



## PRO COMPACT

NO CHANGES OR ALTERATIONS OF RULES TO BE MADE EXCEPT BY THE SCHOMBERG AGRICULTURAL SOCIETY

## NO REFUNDS

IMPORTANT: Each driver, mechanic and any pit crew must sign in at registration desk the day of show. Drivers must bring their cars to inspection to have their cars inspected.

DRIVER MUST ATTEND DRIVERS' MEETING PRIOR TO DEMOLITION DERBY OR DRIVER WILL BE DISQUALIFIED.

I have read the rules and acknowledge to have received a copy and agree that the decision of the Judges is final. I agree to participate at my own risk. It is a condition of my participation in the contest that I sign a further release of liability in the form to be supplied by Schomberg Agricultural Society and I agree to sign such a release.

**SPECIAL NOTICE: NO ALCOHOL OR DRUGS ALLOWED IN ANY RESTRICTED (PIT, HOLDING OR PERFORMING) AREA. ANY VIOLATIONS WILL RESULT IN DISQUALIFICATION OF CAR, DRIVER AND CREW. THERE ARE NO REFUNDS FOR NOT FOLLOWING THIS RULE!!!**

DRIVERS and MECHANICS are subject to and must obey the following rules and regulations which are set up by the promoter and the track where this event is being held:

1. For all classes not labelled as a "Youth" class, each driver must be a minimum age of 16. A parent or guardian must sign an insurance waiver for all 16 and 17 year old participants. Guardian must provide photo ID prior to signing this waiver.
2. The original registered driver must drive the registered vehicle for the entire event. No substituting drivers.
3. The Schomberg Agricultural Society or promoter reserves the right to approve or reject any and all entries, drivers or pit persons.
4. Only the driver and mechanic who sign the release sheet will be permitted in the pit area or on the track. The driver will receive free admission to the grounds with their entry. All drivers, mechanics and pit persons must wear supplied pit passes at all times. Failure to do so may result in ejection from the event or grounds.
5. The Schomberg Agricultural Society, the promoter, track owner or fair association will not be held responsible for any loss or damage to any cars, trucks, parts or personal property before, during and after the show.
6. It is highly recommended that each competitor carry their own liability insurance.
7. Drivers and mechanics should report to the The Schomberg Agricultural Society sign in area at a minimum of 1.5 hours before the scheduled start time.
8. Drivers and mechanics are in the pit area at their own risk.

## TYPE OF CAR

1. Any 4 or 6 cylinder hardtop automobile or station wagon. 6 cylinder cars must have a wheelbase of 109" or less. 4 Cylinder cars do not have a wheelbase limit.

2. NO SEDAGONS!!!!

3. Any car any year. Must be within the wheels base stated above.

4. No 8 cylinder cars. You cannot transplant a 4cyl engine into a car over the wheelbase. The 4 cyl must have come factory if it is over the 109" wheelbase. NO AWD OR 4x4 CARS.

5. If there is in any question regarding the participant's vehicle it is the driver's responsibility to prove make, model, year, engine etc. **RUNNING Risk:** Demolition derbies are hazardous and high-risk sports; therefore, anyone with a health condition, i.e., concussion, heart problems, or who is pregnant should not compete. You are competing at your own risk. Protect yourself: Work Boots, sport equipment such as, neck brace, knee pads, shoulder pads, hip pads etc. are recommended. No bare exposed skin. All drivers **MUST** wear long pants/coveralls as well as long-sleeved shirts. No exceptions. Working seat belt and racing helmet are mandatory. Helmets **MUST** have chin straps. Goggles or face shields are recommended. **\*\*No motocross style visors\*\*** **BRAKES:** Vehicles must have dependable brakes and must be working properly before entering RING at all times. All boundaries must be observed.

**NO DRINKING OF ALCOHOLIC BEVERAGES ON TRACK, EMERGENCY VEHICLE AREA OR IN THE PIT AREA.** Any driver or pit person under the influence of alcohol or drugs allowed in the pit area. This will be strictly enforced. Careless driving in the pit area could result in disqualification. All cars are to be removed from the fairgrounds or racetrack immediately following the show. Additional safety regulations may be imposed, depending on track and conditions.

## PREPARATION OF CAR – REMOVE OR CONVERT THE FOLLOWING PRIOR TO ARRIVING AT FAIRGROUNDS OR TRACK

### 1. Flammable Material

All carpet, headliner, door panels and ALL other flammable material **MUST** be removed from inside of the car. Front seat and dashboard may be left in place. Front and rear bumper covers **MUST** be removed.

### 2. GLASS/AIR BAGS

All windows, mirrors, trim and air bags must be removed prior to derby event. No loose glass smashed into the bottom of the doors.

### 3. FIRE EXTINGUISHER

Must be within reach of the driver. Must work and have proper working gauge. Please check gauge on extinguisher before arriving to the event.

### 4. DOORS AND NUMBERS

Driver's door highly recommended to be reinforced. An optional roof number plate may be securely fastened. Your car **MUST** have a number **CLEARLY** marked on your car (roof sign, contrasting colour on the side of the car).

### 5. BATTERY

Battery must be moved to front passenger floorboard and securely fastened in a box/container clear of all fuel sources. Following inspection it must be covered with a non-flammable shield such as air bag or rubber mat. Max 2 batteries.

### 6. GAS TANK

Stock gas tanks must be removed. Steel marine tank, custom fuel cell or certified racing fuel cell **ONLY**. All tanks must be securely fastened (bolted) down in the middle of the back seat area. Tank must be covered with a non-flammable cover after inspection (air bag, floor mat). No movement can occur during inspection. Any leaks will result in disqualification. **GAS TANK PROTECTORS** can be welded to the seat bar and extend into the rear seat area. GTP may touch sheet metal. GTP can be a max of 24" wide. Gas tank protectors not to extend into the trunk area, must stop at the front of the rear strut towers. Gas tank protector not to extend towards rear window any higher than the speaker deck. GTP is to be free floating off the seat bar not to be bolted or welded to sheet metal. GTP must be at least 6" from the rear window bar on a fresh car. **NO UNSAFE FUEL TANKS. NO "JERRY CANS."**

## 7. FUEL LINES

All fuel lines must have leak proof fitting 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 leaks. If your fuel system is not safe you will not run.

## 8. FUEL PUMP

Must have a safety shut off switch marked in red located on the roof in center of windshield area for officials use. Switch to control fuel pump only. Driver's safety. MANDATORY. This rule is for fuel injected cars only, does not apply to carbureted cars. Must be able to be seen by flag staff from 20' away.

## 9. TRUNK/TAILGATE

Trunk may be tucked. Trunk/tailgate may be welded solid. If trunk is welded closed and officials cannot see inside, a 10" square hole must be cut in center of trunk for officials' inspection. Trunks/tailgates can be wired or chained in 4 places to rear bumper. Maximum of 2 spots with threaded rod maximum of ¾ inch holding the trunk shut. Max washer size 4X4 for threaded rod. Trunk/tailgate can be welded to the bumper with 2- 2" metal straps. No threaded rod from floor/frame to roof.

## 10. HOOD

Hoods are not mandatory. Without hood – use electric fan only – fans directly connected to motor must be removed. A 12" opening must be cut in the center of the hood. Hoods must remain open for officials' inspection. Hood must be fastened down in maximum of 8 places including ¾" threaded rod or with seat belt strapping, wire, chain, or bolted to fender. Hood latch should be removed. No welding hoods closed. Hoods/rad support can be wired to bumper in 4 places. No limit on 3/8 bolts in hood panel only. Hoods can have angle iron welded to the fender top and hood. No larger than 2x2x2 angle. Every bolt is considered a fastening spot. ¾" threaded rod in the rad support can be sleeved with max 1" square tube and can be welded to the frame. Bolts or rod thru hood can only be directly welded (3" max weld) to the cowl/strut tower/inner fender, not frame rail. NO METAL ADDED.

## 11. BODY PANELS

Metal may be cut from around wheels for clearance. Front & rear quarter panels may be bolted with up to 5 bolts per panel – maximum 3/8" bolt. Washers no larger than 1/2". Body patching is limited to driver's floor area.

## 12. DOOR FASTENING

All doors must be fastened shut with wire, straps, chains or spot-welded 1" every 12" or 8-3" square plates welded per door. Window screens on driver's door window are not permitted. Driver's door may be welded solid. Doors tops may be rolled – 1" of weld every 12" max. NO ADDED STEEL if door top is rolled. Driver's door has no limit between the door seams on reinforcement and is strongly recommended.

## 13. DOOR PLATES/DOOR BARS

Outside of car may have a 12" X 60" X ¼" max steel plate applied to driver & passenger doors, bolted in 8 locations with a max of ¾" bolts or spot welded 1" every 12". Door plates can be thru bolted into the cage. NO "C" CHANNEL OR ANGLE IRON. Driver's door can be reinforced in any form but cannot reinforce the frame. Plate on the outside, door bars inside.

## 14. CAGE/ROLL BAR

ONE roll bar up each door frame, inside or across outside of the roof. Roll bars going across the roof can be bolted/welded to the roof. The roll bar may be welded or bolted to the inside of rockers or to the frame. Down bars (Max 4 down bars total) off the seat/side bars can extend down to the floor/frame. "feet" on bottom of down bar no bigger than 5"X5". MUST no way come in contact with transmission/engine cross member. If bolted in the washers on bottom no larger than 2"X2". ONE additional bar may be added behind the seat (within 6") welded or bolted from roll bar to roll bar. ONE bar may also extend down the inside of both front doors and be welded to the dash bar for safety creating a square around the driver. No excessive use of materials. SINGLE bars only. Not mandatory. Side bars not to be any longer than 60" total. Bar over roof cannot be attached to any other bar on the car except the rear seat bar. Not to the rear window bar, dash bar, side bars or front window bar. A bar can run between the seats joining the dash and seat bar together for mounting the shifter. This bar must not be attached to anything else and must be 5" off the floor. Dash bar must not touch the firewall. Driver's door reinforcement is highly recommended. ALL Cage/halo/GTP material 4" max round or square tubing, side bars can be up to 10" tall. All cage bars must be a minimum of 5" off the floor/rocker. DOWN BARS ARE TO RUN STRAIGHT DOWN.

## 15. INTERIOR MODIFICATIONS

No welding of any inside body support seams or firewall seams. Large holes in car floors must be repaired with same gauge metal and securely fastened. No reinforcement. Broken seats may result in disqualification.

## 16. BUMPERS

Any factory-made car bumper may be used. Bumpers may be seam welded. Bumpers may be loaded. If you choose to use a piece of square tube as a bumper it can be no bigger than 4x4 or 3x5 and no thicker than 3/8. Tube bumpers cannot stick out more than 4" from the outside of the frame. If the ends are cut and bent on a 45-degree angle it can be as wide as the centre of the front tires. Tube bumpers must remain flat, you cannot build a point. You can do whatever you need to do within 6" from the back of the bumper to hold the bumper to the FRAME. DO NOT ABUSE THIS RULE YOU WILL CUT. Rear bumpers must remain stock. Mandatory that front and rear bumpers have at least 2 spots of 9 wire, chain or seat belt holding bumper on. Mandatory that bumper covers be removed. Front frame can be cut back as far as the front body mount.

## 17. RADIATOR

Radiators and cooling system must be flushed of anti-freeze and only water added. Overflows for radiator must point downward to the ground. Radiator must be mounted in original position or removed. A rad screen (expanded steel, max thickness of 1/8") may be welded to the front face of the factory rad support only, not to be welded to the frame. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement.

## 18. TRANSMISSION COOLER

Is permitted and must be secured in engine compartment. Transmission dipstick must be securely fastened, wired down or have an overflow tube pointing straight down away from drivers or spectators. OR May be re-located to cage. A minimum of two 1" holes must be made in the floorboard directly below cooler for drainage. Hydraulic hose with pressed fittings only, must be rated for 250°F+. Hydraulic hoses must be marked as such by manufacturer. No other fittings acceptable OR remain stock. NOT to reinforce car.

## 19. SUSPENSION/STEERING

Struts must appear to be factory. Cars do not have to bounce. Shock tube may be welded for height. A-arm cars can weld the A-arms down with 1 (2"x6"x1/4") plate with equal material on A-arm and frame. Rear trailing arms and drag links may be swapped out for steel tube (max 2x2x1/4). These must be bolted in the factory position and be the same length as factory. For cars with a solid axle style rear setup (ex. Cavalier) you may have 1 bar (max 2x2x1/4) from hub to hub. Aftermarket steering columns are allowed. Slider drive shafts are allowed. Ball joints, and control arms must remain stock. No coil spring cars converted to leaf springs. Rear ends can be swapped but not to reinforce car. NO welding on rear end except gears. MUST use stock mounting points. TIE RODS may be reinforced with angle iron/square tubing or may use aftermarket. A 2x2x6" long MAX square tube can be welded to the frame behind the strut only. Must be 1/4" away from the strut on a fresh car. No reinforcing cross members. No truck rear ends. 5 lug rear ends only.

STOCK AXLES: No modifying or welding axle CV joint. No threaded rod or extra bolts from rear cradles to body or frame.

## 20. FRAMES

Rusty or bent frames may be repaired with steel no thicker than 1/4" and no larger than 4"X4" square plates. Plates may be placed and welded on frame or front engine cross member anyway the driver wants. MUST BE SEPARATE PLATES NOT ON LENGTH OF METAL. Max of 6 4"X4" plates total. Plates can be positioned any way the builder likes. No more than 6 plates. Fresh cars will be allowed 2 plates, placed flat on the frame or subframe, where the builder chooses. Over repaired frames will be considered reinforcement and will result in disqualification. Official's discretion. No painting of frames EXCEPT Frame repairs must be painted with a bright colour before arriving at the event. All repairs to the frames must be reported to officials before inspection. If not – may result in disqualification. Trailer Hitch must be completely removed. No reinforcing cross members. NO FRONT OR REAR KICKERS. NO FRAME TILTING. No hump plates on mini cars. No welding frames to "K" frames, this includes the use of repair plates. Front frame can be shortened as far back as the front body mount.

## 21. ENGINES/MOTOR MOUNTS

Engine swaps allowed. Max engine in this class is a 6 cylinder. Engine/trans mounts can be reinforced. NOT to reinforce the frame or body and to similar size to the stock ones. NO EXTRA MOUNTS ADDED. Any excessive or added mounts will result in disqualification. 2 extra chains (3/8") may run from engine to frame area between rad support and firewall (upper control arm area) in case a motor mount breaks, ONLY ONE LINK WELDED TO FRAME. No extra chains, wires or straps from engine/transmission to frame or body. Reinforcement of frame or body will result in disqualification. Motor swaps cannot reinforce the frame in any way. No Exceptions. 1"X1" (1/8" thick wall ONLY) square tube can be fastened to the drive train, engine cradle/cross member to protect the drive train. NO more than 36" in total length and can ONLY be used in one spot to protect ONE component. EXAMPLE- Can be welded side to side on an engine cross member on a Sunfire ALSO welded to the cross member on a Camry to protect the shifter linkage. These are only examples. Protection can ONLY be used from the strut towers forward. This is NOT to reinforce the body or the frame. If tech deems your reinforcing the body/frame you will be made to cut. Jeffy's Fab Farm shifter guard is approved. No engine cages of any kind. STOCK ENGINE CRADLES/SUBFRAMES. NO INTERCHANGING SUBFRAMES. NO EXTRA BOLTS OR BOLT SIZE CHANGES.

## 22. BODY MOUNTS

Front 2 body mounts can have bushings removed and can be replaced with max 3/4" threaded rod. All other body mounts must be stock size bolts and stock rubber bushings. Increasing bolt size is not allowed. IF APPLICABLE. NO EXTRA BOLTS. NO altering engine cradle mounts/bolts. NO WELDING SUB FRAME TO UNIBODY FRAME.

## 23. WINDSHIELD/REAR WINDOW AREA

Must have a minimum of a single steel bar or chain from the cowl to the front portion of the roof bolted or welded. Front window bar not to reinforce the car but only to protect the driver. "A" or "H" frame front window bars not to exceed 24" wide. Front window bar must be 12" from the halo bar. Rear window bar max of a 2X2 bar welded/bolted from the roof to the center of the trunk area (6" each). Rear window bar must be 12" away from the halo bar. Rear window bar cannot be fastened to the rear bumper or trunk floor. No rear window bars on hatchbacks or wagons.

## 24. TIRES

Tires may be doubled. No split rims. No screwing tires to rim or studding. No wheel weights. Bead locks allowed if securely fastened. Any style tire allowed. Tire sidewall must be exposed. No metal bead lock or rim protectors covering the sidewall. No triple sidewall on drive tires. Non drive tires can be solid. Weld in centers allowed. No wheel skis. No steel paddle style rims on drive tires. Drive tires MUST be filled with air. "Official's Decision is Final"