

FAIR DEMOLITION DERBY RULES & REGULATIONS – 2026

YOUTH COMPACT/MIDSIZE CAR- LIGHT WELD

General: All entrants must 10 to 16 years old. Neither Fair Derby, 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.

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. 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.

IF CAUGHT PLATING OR LOADING THE FRAME OR BODY, THAT CAR WILL BE DISQUALIFIED FOR THAT EVENT AND THE REMAINDER OF THE SEASON.

ACCEPTABLE CARS:

- Any front wheel or rear wheel drive compact or mid-size car. No full-size models permitted.
- Maximum wheelbase is 112.5-inches. Call if you need clarification on a specific car.
- Maximum 6-cylinder engine (factory equipped).
- No full frame cars.

FRAME:

- 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 in these rules.
- The front sub-frame/K-member mounts may be bolted solid OR welded to body with a 3x3x1/4" plate. If bolting sub-frame to body, the mounts must be same size as original mounts.
- Notching of frame rails is permitted. **NO PRE-BENDING THE BACK END OF FRESH CARS.**

ENGINE/DRIVELINE:

- Engine swapping is allowed. Aftermarket and modified engine mounts permitted. Engine mounts must use factory k-member locations. Electrical components may be bypassed with mechanical. Headers to exit straight up through the hood. Simplified wiring harnesses are permitted. Header protectors are permitted as long as it does not strengthen the car in any way.
- No engine cradles, distributor protector, carb halos, slider/telescoping driveshafts/axles, transmission protectors, braces or aftermarket bellhousings permitted.
- May relocate electrical components into the driver's compartment. Spray foam around the computer is permitted AFTER inspection.
- Rearend housings may not be reinforced.
- RWD cars must have a factory 5-lug rearend.

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires permitted.
- Stock automotive wheels only. Small multi-lug wheel centers, valve steam protectors and a lip/bead stiffener (max. 1-in. wide) are permitted. No full wheel centers, tire protectors, bead locks permitted.
- Small solid forklift tires are permitted on the rear axle.

Direct questions to: BRANDON HAULER @ 419-681-1459

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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 any way.
- The factory fuel tank may remain in the original position. The entire tank **MUST** be located **IN-FRONT** of the rear axle. May only have ¼ tank of fuel if utilizing the factory fuel tank.
- An aftermarket fuel cell or custom metal tank is **HIGHLY RECOMMENDED**. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. If a fuel cell is utilized, the original tank must be removed or completely drained of fuel
- Electric fuel pump may be used, must have an “on & off” switch clearly marked on the dash. No leaking fuel systems, tanks for fittings.
- Fuel tanks must be covered and securely fastened before inspection. **NO PLASTIC TANKS** or stock tanks inside the car.

DRIVERS COMPARTMENT:

- Driver's compartment may have a 4-point cage. (1) bar behind seat, (1) bar across dash & (1) connecting bar along the driver and passenger sides. **Side bars can extend from the firewall to the front edge of the rear seat/kick panel.** Maximum material size is 4x4-in. or 2x6-in. Cage materials, plates and associated gussets may NOT be attached to floor or frame and must remain inside the driver's compartment. No down bars or kickers in any direction.
- Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A rollover bar is permitted, may only be attached to cage bars and the roof.
- **A gas tank protector is permitted, maximum of 32-in. wide and no higher than top of doors/speaker deck. Gas tank protector may be tight against rear sheet metal (may not be welded, bolted or attached). Gas tank protector may not extend past the front edge of the package tray/speaker deck/rear axle hump. One gusset/brace (per side) may connect the gas tank protector and roof halo. The gussets/braces must be straight pieces and remain 5-in. away from all sheet metal.**
- Transmission/engine coolers ARE permitted. May not be used to strengthen car in any way. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler and lines must be covered to protect driver from rupture.
- Aftermarket shifters, gas and brake pedals **ARE** permitted. May not be used to strengthen car in any way.

SUSPENSION:

- 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. No reinforcing of the a-arms. OR may use 2x2-in. square tubing, 3-in. diameter pipe or all-thread as a strut tower to set the suspension height. May only use one of these options.
- **Rear suspension may be solid. FACTORY rear subframe must remain in stock location. Can use 2x2 tubing or angle for struts and control arms.**
- No leaf spring/coil spring conversions. Leaf spring vehicles must have factory/original leaf pack. No inverting of leaf springs, flat leafing or stiffeners. May have a total of (2) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- No fabricated or aftermarket steering/suspension components unless stated in rules. (a-arms, sway bars, rear axle cross bar, spindles, hubs, ball joints, etc).
- Aftermarket steering column and tie rods are permitted.

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BODY:

- 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 quarter panel/fender.
- Doors may be bolted, chained, wired or welded in (6) locations per door. If welded, plates to be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded/reinforced. Reinforcement may not extend more than 3-in. past driver's door seams.
- Only the top of the driver's door panel may be welded. No inner body seam welding.
- Trunks/tailgates may be bolted, chained, wired or welded in (8) locations. If welded, plates are to be a maximum of 4x4x1/4-in. Quarter panels must remain in original position. The trunk deck may be V-ed, dished, tucked, or folded. Trunk deck must remain at least 6-in. off all parts of the trunk floor. Quarter panels must remain at stock height.
- The hood must be wired, chained or bolted. May be secured in (6) locations, sheet metal to adjacent sheet metal only. A 2x2x2x1/4-in. angle can be welded to hood and fenders for bolting purposes.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over engine. (10) 3/8-in. bolts are permitted to bolt the skins back together around the holes. No welding of inner and outer panels.
- Radiator must be factory style radiator & remain in factory position. NO ANTIFREEZE.
- If the windshield is removed, a vertical bar, strap, chain or wire MUST be provided in the windshield area. Can only be attached to the top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x 1/4-in. thick strap.
- If front radiator support is repaired/rebuilt/replaced, maximum material dimensions is 2x2x1/8-in. angle. One vertical riser per frame rail, must terminate and be butt welded to the top of frame. A horizontal top may connect the vertical risers and front edge of fenders. All original material must be removed if 2x2x1/8-in. angle is added. Anything greater than 2x2x1/8-in. will be removed.
- 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 not be attached to any part of the frame/subframe. Must have 1-in. separation from frame/subframe. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED.
- One 2x2 rear window bar permitted. Can be welded to the roof with a 1/4 x3"x6" plate and speaker deck OR Floor directly above rear axle/below speaker deck and can also be welded to a 1/4 x3"x6" plate.

BUMPERS:

- Any year factory automotive bumper may be used on front & rear. Bumpers may be seam welded.
- **Rear bumper to remain factory automotive bumper.**
- Manufactured bumpers are only permitted on the front. A manufactured bumper is defined as a bumper equivalent to a factory passenger car bumper. Must meet the following dimensions.
 - Maximum total height of 8-in. Maximum total thickness of 10-in. (frontmost point to frame mounting point). No sharp points or edges. The center point must be tapered over 24-in. Maximum 1/4-in. material thickness.
 - A straight/flat/hollow piece of tubing. Maximum dimensions of 6 x 4-in. by 1/4-in. thick.
- Ends of the bumpers may be trimmed & capped (1/4-in. thickness max) or folded & welded.
- **Bumpers may be hardnosed to frame. Frames may be squared-off and capped to assist in mounting the bumper, may not cut frame past the front-most portion of the radiator support. No relocating of the radiator support. A single bumper plate (One per side) 4x10x1/4-in. or 2x2-in. tubing 10-in. long can be welded to frame to assist in mounting bumpers. Plates/tubing must connect to bumper and be welded onto the OUTSIDE of frame/subframe. All cars must have a 1-inch hole in the bumper plate or if using tubing can be below or on top of tubing. Hole must be in plate/tube and the frame.**

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FIX-IT-PLATES:

- **All fresh cars may have (2) fix-it-plates. Pre-ran cars may have (4) fix-it-plates. Plates to be no larger than 4x4x1/4-in. (square). Limited 9-wire will be allowed on pre-ran cars only.**
- There must be a 1-in. gap between adjacent fix-it-plates and associated welds. Must be a 1-in. gap between any fix-it-plate and the 4x10-in. Bumper 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.
- Rust may be repaired. Remove the rusted material/area, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

NO OTHER PHYSICAL/BUILD MODIFICATIONS PERMITTED.
IF NOT SPECIFICALLY LISTED ABOVE, IT IS NOT PERMITTED.

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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