

FAIR DEMOLITION DERBY RULES & REGULATIONS 2024

FULLSIZE CAR - NO PROTECTOR

General: All entrants must be 18 years or older. Neither Fair Derby or associates, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will be held responsible for any bodily injuries or damage of cars, participants, spectators, mechanics, or car owners.

A protest must be done 10 minutes prior to 1st heat by a driver of that class. A fee of \$150.00 must be paid before action. The protestor will choose two spots to be re-inspected, scoped and/or drilled as necessary.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver(s) 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.

All cars must have a seat belt and working brakes before inspection.

CAR QUALIFICATIONS: Any year car permitted, except for 1973 and older imperials & imperial subframes.

IF CAUGHT PLATING OR LOADING THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR THAT EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS HAVE BEEN REMOVED.

ENGINE:

- Full engine cradles, distributor protectors, header protectors, carburetor protectors, belly bars, mid-engine plates, skid-plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- A lower/front engine cradle, pulley protector and transmission adapter plates are permitted. Components may not reinforce or strengthen the car in any way. Must be a 1-in. separation between pulley protector and sway bar. Transmission adapter plate is permitted, may be a maximum of 3-in. larger than the bellhousing.
- Engine swaps are permitted (Ford to GM, GM to Chrysler, etc.). Engines must be mounted to the factory K-member/cradle only. Aftermarket and heavy-duty engine mounts are permitted.
- May weld, wire, bolt or chain the engine mounts to the K-member only. No chains to frame rails.
- 2003 and newer fords may have (1) a fabricated engine mount on each frame rail or (2) a simple bolt in engine cradle.
 1. The fabricated mounts may have a maximum length of 6-in. along the frame. The fabricated mounts may only be attached/welded to a single side of the frame (inside, top OR bottom). The fabricated mounts on the driver and passenger sides of the frame may NOT connect to each other and must be separated by at least 4-inches. The factory aluminum cradle must remain in factory location and may NOT be reinforced or strengthen in any way. No adding of any metal or aluminum to, or around the factory cradle other than specified above.
 2. The bolt-in cradles can only be attached to factory hardware mounting locations. Bolt in cradles may not be welded to frame at all.

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 associated hardware. May not be used to strengthen car, body or body mount locations in any way.
- Slider/telescoping driveshafts ARE permitted.
- Transmission protectors, transmission braces, belly bars, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Aftermarket aluminum or **steel** bellhousings are permitted. This is to help with broken bellhousings, not to strengthen the car.
- Maximum 2x2-in. transmission cross member or stock cross member may be used. Fabricated cross members must run straight across frame. A mounting bracket (maximum 3x3-in. angle) can be welded to frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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FRAME, SUSPENSION & STEERING:

- **NO SEAM WELDING OF THE FRAME OTHER THAT SPECIFICALLY STATED IN THE RULES. If additional seams are welded, the seam welds will be torched through the frame (1-in. one/off pattern).**
- **NO PAINTING OF FRAMES. We will not inspect the car until the paint is removed.**
- Front upper a-arms may be welded to set the front suspension height. A-arms may be welded to the frame using (2) plates per upper a-arm. (4 plates per vehicle). Maximum plate size is 2x4x1/4-in. **Plates must touch the a-arm.** No reinforcing of the a-arms. Lower A-arms may not be welded to frame. No tubing or all-thread shocks.
- 2003 and newer fords: May use 2x2 tubing in place of the factory coil overs/struts. Must be a straight piece and in the factory position.
- 2003 and newer fords: Must use the factory upper a-arms **or F-150 direct bolt-on upper a-arms**, lower a-arms, steering rack, and aluminum cradle. Aluminum spindles may be changed to another car spindle.
- Must run factory automotive front suspension components. No aftermarket or reinforced spindles, wheel hubs, a-arms.
- Ball joints must be a passenger car OEM stock or stock equivalent. Ball joints may be welded in place, attachment/adaptor of the ball joint to the a-arm may only be 1/2-in. larger than the ball joint. Screw-in ball joints are permitted.
- Aftermarket steering columns ARE permitted. Aftermarket tie-rods, bodies and heim joints are permitted.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may NOT be shortened, front or rear. Front frame may be squared off to mount bumper. Front frame length must remain 2-in. in front of original radiator support mounting hole (center of hole). No relocating core support frame mounts. **DO NOT PUSH THIS, THIS IS ONE OF THE CARDINAL RULES.**
- Rear suspension may be solid. Maximum 1-in. all-thread OR 2x2 tubing may be used to set rearend height. Pieces must be straight and vertical. Must be installed at factory coil spring OR factory shock absorber location. No reinforcing the rearend or frame. Maximum 3-in. washer/plate for attachment to rearend and package tray.
- A chain may be attached between the humps to prevent rear frame rails from hitting tires. A single chain link or bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. to frame.
- Rear bumper and frame (measured at bottom of rear bumper/frame) must remain 13-in. above level ground at all times (fresh or pre-ran). Do not pull the rear suspension down after the bumper rolls.
- Front sway bars may only be attached using the factory brackets/mounts. May be bolted to the lower a-arm. No welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- All cars may be tilted or cold bent in a single location.
- Leaf spring cars must have the 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 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts. No built leaf spring packs. You will get LOADED if you change/modify leaf packs.
- A hump plate, above the rear-end is permitted. Must be welded to the outside (side) of frame. Hump plates may be a maximum of 20x6x1/4-in. on all Fords and 24x6x1/4-in. on GMs and Chryslers. Hump plate must be centered within the hump (front to back) and must remain 2-in. away from rear-end and any associated brackets. Hump plate may not be connected to the body. **IF HUMP PLATE IS THICKER THAN 1/4-in. THE ENTIRE HUMP PLATE WILL BE REMOVED. We will drill and measure to verify.**
- All GM cars may weld the top seam of frame from the very front edge of the upper a-arm bracket to the front bumper. A single pass of weld, no wider than 1/2-in. wide.
- FRAME MUST BE 100% STOCK. Plating, seam welding, adding of metal to the inside or outside of frame, hammering or reshaping of frame (front or rear) is NOT permitted. Other than what is specifically stated above.

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- Small & large multi-lug wheel centers, valve stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Tire protectors/bead locks (inner or outer) are NOT permitted.

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BODY:

- Body swap is permitted. No crossing between old iron and 80's. Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each fender/quarter.
- Body bolts may be replaced with 1/2-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to top of frame at body mount locations to reduce hole size. Body may be bolted to topside of frame only. Max 3-in. body washers.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location. If additional body spacing is required for engine/transmission/fan clearance, steel spacers may be used at firewall, but must include a rubber mount. No welding of spacers to frame.
- Core support risers ARE permitted. Maximum 2x2-in. material and 10-in. tall. Must run straight up and down. Riser may be welded and/or bolted to original core support frame mount only. Core support riser must STOP at the bottom of core support. Riser may not be welded to core support. A rubber body mount is not required.
- Doors may be bolted, chained, wired or welded. May be welded on a 5 on/5 off pattern using 3-in. wide x 1/4-in. thick plates. Only the driver's door may be fully welded. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams.
- Trunk/tailgate may be bolted, chained, wired or welded to adjacent sheet metal. May be welded on a 5" on/5" off pattern using 3-in. wide x 1/4-in. thick plates. Quarter panels must remain at stock height. Trunk/tailgate may V-ed or dished a maximum of 12-in. (measured from stock quarter panel height). Rear half of deck lid/tailgate may be folded inside but may not be attached to anything.
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Decklid may be welded to quarter panels only. Quarter panels may be re-attach to the floor where cut.
- Pre-ran station wagons may be sedagon. Roof must remain at or above the factory quarter panel height. May attach roof to quarter panels/tailgate in 8 locations with two strands of 9 wire per location. If welded, plates size of 4x4x1/4-in.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the 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 1-in. all-thread and 3-in. washers. A 2x2x2x1/4-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. May be no wider than the inside of frame rails and no taller than height of core support. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED. No other metal may be added onto, inside or across the core support.
- 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. Maximum 2x2-in. material. Must be 2-in. away from roof sign and all gas tank protector, cage and rollover bar materials. May only be attached to the first 6-in. of the roof. **The window bar may not attach or extend past, onto or over the trunk deck. If speaker deck is removed or there is no speaker deck (wagons), the rear window bar may not extend past the floor hump over the rearend. Mounting plates may be a no larger than 6x6x1/4-in.**
- 2003 radiator mount/core support and associated brackets may not be welded to the frame. Must be bolted in factory location. May use a one-piece core support (2002 and older) OR the 03 lower radiator bracket, NOT BOTH.

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REAR-END:

- Any factory 8-lug or 5-lug rear-end housing is permitted. Pinion brakes are permitted. A bridge to mount upper trailing arm mounts and/or pinion brake may be welded to the rearend. Internals and axles may be upgraded.
- **Rear-end bracing is permitted. Bracing may not be used to strength frame or body in any way. No axle savers permitted. Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rearend for mounting purposes only.**
- **Trailing arms may be reinforced or 2x2-in. square tubing. Trailing arms must remain straight, no contouring or angling. No welding of trailing arms to frame or hump plate.**
- 98 and newer FORDS may change watts rearend brackets. Watts conversion brackets are permitted. Lower trailing arm frame mounts may be no larger than 4x6x4-in. welded to the inside (side) of frame. Upper conversion brackets may only attach to package tray of frame and may not be bolted to the body or attached to the frame rails in any way. Conversion brackets must be 3-in. away from the frame rails.

DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- **A gas tank protector is permitted, maximum of 32-in. wide. Gas tank protector shall be attached to rear cage bar. The gas tank protectors and halo may extend to the front edge of the package tray and speaker deck (no gap is required), may not modify the floor or speaker deck to extend gas tank protector past these points. The rear part of the gas tank protector maybe attached (bolted or welded) the front part of package tray at two points (max attachment per point is 2-in.). All protector and halo components must be a minimum of 2-in. away from the rear window bar and roll over bar. Gas tank protector/halo may not be attached to the rollover bar.**
- May have (2) down bars which attach the cage to the frame. Down bars may be a maximum 2x2x1/4-in. square tubing. Down bars must be located anywhere between the firewall body bolts and B-pillar. Down bars must be straight up and down, no angling or contouring. A maximum 6-in. long gusset is permitted at connection point of cage to down bar.
- Firewall may be cut-out for engine/distributor clearance. The top of firewall may be welded to the dash bar in two locations, using a straight piece of 2x2-in. tubing/angle/pipe. The metal must run straight up and down.
- Aftermarket brake/gas pedals ARE permitted. Must be 2-inches away from body mounts, plates and associated hardware. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.

BUMPER:

- Any year factory automotive bumper may be used on front & rear. Factory bumpers may be loaded on the inside and must have a front and back skin. Bumpers may be seam welded.
- Manufactured and homemade bumpers are permitted. Maximum total height of 8-in. and a maximum total thickness (very front to very back) of 10-in. No sharp points or edges. The center point and any point must be tapered over 24-in. **No manufactured Chrysler Pointy bumpers. NO FLIP/WEDGE BUMPERS ON THE REAR.**
- Front & rear bumpers must be mounted in one of the following two methods.
 - Option 1:** Hardnosed. NO internal bumper shocks or external shocks/brackets may be used in this method. A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x1/4-in. plate. The plate must be located between bumper and frame.
 - 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.
- Either option may use (2) 4x4x1/4-in. plates per frame rail to assist in mounting the front bumper to frame. Plates must connect to the bumper and may not replace the factory core support mounting bracket/plate.

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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 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 an "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 fresh and pre-ran cars. Plates to be no larger than 4x4x1/4-in. (square). This applies to all shows.
- All cars fresh and pre-ran cars may have (2) fix-it-plates per side (4 total).
- There must be a 1-in. gap between adjacent fix-it-plates and any associated welds. Must be a 1-in. gap between any fix-it-plate and the 4x4-in. bumper mounting plates.
- Must be welded on the outside of the frame with a single 1/4-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- If the frame bends and another fix-it-plate is needed, one of the original fix-it-plates must be removed completely.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. Must prove rust. If additional repairs are needed, please call for clarification.

ALL ENTRIES WILL HAVE 2 CHANCES FOR RE-INSPECTION.

IF YOU DO NOT FULLY CUT/MODIFY AS INSTRUCTED, YOU WILL BE CHARGED ANOTHER ENTRY FEE.

DO NOT PLAY GAMES. IF YOU WASTE OUR TIME IT WILL COST YOU \$\$\$\$

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