

Sunderland Agricultural Society
Demolition Derby Rules: Pro Stock V8 2022

The Demolition Derby will be held on Wednesday, September 14, 2022 in the Sunderland Fairgrounds at 7:00 p.m. sharp.

In the event that this Derby is cancelled, the Sunderland Agricultural Society and the Township of Brock will not be liable. There will be no rain date.

General Information

Admission to the Fair includes admission for spectators to this event but does not guarantee parking onsite or seating. Please arrive early.

NOTE:

As in all high-risk events everyone entering the Fairgrounds does so at their own risk.

In the interest of public safety, the safety of the registered drivers, pit crew and Fair staff, all persons are subject to and must obey the rules, regulations and directions of the Fair Officials as set out by the Sunderland Agricultural Society and the Fall Fair.

Restrictions for all Spectators and Participants

The risk of personal injury at this event is high. The Fair endeavours, therefore, to put in place rules, essential emergency services, equipment and restrictions as deemed appropriate.

THIS IS AN ALCOHOL AND DRUG FREE EVENT. Security personnel will be on hand to deal with any issues relating to inappropriate behavior, alcohol or drug issues on the Fair property and in the surrounding area.

Security personnel and Fair Board staff will enforce the following:

1. Due to insurance regulations, no one under the age of 16 will be provided a pit pass, even under parental supervision.
2. Spectators are requested to sit in the designated areas only, respecting safety zones and fencing. They are not permitted to stand on the fence line.
3. Safety glasses and ear plugs are highly recommended for spectators.
4. During the event, which will be deemed to start at **5.00 p.m.**, only drivers and pit crew members, fair staff and volunteers wearing the **Pit Pass Wristband** will be permitted in the Pit Area.
5. All individuals in the Staging Area must be approved by the Fair, sign the insurance waiver and wear the pit pass wristbands.
6. While in the staging area, all individuals must stay in the designated areas and stay clear of all emergency service vehicles.
7. Drivers are to stay with their vehicles at all times unless it is unsafe to do so.

Policy Information

The goals behind these rules are three-fold:

1. To create an event that provides a safe environment for the drivers, volunteers and spectators alike.
2. To provide an equal opportunity for each driver to be successful by ensuring that the vehicles are of equal standing for competition.
3. To ensure that the amount of debris left behind is minimal and to reduce the possibility of injury to people or animals during other events that may be held in the Grandstand area. Anything that may fall off a vehicle must be removed before the Derby begins.

Participant Information

1. The Sunderland Agricultural Society, the Township of Brock and its members will not be held responsible for any personal injury relating to the running of this event, driving a vehicle in this event or being a pit crew member.
2. The Sunderland Agricultural Society, the Township of Brock and its members will not be held responsible for any vehicles, trailers, parts or personal property before, during or after the event.
3. Each vehicle, the driver and pit crew must be signed in and the vehicle must be ready for inspection by 5.00 p.m. at the latest but the earlier the better. Registration opens at 4.00 p.m.
4. Drivers must hold a valid Driver's G license.
5. Each driver must complete an entry form. Only one driver per vehicle. Photo I.D. is required for each individual registering. A
6. **All drivers** must attend the Drivers' Meeting.
7. All drivers must provide their own vehicle. Only one entry per person. **Proof of ownership must be available.**
8. The registration fee is \$50.00 and is not refundable.
9. 1 Driver Pit Pass and 1 Pit Crew Pass will be issued for each truck. 1 additional Pit Crew Pass may be purchased for \$5.00. Liability release must be signed. (Please note the age restriction Rule #1 in Restrictions for all Spectators and Participants.)
10. No personal vehicles are allowed within the Pit and Staging Areas unless the vehicle is required for transporting a Derby vehicle.

Driver Safety and Running Rules

1. **Seat belts, helmets, gloves or face shield mandatory.** No bare skin. Neck braces highly recommended. Work boots highly recommended.
2. **No deliberate head-on collisions or hitting of driver's door safety area.**

3. **All vehicles must have dependable brakes at all times.**
4. No vehicles are to enter the staging area or competition area until directed to do so by the **Track Officials**.
5. If a driver's door opens during competition, the vehicle will immediately be disqualified. The driver is to remain in the vehicle until the heat is over or the heat is stopped to allow a safe exit.
6. The Fair expects all competitors to be actively involved in aggressive combat. A one minute time limit is strongly enforced by the Track Officials with respect to sandbagging. Sandbagging will result in disqualifications.
7. This is not a team event. Those acting as a team will be disqualified.
8. There will be no re-tech in advance of the Feature events.
9. All Derby vehicles left on the property past midnight will be disposed of by **the Fair with any cost to be paid by the owner of the vehicle**.
10. **In case of an emergency**, the Track Officials will attempt to shut down the competition as quickly as possible. It is the responsibility of the drivers to respond as quickly as possible to directions. It may be your car on fire.

2022 Pro Stock V8 Car Prep Rules

Cars Allowed

1. 6 or 8 cylinder hardtop or station wagons with a wheelbase of 109.1" or larger. 1. NO trucks, convertibles, jeeps, vans, limousines. No imperials. If you are unsure of a rule contact us via email. 3. Cars previously run may be considered too battered and unsafe, resulting in disqualification. 4. If there is any question regarding the participant's vehicle it is the driver's responsibility to prove make, model, year, engine etc.
2. **As in all Sunderland classes, a vehicle ownership must be on hand in case of vehicle issues.**

Vehicle Prep

The Officials or Fair Board's decision is final when inspecting vehicles. Do not put yourself in a disqualification position by attempting to bend or ignore the rules.

1. Preparation of the vehicle must occur before the vehicle arrives at "the Fairgrounds", including the painting of frame patches.
2. All **flammable** material must be removed from the cab area except the dash, driver's seat and seat belt. This includes carpeting, headliner, door panels and trim. All debris including in the doors and trunk must be removed.
3. All **air bags** to be removed.

4. Trailer hitches and frame reinforcements must be removed.
5. All **glass**, windows, mirrors, trim, lights, antennas, ornaments, bezels, (both interior and exterior), must be removed (including bulbs).
6. The **AC** system must be drained.
7. The **cooling system** must be flushed of antifreeze and replaced with water only.
8. **DOORS AND NUMBERS** Driver's door highly recommended to be reinforced. An optional roof number plate may be securely fastened. Car **MUST** have a number clearly visible (roof sign, contrasting paint on the doors).
9. **BATTERY** Battery must be moved to the front passenger floorboard and securely fastened in a box/container clear of all fuel sources. Battery box is not to attach to the frame or to reinforce the floor of the car. Following inspection it must be covered with a non-flammable shield such as an air bag or rubber mat. Max 2 batteries.
10. **GAS TANK** Stock gas tanks must be removed. Must be a steel marine tank, custom steel fuel tank, or certified racing fuel cell. All tanks must be securely fastened down (bolted) in the middle of the back seat area. Tank must be covered with a non-flammable material (rubber mat) after inspection. No movement to occur during inspection. Leaks will result in disqualification. Gas tank protectors are allowed. GTP can only be 24" wide and no taller than the speaker tray on a sedan, on a wagon it must end before the diff hump and be no taller than the top of the doors. GTP may touch sheet metal. Officials have the final decision. No plastic fuel cells.
11. **FUEL LINES/PUMP** All fuel lines must have leak-proof fittings with steel or rubber lines (no clear lines). No exceptions. Lines should run inside the car. Leaks will result in disqualification. All connections **MUST** have hose clamps to eliminate fuel leaks. Must have a safety shut off switch marked in red located on the roof in the center of the windshield area for the officials use. Switch to control fuel pump only. Driver's safety. **MANDATORY**. This rule is for fuel injected cars only
12. **FUEL SYSTEM** Electric fuel pump must be isolated with a non-flammable material covering lines, tank & pump. Example: covering may be fire resistant blanket or air bag material.
13. **WELDING** **ABSOLUTELY NO WELDING ON VEHICLE. ONLY WITHIN THE GUIDELINES OUTLINED.** No Exceptions. Officials have the final decision.

14. **ENGINE** Motors can be interchanged. Gm in FORD ECT. NO FULL engine cradles. Distributor Protectors/LS coil guards are allowed held onto the motor (not cradle) protecting the distributor only. If using a distributor protector it must be 1" from the firewall on a fresh car. Distributor protector can be a max of 12" wide. If you are using a distributor protector you cannot use a transmission brace, one or the other. Transmission may be braced if you are not using a distributor protector. Aftermarket pedals and shifters allowed. Slider shafts allowed. Lower engine cradles are allowed as part of the engine mounts. Not to reinforce the car or drive line. Cradle not to touch the frame or cross member. Pulley protectors are allowed.
15. **SHIFTERS** Shifters may be directly attached to transmission linkage & relocated thru floor over transmission hump.
16. **HOOD & TRUNK/TAILGATE** Hoods are not mandatory. Without hood – use electric fan only – fans directly connected to motor must be removed. With hood – a 12" opening must be cut in the center of the hood. Hoods must remain open for officials' inspection. Hood can be fastened down in a maximum of 8 places including seat belt strapping, wire, 2x2x2 angle iron bolted, or chain only. Hoods/rad support can be wired to bumper in 2 spots. Trunks may be tucked. Trunks/tailgates must be fastened down in a maximum of 8 places with wire, chain, seatbelts, or welded with 3x3x1/4" plates. Trunk may have 2 spots of max 3/4 threaded rod holding the trunk closed through an existing body mount. Trunk may be wired to the rear bumper in 2 places.
17. **DOOR FASTENING** All doors must be fastened shut with wire, straps, chains, seat belts or welded with max 3x3x1/4" plates in max 8 locations per door (16 total plates on a 4 door car). Driver's door may be welded solid. If wire being used to tie doors shut goes around the frame, you are limited to one spot per door.
18. **BRACING** Single roll bar straight up each door frame across outside of the roof. Roll bars can be bolted in 2 places through the roof, NOT WELDED. A seat bar can be bolted or welded behind the back seat from side to side to protect the driver. No excessive use of materials. Not mandatory. Seat/roll bars not to extend past back of driver's seat. Bar over roof cannot be attached to any other bar on the car except the rear seat bar. 2 down bars to frame, floor or inside rocker are allowed within 8" of ptp bar, no kickers. A dash bar can also be added and connected to the post-to-post bar creating a square or 4 point cage around the driver. Dash bar must be 5" away from the centre of the firewall. One square tube can run between the seat bar and the dash bar to mount the shifter on. Gussets will be allowed in the corners of the cage no more than 6" from corner to corner. If you cannot weld, bolt. Cage MUST be

safe or will be asked to be removed. There is no limit on driver's door protection between door seams.

19. **WINDSHIELD SPACE** One strong upright steel, chain or iron bar must be bolted or welded in windshield area. A or H frame window bars are allowed no wider than 18". NO full window cages. Rear window bars are allowed, max 2x2x1/4" bar or 3" wide 3/8" strap may be used, mounted 6" onto the roof and 6" onto the centre of the trunk area, not the floor or frame. Mounting points are limited to a max of 6"x6" plate.

20. **FIRE WALL** All holes in firewall must be filled/covered with tin or nonflammable material.

21. **BUMPERS** Front bumpers may be left stock or can be changed to any factory car bumper. Manufactured front bumpers are allowed if they follow the same exact factory dimensions of the bumper they replicate. Bumpers may be seam welded or loaded. If you choose to run a piece of square tube as a bumper it may be no larger than 4x4 or 3x5 and no thicker than 3/8" and can only be 4" wider than the outside of the frame. If ends of the bumper are cut and bent on a 45 degree angle the bumper may be as wide as the front tires. Square tube must remain flat; you cannot build a point. You will be allowed to do whatever you need to do to keep your bumper on the frame, 6" from the back of the bumper. No metal inside or outside the frame 6" from the back of the bumper. Factory bumper shocks must be in stock location or removed. DO NOT ABUSE THIS RULE OR YOU WILL CUT. Rear bumper must be a stock car bumper. Front frame can be cut back to the front of the rad support. No relocating the rad support. Front and rear bumpers must have two places of wire holding the bumper on, mandatory.

22. **RADIATOR** Radiators and cooling system must be flushed of anti-freeze and only water added. Overflows for the radiator must point downward to the ground. Radiator must be mounted in original position or removed. Rad screens may be used (max 1/8 expanded steel) welded to the rad support only, no more than 1" wider than the rad opening. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement.

23. **TRANSMISSION COOLER** Cooler can be placed inside the car in a safe place with no leaks.

24. **SUSPENSION** Suspension must remain stock. It is recommended that rear coils be wired/welded to differential. Screw in style spring spacers are allowed, no loading

of the spring pocket. Gears may be welded. Steering columns can be aftermarket. NO REINFORCING ALLOWED other than tie rods can be reinforced. You may use any store-bought ball joint as long as it is mounted as factory in the control arm being used. Tie rod ends may be replaced with any store-bought end. Front A arms can be welded down with chain (one link welded to the A arm and one to the frame on the front and back of the A arm) or may weld down with 2 (2x6x1/4") plates. Basic watts link conversions may be used, nothing excessive or deemed to be reinforcing will be asked to be cut. Aftermarket or double rear arms allowed. Slider shafts allowed. Any differential may be used max 8 lug. Differential may be braced. There must be at least 6" from the diff to hump in any direction (diff brace not to fill the hump to reinforce the hump). No chains on rear end. Leaf spring cars are limited to 4 total leaf spring clamps per leaf pack (2" wide x 1/4" thick). Leaf spring cars must sit on stock style leaf perches. 03+ Fords. A bolt in engine cross member is allowed with STRICT ruling. Cross member MUST be constructed from an 80+ car crossmember. All control arms, steering box, spindles ball joints ETC must be 80+ car parts. No added metal to mount your steering box or idler arm. Allowed to use 3/16" thick angle iron placed on the top of the frame no longer than 14" and bolted in 4 places TOTAL using the FACTORY nuts on the frame with the stock size bolts. If deemed reinforcement the car will be cut or loaded. Metric GM (1977+) can have a rear leaf spring conversion. You may have a total of 5 leafs with factory style stagger. Only one main leaf, no flipping leafs or "flat stacking." Front mount can be 4x4 tube 4" long welded to the bottom of the frame. Rear mount must have a shackle. Shackle may be bolted (max 5/8" bolt) to / through the rear frame with a max 2x2x1/4 washer. Washer may be welded to the frame. Suspension movement must occur with one person's effort.

25. **FRAMES** A TOTAL of 6- 4X4`repair can be added to bent frames. Over repaired frames will be asked to be cut or may result in disqualification. Must be 3 inches between repair plates. All frame repairs must be painted in a bright colour and be reported to officials before inspection. Frame may be tilted in 1 spot. No metal added where frame is tilted. No hump plates. No welding two different style of frames together. Crush box tabs not to be welded. No seam welding. Trailer Hitch MUST be removed completely. Rear frames may be notched.

26. **MOTOR MOUNTS** Aftermarket mounts are ok no bigger than factory, bolted not welded. Motor mounts may be chained. If using a lower cradle, it must still bolt to frame mounts. Transmission cross member can be stock or replaced with 2x2 (OD). If changing the transmission crossmember it is to be bolted in with 1 bolt 1/2" thick per side. You may have 6" of 2x2x1/4 angle, welded to the frame to mount the crossmember. If you choose to weld your crossmember you can do so between the

frame rails, crossmember to be straight across, no added material, no gussets. Transmission brace not to be welded to the crossmember. Transmission may be bolted to the crossmember.

27. **BODY MOUNTS** May be replaced with 3/4 threaded rod with 3x3 washers. No extra bolts. Factory Rubber mounts must be in place or may be replaced with 1 rubber hockey puck. Core support spacers may be replaced with 2x2 tube, welded to factory body mount bracket on frame (not down the side of the frame). Not to extend to the roof on a wagon.
28. **TIRES** Any tire allowed. All drive tires must be filled with air only. No split rims. No screwing tires to rim or studding. All wheel weights must be removed. NO triple side walls are permitted on drive tires. May use weld in centers (full or mini) on a stock rim only to change the bolt pattern. NO homemade rims. Non drive tires can be solid rubber, foam filled.
29. **PRE-BENDING/BODY PANELS** Frame may be pre bent within reason. No "frame shaping." Body creasing/pre bending limited to rear quarter panels. Front and rear body panels may be bolted with a max of 5 3/8 bolts with 1/2 washers. Body patching/repair is limited to driver's compartment floorboards only. To be repaired with the same gauge material as factory floorboards to repair rust only. No welding creases together.
30. **MECHANICAL REPAIRS** Must be stock material and in no way enhance ability/performance of vehicle. Rear ends, steering, control arms, axles must remain stock.