



Glenn County Fair DESTRUCTION DERBY ENTRY FORM MAY 18, 2024 @ 6:00 PM

TOTAL PURSE: \$8,750 PLUS HEATS

MAIN EVENT PAYOUT: 1st - \$5,000 2nd - \$2,500 3rd - \$1,250

HEAT PAYOUTS: \$150 per Heat for the Winner

AWARDS: Trophies will be awarded to the 1st place winners in each heat and in the main event. A trophy will be given out for the best appearing car and will be chosen by the crowd.

ALL PRIZE MONEY WILL BE PAID OUT AT EVENT. Any winnings over \$600 will be issued a 1099.

HEAT # _____

Please complete ALL information

Driver: _____ DOB: _____ Age: _____

Social Security #: _____ (Needed for reporting of award winnings if over \$600)

Mailing Address: _____

City: _____ State: _____ Zip: _____

Phone(s): _____

Car Make: _____ Model: _____ Year: _____

Car Number: _____

Sponsors:

ENTRY FEES:

STOCK CLASS Registration for Car & Driver must be received by March 1 st	\$80.00
Late Registration Fee after March 1 st	\$100.00
All Pit Passes (must show proof of age)	\$25.00

Make check or money order payable to Glenn County Fair and mail to PO Box 667, Orland, CA 95963. Only cash will be accepted on the day of the event.

TECH QUESTIONS? Call Guy Mullins (Moon Dog) 209-566-4280

GLENN COUNTY FAIR – ORLAND, CA – SAT. MAY 18TH

DESTRUCTION DERBY RULES 2024

This derby is open to any American made hardtop model stock car or station wagon made in any year. **No Chrysler Imperials.** No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive or foreign type car. Previous ran cars are allowed, if they meet the rules.

Remove all glass, plastic, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats and flammable material. All preparations must be done prior to coming to event.

We are an environmentally responsible event. We require that no antifreeze be used in your radiator, only water. Automatic transmission lines must be looped or ran to a cooler inside your car. Stock gas tanks must be removed, these rules state require position and size. All drivers are responsible to clean their pit area before leaving.

Bumpers and Brackets

- 1. You can use any 5 mph bumper or homemade bumper on any car.**
 - Bumper seams may be fully welded.
 - Bumpers may be trimmed and/or flipped.
 - 4. Homemade bumpers may be made from 4" W X 6" H X ¼ inch mild steel square tubing, must be hollow all the way through. You must (mandatory) cap the end of the tubing on each side with ¼ inch metal, must have a 1-inch hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. You may NOT put a point on a homemade bumper. Homemade bumpers cannot extend past the center (middle) of each front tire on either side.**
 - Bumpers may be installed using 6"L X 6"W X 3/8 inch thick flat mounting plates, must be welded to the bumper sideways then welded to the bracket. Plates may be welded to the brackets.
 - Brackets may be 10"L X 4"W X 1/2 inch thick flat plate or 10"L X 2" X 4" X ¼ inch thick square tubing/channel or 10"L X 4" X 2" X 1/4 inch thick angle iron.
 - 7. Front bumpers may have two 16" L X 2" W X 3/16 inches thick flat strap. Straps must be vertical position and welded 4 inches to the bumper and 4 inches to the core support to help hold the bumper on front bumper only.**
 - No angle/corner gussets on bumper brackets to the bumper.
 - Any stock automotive brackets are allowed; bumper shocks may be collapsed and welded, no filler rod.
 - 10. Maximum length of stock or homemade bracket must be 10 inches long front and rear.**
 - No mix matching automotive brackets. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
 - 12. Bumpers may be no higher than 20 inches and no lower than 14" from the bottom of the bumper.** Used car bumper height; will be at the official's discretion.
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Radiators, AC Condensers and Core Supports

1. **All core supports must remain in factory location no relocating core supports.**
 2. A fabricated spacer is allowed between the front body mount and core support. This spacer may be built from material no larger than 3"x3" Box tube ¼" thick. This spacer can be welded to the frame ONLY. A replacement body bolt no larger than ½" is allowed in this location only.
 3. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
 4. No homemade steel radiators or steam tanks.
 5. **Radiator must be in stock position. Radiators may not be welded in.**
 6. Ratchet straps, bailing wire or bolts may be used to secure radiator. **No radiator protectors.**
 7. You may only use one AC condenser in front of the radiator. 4- 3/8" bolts may be used to bolt condenser in.
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Engine, Cradle and Transmission

1. Engine swaps are allowed. Engine set backs are allowed.
 2. Aftermarket engine cradles are allowed. **No full-size engine cradles.** You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. **No mid plates are allowed. No part of the lower cradle can go past the middle of the oil pan.**
 3. You may cut a hole, 12"L X 12"W in the fire wall for the distributor. Hole must be properly covered.
 4. **No distributor guards are allowed. No Header protectors are allowed. No Carburetor protectors are allowed.**
 5. Engine mounts must be welded to center cross member, not to the frame rails. Motor mounts may be welded to the crossmember with **a maximum of 8" of weld per side. No rear motor mounts or head straps.** Motor mounts are not allowed to tie to the exhaust or steel bell in any way. If no cradle you may weld mounts to Frame 4" per side max.
 - 2003 and newer Crown Vics with aluminum crossmember- Must bolt to crossmember with one piece of ¼"x 6" flat bar that may be welded to frame 6" of weld only. Plate must only contact frame between the two bolts that hold the aluminum cradle to the frame.
 6. Electric fuel pumps are allowed, must a shut off/kill switch for fuel pump.
 7. Transmission coolers are allowed.
 8. Homemade Transmission cross members are allowed maximum 2" X 2" X ¼ inch thick square tubing. No bolting the cross member or the transmission to the body or welding the body on a full frame car.
 9. Standard transmissions are allowed.
 10. Transmission braces are **allowed.**
 11. **You may use a steel or aluminum ultra-bell. Ultra-bell may only be bolted to engine and transmission.**
 12. Slider drive lines are allowed.
 13. **Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolt to the floor. Cable shifter may be bolt to the floor or transmission.**
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Suspension

1. No suspension swaps are allowed. All suspension must be stock to the year make and model of the car it is on.
 2. Tie rod stiffeners are allowed on OEM tie rods. Material no bigger than 1"x1" angle iron OR ½" round bar may be used to stiffen tie rods.
 3. **A pipe or "bump stop" is allowed from the front frame rail to the lower A-arm in the front to achieve bumper Hight. This pipe may ONLY be welded to the lower A-arm. Spring spacers may also be used to achieve bumper Hight.**
 4. You may also have 2 bump stops in the rear, no bigger than 2" X 2" X ¼ inches square tubing, welded to the rear end only and must be vertical, no metal connecting the bump stops together. Solid shocks may also be used if preferred. You may have EITHER the bump stops OR solid shocks.
 5. Bump stops must be positioned under the frame and not to the side of frame.
 6. All suspension components must be in stock location and configuration.
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Hood

1. You can use 6 chains, no more than ½ inch thick to secure the hood. 6 washers no larger than 3" X 5/16" thick may be welded to the hood to keep chains from ripping through. Or 4 hood bolts 1 inch max with 6 X 6 X ¼ mounting pads max. You cannot do both bolt may not connect to Frame Body Only.
 2. A hole is required in hood above the carburetor in case of a fire.
 3. **No welding the inner to the outer of hood.**
 4. **Hood must open for inspection.**
 5. **No putting bigger hoods on cars, all cars must run original stock hood to car.**
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Leaf Springs

1. Must remain stock OEM to that year make and model car only, NO swapping NO shortening and no adding at all. You may have 6 total leaf spring clamps, clamps may be no bigger than 2 inch wide and ½ thick with only 2 bolts per clamp. 1 clamp must be on front side of rearend and other 2 on backside of rearend. Use stock OEM leaf spring hanger to that car or another OEM car that can run in our show only. If you don't have a set of leaf spring hangers you may run 1 single bolt, or all thread threw frame to pin the leaf spring. Bolt size no bigger than 1 inch, you may run 2 washers against frame no bigger than 2 inch. Remember these are your options for leaf springs, officials have the final say.
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Safety Bars

1. 2 Side door bars may stretch full length from front wheel hump to rear wheel hump. They must be 3 inches from the fire wall and have a 5 inch gap from the floor. In this configuration 3 cross bars are allowed.
2. 2 Side bars may be no bigger than 12" X 2" X C channel
3. Cross bars may be no bigger than 6" X 4" square or circle tubing.
4. Front cross bar must be 6 inches from the firewall and cannot connect to firewall. **Front cross bar is mandatory.**

5. Rear cross bar must be behind the driver's seat, within 6 inches of the seat. **Rear cross bar is mandatory.**
 6. **No down bars are allowed.**
 7. You are allowed two (2) kicker bars. You may put them where you want, (for example one in the front one in the rear or two fronts or 2 rears but only two are allowed. 2" X 2" X ¼" Max Size.)
 8. Halo bars are allowed and must be within 6 inches of the driver's seat location. Halo bars must be in vertical position (90°). Halo bar may be welded to cross bar only, not to the floor. 5-inch maximum material may be used as a bar.
 9. **No welding cage to frame and floor of cars.**
 10. 2 front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2-inch maximum material may be used as a bar.
 11. Driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under driver's seat.
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Batteries

1. 2 automotive type batteries are allowed. Batteries are only allowed on front passenger floor. Batteries must be properly covered.
 2. Batteries must be securely bolted to the floor in a battery tray. No milk crates may be used.
 3. No welding battery tray to door bars. No bolting batteries trays to cross member or frame.
 4. **No battery trays can cover any body bolts.**
 5. Batteries must be properly covered.
 6. Battery trays cannot be welded to the firewall.
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Gas Tank

1. **Gas tank may be no bigger than 7 gallons.**
 2. **Gas Tank Protectors are allowed with a 60inch safety cage- Must be no more than 24" wide and constructed from 4"x 4" material only. Protector must be 4" away from speaker deck. No gussets to halo bar.** If a full length 3-bar safety cage is used no gas tank protector will be permitted.
 3. Gas tank may be bolted or chained securely to the floor, but not to the frame.
 4. Gas tank must be place behind the driver's seat.
 5. **Gas tank must be bolted in securely before inspection or you will not run. ☐ SAFETY**
 6. Gas tank must have a secure cap. All gas lines and fittings must be leak proof.
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Doors

1. **Doors must be chained OR welded shut. You are not allowed to use both.**
 - **If chained a maximum of 2 ½ inch thick chains per door may be used.** Only one wrap is allowed per chain.
 - **If welded a maximum of 12 of weld per door seam may be used.** Weld may be broken up. 12 of filler material up to ½" filler rod or 2" X 1/8" strap may be used.
 2. Drivers' door may be welded solid. ☐SAFETY
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Trunk Lids or Deck Lids and Tailgates

1. **Trunk lids and Tail gates must be chained shut with up to 4 ½ inch chains or you may weld 12" per seam but not both.**
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Rear End

1. Rear end swaps are ok, stock appearing housings, no bracing or axle protectors. 5 lug rear ends only.
 2. Pinion brakes are allowed. Locked rear ends are allowed.
 3. Shorting or lengthening trailing arms are allowed, for pinion angle. **Trailing arms may not be strengthened in any way.**
 4. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around with bolts, not around body, unless the car is a uni-body, no longer than four feet and half inch thick chain.
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Tires and Wheels

1. No tire rule. Any ply and mud grips are allowed. Wheel size may be no bigger than 15 inches.
 2. No 5/8" lug studs allowed.
 3. Lug nut size may be no bigger than 1 inch.
 4. Wheels must be factory car wheels.
 5. Wheels may not be reinforced.
 6. You cannot have homemade centers on rims. Universal centers are allowed, must not go passed a half inch pass boltholes, may be welded in with no filler rod or added metal
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Body and Frame

1. Body to frame hardware and bushing must be stock. No changing body bolts.
2. You may not remove rubber pucks between the body and the frame.
3. No pinning the frame or running bolts through existing holes.
4. Frame notching is allowed. **No welding the body to the frame.** Hammering of the body is allowed.
5. Frame repairs are allowed on fresh cars. You are allowed 2 – 8" frame repairs per frame rail. Frame repair can lap

10" bumper bracket. On fresh cars you must start with a 10" bumper bracket. No brackets to be one piece 18" long. 4" X ½" plate 8 inch long at two locations only.

6. Cutting of fender and wheel wells for clearance is allowed.

7. NO tilting or cold bending of frame rails is allowed on any car!

8. Frame cannot be painted or any undercoating painting underneath vehicle.

Rust Repair

1. Floors in car may be repair with metal the same thickness as it is originally, overlapping of repair may only be up to 1 inch pass the rust spot.
 2. If you have any other rust repair issues then mentioned above, please contact officials.
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Safety

1. Minimum of 1 lap belt is required.
 2. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.
 3. You must have a fire extinguisher on hand in pits.
 4. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance will be used.
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Car Numbers

- 1. Driver and passenger sides of car must have car number visible, minimum of 16 inch tall.**
 2. Roof signs are allowed, and not required.
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Disqualifications

1. Teaming will result in disqualification for all parties.
 2. Sandbaggers will be warned first time with flag; second time will result in disqualification.
 3. Driver door hits are not allowed, first time will be a flag warning, and second time will result in disqualification.
 4. We have a 2-fire rule. Will be discussed at driver's meeting.
 5. If cars do not pass re-inspection after main event, it will result in disqualification and suspended for a year.
 6. Un-sportsmen like conduct may result in disqualification.
 7. Being timed out for more than 2 minutes, you will be required to shut off.
 8. If cars do not pass re-inspection after main event, it will result in disqualification and suspended for a year.
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Inspection/Tech

1. **You will have 1 chance for a Re-Tech Inspection.**
2. Driver and 1 pit member are allowed to be in the inspection area.
3. Your paint must be dry before your car goes through inspection.
4. If you are in the money be prepared to have your car pulled out of the arena and be ready for post derby inspection. Please have your torch ready and available.

Disclaimer

1. **If it is not stated in these rules, it is not allowed.**
 2. Please call **Guy Mullins (Moon Dog) 209-566-4280**, if you are unsure about rules.
 3. Please do not assume any rules; it may result in disqualification of your car to run.
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