention to their own and we will not be responsible. Any children playing in, on, or around the livestock pens will be removed without warning! We are not your babysitters and these are not our animals!

**PIT PASSES:** All persons must sign the release sheet and receive a pit pass to be permitted in the pit area or on the track. One pit pass per driver will be issued for each car entered. All other pit passes are $20.00 each.

**ALCOHOLIC BEVERAGES/DRUGS:** No alcoholic beverages or illegal drugs allowed on track or in the pit area. Any driver or pit person in possession of, or found under the influence of, alcohol or illegal drugs will be disqualified and removed from the grounds.

**GENERAL CONDUCT:** Unsportsmanlike conduct will not be tolerated and will be grounds for disqualification and barring from any future derby events. Drives are responsible for the actions of their pit persons. Any driver or pit person disobeying the rules will cause his or her car to be disqualified.

Rosebud County and Demolition Derby committee members or volunteers will not be responsible for any damage caused by driver’s negligence on the track or in the pit area. Drivers and pit persons are responsible for any damage caused by their negligence on the track or in the pit area.

The promoter, track owner, and show volunteers will not be held responsible for any cars, parts, tools, or personal property before, during, or after the event.Please try to keep your pit area clean and tidy of trash and car parts during and after the event.

**RUNNING GUIDELINES:**

**CLOTHING:** Safety belts, helmet, eye protection, and long pants are mandatory. These items must remain on until the heat is over whether your car is still running or not. Long sleeved shirts and gloves are recommended.

**DRIVING:** No deliberate hitting of driver’s door. DO NOT PULL YOUR DOOR ON SOMEONE TO STOP AN ONCOMING HIT! Must make an attempt to stop. No intentional hitting of a car with a broken flag. DO NOT ACT LIKE YOU ARE GOING TO BREAK YOUR FLAG TO STOP AN ONCOMING HIT OR WE WILL BREAK IT FOR YOU! Boundaries must be observed at all times.

Vehicles must have dependable brakes at all times.

No cars are permitted in the arena until the heat in which they are to compete in.

2 FIRE LIMIT! Rollovers will only be allowed to restart under official’s discretion, depending on the amount of fuel leaked.

A two minute limit for restarts (stalled engines, stuck in mud, or hung up with another car) and have one minute to make competitive contact with another car is enforced! Hits must be aggressive.

SANDBAGGING WILL NOT BE TOLERATED! This is your warning. We will not mess with this situation -- you will be immediately disqualified from the heat you are in.

A fire extinguisher is required in each driver’s pit area. Drivers must remain in their car during their heat unless there is an emergency.

All cars transferring to the championship heat will be impounded and subject to inspection.

Additional safety regulations may be imposed depending on the conditions.

**CAR GUIDELINES:**

**TYPE OF CAR**
Any two wheel drive, hardtop American made automobile is allowed, except for the following: SUV’s, vans, trucks, convertibles, Jeeps, hearses, ambulances, limousines, Chrysler Imperials or Imperial sub framed cars. You may run 2003 and newer Fords but must leave the stock aluminum cross member in.

Pre-run cars with frame damage may make repairs by welding 2 plates per frame rail. This plate must be no longer than 6 inches and the same width and thickness (or less) as the original frame, and may not touch each other. Repair will only be made to the frame. This repair must be painted in a bright color for inspection. No boxing of the frame is allowed!

**PREPARATION OF CAR**

1. Remove all glass including windshield, side windows, rear window, head and tail lights. Rolling windows down is not permitted.

2. Auto must be swept clean! No junk tires, wheels, loose metal parts or debris. Remove all glass shards if broken during removal.

3. Chrome molding strips, head liners, door panels, carpet, floor mats, and rear seats must be removed. Station wagons must have all rear seats and deck lids removed. All fiberglass, plastic front header panels, or flammable items must be removed.

4. Eliminate and sharp or protruding edges (smash down or cut off).

5. No welding or reinforcing will be allowed past 6” in front of door (except motor mounts, bumper mounts and bumper shocks, and top seam of frame A-arm forward). Toward rear of car no welding or reinforcing allowed past rear axle center line (except trunk lid and bumper mounts and shocks)

6.No special bumper reinforcements or trailer hitches permitted. Fenders and bumper ends may be trimmed to allow for wheel clearance. On late model, shock bumper may be joined to the frame with a short piece of chain attached from bolt on bumper to bolt on frame, or a light weld on bumper shocks and brackets. If we think it is too much you will be asked to make some cuts. No homemade bumpers or bumper mounts permitted.

**Trunk Lids, Hoods and Doors:**

1. Hood must be removable. Hood may be bolted down in 8 spots. Bolts must be no bigger than 1” and longer than 6” except the two that are allowed thru core support.  The max hood plate diameter is 5”x 5” x 3/8”.

2. It is mandatory that the carburetor be covered and that an opening is cut in the hood over the carburetor, approximately 12” or larger in diameter. Hood latches must be removed. It is mandatory that a 12” or two 6” holes be cut in the trunk lid for inspection. Bolts may be used to secure the sheet metal only around the cut holes but not in excess. Another acceptable way to attach the hood is the use of pairs of angle iron, welded to the hood and fender then bolted together. The angle iron bay be 1/4” x 2” x 2” in length. Wiring or bolts must be from sheet metal to sheet metal except the front two points may be ran through the body mount holes. No bands or cables can be used. No weld on hood except as mentioned above. Official’s decision on over use of wire, welds, and hood pins is final and you will be asked to remove as told. Hoods must be left open until after inspection. Hoods must remain on cars. No chains on the hood.

3. Cars may be pre-bent or cut before the derby.

4. Trunks may be cut and tucked. You may use 8) 3/8” bolts with a 1” O.D. washer. Trunk lids and tailgate may be welded, but welds must not exceed 1/3 of each seam, 2" x 1/8" strap max.  No solid welded trunk lids or tailgates. You may use 8 bolts in the trunk lid from sheet metal to sheet metal only. No bolts may go through the frame or body mounts.

5. You may notch the frame for minimal pre-bending, but do NOT weld the cut.

6. All doors must be fastened shut by bolts, strap, chains, or welds. Doors may be welded solid

7. No profanity painted on cars will be allowed, this is a family event.

8. Holes may be cut in the floor & firewall to accommodate the shifter, fuel lines, and transmission lines.

9. You may cut a hole in the firewall to accommodate the engine, within reason.

10. You may have up to 5 - 3/8" bolts in each wheel opening. They may not be higher than 5" above the stock location of the wheel opening.

**BUMPERS, BUMPER BRACKETS AND FRAMES:**

11. The minimum bumper height is 16” to the bottom of the bumper and 24” is the max height for front and rear bumpers. Bumper brackets can be welded to bumper and frame. Must be factory automotive bumper to frame to prevent loosing bumper. You may use flat strap form hood to bumper no thicker than 1/8 inch no wider than 3”. Homemade brackets are not allowed. Inner and outer bumper structure may be welded together.

12. You may not weld the bumper to the body at any time.

13. Bumpers are interchangeable for all cars. This includes compact and mid-sized cars.

14. If you choose not to use brackets, you may weld your bumper directly to the frame.

15. Bumpers may be flipped (upside down).

16. Frame seams from back of A-arms forward top and bottom may be welded with a single bead. Do not get extreme on the amount of weld. No other frame seams may be welded. Body may not be welded to frame. NO UNAUTHORIZED FRAME REPAIRS ALLOWED. Plating will be allowed after the heats as per judge’s discretion.

**BODY BOLTS:**

18. Body mount bolts may be replaced, but only with stock size bolts (no larger than ¾” and two washers).

19. Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 8 hood bolts.

20. Chrysler products may run 1" all thread behind the radiator support, but must drill a hole in the frame to bolt the all thread.

21. Body spacer on core support only may have half of it welded only, single pass only. 2”x2” square tubing max.

**RADIATORS AND RADIATOR SUPPORTS:**

22. Radiator must be in the stock position in front of the motor.

23. OEM style radiators only, you may eliminate the radiator and loop the hoses.

24. You may not add cooling capacity. No supplemental cooling devices allowed.

25. Radiators and cooling systems should be flushed of anti-freeze and only water added.

**Batteries:**

26. A maximum of two, 12 volt batteries may be used. They must be secured inside the car in front of the passenger seat and covered.

27. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety, sheet metal only. No other sheet metal patching is allowed unless it is a safety issue.

28. You may not patch clean, solid floors. When patching you may NOT weld, you may bolt, use self-tapping screws or pop rivet all patches.

29. No components to include, gas pedal, battery boxes, etc may be welded, must be bolted only. No part or patch may be attached to any vertical sheet metal (firewall), all must be patched or mounted in the horizontal floorboards only. No oversized mount plates or boxes.

30. Do not mount anything within 6” of any body bolt.

**FUEL DELIVERY SYSTEMS:**

31. Original gas tanks must be removed from the car.

32. You must have the gas tank securely mounted behind the driver’s seat and it must be covered if using plastic tank.

33. Fuel lines must run inside the car, not under the car along the frame.

34. Fuel lines must be secured to the floor and kept from pinch points.

35. Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and clearly marked with large letters. An “E” must be painted next to number on driver’s door.

36. Officials will give final approval on tanks and fittings.

37. All lines must be double clamped.

**ENGINE COMPONENTS:**

39. Any engine may be used in any car.

40. You may chain the motor, but you must use an existing bolt. Chains may not be higher than the top of the stock engine mount cup. 1 Chain per side, 3/8” max only allowed for holding engine in place.

41. No engine oil coolers are allowed.

42. You must have an air cleaner over the carburetor at all times.

43. No starting fluid is allowed.

**MOPAR RULES:**

You are allowed to secure K members in the following ways:

1. Remove pucks and bolt tight to frame welded in no more than 10 spots 2 inches long.

2. Leave it the way it came from the factory

**DISTRIBUTOR PROTECTORS/CRADLES:**

44. If you run a DP do not mount your dash bar closer than 5” to the rear most point of the firewall/cowl, YOU WILL NOT RUN.

45. Distributor protectors are allowed must be attached to engine or transmission only, back side must be no wider than 12”, must not contact cage before, during or after the event. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. Call ahead!

46. Aftermarket Distributor protectors, cradles and pulley protectors are allowed. These must be separate items and may not all be connected for a complete engine protector system. If you use a front plate it may not be gusseted to header flanges or other components in any manner. No “extreme” engine systems.

47. You may beat flat the engine side of the firewall only, do not weld the firewall. Do not reinforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver’s side of the firewall/cowl in any way.

Transmission protector is allowed and may not exceed the bell housing shape by more than 2” and/or an ultra-bell may be used. It may only be attached to the transmission and may not be in or come in contact with the frame rails. You may run a homemade transmission cross member. Cross member must run from side to side with nothing extending towards the crush box or cowl area. Cross member may not be any bigger than 2x2 inches. Factory cross member cross bracket may be replaced with a 3-inch piece of angle iron. This is for cross member mounting, not frame strengthening. Cross member must be installed in same manner as factory. Absolutely no belly bars.

**FRONT SUSPENSION/STEERING:**

48. Suspension must be stock components and working.

49. After market tie rods and ball joints are allowed. Tie rods must have factory appearing ends. No aftermarket spindles, no Chevy lift spindles. Do not re-engineer the way the steering components mount to the frame. No pickup or van tie rod ends. The front suspension or steering may not be reinforced.

50. A-Arms: Upper A-arms only may be welded, bolted or chained down but may not be reinforced. Only one option may be used:

* If welded you may only use one piece up to a 2”x4”x 1/8” thick strap. This strap must weld to the frame and cannot extend farther forward or backward than 1” past the widest part of the a-frame.
* If chained, only one wrap of 3/8 chain and it may not be welded anywhere.
* If bolted you may only use one bolt no larger than ¾” by 6” long, welded to the outside of the frame.

51. Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement.

52. Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.

53. Rear coil spring cars that change to shackles and springs, must use maximum of five car leafs on sedans and maximum of seven on station wagons. No pickup springs. Maximum of four clamps per spring, two front and two rear.

54. All suspension parts must be of passenger car origin or OEM replacement.

55. You may not plate, reconfigure or re-enforce A-arms.

**TIRES AND BRAKES:**

57. No split rims, studded tires, foam filled or Duals!!! Skid-steer and industrial style tires are allowed.

58. Stock Rims only, no bead locks or reinforcing of the rim is allowed.

59. You may on the outside rim lip add a piece of ½” rolled steel welded to the exterior lip only. 8 inch wheel center are allowed. No other reinforcements

60. Valve stem protectors allowed. Wheel weights must be removed.

61. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

**CAGES AND DOORS:**

62. You may add a diagonal bar behind the driver’s seat and directly below the seat bar running from the seat bar to the floor sheet metal. Roll bars are mandatory behind the front seat and can be welded to the frame in 2 locations only one per frame rail. The front support down braces must be welded to the sheet metal only. All bars must be inside the car (halo roof bar may be on the outside if you are a taller driver).

63. Dash bars are permitted but cannot exceed 4” in diameter. It is mandatory that the driver door be reinforced inside with steel bar, angle iron, plate, or pipe.

64. You may put a box around the seat with uprights to the roof and you may connect the door bars with the dash bar.

65. You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36” wide. It can angle in from your roll over protection. It must be a full 4” away from rear sheet metal at the start of the show The bracing must be 4” above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

**WINDOWS:**

66. You must have at least one, but no more than two front window bars or 3/8″ chain.

67. Rear window bars are optional, but no more than two.

68. Bars may not be bigger than 36” long by 2” x 2”.

69. Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4” x 4” by 3/16” angle or plate on the roof, cowl, speaker deck or trunk. Plate cannot be mounted on the trunk lid itself.

70. Window bars may not be attached to the halo bar or any cage components.

**REAR ENDS:**

71. Either the 5 or 8 bolt rear end of your choice. Rear end may not strengthen the body or frame in any way. (You may brace your upper and control arms but they must start out stock.)

72. You may adjust the pinion angle. Welded, spooled, or posi-trac is allowed.

**TILTING**

You may pitch, tilt or tip any legal car in 1 of the 3 following ways only. Body spacers can be half welded to frame only, single pass. 2x2 square tubing by 8” long max.

* You may cold tilt no added metal
* On new style Fords you may cut all three flaps and pull the front end down moving the flap ½” and re-welded. Do not re-weld any other crush box seams, no added metal.
* You may cut a pie at the transmission cross member no added metal!

WE WILL SCOPE EVERY CAR FRONT TO BACK. IF CAUGHT WITH ANY FRAME INFRACTIONS: PINNING, PLATING, EXTRA SEAM WELDING, ADDED BODY BOLTS, ADDED MATERIAL, GUSSETS, ETC. OR ANYTHING ELSE YOU CAN THINK OF NOT OUTLINED IN THE RULES, YOU WILL HAVE NO CHANCE TO FIX. YOU WILL BE AUTOMATICALLY LOADED WITH NO REFUNDS! NO UNAUTHORIZED FRAME REPAIRS ALLOWED. IF YOU ARE NOT SURE, CALL BEFORE YOU DO ANYTHING PLEASE!

If you plan on ignoring or violating any of the pervious rules, please bring your cutting torch to remove unapproved items. Just because it is not in the rules does not make it right. Call for any questions in the “grey area”. Reminder: all official calls are FINAL! NO ARGUING!

For further information please contact.
Ryan Mcpherson 406-740-0577

Or visit us on Facebook – Rosebud County Showdown

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