

Sullivan County Fair Assoc.

Juniors

Ages 12-15. 16 and up can run with adults.

Class is being run so kids can learn the basics of working on and building a demolition derby car. It is intended to be a cheap and easy way for any kid to get his hands dirty with any junk car they find and have a legitimate shot at competing, staying safe, and catching 'derby fever' Stock means stock.

· **NO FOUL LANGUAGE IS PERMITTED TO BE ON CARS**

- A 4-bar enclosure around the inside cab may be installed.
- One dash bar, one behind the seat, one across each front door. All bars must be inside the driver's compartment.
- Door bars may run from dash to 2 foot behind the farthest back portion of the seat.
 - Front bar must be at least 5 inches from the center of firewall and floor including the transmission tunnel.
 - Back bar may be no further back than 1 foot behind the 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 the front and back bar, mounting plates of 1/4 "x 6"x12" may be used on the ends.
- Used for protection only, not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS... All bars will be placed WITHIN the sheet metal of the vehicle. Roll over bars will be allowed but may not extend more than 6 inches above the roof line. NO EXCEPTIONS. PAD PARTS OF THE CAGE YOU MAY COME IN CONTACT WITH.
- Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself.

Exhaust: may use stacks or if using under car it should be cut off at least 12" behind driver's seat

Fans: All belt driven PLASTIC (Nylon) fan blades CAN be used IF there is at least 12" of hood covering the fan area, you may use an electric fan with plastic or nylon blades only.

ANTIFREEZE/Freon: Must be removed before arrival at the fairgrounds

Radiator: Must remain in

stock location. Looping of radiator hoses permitted. Blow off lines must exit under the car.

Brakes: Must be in working order for safety purposes on the track. Must be able to demonstrate this capability.

Transmission Cooler: Not permitted in bone stock youth. Looping of trans lines is highly encouraged.

Gas Tanks: KIDS! READ! THIS IS MOST IMPORTANT! We prefer leaving the stock tank under the car so long as it is ahead of the rear axle, rust free and not leaking. If doing so we recommend securing the tank in the car with chain or straps. A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured, and covered), tank shall be installed in the rear passenger compartment, fastened down securely and covered with a fire shield which can be opened for inspection. All electric fuel pumps require a separate power switch within the driver's reach. The switch must be labeled fuel pump shutoff. Homemade fuel cells MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! KIDS! YOU WILL NOT RUN IF YOU'RE LEAKING FUEL.

Gas Tank Protectors: If running a cage or bar behind the seat you may run a tank protector mounted to the bar behind the seat. The gas tank should fit snug inside the protector. Tank protector must be at least 5" away from all surrounding areas and not strengthen the car whatsoever.

Batteries: May relocate under hood of car or RECOMMENDED to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into the passenger seat if secured and tight. If it wiggles, it's too loose. If you've never done this before ask someone who has, if you don't know anybody who has google 'derby battery box'.

Motor: Stock! Stock fueling systems (if it was carbureted from the factory, it stays carb, if it was fuel injected from the factory, leave it fuel injected). Removal/modification of air box permitted.

Computer: Stock! No after-market computers.

Wires/fuses: Move any and all wires/fuses you need to. Wiring harnesses permitted.

Shifters: Stock!

Body & Interior: You're kids....this is the fun part - all glass, chrome trim, locks and anything else that might become embedded in the track must be removed. VACUUM IT OUT!. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Entirely gut drivers (and your passenger door if you have a rider) fully remove projecting latches, handles, etc. inside the driver's door must be removed. Recommend inserting a piece of plywood into the driver's door cavity for extra protection. 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 etc. out. Use a light tin or some type of nonflammable material.

Airbags: All air bags must be removed. Make sure you get them all. Check seats, A-Pillars, ect. We will inspect to be sure they are removed but it is ultimately the driver's responsibility to be sure the airbags are removed. IF AN AIRBAG GOES OFF DURING A HEAT YOU WILL BE DISQUALIFIED!!!

Hoods: Must have the factory hood latch removed

Window Bars: Recommend two window bars/chains. Must extend from roof to dash and may not strengthen the car. Do not use zip screws. Weld or bolt solidly.

Car appearance: Roof sign (minimum 12x12") recommended for individual numbers with pfizer screws and cannot stick out the top or bottom by 1/2 inch. Doors do not have to be numbered but must be easily identified.

Tires: Stock! Must be a DOT similar tire that car came with. No protectors of any type. Winter tires are ok. No studs.

Wheels: Stock! Must be OEM wheels. No spacers. No modifications. Remove inner and outer wheel weights.

Suspension: Stock! No modifications. No braces. Must be free moving. No 'stock appearing' aftermarket struts. No spindle swapping.

Unibody/Subframes: Stock! Absolutely no altering of unibody/subframes. No dimpling, cutting, prebending, notching, etc. No loading. Patching. Welding. Etc. Bring it to the derby like it came off the street.

Body: Stock! No creasing, prebending, dimpling etc.

Trunk Lids: Can be removed or tucked for better visibility. PT Crusier style vehicles can modify tailgates (cutting or bent down) for visibility (highly recommended for smaller youth drivers).

Trunk links may be secured with up to 3 tie downs per seam.

Bumpers: Stock! OEM to the car bumpers. If your car came from the factory with a plastic bumper you may swap out for a similarly strong OEM bumper (compact to compact...no old school heavy metal bumpers, no aftermarket, no box steel, etc.). For safety you may weld the factory bumper using 4" of weld per frame rail. No shortening of rails. No added metal. Bumpers must be chained/wired onto the car.

Hoods: must have 12" minimum opening for access in case of fire. Can be tied down with 4 single wraps of wire or 5/16" chain. Hood must be open for inspection, it's not inspectors' job to open.

Doors: Must be chained, wired, or seat belted shut. Max 3 spots per seam. No bolting. No welding. Drivers' door may be welded with 4 3"X3" plates (not required). If any door comes open during heat, you will be disqualified. Padding required for the inside of the driver's door and any part of the car you may come in contact with (cages).

PRE-RUN CARS: Contact officials for modification requests/fix, BEFORE arriving at the track. Work with us, we'll work with you.

****REMINDER THIS CLASS IS FOR KIDS AND FOR THEM TO HAVE FUN DONT RUIN IT FOR THEM****

For rules questions contact Shane Vough (570)-447-3857. For registration questions ONLY contact Liz Fluck elizabethj19@outlook.com.