

FAIR DEMOLITION DERBY RULES & REGULATIONS - 2018

OLD IRON/ANY YEAR - NO PROTECTOR

General: All entrants must be 18 years or older. The Agricultural Society providing this event, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will not be held responsible for any injuries or damage of cars, participants, mechanics, or car owners.

Any protest must be done 10 minutes prior to 1st heat by a driver of that class. A protest fee of \$150.00 must be paid before action. Vehicles must pass inspection before the beginning of the first heat.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection, long sleeve shirt, pants and closed toe shoes. Seat belts are required in all vehicles.

Driver door must be painted white. All cars must have brakes before inspection.

CAR QUALIFICATIONS: Any year car permitted, except for 1973 and older imperials. This class is designed for the lesser desired cars (Monte Carlo, Chrysler Y framers, Regal, Non 74-76 GM sedans, Pontiacs, Buicks, LTDs, Lincolns, Cadillac's, etc. This is an opportunity to run these "less desired" cars and be equally competitive with the wagons, 74-76 sedans. 80's & Newer permitted, must follow 80s – No Protector rules.

ENGINE:

- Full engine cradles, distributor protectors, header protectors, carburetor protectors, mid-engine plates, skid-plates are NOT permitted. Oil pans may be plated, but must remain within 1-in. of original size.
- Only a lower/front engine cradle and pulley protector is permitted. May not reinforce or strengthen the car in any way. Must be a minimum of 1-in. from sway bar.
- Engine swaps are permitted (Ford to GM, GM to Chrysler, etc). Engines must be mounted to the factory K-member/cradle only. Aftermarket engine mounts are permitted.
- Stacks/Headers are permitted. Electrical components may be bypassed with mechanical.
- May weld, wire, bolt or chain the engine mounts to the K-member only. No chains to frame rails.

TRANSMISSION:

- Aftermarket shifters and transmission coolers ARE permitted. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler lines and cooler must be covered to protect driver from rupture.
- Cooler boxes and fans may not be connected to any of the body bolts or hardware. May not be used to strengthen car in any way.
- Slider/telescoping driveshafts ARE permitted.
- Transmission protectors, transmission braces, aftermarket bellhousings (steel or aluminum), aftermarket tailshafts, skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 2"x 2" transmission cross member or stock cross member may be used. Fabricated cross members must run straight across frame. A mounting bracket can be welded to center frame section, not to exceed 6-in. maximum length.

REAR-END:

- Any factory 5-lug automotive/passenger car rear-end housing is permitted. Pinion brakes ARE permitted. Internals, gears and axles may be or upgraded. Rear-end housing may NOT be reinforced in any way.
- Rear-end braces, aftermarket axle tubes/housings, axle protectors, oversized bearing ends or any other housing reinforcement is NOT permitted.
- Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rearend for

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- Stock automotive wheels only. Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted. Small, multi-lug wheel centers are permitted. Valve stem protectors are permitted.

ANY QUESTIONS CALL BILL MARETT @ 419-681-6121
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FRAME, SUSPENSION & STEERING:

- FRAME MUST BE 100% STOCK. Tilting, cold bending, plating, seam welding, reshaping of frame is NOT permitted. Only modifications stated below are permitted.
- No aftermarket, low friction or screw-in style ball joints permitted. Must be an OEM stock or stock equivalent 80's and newer components. Ball joints may be welded in place, attachment of the ball joint to the a-arm may only be ½-in. larger than the ball joint.
- Front suspension may be solid. If welded, a maximum 2"x3"x1/4" plate is permitted on front AND rear of each upper A-arm, for a total of (4) 2x3-in. plates per car. No reinforcing of the a-arms.
- Bottom A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Must run factory front suspension and steering components. No aftermarket or reinforced spindles, wheel hubs, a-arms, tie-rods, center link or ball joints.
- Aftermarket steering columns ARE permitted. Aftermarket tie-rod ends, bodies and heim joints are NOT permitted. Steering components must be factory components. No truck components.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past the very front side of the original front core support mount. No shortening of the rear frame rails.
- Rear suspension may NOT be solid. No all-thread or solid shocks. Must have bounce. Coils spring swap and/or coil spacers are permitted. A limiter strap or chain from rearend to frame may be used to set rear frame height, (no welding of chain or limiter strap to the frame rails).
- Hump plates are NOT permitted. A chain may be attached between the humps/frame to prevent rear frame rails from hitting tires. A single chain link/bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. on the frame. Creasing/hammering of the humps IS permitted.
- Bottom of rear bumper & frame must be at least 15-in. off ground.
- Front sway bars may only be attached using the factory brackets/mounts. Absolutely no welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- Leaf sprung cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X ¼-inch thickness. No modifications to the hangers, shackles, or frame mounts.

DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-in. pipe, square tube, channel, etc. One bar may be located behind the driver's seat, across dash, and connecting bars along driver and passenger doors. Side bars may NOT be inside of doors.
- The cage bars may be attached to the sheet metal only, with a maximum 8"x8"x1/4" plate. Cage may NOT be attached to frame or floor. No down bars or kickers in any direction. If the cage bars are not welded securely, they must be removed in order to participate. This is a safety concern.
- A roll over bar is permitted. May NOT be attached to frame or floor.
- The bar behind the seat, side bars and roll over bar can be no further back than where the floor steps up for the rear seat area. Anything past will be cut off, including roll over bar.
- A gas tank "HOLDER" is permitted. Holders may be attached to the floor OR cage. The holder and tank protection may be up to 24-in. wide and must be 5-in. away from ALL sheet metal on ALL cars, including the rear speaker deck and window bar. This rule is to protect the fuel tank, not to prevent the rear of the car from bending.
- Firewall may be cut-out for engine/distributor clearance. The top of the firewall may be welded to the dash bar in two locations, using 2x2-in. tubing/angle/pipe. This is to support the firewall, if cut for distributor clearance.
- Large holes in the fire wall should be covered for driver protection.
- Floor mounted brake pedals and gas pedals ARE permitted. Must be 5-inches away from body mounts and hardware. May not be used to strengthen car in any way.

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BODY:

- Must remain stock. Body panels may be pinged, creased, or hammered. No doubling of body panels.
- Body bolts may be replaced with maximum ½” bolts and 3-in. washer on top of body. Bolted to topside of frame only. A standard washer may be welded to the frame at body mount locations to reduce hole size.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location. Body cannot be bolted directly to frame. If additional body spacing is required for engine/transmission/fan clearance, steel spacers may be used at firewall, must include a rubber mount. No welding of spacers to frame.
- Core support risers ARE permitted. Maximum 2x2-in. material and 6-inches tall. Riser may be welded and/or bolted to original core support frame mount only. Core support riser must STOP at bottom of core support. Riser may not be welded to core support.
- Doors may be bolted, chained, wired or welded in (6) locations per door. If welded, plates to be a maximum of 4”x4”x1/4”. Only the driver’s door may be fully welded/reinforced, may not extend more than 3-in. past driver’s door seams.
- Trunk may be bolted, chained, wired or welded in (10) locations. If welded, plates are to be a maximum of 4”x4”x1/4”. Trunk must be in original position. No V-ing, U-ing, or wedging of the trunk deck. Quarter panels must remain at stock height. Rear half of deck lid may be folded inside, but may not be attached to anything.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts will be permitted in the hood and trunk deck to bolt skins back together around holes. No welding of inner and outer panels.
- The hood must be wired, chained or bolted. May be secured in (6) locations. Two locations may go through the core support mount to the frame. Maximum 5/8” all thread and 3-in. washers. A 2x2x2x¼-in. angle can be welded to hood and fenders for bolting purposes.
- An air conditioning condenser OR sheet metal, metal mesh, expanded metal, or similar (1/8-in. THICK MAX) may be BOLTED across the front of the core support to help hold radiator in place. Must be located inside of the frame rails only. Anything thicker than 1/8-in. will be removed. No other metal may be added onto, inside or across the core support. **AGAIN, ANYTHING THICKER THAN 1/8-INCH WILL BE REMOVED.**
- No inner body seam welding for any reason. Only the top of the driver’s door panel may be welded.
- Must have one front window bar, chain, wire to prevent hood from entering driver’s compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2x2-in. material.
- May have one rear window bar, chain, or wire. May only be attached to speaker deck and first 6-in. of the roof. Maximum 2”x2” material. May not be attached or connected to roll over bars or gas tank holder/protector.

BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- Front & rear bumpers must be mounted in one of the following two methods.
 - Option 1:** Hardnosed. Bumper may be welded directly to frame. A 8x8x¼-in. plate may be welded to the frame, and bumper welded to the plate. The 8x8x¼-in. plate must be used between bumper and frame, to attach bumper. NO internal bumper shocks or external shocks/brackets may be used in this method.
 - Option 2:** Bumper may be welded to the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2-in. from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware. Unibody Chrysler cars can weld the first 2-inches of the bumper shock to the side of the frame.
- **NO LOADED BUMPERS.** Absolutely no adding of ANY metal to the bumper. Do not cover/plate any of the vent holes or turn signal holes. No modifications to the bumper, shocks or brackets are permitted.
- Front bumpers may be seam welded. External seams only. Absolutely no welding permitted inside of the bumper.
- Ends of the bumpers may be trimmed & capped (1/4-in. thickness max) or folded & welded. Must be able to see into the ends of the bumper. A 2x2-in. hole must be cut into the ends of the bumper if enclosed.

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GAS TANK & BATTERY:

- Battery must be relocated into the driver's compartment. Must be securely fastened & covered BEFORE inspection. May be mounted to cage OR floor. Holder may not strengthen car in and way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE.
- All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell, etc may be used. Must be located in the back seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have on & off switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. (A small dimple or bubble does NOT warrant a fix-it-plate. This is for significant damage only). A pre-ran car should not and will not be harder than a fresh car.
- May have (2) fix-it-plates per side, if needed. Plates to be no larger than 4"x4"x1/8".
- Must be welded on the outside of the frame. Do not cut open the frame or crush box to weld the fix-it-plate.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run. Any questions, CALL FIRST.
- Pulling the front end back down after it has bent up is permitted. Must be pulled down back to factory location. BE CAREFUL! If pulled down to far, it will be considered cold bent or tilted and the fix it plates/welding will be cut in order to run.

ALL ENTRIES WILL HAVE 1 CHANCE FOR REINSPECTION. IF YOU DO NOT PASS INSPECTION 2ND TIME YOU WILL BE PLACED INTO THE WELD CLASS OR WILL FORFEIT YOUR ENTRY & NO REFUND!!!!!!!!!!

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