

Douglas Volunteer Fire Department

43rd Annual DVFD Demolition Derby

In Memory of Billy Cathcart

Saturday, August 15th, 2026

LIMITED-WELD CLASS

GENERAL QUALIFICATIONS and SAFETY RULES

**Highlighted areas are the only changes for 2026*

1. These rules will be strictly enforced. **NO CHEATING WILL BE TOLERATED!** Any driver who does not obey the rules will be disqualified. Disqualification will result in forfeiture of all entry fees. Any crewmember who is disqualified will have the car he/she is attached to disqualified.
2. ALL REMITTANCE WILL BE CASH, CASHIER'S CHECK, OR **CREDIT CARD**. NO PERSONAL CHECKS WILL BE ALLOWED
3. **The Douglas Volunteer Fire Department reserves the right to approve or reject any and all entries. The judge's decision is final. The head judge will decide any discrepancies.**
4. Participants must be 16 years of age or older; anyone under 18 years of age must have a notarized minor release.
5. Only drivers, owners, mechanics, etc., who sign the release sheet will be permitted in the arena area. 1 Driver and 2 arena passes will be allowed per car registration. You may purchase 2 additional spectator passes/\$15.00 and/or 1 additional arena pass/\$25.00. **ALL** driver, arena, and spectator passes **MUST** be picked up by 5:30. All entry fees are non-refundable
6. Any participant who has run in one of the preliminary heats and can be repaired for the consolation heat is eligible to enter again at the discretion of the judges. The car may be re-inspected for compliance.
7. The use of intoxicating beverages or controlled substances before or during the show disqualifies the user from the day's events. It subjects them to suspension at future demos sponsored by the Douglas Volunteer Fire Department. **This will be enforced, and the person will be subjected to a breathalyzer.**
8. The Douglas Volunteer Fire Department, or its representation, Wyoming State Fair, State of Wyoming, will not be responsible for any accident, injury, or property loss incurred during Demolition Derby activities.
9. No walkie-talkies or radio systems are permitted in the cars.
10. A driver must hit another car every 90 seconds to prevent disqualification. Being hit by another car does not qualify as your hit. A hit must have complete separation and produce a noticeable impact.
11. **There will be NO deliberate hitting of the driver's door. This will result in immediate disqualification and forfeiture of any entry fees. ALL JUDGES' DECISIONS ARE FINAL!**

12. All cars must be registered **BEFORE** being inspected. Inspection will be between 11:00 am – 4:00 pm on the day of the derby. Any vehicle not registered by 3:00 pm will be charged an additional \$50 late fee. **Please have your car ready and in compliance upon arrival.** Any vehicles not inspected by 5:00 pm **will not be eligible to run.** After final inspection, all cars will be impounded. A mandatory driver's only meeting will be at 5:00.
13. Due to a lack of adequate space in the pits, any non-derby cars or non-support vehicles will not be allowed in the pit. One support vehicle with a trailer per derby car is permitted. NO HOT RODDING IN THE PITS. Keep it at an idle. Any violation of this will result in the vehicle being disqualified.
14. In the event of a vehicle fire, a flip-over or injury, or any debris deemed unsafe, only Fire Department personnel are allowed on the track, and the heat will be stopped until safety is restored. Cars may get one additional chance to run as long as the vehicle passes a safety check and the driver is OK. All other drivers must remain in their vehicles at all times or be disqualified.
15. Stay in the car! Do not leave your vehicle or loosen your safety belt until the last car has stopped and been given the checkered flag, except in case of fire. A Red flag means ALL vehicles must stop where they are until the green flag is given again. In the event of a red flag, all remaining drivers are given a fresh 90-second hit time when the heat is restarted. A Black flag, when waved at you, means you have been disqualified. Stop, shut off your engine, break your stick, and remain in the car until the heat is over. **DO NOT** remove your helmet! No smoking will be allowed.
16. All cars will be inspected before the program begins. Winning cars will be impounded after the heat to prevent repairs or alterations. The number of vehicles taken from each heat will be determined at the time of the derby. All cars eligible for the main will be given 25 minutes before to make repairs. In the main, the last vehicle to initiate a hit is the winner. The top 3 cars may be re-inspected at the conclusion of the main. Everyone else will stay back until the vehicles are verified to be legal.
17. All cars must be removed by midnight on the day of the derby, or they will be towed at the owner's expense and will be disqualified for the following year's event.
18. **Profanity, displays of temper, unruliness, belligerence, or any kind of conduct not deemed the norms of society in general will not be tolerated. Any person exhibiting such conduct to any official of the Douglas Volunteer Fire Department or another contestant will be subject to expulsion from the Demo Derby. All entry fees and deposits will be forfeited. ALL JUDGES' DECISIONS ARE FINAL!**

Car Specifications and Rules

**Highlighted areas are the only changes for 2026*

- 1) Cars will be sized according to wheelbase. Cars with a factory wheelbase of 102" or less will not be allowed.
- 2) Any hard-top automobile is allowed **EXCEPT:** Trucks, Vans, SUVs, Convertibles, Ambulances, or Hearses.
- 3) All drivers must wear a DOT-certified safety helmet. All drivers must have their safety belts in good working order. **Neck braces and FR clothing are strongly encouraged.** Vehicles must have working brakes at the beginning of the heat.
- 4) All airbags, sensors, and propellant charges must be removed or discharged.
- 5) All glass, including head and taillights, must be removed **before** your arrival.
- 6) **The rear seat, driver's door armrest, door handles, door locks, seat belts not being used, mounting screws, clips, license plates, antennas, all wheel weights, all side and decorative chrome, trim, and rubber stops must be removed.**

- 7) **ALL DIRT, LOOSE DEBRIS, SCREWS, BROKEN GLASS, AND ANYTHING DEEMED UNSAFE MUST BE SWEEPED, VACUUMED, OR REMOVED FROM THE CAR.**
- 8) All trailer hitches must be removed.
- 9) A fuel tank with a maximum capacity of 6 gallons will be allowed. The fuel tank must be moved to the back seat area and properly secured. **No** plumber's strap allowed. Covered with a non-flammable material is recommended. The original fuel tank must be removed, or the entire bottom of the tank cut out. Floating & reinforced fuel tank cages are allowed but should be designed only to protect the fuel tank.
- 10) Vehicles may utilize electric fuel pumps. **A fuel cut-off switch MUST be clearly marked with RED PAINT for easy identification near the driver in the event of a fire.** This is for the protection of the driver and fire personnel.
- 11) A maximum of (2) batteries may be used and **MUST** be mounted inside the vehicle. The battery must be properly secured and covered with a non-conductive material. No plumbers strap allowed. (ex. Rubber, wood, etc.)
- 12) All doors, tailgates, hatches, hatchbacks, etc. must be welded, chained, or steel-strapped shut. If a Driver's door comes open during the demo, that car will be disqualified—strongly recommended materials: Welding or chain. Filler may be used on door seams, but is restricted to 3/8" round bar or 1 1/2" by 1/8" thick flat metal strap: no rope or wire.
- 13) Cutting fenders for wheel clearance is permitted and may be welded without adding extra metal or excessive welds. Folding and re-welding is permitted; bolting or re-skinning will **NOT** be allowed.

14) **CAGE**

The driver door **MUST** be reinforced for safety by a 4-Point Cage or Door Brace. Safety reinforcements must be contained within the passenger compartment **ONLY** (except the Halo bar and Outside Door Brace). Safety reinforcements may be welded to the floorboard or chassis. Drivers may also use plates where pipe or tubing meets the floorboard (maximum of 8" X 8" in size and up to 1/4" thick). Unless welding directly to the chassis, then **NO ADDITIONAL** plates may be used. All safety reinforcements must be constructed **WITH A MAXIMUM OF 6" diameter and a minimum of 2" round or square tubing.**

- A. 4-Point Cage - The 4-Point Cage may be constructed with a maximum of (4) vertical posts. (1) bar across the dash area, (2) bars across both the driver and passenger doors, and (2) bars across the rear seat area no more than 12" behind the driver seat (1 of the rear bars must be no more than 12" above the floorboard).
- B. Door Braces - The Door Brace may be constructed with (1) door bar slanted upward across the driver and passenger door and (1) rear seat bar slanted downward to the opposite rear floorboard, no more than 12" above the floorboard.
- C. Outside Door Brace - An Outside Door Brace may be used instead. It **CANNOT** extend more than 12" past the front and rear door seams. The use of "Grader Blade" material as an Outside Door Brace is allowed, but it is **NOT RECOMMENDED.**
- D. Halo Bar - Halo bar or roll-over protection is **MANDATORY.** It may be routed inside or over the roof of the vehicle. If using a Halo bar with a 4-Point Cage, it will extend upward from the two rear vertical posts. If used with the Door Brace, the Halo vertical bars can be independent and must be welded to the top of the frame

15) **BUMPERS**

- A) All bumper brackets must be stock with no additional brackets and may be welded to bumper and frame, or may remove all original brackets and shock tubes and use one 14" x 4" x 1/4" flat strap with the last 4" bent into an "L", welding 10" on the outside of the frame and the 4" bend to the bumper.
- B) Bumpers may be welded directly against the frame with no added filler material.
- C) No bracket can be welded beyond 10" from the front of the frame.
- D) Two-piece bumpers may be welded together
- E) Single-piece front or rear bumpers may be welded to the body.

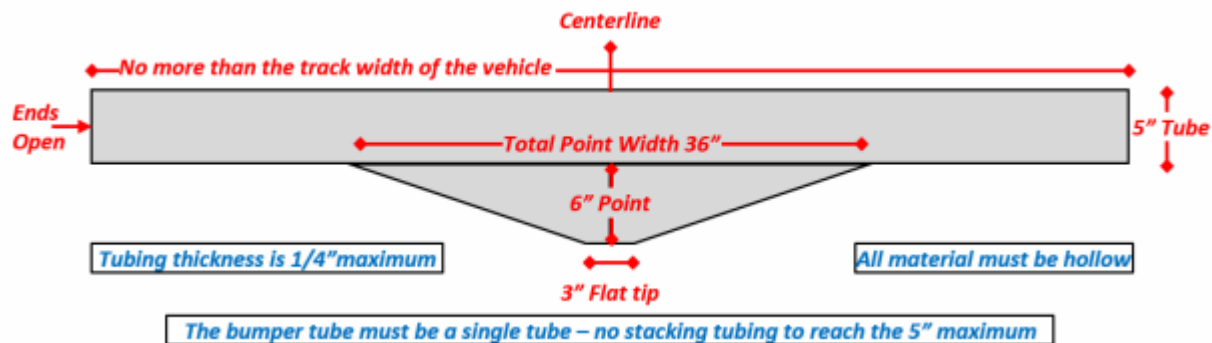
- F) 9-gauge wire or 3/8" chain must go around front and rear bumpers and secured to the frame or body in two (2) places with a max of 2 wraps at each location. This is done to help prevent bumpers from falling off and stopping the show.
- G) INSTEAD of chains, Drivers may use (2) metal straps from the front bumper to the core support ONLY.
 - 1) Straps cannot exceed 3" wide and 1/4" thick material.
 - 2) Straps can only be welded up to 6" onto the bumper and 6" onto the core support.
- H) Maximum front bumper height is 22" to the bottom of the bumper.
- I) Minimum rear bumper height is 14" to the bottom of the bumper.

REAR BUMPER OPTIONS:

- A. Any stock pickup or car rear bumper
- B. 4" x 4" straight open-end square tube or round pipe
- C. No pointed rear bumpers

FRONT BUMPER OPTIONS:

- A. Any stock pickup or car bumper may be used, and it may be stuffed with steel reinforcement.
- B. Aftermarket or homemade replica bumper made with 3/8" steel conformed to stock dimensions.
- C. 5" x 5" x 3/8" straight open-end square tube or 5" x 1/4" round pipe with added flat point (36" x 6" tapered span with 3" flat point) See diagram below.



Ways to mount a bumper:

- A. The frame rail must only be mounted to the exterior of the bumper. The frame may not be inside the bumper or be "shelved".
- B. Shock absorber-type bumper mounts may be welded to the inside or outside of the frame without adding any metal. Shock absorbers may also be welded solid around the tube seam only (must be drained if welded). Shock absorbers can NOT extend more than 10" onto or into the frame unless they did when stock.
- C. Stock bumper brackets and shock tubes must stay in the stock locations and may be welded to the front 10" of the frame only. No swapping bumper brackets and/or shock tubes/ beams.
- D. You may remove ALL factory brackets and shock tubes, and in their place use a 14" X 4" X 1/4" flat plate with the last 4" bent into an "L", the 10 inches may be welded to the first 10" of the outside of the frame, leaving the 4" bend to mount the bumper to. The 4" bend cannot be in front of the frame rail.
- E. 9-gauge wire or 3/8" chain **must** go around front and rear bumpers and secured to the frame or body in two (2) places with a max of 2 wraps at each location. This is done to help prevent bumpers from falling off and stopping the show.
- F. INSTEAD of chains, Drivers may use (2) metal straps from the front bumper to the core support ONLY.
 - 1) Straps cannot exceed 3" wide and 1/4" thick material.
 - 2) Straps can only be welded up to 6" onto the bumper and 6" onto the core support.
 - 3) Straps may not be connected to each other.

16) HOODS

- a) No sliding hood forward. Must be in the stock location.
- b) Hood cannot be welded to the bumper.
- c) If the hood is not operational due to welding or the use of more than 4 bolts, approximately 80% of the Hood area must be removed. Filler may be used but restricted to 3/8" round bar or 1 1/2" by 1/8" thick flat metal strap.
- d) If a hood is operable, it must have a minimum 16" diameter hole cut over the carburetor for fire extinguishing. Hoods can be chained or bolted (no larger than 1" bolts, or 3/8" chain); if bolted must use angle iron. Maximum of 4 bolts or chains. If two pieces of angle iron are welded on top of the hood and fender to bolt the hood, they cannot be longer than 8" or larger than 2" by 2" angle 1/4" thick. If chains are used, they may be single looped around the bumper and no larger than 3/8".
- e) (2) All-thread (one per side) with a maximum diameter of 1" may be used under the following stipulations:
 - 1. All-thread **MUST** be located immediately in front of, behind, or passing through the radiator core support.
 - 2. All-thread can be welded to or bolted through the front frame without adding any metal.
 - 3. All-thread holes may be reinforced with plate material or large washers. Plate material can **NOT** exceed 4" x 4" square and 3/16" thick. Washers can **NOT** exceed 4" diameter.

17) TRUNKS

- a) There must be a 12" access to the trunk area for inspection. Filler may be used, but only 3/8" round bar or 1 1/2" by 1/8" thick flat metal strap.
- b) Drivers are allowed (2) All-thread (one per side) up to 1" in diameter in the location of their choice under the following stipulations:
 - 1) All-thread can be welded or bolted to or through the rear frame with no added metal.
 - 2) All-thread holes may be reinforced with plate material or large washers. Plate material can **NOT** exceed 4" x 4" square and 3/16" thick. The washer can **NOT** exceed 4" diameter.
- c) No welding trunk to bumper.

18) FRAME

- a) Broken or cracked frame rails may be welded, and up to 20 inches of reinforcement plating per frame rail will be allowed.
 - 1) Plates can NOT exceed 1/4" thick. Must have a means to verify the thickness of the patch material.
 - 2) Plates can NOT be taller than the car's frame.
 - 3) Plates can NOT exceed 10" in length
 - 4) Plates must be at least 3" away from any other plates.
 - 5) All frame plates **MUST** be painted Red. This is **MANDATORY**.
 - 6) Plating cannot be connected to the bumper.
- b) Any vehicle with a "Y" or split-frame immediately behind the front bumper can have one of these 3 options:
 - 1) The "Y" may be pinched or squeezed closed. The closed "Y" may be seam-welded with no additional metal.
 - 2) The frame "Y" can be plated per the rules above (this counts against the total plate allowance).
 - 3) If not welded, a maximum of (2) bolts may be used per side running horizontally (side-to-side) through the "Y portion" to prevent it from spreading (3/4" hardware).

19) RADIATORS

- a) If used, it must be in the original location.
- b) All coolant must be inside the engine compartment.
- c) No spray foam ballasts/fill.

20) TRANSMISSIONS

- a) Coolers are acceptable but must be mounted in the rear seat area.
- b) Must remain in original style mounts. Reinforcing with additional brackets is not allowed. A 2" square tube may be used as a transmission cross member if the original is not available.

21) ENGINES

- a) Engine swaps from other vehicle brands are allowed.
- b) Full engine cradle and distributor protector will be allowed
 - 1. Neither can be within 4" of sheet metal, or sheet metal must be cut out.
 - 2. Neither one can come in contact with the dash bar. The cradle must be a minimum of 4" away.
 - 3. If either one is excessive, it will be cut.
- c) For 03+ Crown Vics, only 1980-2002 Crown Vic cradles allowed. You are only allowed to butt weld to cradle in between frame rails with no additional metal. The cradle must be mounted between factory frame bolt holes used for aluminum cradle.
- d) If no cradle is used, then four 3/8" chains with no-welded links or cable, or two 2 1/2" x 1/4" straps, or two 2" x 2" x 3/16" angle iron may also be used to secure the engine. One chain link may be welded to the frame, or if a strap or angle iron is used, no more than two inches may be welded to the frame.
- e) Attachments may not be more than 4" ahead of or behind the engine block.
- f) Pulley protector is allowed if the stabilizer bar is removed.
- g) Fabricated distributor protectors are allowed with a maximum of a 3/8" plate.
- h) Carb halos are allowed with a maximum of 1 1/2" pipe or tubing, but they can NOT extend outside the valve covers. They may attach to the intake, heads, or distributor protector.

22) REAR ENDS

- a) Any braced rear ends may be used.
 - 1. Nothing can extend more than 4" from the axle housing or interfere with the way a frame might bend

23) SUSPENSION

- A. A chain may be used to travel through the coil and around the axle for safety only. The chain cannot be welded to the axle and must have slack in it.
- B. Spring spacers, welding of shocks, or airlifts will not be allowed.
- C. Do not reinforce or modify the front A-Arms. They must be a direct bolt-on with no modifications for installation.
 - 1. You can use either a chain or plate to tie your A-Arms down.
 - 2. If using a plate, a total of 2 plates per upper A-Arm. This means one on each side of each upper A-Arm. The plates can be no larger than 3" x 3" x 1/4" plate to weld down your A-Arms, and the plates must be square in shape. Any larger plate may be cause for immediate disqualification.
 - 3. If using Chain, a total of 2 chains per upper A-Arm. This means one on each side of each upper A-Arm. You can use no more than 7 links of 3/8" standard chain. Only the end links can be welded to the frame and A-Arm.
- D. Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be factory location of the car you are running. 2" arch one direction from the center of eyelet to eyelet.
- E. Leaf spring conversions will be allowed on Non-leafed cars in one of two ways:
 - 1. Follow the same rules in rule 23)D. above
 - 2. or can have 22" long 1/4" Humplates on non-leafed cars.
 - 3. Choose **ONE** option. **NOT** both. Call with questions.

- F. If converting a coil car to leafs, the front mount for leafs must use factory lower trailing arm brackets on the frame.

24) Windshield/Rear Window Openings

- A. For safety, all windshield openings **MUST** have (2) bars welded vertically in front of the driver.
- B. For safety, rear window openings **MAY** have up to (2) bars. If equipped, the front bar connection shall be welded to the halo bar, and the rear connection shall be welded to sheet metal not to exceed past the rear axle. Bars cannot exceed 6" in diameter.

25) WHEELS/TIRES

- a) Air-filled tires only.
 - b) No dual wheels or split rims.
 - c) No studded tires on drive axle.
 - d) Wheel weights must be removed.
 - e) No homemade or reinforced wheels.
 - f) Full wheel centers are allowed.
 - g) Valve stem protection is ok.
- 26) When repairing damaged cars, no material stronger than what you are repairing is to be used. Excessive welding (over 1/2" or more than 2 passes), re-skinning, and any excessive use of material are deemed reinforcement and not permitted. All chains must have slack.
- 27) No ballasts, stuffing, or spray foam of any kind will be allowed in any part of the vehicle, including: tires, inside of doors, fenders, hoods, around radiators, bumpers, frame, or other areas.
- 28) All wheel weights must be removed.
- 29) Air conditioning units left on any car must be discharged.
- 30) A large number must be painted on the front car doors and top, and must be legible enough to be seen from a distance.
- a) The number must be in contrast colors from the background. No graphics can interfere with reading the number.
 - b) A fin plate alone will not meet these requirements.
- 31) Cars must remain stock unless otherwise noted in the rules. **If it's not in the rules, it does not mean you can do it. Call for clarification.**

Contact Clint at 307-351-1039 or Kurt at 307-359-3140.