



40th District Agricultural Association Yolo County Fair

1125 East Street, Woodland CA 95776

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2025 Welded Car Demo Derby Rules Full Size

All rules are subject to the interpretation of the officials, any equipment that the officials consider not in the intent of the rules will be considered illegal for competition.

The official's decisions are FINAL!!! This is a last car running event.

Tech and Rule Questions: Yolo County Fairgrounds (530) 402-2222 or derby@yolocountyfair.net

Safety:

1. Anyone entering pit area must display pit pass and show valid ID
2. Persons 16 or 17 years of age will need a parent to sign the Notice of Non-Responsibility form
3. No Open Toe Shoes allowed in the pits
4. No animals allowed in pit area
5. Keep your pit area clean, remove your trash
6. Alcohol, Drugs, Firearms, Verbal or Physical abuse will not be tolerated

Driver Rules:

1. All injuries must be reported to track officials no matter how minor
2. Regulation racing crash helmets must be worn by driver during the entire event
3. Long sleeve shirts and long pants are **mandatory**, no shorts.
4. Seat belts must remain buckled during the event
5. Drivers are to stay in their vehicle during the entire event, except when directed by officials
6. Drivers only allowed in arena during and after event. **Pit crew and/or family members in the arena will disqualify driver.**
7. Driver's Meeting is MANDATORY and MUST be attended by all holding a pit pass
8. Drivers may be disqualified for:
 - a) Sandbagging, (staying in the background and doing little hitting)
 - b) Being hooked to another car too long or not making contact with another car
 - c) Drivers' door contact or hitting vehicle of driver that has waved off
 - d) Teaming will not be allowed and will result in disqualification of all parties involved
 - e) Car condition (Anything that endangers participants) will not be allowed to run
 - f) Driver or Pit Crew Behavior can cause your car to be disqualified from the event
 - g) Being timed out for more than 2 minutes, you will be required to shut off your engine
 - h) Drinking or fighting in pit area by driver or crew at any time will be kicked out.
 - i) There is a \$200 cash protest fee. This must be done by the driver only. Protest must be in writing, accompanied by the \$200 protest fee and be given to the head official. If the complaint is found to be invalid, the money is not refunded. Protest in writing must be filed before the final inspection after derby.
9. There is a \$200 cash protest fee. This must be done by the driver only. Protest must be in writing, accompanied by the \$200 protest fee and be given to Head Official. If the complaint is found to be invalid, the money is not refunded. Protest in writing must be filed before the final inspection after derby.
10. All Drivers are responsible for cleaning their pit area before leaving. Warnings or fines may be imposed if driver does not abide.

Vehicle Rules:

1. No Pick-up trucks, vans, convertibles, four-wheel drives, foreign type cars, No T-top or Commercial vehicles. Chrysler Imperials are allowed to build to the rules.
2. Remove interior, all body trim, body clips, glass, plastic grills and composite body parts.
3. Material sizes, unless specified in rule are as follows: Chains ½", Welding filler 3/8" rebar or ¼" x 2" flat stock. All are maximum sizes.
4. Car # must be installed on both sides of the car. Min 16" lettering. Numbers Only!! If using a Roof sign 24" x 24" MAX in size and mounted in front of halo bar.

Bumpers and Brackets

1. You can use any 5-mph bumper or homemade bumper mounted flat on car (no wedge).
2. Bumper seams may be fully welded. No filler rod is allowed.
3. Bumpers may be trimmed and/or flipped.
4. Homemade bumpers may be made out of 4" W X 6" H X ¼" mild steel square tubing, must be hollow all the way through. You must cap (mandatory) the end of the tubing on each side with ¼" metal, must have a 1" hole for inspection. The bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. You may put a point on the square tubing (metal must be placed on front side and not placed on or overlap the top or bottom), must be ¼" flat plate. Measure from the center of the square tubing 4" out from the center to start your point (the point may not be flat, must come to a point). The length of point may be a maximum of 12" per side. Must have two - 1" holes drilled in it. The point must be hollow. Homemade bumpers cannot extended past the end of tire of each front tire on either side.
5. Bumpers may be installed using 6" L X 6" W X ½" thick flat mounting plates, must be welded. to the bumper sideways then welded to the bracket. Plates may be welded to the brackets.
6. Brackets may be 16" L X 4" W X ½" thick flat plate or 16" L X 2" X 4" X ¼" thick square tubing/channel or 16" L X 4" X 2" X 3/8" thick angle iron.
7. Front bumpers may have two 16" L X 2" W X ¼" thick flat strap. Straps must be vertical position and welded 4" to the bumper and 4" to the core support to help hold the bumper on front bumper only.
8. No angle/corner gussets on bumper brackets to the bumper.
9. 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 16" long front and rear.
11. 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. Homemade brackets may be welded to the motor side, tire side or top pf frame rail on any car. Must be no closer than 1" to the A-arm assembly, crossmember or head strap
13. Non 5 mph compression bumpers may be welded to the body up to 36", ½" thick filler rod or 2" X ¼" thick flat strap may be use, no added metal allowed.
14. 5 mph rear bumpers may be welded to the body up to 18", ½" thick filler rod or 2" X ¼" thick flat strap may be use, no added metal allowed.
15. Bumpers may be no higher than 20" or lower than 14" from the bottom of the bumper or frame. Used car bumper height; will be at the official's discretion.
16. No part of the bumper may be connected or welded to the suspension or suspension parts.

Radiator and AC Condenser

1. All core supports must remain in original factory location no relocating core supports.
2. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
3. No homemade steel radiators or steam tanks.
4. The radiator must be in stock position. Radiators may not be welded in.
5. Ratchet straps, bailing wire or bolts may be used to secure the radiator. No radiator protectors.
6. You may only use one AC condenser in front of the radiator, if used.
7. The AC condenser may be bolted with 4, 3/8" thick bolts, with washers no bigger than 1" or welded 6" per side with 2" X 1/4" flat strap no longer than 3" and no more than 4 per AC Condenser.

Engine, Cradle and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Back of head not past firewall.
2. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails. If your vehicle did not come factory with a cross member, you may weld it to the spring pockets.
3. 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. 1/2" header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed. No part of the lower cradle can go past the middle of the oil pan.
4. You may cut a hole, 12" X 12" in the firewall for the distributor. The hole must be properly covered.
5. No distributor guards are allowed. No Header protectors are allowed. No Carburetor protectors are allowed.
6. Motor mounts may be welded to the frame. No rear motor mounts or head straps.
7. Two (2) head straps from heads down to the frame are allowed, may not be kicked back, but may be kicked no further than 3" in front of the furthest point of the Aframe.
8. Head straps may only be welded to the frame a maximum of 4" and may be only a 2" X 1/4" thick flat strap or 2" X 2" X 1/4" angle iron. You may not add a platform under the motor mount. Head straps may only be welded straight to the frame.
9. 1957's or newer Ford's and Mercury's may weld 6" to inside of spring pockets to make a motor mount platform, metal may only be 4" X 2" X 1/4" angle iron, if they have no motor crossmember.
10. Electric fuel pumps are allowed, must a shut off/kill switch for fuel pump. It must be painted a bright color for easy identification.
11. Transmission coolers are allowed.
12. Homemade cross members are allowed maximum 2" X 2" X 1/4" thick square tubing. No bolting the cross member for the transmission to the body or welding the body on a full frame car.
13. Standard transmissions are allowed.
14. Transmission adapter plates may be used to bolt different transmission on and may not connect to the cradle or header flanges and must not be used as a mid-plate. Must not go past the size of the motor.
15. No transmission skid plates are allowed. No reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a 1/4" and may not extend past the transmission bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2" from the cross member.
16. If you run a stock transmission with no ultra-bell, you may run 1 1/2" X 1/4" flat strap from the oil pan to the transmission pan, may be weld (2" to each pan) or bolted on, one per side is allowed.
17. No transmission braces are allowed. No carburetor protectors are allowed.

18. You may use a steel or aluminum ultra-bell and a steel tail shaft. Ultra-bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the oilpan.
19. Slider drive lines are allowed.
20. 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.

Suspension

1. Stiff suspension is allowed. A-frames may be welded maximum 12" per side (of the car) to the frame, with 2" X ¼" flat strap.
2. The center and sides of A-frame may be beat down and welded, as long as you are able to still see underneath it.
3. Tie rod stiffeners are allowed. No welding metal in the springs to raise the car. Spring/Twist spacers may be used.
4. No strut bars from the A frame to the frame in the front of the car.
5. No re-enforcing suspension. Suspension parts may be swapped if they bolt on and they must be stock car automotive parts (no truck or RV parts).
6. Aftermarket weld in ball joints and aftermarket tie rods are allowed. No aftermarket spindles.
7. Steering box plates **MUST** bolt onto the frame, **NO** thicker than ¼" plate AND no more than ½" past the bolt holes on the steering box.
8. 2003 or newer Crown Victoria's with aluminum cross member may use aftermarket cradles are ok as long as they bolt in with 4 5/8" bolts with 2" washer and angle iron can only go no more than 1" past bolt holes. No frame repair welded to bolt in cradle. All suspension brackets must be bolted on.
9. Leaf springs must be stock. No aftermarket springs. If you are missing leaf springs you may use other leaf springs equal to what's missing to replace what is missing.
10. You may shorten leaf springs a maximum of 12" per side or you may build 9 pack leaf must be stock length and width to that car and must be made out of stock car springs. No truck or motor home springs allowed. Must have at least 1 ½" stagger from each spring end and spring shall be no wider than 2 ½".
11. No leaf on top of main leaf. No tape or welding on springs, no motor home leaf springs or truck leaf springs.
12. Five (5) spring clamps per spring are allowed, no wider than 2 ½", no welding clamps to the frame. You can drill hole throw spring where you shorten it to bolt it together with 1 5/8 bolt with 2 washers one per side instead of using a clamp so the spring don't pull out. No welding leaf springs at all.
13. No coil leaf conversions.
14. Homemade shackles are allowed on any leaf spring cars to replace factory ones. Must be no bigger than 6" L X 2 ½" W X ¼" thick flat strap, and may only be bolted to the frame, not welded.
15. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body on coil spring cars, unless you use it as your extra body bolt, it may go through frame.
16. Homemade trailing arms are ok must be 2x2 ¼" square tubing max and must be hollow. Trailing arms on coil spring cars may be reinforced. You may weld up and reinforce original trailing arms only. Added metal may not be bigger than the size of trailing arms. ZTR brackets are allowed with factory trailing arms.
17. You may have 2 bump stops in the rear only that can be welded to the center of the rear end housing and the bottom of the frame rail, no bigger than 2" X 2" X ¼" square tubing, and must be vertical, no metal connecting the bump stops together. Bump stop must be one piece with no more than one 4" x ¼" gusset to rear end per side.
18. You may use bumper brackets or A-arm to weld the K-frames on Chryslers, other than that no K-frame welding.

Hood

1. You can use 4 hood bolts with a maximum 6" X 6" X ¼" thick gussets, bolts may only be a maximum of 1" thick, washers may be no bigger than 6" and must be free floating.
2. If hood bolts are not use, 4 chains may be used, no more than ½" thick is allowed.
3. You may also use angle iron instead of chains. Angle iron must be no larger than 2 X 2 X ¼" and a maximum of 4inches in length. Angle iron can be welded to the top of the fender and hood with a bolt through it bolt is maximum of ½ inch. 1 bolt per spot. 4 spots maximum may be used to secure hood.
4. Two (2) all-threads 1" thick with no pipe or square tubing may be used to replace front body bolts, and must go vertically through the hood, not through the fender then the hood. If you do not go through the body bolt location you may weld a maximum of 2", with no filler rod or added metal to the side of the frame next to the body bolts, then vertically through the hood. You may weld all threads to the top of the core support with a 4" X 4" X ¼" flat plate only. You can put 2" X 2" X ¼" thick square tubing to replace rubber under core support may not be welded to all thread or core support, may only be a spacer.
5. The 4 hood bolts or 4 chains can be used in combination with the all-threads.
6. A hole is required in the hood above the carburetor in case of a fire.
7. Eight (8), 3/8" thick bolts, with washer no bigger than 1" are allowed to bolt the inner to the outer, when hole is cut out for headers and carburetor.
8. **NO** welding the inner to the outer of hood.
9. Hood must open for inspection.
10. No putting bigger hoods on cars, all cars must run original stock hood to car. Hood must fit in factory location with no overlap.

Safety Bars

1. Two (2) side bars may be no bigger than 15" X 2" C channel, must be 3" from firewall and may touch front of the rear hump/wheel wells, and have a 4" gap from the floor. Side bars are mandatory.
2. Three (3) Cross bars may be no bigger than 6" X 4" square or circle tubing.
3. Front cross bar must be 10" from the firewall and cannot connect to firewall. Front cross bar is mandatory.
4. The middle cross bar must be behind the driver's seat, within 6" of the seat. Middle cross bar is mandatory.
5. Third bar options:
 - a. **Option 1** – Rear cross bar must be placed behind gas tank and straight across and in front of the rear hump/wheel wells and may only be welded to the side bars. No down bars are allowed.
 - b. **Option 2** – Gas Tank Protector (GTP) may be installed to replace 3rd crossbar with 2" x 2" x ¼" min, 4" x 4" x ¼" max.
 - i. GTP must be centered off the rear seat bar and cannot exceed 32" outside diameter (OD) and must be a minimum of 4" off the rear floor section of the floorboard
 - ii. GTP may touch the package tray in a horizontal line from the 2nd bar.
 - iii. The protector cannot exceed the top of the gas tank and the vertical bar must not be angled back in any way.
 - iv. GTP gussets may only be welded to door bars and halo bar.
 - v. The package tray may not be manipulated in any way.
 - vi. GTP may only be welded or attached to the safety cage, not the body, and cannot add any additional strength to the car aside from protecting the gas

tank.

6. Halo bars are allowed and must be within 6" from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bar must be welded to the side bar only, not to the floor. 5" maximum material may be used as a halobar.
7. Two (2) bars from the halo bar may go behind the driver's seat and must angle down towards the third bar of the cage and only welded to the top of the third bar and must be 2" X 2" X ¼" square tubing. The bars must angle to halo bar and cannot be welded in a vertical position (90°).
8. Adding posts is allowed if the car wasn't made originally stock with posts. Posts may be welded to the door bar to the top of the car.
9. Halo bars CANNOT be used in combination with adding a post.
10. NO welding cage to frame and floor of cars.
11. Two (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 the window seam area. 2" maximum material may be used as a bar. You may use 3" gussets to mount the window bars.
12. NO front and rear kicker bars.
13. Driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under the driver's seat.

Batteries

1. Two (2) automotive type batteries are allowed for the motor. Motor batteries are only allowed on front passenger floor.
2. Third battery may be used for transmission cooler or electric fan only.
3. Batteries must be securely bolted to the floor in a battery tray. No milk crates may be used.
4. No welding battery tray to door bars. No bolting battery trays to cross member or frame.
5. No battery trays can cover any body bolts or be welded to safety cage rust car or not.
6. Batteries must be properly covered.
7. Battery trays cannot be welded or bolted to the firewall. Must have at least 4" from firewall.

Gas Tank

1. Gas tank may be no bigger than 10 gallons.
2. Gas tank may be bolted or chained securely to the floor, but not to the frame.
3. Gas tank must be place behind the driver's seat.
4. Gas tank must be bolted in securely before inspection or you will not run.
5. Gas tank must have a secure cap. All gas lines and fittings must be leak proof (PUMP GAS ONLY).

Doors

1. All doors may be welded solid with ½" thick filler rod or 2" X ¼" thick flat strap.
2. Driver's door may have up to 12" X ¼" flat plate fully welded to the outside of the door with no filler rod or added metal, no more than 3" past each door seam, no square tubing or C channel.
3. No welding on the inside of the doors.
4. The window opening on the doors may be pinched and welded or you may use 2" X ¼" thick flat strap to weld and fill the gap. If flat strap option is used, you must drill a hole in it for the thickness to be measured.

Trunk lids or Deck lids and Tailgates

1. Trunk lids may be welded a maximum of 6 feet, with ½" thick filler rod or 2" X ¼" thick flat strap. 6 feet may be broken up however you choose on trunk lids, this includes trunk tucks.
2. Trunk lids must have a 10" X 10" hole for inspection. You may bolt the inner to the outer of the trunk lid, with 4, 3/8" bolts, with washers no bigger than 1", where you cut out the hole for inspection.
3. Trunk lids may be tucked in (hinges and 50% of trunk lid to remain in stock location) and welded to the floor of the trunk.
4. Trunk lid and speaker deck cannot be dished or canoed more than 8" measured from the top of the quarter panel where the C-pillar connects (a straight line will go from the pillar to pillar and measured straight down).
5. Quarter panels must remain vertical and top of quarter panel must be greater than 14" to the top of the frame. Quarter panels may not be pulled in more than the outside edge of the exterior of the frame rail.
6. You may not canoe the trunk and tuck the trunk together. One option or the other.
7. Trunk lid may be creased across the car from side to side.
8. No cutting or folding top quarter panels behind the tuck, must remain in the upright position.
9. You cannot weld the inner to the outer of the trunk lid.
10. No inner seam welding inside the trunk, unless where the trunk is tucked.
11. You may have 2 all threads 1" thick, welded to the side of the frame or through a body bolt, and then up through the trunk lid; washers may be no bigger than 3". All threads must be in a vertical position.
12. Deck lids and tailgates on wagons may be welded a maximum of 6 feet, with ½" thick filler rod or 2" X ¼" thick flat strap. 6 feet may be broken up however you choose on deck lid and tailgate. Deck lid and tailgate can only have a total of 6 feet of weld total.
13. Deck lids must be in the factory position.

Rear end

1. Rear end swaps are allowed. You may use any 5 or 8 lug rear end. No Dually rear ends.
2. Aftermarket rear ends are allowed as long as they meet the rules.
3. Rear end braces are allowed and can only be welded to the rear housing, not to the frame or the springs. Rear end braces cannot be within 4" from the frame.
4. Pinion brakes are allowed. Locked rear ends are allowed.
5. Shortening or lengthening trailing arms are allowed, for pinion angle.
6. 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 unibody, no longer than four feet and ½" thick chain.

Tires and Wheels

1. No tire rule. Any ply and mud grips are allowed. AIR ONLY NO foam filled tires.
2. Wheel size may be no bigger than 16".
3. You may have 2" rim guard on the exterior (non-engine) side of the rim, lip only.
4. Valve stem protectors are allowed. Valve stem protectors must be welded securely.
5. No zip screwing rims to tire. No bolting rims to tires. No beadlocks.
6. Lug nut size may be no bigger than 1".
7. Wheels must be factory car wheels.
8. Wheels may not be reinforced.
9. You cannot have homemade centers on rims. Universal centers are allowed, must not go ½" past bolt hole, may be welded in with no filler rod or added metal.
10. Wheel seams may be welded and shortened down to 5" with no filler rod or added metal.

Fender and Quarter panels

1. Fenders may be cut out.
2. Fenders are allowed to have 4, 3/8" thick bolts, with washers no bigger than 1" above the tire to secure the inner to the outer.
3. Bottom quarter panels may be cut out and rolled.
4. Quarter panels are allowed to have 4, 3/8" thick bolts, with washers no bigger than 1", bolts must be located above the tires.
5. If the lower trunk quarter panels are rusty, they may be folded under and bolted, with 3, 3/8" thick bolts with washers no bigger than 1".

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. Two (2) bolts the same size as the original body bolts are allowed to be placed in any factory location where they were missing from (this does not mean the one above the hump on a 1971-1976 GM wagons, if you use this it is considered an extra body bolts).
4. You may change 2 body bolts at the firewall, one per side with 5/8" thick bolt with 3" X 3" X 1/4" washer, must have rubber between the body and the frame.
5. You also may add 2 more body bolts anywhere from the firewall to the rear bumper, with a 3" X 3" X 1/4" thick and no more than 3" long angle iron that can be welded to the side of the frame; with a 5/8" X 8" long bolt going through the angle iron; with a 3/4" spacer to keep the body off of the frame; with a 4" maximum free floating washer for inside of car.
6. Body bolts must have rubber between them, no metal even if you tilt it or add extra bolt.
7. Frame repair is allowed, up to 16" per side (left and right side of car) no bigger than 1/2" X 4" flat strap or plate, must be at least 2" back away or 2" across from the bumper brackets in the front and rear. If the plate is across from the bumper bracket, it must go towards the firewall not forward. Pieces can be no smaller than 4" must have 1" gap between welds on plate. (left and right side of car). Frame repair must be on inner side, outer side, or bottom side of the frame only; you cannot place plate on top of the frame.
8. Plates cannot be connected to the A frame plates, must have a 1" gap between the A frame plates. Plates can be no bigger than 4" tall and must be kept vertical. 2003 and newer Crown Victoria's the frame repair must be a minimum of 4" from the homemade cross member, cannot be connected to the cross member in any way.
9. Only the top of frame seams may be welded from firewall or front two body bolts. The weld may be no bigger than 1/4" with no filler rod or added metal. No other seams may be welded.
10. No pinning the frame or running bolts through existing holes.
11. Frame notching is allowed. No welding the body to the frame. Hammering or Pinging of the body is allowed. No added materials allowed when pinging.
12. Hammering of the frame is allowed, only above the humps.
13. No pre-bending your frame in rear more than couple inches on fresh cars.
14. Outer body seams may be welded 3" with 3" gaps with no filler rod or added metal. This means you may not weld the core support to the fenders it means like top fender on suicides Lincoln or quarter panels on Fords, or Mercury's were its seamed together (please call if not sure what areas of your car this is).
15. All cars including Crown Victoria's may be tilted one time per frame rail only. You may cut the frame and weld it back together to tilt the frame with no filler rod or added metal, unless you use your frame repair.
16. Where you tilt Crown Victoria, the weld may be no big than 1/4" weld at fire wall, if you do it under doors the weld can be no bigger than 1/2" weld fill in gap. The front spacer may be only 4" tall between body and frame.

17. Frame cannot be painted or any undercoating painted underneath vehicle.

Hump Plates

1. **Coil Spring Cars** – Hump Plates may be installed on all coil spring cars and may be a maximum of 4" W x 22" L x 1/4" thick. Length measured from outside of tip. No "teepee" allowed in plate.
2. Hump plate must be mounted in the center of the hump and may only be mounted to the outside of the frame (wheel side only).
3. **Leaf Spring Cars** – Hump Plates will have 2 options. Driver must declare option before inspection–
 - a. **Option 1** – Use the Spring option to shorten and clamp as described in the Suspension section above #s 9, 10, 11, 12.
 - b. **Option 2** – Hump plates may be installed if the leaf springs are stock for the car and are not shortened or remounted (no modifications). Hump plates may be a maximum of 4" W x 22" L x 1/4" thick. Length measured from outside of tip. No "teepee" allowed in plate. 5 spring clamps may be used.

Rust Repair

4. Floors in car may be repaired with metal the same thickness as it is originally, overlapping of repair may only be up to 1" past the rust spot.
5. If window seam is rusty in a station wagon you may pinch it together and weld 2" and skip 3", with a maximum of 2" X 2" X 1/4" flat strap.
6. If you have any other rust repair issues than mentioned above, please contact officials.

Safety

1. Full face helmets are required.
2. A minimum of 1 lap belt is required. Four-point harnesses are allowed.
3. Long-sleeved shirts and pants are required. No short sleeve shirts or shorts are allowed.
4. It is recommended you have a fire extinguisher on hand in pits.
5. No alcohol, firearms, or drugs are allowed in the pits. **ZERO TOLERANCE.**

Car Numbers

1. Driver and passenger sides of car must have car number visible, minimum of 16" tall.
2. Roof signs are allowed but not required. Must be mounted in front of the halo bar.

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 forfeiture of winnings
6. Unsportsmanlike conduct WILL result in disqualification.
7. Being timed out for more than 2 minutes, you will be required to shut off and getting your stick broken.
8. Driver and/or Pit Crew consuming alcohol OR fighting in pit area at any time will be removed from the fairgrounds.
9. Unsportsmanlike conduct to any officials or drivers will NOT be tolerated and will result in an automatic removal from the fairgrounds.

Inspection/Tech

1. You will have 2 chances to pass through tech.
2. If your car is not ready to pass after second tech, you will not be allowed to race.
3. Driver and 1 pit member are allowed to be in the inspection area.
4. Your paint must be dry before your car goes through inspection.
5. 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.
6. Anything after Main Event that is found to be illegal on your car will cause disqualification of your car.
7. Any pit crew members arguing with officials will also be grounds for driver disqualification.
8. Officials Decisions are **Final!**

Disclaimer

1. If it is not stated in these rules, it is not allowed.
2. Please contact Yolo County Fair (530) 402-2222 (derby@yolocountyfair.net) if you are unsure about rules.
3. Please do not assume any rule, it may result in disqualification of your car to race.

Images:

Cage –

