**LEEDS, ND 10TH Annual Demolition Derby 2021**

**Leeds, ND June 17, 2021 @ 1:00 PM**

* **OUTLAW HERBY CLASS**

Acceptable Cars:

* **111”** Wheel base is the maximum; this is measured from center of wheel to center of wheel, No shortening of trailing arms or any other suspension components to achieve this
* NO all AWD cars.
* NO full frame cars.
* NO SUV’s.
* Compact cars ONLY.
* 4- and 6-cylinder engines only
* Shoulder Seat belts are mandatory (NO EXCEPTIONS).
* No Open face helmets!

**General Rules**

* All judges’ decisions are final! SAFETY IS OUR FIRST PRIORITY! All rules will be followed, or you will not run.
* Minimum age requirement of 16 years old with parental waiver, all drivers must sign the driver’s paperwork or they will not run.
* Absolutely no alcohol in the pit area at any time. The use of any alcoholic beverages or illegal drugs prior to competing will not be tolerated. Violation of this rule will be grounds for suspension and ejection. No fighting allowed. We will not tolerate any profane language/gestures before, during, or after an event. No hot-rodding or speeding in the pit area. The driver/owner is responsible for his/her pit crew and their conduct and safety. All drivers and at least one crew member must attend the drivers meeting. Any of the above violations subject the car that he/she is associated with to a disqualification. The car will be disqualified and asked to depart from the pit area immediately and may be rejected from other events.
* Safety & Regulations: Safety belts and DOT approved helmets are required. All helmets must be securely fastened. Helmets must be full-face or Motocross style, NO open faced helmets. You are required to wear long pants and shirt; fire suits recommended. Absolutely no sandals! Radiator over flow hoses need to be pointed down and secured; hoses that are shooting steam or water toward other cars or officials will be disqualified. Header pipes aimed toward the front of the car will be disqualified. If anything is changed on your car after inspection to make your car illegal, you will be automatically disqualified and will not receive a refund of entry. If you have a hole in your firewall, it should be covered with something non- flammable. No hot-rodding in the pits; keep it at an idle.
* At any time, if a judge deems a car is unsafe to continue, the car may be disqualified.
* Fires-If you have a fire, the car will be allowed to continue if the judges deem it is safe to continue after it is extinguished. 2nd fire is disqualification.
* No driver’s door hits, this could lead to disqualification. Shielding with the driver’s door may also lead to disqualification.
* If you are rolled over or pushed over barrier you are disqualified.
* Cars stuck together – only the last 3 cars will be pulled apart in both the heats, as well as the feature.
* 2 Minute No-Contact Rule – you will be given (1) warning then disqualified, no sand bagging, no team driving.
* Fuel-No methanol fuel. Pump gas, race gas, E85 are all acceptable.
* Tires **(Change)-** No larger than 16” tires allowed. You are allowed to run tire inside of tire or tire flaps. You can foam fill non-drive tires. Valve stem protectors are allowed. Tires may be screwed to rims. No stubbed tires, no split rims and no nitrogen filled tires. **Paddle Tires/lugs will be allowed, fork lift tires are allowed.**
* Brakes - Cars must have functional brakes that can stop the car in a reasonable distance.
* If car does not pass initial inspection or make it to the arena for any reason, NO refund of entry fee.
* Cars are subject to re-inspection before any prize money is awarded. If another driver wants to inspect driver’s cars prior to the derby they will be given the opportunity. If a driver wants to have a re-inspection on a car after the event, a $100 fee will be accessed if the car is found to be not incompliance with the rules, prize money will not be awarded to that driver and the $100 inspection fee be returned to the individual. If a driver calls for an inspection and the car passes the inspection the $100 fee will be forfeited.
* If you have a pre-ran car that is built to a different set of rules, please contact **Sam Hansen @ 701-317-5726** before bringing it to help you with clarifications to make modifications to help meet the rules. Anything that is not specifically covered in the rules should be brought to the judges’ attention prior to the derby, judges’ decisions are final. Please contact **Sam Hansen ONLY** for any questions with rules; if he needs to bring in judges, he will make those phone calls. No other judges will answer rule questions. This will ensure he said-she said. It is our goal to have a well-run derby everyone wants attend. Thank you for your cooperation.
* MANAGEMENT DOES HAVE THE RIGHT TO DISQUALIFY A CAR/DRIVER AT ANY TIME! The officials have the right to re-inspect a car at any time including after the race. If anything is found to be illegal, you will forfeit all prizes which will then go to the next person in line. Leeds Park Board reserves the right to make changes as necessary. These rules supersede any and all rules previously used.
* All cars must be removed from the park board, city, and county properties following the events. Any cars not removed by noon on Jun 30th, 2018 will become property of the Leeds Demolition Derby.

**Car Building Rules (Outlaw Herby Class)**

1. Interior
   1. All carpet, cloth, plastic, glass headlights, tailgates, grilles, mirrors, chrome, and other such trim must be stripped from inside and outside of the car.
      1. EXCEPTION: Driver’s door panel, kick panel, and b-pillar cover may be left in to protect driver from sharp edges underneath. Foam pads may be added around driver
   2. Interior and trunk must be clean of al broken glass, loose screws, cans, etc..
2. Exterior
   1. Car numbers
      1. MUST be placed on the roof of the car no smaller than 24" tall, roof signs can not be used to strengthen car.
      2. Numbers must be legible
      3. The driver and passenger doors must have numbers at least 18" tall
      4. Numbers should contrast the rest of the car color. Use bright colors please.
      5. All trailer hitches and braces must be removed.
   2. No profanity
3. Frame
   1. Notching allowed on **rear frame rails** ONLY
   2. No frame shaping is allowed. No tilting or altering of the frame in any way. Do not shape your humps.
   3. No plating, No Shaping, No frame alterations. Exception on PRE-RUN Cars.
      1. Pre-run cars can use up to (4) 1/8” x 4”x4” plates to place in areas that frame has bent during previous derby. NO plating humps. You may use 1 plate per rail in both the front and the rear. 1 Plate per rail DO NOT plate both aides of frame rail. 1 plate right rear, left rear, left front and 1 plate right front.
   4. Welding-NO frame seam welding. You WILL NOT be allowed to run, and entry fee WILL NOT be returned
   5. DO NOT paint anywhere on suspension or frame, we will not inspect your car.
4. Body
   1. Body Mounts
      1. All body mounts must remain stock location, and no additional added where not factory. You may replace body bolts with up to 1” bolts or 1” all-thread may go through frame at body mount locations with 4”x4” by ¼” plate secured by 1” nut. core support down solid. No welding or altering body mounts, other than replacing bolts and spacers or removing the spacers and sucking the body tight to the frame. If body mounts are replaced, you may use 1” spacers. Body Mount bolts cannot be any longer than 2” beyond 1” nut.
      2. No adding body mounts where one wasn’t originally
      3. No Front-End Tipping – this is adding spacers in position of original mounts
   2. Fenders may be trimmed for tire clearance and bolted with no more than twelve (12) 3/8” bolts per quarter panel or front fender
   3. Body seams may NOT be welded, NO welding on car other than where specified
   4. Body panels may be creased and pre-bent
   5. Sheet metal repair
      1. You can repair rusted sheet metal, must use same gauge metal as factory sheet metal, only remove the affected area. Replace rusted sheet metal using butt weld only. No overlapping or reinforcing. Must appear as rust repair. Judges decisions are final.
      2. #9 wire may be used but not in excess – judge’s discretion
5. Hoods
   1. All hoods must be open during inspection
   2. Must have at least 18” square hole cut out in case of fire.
   3. Allowed twelve (12) extra 3/8” bolts to fasten hood skin back together.
   4. You may secure hood to fenders.
      1. Hood bolt plates must be sheet metal to sheet metal only.
      2. Metal for hood bolt flanges may be 3” angle iron and may use up to ¾” bolts
   5. You may have up to 1” all-thread or bolts
      1. Two (2) from the hood down through the frame on backside of radiator core support
         1. The top 5” of bolts may be welded to radiator support on Herby Class ONLY.
      2. Two (2) from back of hood to cowl in vertical position
         1. Secured with nuts and washers only, NO welding.
         2. Hoods may be moved forward and bent over the radiator
      3. 60% of hood must remain in original location.
   6. Two (2) chains or two (2) 2”x 24” straps may be used to secure bumper to hood.
6. Trunks
   1. Trunks must be secured shut.
   2. Trunk lids need not to be open for inspection. If they cannot open, must have holes cut for adequate inspection.
   3. No extra welding or plating.
   4. You may use (6) 5”x 5”-3/8” plates to secure trunk seams.
   5. You are allowed (4) 1” all-thread rods to secure trunk lid to frame
      1. Rods may go through frame
      2. No welding.
      3. You may use 3”x 3” plate washers to keep rods from pulling through deck lid and or frame.
   6. Trunks may be tucked and or removed.
   7. You may have (1) 2” bar to secure trunk to roof
      1. No more than 3” plate to secure to roof and trunk.
   8. You may notch frame rails and spare tire opening.
   9. Two (2) chains or two (2) 2” x 18” straps may be used to secure trunk to bumper.
7. Securing doors/doors seams
   1. Doors
      1. You may weld your doors shut with nothing larger than 3”x 1/8” flat strap (do not overlap). Exterior door seam only may be welded. You may fold the tops of the doors over and weld the inner to outer with no added metal. If you choose to bolt or wire or doors shut, must be done in a minimum of 6 locations. If we do not think the vehicle is safe you will not run. You can skin the driver’s door for safety reasons. may us up to 3/16” flat steel, it may not extend further than 3” past the door seams. but doors must be secured and not able to open. May use duct tape around top window track.
   2. Additionally, see driver’s protection for driver’s door regulations.
8. Front Suspension –
   1. Tie rods and ball joints- tie rod tubes may be reinforced. Do not re-engineer the way the steering components mount to the frame. Aftermarket stock replacement ball joints and tie rod ends are allowed.
   2. A-arms - A-arms must be factory to car you are running, may be welded or bolted down but may not be reinforced. May use 1 3⁄4” bolt per a-arm if choosing to bolt. If welded, you may use 2-2x4x1/8” straps per a-arm. This strap must be welded to the a-arm and cannot farther forward or backward than 1” past the widest part of the a-arm. A-arms must bolt on in factory manner.
   3. Struts - struts must be factory for the vehicle you are running. Must mount with factory mounting brackets and look stock appearing. May reinforce the inside of the strut. You are allowed 1-2x4x1/8” strap to weld on the strut.
   4. Steering box - May be interchanged but must be from a vehicle that is legal for this class. Must bolt on in factory manner.
   5. Pitman arm - Pitman arm must remain stock. No reinforcing of boxes or racks.
   6. Idler arm - Idler arm must remain stock or interchanged for an idler arm that is off a car that is legal for this class. Must be bolted on and not welded.
   7. Hubs - Must remain stock for the spindle you are using, no aftermarket hubs or rotors.
   8. Spindles- Must be stock for a vehicle that is legal in this class. You may weld 1- 6”x 3⁄4” rod to the back side of the spindle.
   9. Sway bar must be mounted in stock location and stock manner. No welding of sway bar or mounts.
   10. **Rear Suspension** - No leaf spring conversions- PERIOD. Leaf springs must be made of stock spring material with a 1” stagger, front and back. No secondary springs can be as long as the main leaf. You can have a total of 7 leaf springs per side, no thicker than 5/16” thick and 2 3⁄4” wide.
   11. The main leaf must be the top spring in the spring pack and lead spring must go down from longest to shortest. You can re-clamp springs, 4 clamps per side. Homemade clamps cannot exceed 2x4x1/4”, while using up to 1⁄2” bolts. Must have a 2” arch in your springs. Must mount leafs to the factory mounting brackets. Brackets may be welded on, do not relocate them.
   12. Coil Springs - You can change coil springs to a stiffer spring or put spacer in sagging coil springs. You can wire, or chain coil springs to rear end to prevent springs from falling out. You can loop chain or wire (1 loop of 3⁄8” chain or 4 loops #9 wire) from rear end to frame in one spot on each side. Must go around frame, do not bolt chain to the frame. We are going to allow you to weld 1 link of chain per side of frame, if you choose to weld the chain instead of wrapping it around the frame.
   13. Slider drive shafts and CV shafts are allowed.
   14. Rear-ends You may use rear end of choice but must be no more than 8 lugs. Welded or posi-tract highly recommended. Braces are welcome, may not extend more than 3” past the housing. May not reinforce your frame in any way. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the vehicle you are running. You must use the factory brackets that came with the vehicle you are running. No relocating brackets on the frame.
9. Cooling system
   1. Cooling systems must remain in the stock location in the radiator support.
   2. Spray foam may be used to secure radiator.
   3. Water or antifreeze only.
   4. Radiator overflow hoses must vent down, preferably under the car, but at least under the hood.
   5. No homemade water barrels.
   6. Fan blades may be altered or removed.
   7. Electric fans are allowed: even on cars that did not originally come with them
10. Fuel Tank
    1. Factory fuel tank MUST be removed from stock location.
    2. Factory fuel tank may be relocated into rear seat compartment.
       1. No factory plastic tanks at all. You will not run
    3. Steel boat tank or well-made (judge’s discretion) steel fuel cell can be used.
    4. Fuel tank MUST be covered with non-flammable material
    5. Fuel tank must be fastened SECURELY; front to back and side to side.
       1. NO bungee cords or tarp straps.
    6. Fuel tank protector allowed,
       1. Not to be more than 28" wide
       2. Must be 6" the lowest point of where you would sit in the back seat of the car, not including the center hump
       3. Must be 4" from the back rest upward sheet metal
       4. May be welded to behind the seat bar**.**
11. Electric fuel pumps
    1. If powered by ignition, may have optional kill switch
    2. If not powered by ignition, must have clearly marked shut off switch
12. Batteries
    1. Must be moved to the passenger side floorboard as close to center of car as possible.
    2. Must be fastened SECURELY; front to back and side to side.
       1. NO bungee cords or tarp straps.
    3. MUST be covered with non-flammable material
13. Transmission
    1. Coolers are allowed but must be securely mounted in a safe place.
    2. You may run a shifter through the floor. You may also modify your stock shifter or cable.
    3. You may chain transmission to cross member using 1 – 3/8” chain
    4. Transmission Skid plates are allowed – must not be in excess use 1 – 1/8” skid plate that is not used to reinforce car. Intent is to only protect the pan of the transmission.
14. Exhaust
    1. May be modified so it exits out the hood.
    2. Exhaust MUST point straight up, not pointed towards the front or towards driver.
15. Engine
    1. Only 4- and 6-cylinder cars are allowed.
    2. Carburetor protectors are allowed, judges decisions will be final. Be prepared to remove them if they are in excess. They CAN NOT touch the firewall or frame wells. They also can not attach to the motor mounts. Again, judge’s discretion will be used.
    3. NO ENGINE or TRANSMISSION CRADLES, YOU WILL NOT RUN.
    4. You may have a homemade gas pedal/cable. You may also modify your stock cable.
    5. You may rewire the car and use any switches and push buttons.
16. Bumpers **(Change)**
    1. Any stock CAR bumper may be used
       1. NO pickup or truck bumpers.
    2. Large car bumpers may be used on herby cars
       1. Factory bumper crush boxes can be removed and replaced with 3”x 3”-¼” square tubing
          1. Square tubing may extend up to 6” into frame
          2. Total length MUST NOT exceed 8” from end of frame to bumper plate
          3. Additionally, you must have one hole per side drilled on top of frame at end of extension into frame for inspection purposes.
       2. You may use one 3” X 5”-3/8” steel plate on ONE side of each frame rail to secure square tubing to frame rail.
       3. On bumper side you may weld two (2) 12” X 3”-3/8” plates to bumper with 3” angle iron gusset from bumper plate to square tubing.
    3. **If you use the 1- 3” wide X 3/8” exterior strap you cannot use the 3” square tubing method or vise versa.** 
       1. You can weld bumper brackets to the frame, however no more than one set of bumper brackets can be used. You can weld bumper brackets and the shocks to the bumper.
       2. \*\*No brackets can extend any further back than the first 16” of the frame.
17. Instead of using bumper brackets, you can use 1-3” wide x 3⁄8’ thick strap extending from your bumper down one side of the frame and cannot extended further back than the first 16” of the frame. You are also allowed to wrap this strap around the front of the frame 3” to create an “L” shape, this is to give you enough material to weld your bumper to the strap. Plate may be formed to fit the frame, but it cannot be doubled up at any point. You may reinforce on the inside of the bumper.
18. Bumper height not to exceed 22” to the bottom of the bumper to the ground and be a minimum 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. Front and rear bumpers may have 4 loops of wire from radiator/trunk lid or deck to bumper (not frame). These cannot be placed in front of the radiator.
19. You’re allowed reinforce interior of the bumper with metal, but all added metal must remain inside the bumper. You may trim bumper ends or fold them around. Welding the bumper skins, chrome to inner liner is allowed. Weld them, we do not want them coming off. No welding bumper to the body in any fashion.
20. **Homemade Bumpers** will be allowed, must follow these dimensions. 6x6 max tubing size. If running a point on it, must be a minimum of 32” wide with a Cont. - maximum of a 4” point. No sharp, protruding objects or any points bigger than what is specified will be allowed. NO EXCEPTIONS Any questions on these, call first.
21. Interchangeable. Any automotive bumper and bumper brackets may be used, and the bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails. **Rear bumper** -brackets must be OEM for the vehicle you are running.
    1. Securing hood to bumper
       1. Either straps, #9 wire or chain, NOT a combination of all 3
       2. Two (2) 2” x 24” metal straps with no more than 5” overlap onto bumper or hood.
       3. Two (2) loops of chain
22. Driver’s Protection
    1. Windshield bar-one (1) windshield bar or wire is **required.**
       1. Windshield (H) and (Y) bars are allowed
       2. Must be vertical with a maximum of two (2) bars
          1. Not exceeding 2”x 2”-¼” square tubing or 2” flat stock steel or wire.
       3. Bolted or welded in place
       4. May not connect to or hold the hood in any way.
       5. Can only be connected to 3” of the roof and cowl.
    2. Back window bar- one (1) may be added
       1. Bar from the top window seem not exceeding 3” passed the top window seam
       2. May be connected to the trunk deck not exceeding 3” passed the rear trunk seam
       3. May only use 3” base to secure to trunk.
       4. Made of steel not exceeding 2”x 2”-¼” square tubing
    3. Driver’s Door
       1. Window bars or nets are allowed on driver’s door.
          1. They may be welded or bolted in place and will not count towards an attachment point for the driver’s door
          2. If welded to the rear door, count as an attachment point for the back door
       2. Driver door bars- two (2) are allowed
          1. One (1) on rocker panel
          2. One (1) in center area of door
          3. Pipe must be steel 2”-4” in diameter, ¼” wall
          4. Behind the Seat Bar is REQUIRED up to 6” round or Squared tubing with up to 10” x 10” end plates
       3. May skin over the driver’s door
          1. Maximum 2" past the vertical seems
          2. May NOT overlap the horizontal seams.
          3. It can be up to ¼" thick.
          4. NO GRADER BLADES ALLOWED OR C CHANNEL OR I-BEAM on the outside of driver’s door.
    4. Dash bar
       1. Dash bar-one (1) allowed.
          1. Pipe must be steel 2”-4” in diameter, ¼” wall
          2. End plates must be no more than 5”x 5”-¼” thick
          3. Bar may be welded, chained, or bolted
             1. If bolted, exterior plates cannot exceed 5”x 5”-¼” thick
       2. May NOT exceed 6” passed the front inside door seem
       3. May NOT exceed 6” passed the B-pillar seam.
    5. Halo bar
       1. May be attached to the door bar and to the floor sheet metal NOT to the frame
       2. May be bolted to the roof in two locations.
       3. Including both a straight across and a diagonal bar to the driver side rocker panel area is highly recommended. The diagonal helps prevent “blowing out” the driver’s side door pillar from a hard passenger hit.
    6. Steering column
       1. May be supported by the dash bar
       2. May chain to the dash bar
       3. Steering should remain stock.
23. IF YOU HAVE QUESTIONS PLEASE CALL SAM AT 701-317-5726
24. ALL CARS MUST BE INSPECTED BY 1230 SHARP WE WILL START INSPECTING CARS AT 10:00AM, THERE IS PLENTY TIME ALLOTED FOR CAR INSPECTIONS. PLEASE DO NOT SHOW UP LATE.