

ROSEBUD-TREASURE COUNTY FAIR

Rosebud County Showdown Demolition Derby

DATE: Friday, July 20, 2018
Rosebud County Fairgrounds, Forsyth MT

SHOWTIME: 7 PM sharp

\$3,000 First Place Award

\$1500 Madd Dawg prize

\$6500 Guaranteed Total Payout

Pit Passes \$20.00 each

SCHEDULE AND REGISTRATION:

TECH inspection is from 12:00 noon to 5:30 pm. Drivers' meeting will be at 6:15 and then we will get things rolling.

PRE-REGISTRATION: Cost is \$50.00, which will be fully refunded the day of the derby when you participate. OR, you can pay \$50.00 (non-refundable) on the day of the derby. We encourage you to pre-register so we can put together an advance list of cars and drivers so a program can be printed for the audience.

TO PRE-REGISTER: Mail the pre-registered driver's name, car number, and a check for \$50.00 written to Ryan McPherson, Box 1960, Colstrip MT 59323. Your check will be held and returned to you on the day of the derby. You have until Friday, July 13th to pre-register. If you don't participate, your check will be cashed.

DRIVER RULES:

- Each driver and pitman must sign a release form, fill out registration, and pay for pit passes at registration tent immediately upon arriving at the fairgrounds.
- NO ALCOHOL on the track or in the pits before or during the derby. Driver or pitman disobeying any of the rules will be disqualified.
- Rosebud County Showdown committee members and volunteers will not be responsible for any damage caused by the drivers or pitmen to fairgrounds property. They are also not responsible for lost or stolen parts, tools or personal items before, during or after the event. You are responsible to keep your pit area clean and tidy.

VEHICLE REQUIREMENTS

- Two wheel drive passenger hardtop cars, coupes, sedans, and station wagons only.
- Cars NOT allowed: SUV's, Imperials, Imperial subs, hearses, convertibles, 2003 or newer Fords.
- All glass, mirrors, molding, lights, chrome, rubber, plastic, fiberglass, headliners, and any loose items inside of the car must be removed. Dash cover/pad and plastic steering column pieces may stay.
- No reinforcement of body, frame, suspension, bumper, etc. in any way except where allowed.
- No filling of tires, frame, or any other part of the car with sand, mud, concrete, foam or steel, etc.
- Trailer hitches and any bracing must be completely removed.
- No race car-style roll cages. Roll bar/rollover protection may NOT connect to frame, sheet metal only
- All parts on car must be standard O.E.M. or like replacement.

BUILDING, WELDING, SECURING

- We will scope the frame of every car that participates in the derby.
- Frame seams from the back of the A-arms forward top and bottom may be welded with a single bead.
- Do not get extreme on the amount of welds; no other frame seam welding is allowed.
- Doors may be secured shut by welding, chaining, or bolting. You may weld the outer door seams solid.
- If you bolt the door shut you may use up to four, 1/2" bolts per door. If you chain the door you may use two chains, no larger than 3/8" chain. No welding the inner door seams or outer door panel to inner.
- Hoods can be secured in a maximum of 8 places. Two of the 8 can be secured to the frame. You may use bolts and/or chains. Bolt size must be a minimum of 1/2" and maximum of 1". Only two bolts in an area on either side of the radiator may extend through the frame. Maximum plate size is 5" x 5" diameter. No more than 3/8" thick. If chained they must be a minimum of 3/8" and maximum of 1/2". HOOD MUST BE OPENED AT TECH.
- You must have some cage with uprights to protect the driver. A bar from door to door behind the seat and at the fire wall, and then a bar along the inside of the driver and passenger door to connect the four Bars. A halo to protect the roof from caving in is mandatory. The cage must not connect to the frame in any way; may be welded to sheet metal only.
- Mopar products may run 1" Allthread behind the radiator support. Do not drill a hole in the frame to bolt the Allthread. Do not weld these to the frame.
- Mopars are allowed to secure K member in the following ways. Remove pucks and bolt tight to frame. Leave it the way it came from the factory.
- Trunk may be welded 1/3 each seam 2" x 1/8" strap max, chained, or bolted shut. May use 8 bolts to secure the trunk, two of which may be 1" Allthread connected to the frame. The other six must be no larger than 3/8" and can only connect sheet metal to sheet metal. Only two points may attach to the frame. If chained you may use up to two, 3/8" chain. You may use only one of these options to secure the trunk.
- NO UNAUTHORIZED FRAME REPAIRS TO FRESH CARS IS ALLOWED. Plating will be allowed after your heat as per judges' discretion.

- PRE-RAN CARS: You may weld two, 4" x 6" x 1/4" plates per frame rail. They can't touch in any way and must be painted bright orange.

BUMPERS

- Bumper may not be welded to the body at any time. Bumper bracket may be welded to the frame.
- Chains can be only bolted to the frame to prevent from losing bumper.
- Must be factory automotive bumper and may be interchanged between manufacturers. No homemade bumpers or bumper mounts.
- Bumpers may not be higher than 24" and lower than 16" from the ground. Bumpers will be measured from center of bumper to the ground.
- You may weld the outer bumper skin to the inner bumper structure. Bumper shock itself may be collapsed and welded. No adding material. Absolutely no stuffed or aftermarket bumpers will be allowed.
- If you choose not to use bumper brackets you may weld bumper directly to the frame. The bumper may be flipped upside down.

WINDSHIELD

- Must have at least one, but no more than two, window bars or chains.
- Bars must not be longer than 36 inches. May be made of 2" x 2" maximum steel or 3/8" chain.
- Rear window bars may be attached by welding directly to sheet metal. Attach to roof cowl or speaker deck but not to trunk lid. Window bars may not be attached to halo bar or cage components.

BODY

- You may cut holes in firewall for engine, transmission shifter, and gas pedal clearance within reason.
- Up to five 3/8" bolts can be used per wheel opening, sheet metal to sheet metal. They must not be higher than 5" above original opening.
- Body mount bolts and spacers may be removed. Bolts must be smaller than 3/4", NO SPACERS. No adding mounts. Body may not be welded to frame. Either remove all body bushing or leave them in.
- Only rusted out floors may be patched where the fuel tank and batteries will be mounted. Must use same thickness sheet metal as original floor. NO OTHER RUST REPAIRS ALLOWED.
- Component mounts inside car (fuel tank mount, battery boxes, trans cooler) may be bolted in, no welding.
- Do not mount anything within 6" of body mounts!!

RADIATORS AND COOLERS

- Factory or O.E.M. replacement radiator only. Must be in stock location. No alternative cooling systems. No adding reserve water tanks or capacity tank.
- Transmission coolers are allowed. Must use leak free high pressure lines. Coolers may not be mounted to the frame or used as a kicker to keep frame from dropping or moving forward or backwards. Subject to tech approval.
- 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.

TIRES AND BRAKES

- Tires must be no taller than 30". No studded tires, split rims, or 100% solid wheels. No outer rim reinforcements. Skidder tires are permitted, may use weld in centers. Wheel weights must be removed.

- All cars must have at least two working brakes unless using a pinion brake. (Must be demonstrated at tech in order to compete.)

ROOF SIGNS / CAR NUMBERS

- Car numbers must be painted on sign board.
- Numbers must be at least 18” tall and 2” thick.
- Sign must have contrasting colors so judges/announcer can read clearly. If the sign board is unreadable it must be corrected before the car is allowed to run.

FUEL SYSTEMS

- A limited capacity tank is required as a replacement gas tank. 6 gallon max capacity. You must mount the tank in the interior of the car, ahead of the rear axle, in the rear seat area and at least 12” away from door panels. The center of the rear seat area is preferred.
- All lines and fittings must be free from leaks, no exceptions. Rubber lined fuel lines located in the passenger compartment must be covered. A hole must be made in the floor board for fuel runoff. Fuel lines must run inside car not along frame rails.
- Electric fuel pumps are optional. **If used, you must put an E after number of the car.**
- Gas tank protectors are permitted, but must not connect to the body or frame in any way at the start of the show.

ENGINE AND SUSPENSION

- Motor mounts and transmission mounts may be strengthened with bolts, welds, or chains.
- Motor straps welded to the frame and bolted to the motor are allowed. Straps may be a maximum of 2” wide and 3/8” flat bar. You are allowed 2 straps per side of the motor.
- Engine straps may go no further forward than 3” in front of the forward-most part of the cylinder head, and no further back than 3” past the rear-most part of the cylinder head.

- Engine cradles are allowed as long as they are mounted in the stock location and in no way strengthen the frame. They cannot connect to the distributor/transmission brace in any way. (For questions call Ryan – phone number is at the end of the rules)
- NO FULL ENGINE CRADLES ALLOWED!!
- Either 5 or 8 lugs rear end. Back braces are welcome. Braces may not extend more than 4-1/2" on the outer 10" of axle tube or 10" on the remaining housing. Axle savers are allowed. Axles may not add or be used to brace, bridge or reinforce the frame rails (officials' discretion). You may adjust the pinion angles. Welded, spool or posi-track are allowed. NO POSTAL MOPAR REAR ENDS!
- Leaf spring conversions are allowed. You may clamp leaf springs with 4 clamps per leaf. No homemade leaf packs, must be from a passenger car only. 5 leaves on sedans, 7 on station wagons.
- Solid suspension is permitted within reason. No aftermarket spindles or suspension will be allowed...MUST BE STOCK. Solid suspension options are as follows:
 - If you weld you may only use up to a 2" x 4" x 1/8" strap. This strap must weld to the A-frame and cannot extend farther forward or back then 1" past the widest part of the frame
 - If chained, only one wrap of 3/8 chain and it may not be welded anywhere.
 - If bolted, may only use one bolt no larger than 3/4 x 6 inches long welded to the outside of the frame only.
- Upper and lower control arms may be lengthened or shortened to achieve pinion angle.
- Coil springs must be chained, cabled, or welded to rear axle to prevent losing spring in arena.
- Adjusting torsion bars or spring spacers may be used to level the car.

DISTRIBUTOR AND TRANSMISSION PROTECTORS

- Transmission protectors and aftermarket steel bell housings are permitted. No extreme protection systems allowed.
- Distributor protectors are allowed but it may be no bigger than 10" x 10" flat plate. You may beat the firewall flat and push the distributor protector against it. It may not be attached to the frame in any way.

- If distributor plate is used you may attach it to the front or rear of the intake manifold on both sides of the carburetor with a maximum 1” diameter pipe or square tubing.
- If distributor/trans protector or steel bell come in contact with cage at any time during the event you will be DQ'd.
- You may cut the fire wall for distributor clearance but the hole must be covered with rubber mat or tin.

MISC. CAN and CANNOT DO

- Just because it's not in the rules doesn't mean you can do it. Call and ask before you attempt something not covered in the rules.
- No reinforcement of body, frame, suspension, or bumper in any way except where allowed.
- No filling of tires, frame, or any part of the car with sand, mud, concrete, foam or steel
- All parts of car must be standard O.E.M. Must be original shape, appearance, and location except where modifications are allowed. All sharp points and edges within drivers reach must be covered or made smooth, this includes foot and leg area.
- You will be loaded if anything is done to the frame other than what is allowed. We will scope all frames on cars.
- **No sandbagging allowed. This is your warning.**
- Pre registering is encouraged so we can get a program made for spectators. If you don't pre-register you can still register and compete on the day of the show but you will be charged a \$50 entry fee and not be listed on the program.
- Numbers are on a first come first serve basis. There will be no double numbers.
- If you have any questions about the rules or show, please call – don't just assume you can or cannot do something.

Questions – comments – Call Ryan McPherson, 406-740-0577