

FAIR DERBY RULES & REGULATIONS - 2018

80S & NEWER – BONE STOCK

General: All entrants must be 16 years or older. Any entrant under 18 must have a notarized release signed by parent or legal guardian. 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.

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.

Seat belts are required in all vehicles.

All cars must have brakes before inspection.

This is a bone stock class with minor modifications permitted. Any 1980's and newer vehicle permitted. No checker cabs. Select 1977 & Newer models may be permitted if that same model/generation was manufactured in 1980.

Driveline

- No Engine Swaps. Must run stock engine and driveline components. Engine must be an engine available for that model and generation of car.
- No big or built motors. Electrical components may be replaced with mechanical. (Fuel injection may be replaced with carburetor). No aftermarket aluminum intakes.
- Aftermarket shifter and headers are permitted.
- No engine, distributor or transmission protectors of any kind. No engine cradles. No heavy duty engine or transmission mounts. Stock style rubber or similar material must be used. Engine/transmission mounts may be welded, chained or bolted to respective K-member/transmission cross-member only.
- Stock rearend must be used. May weld rearend to obtain posi traction. Do not swap or reinforce rearend housing. No aftermarket axles. A one piece driveshaft must be used, no sliding/telescoping driveshafts.
- No Ford 9", Chrysler 8.75, GM 10 or 12 bolt with bolt in axles, these did not come in 1980 and newer cars.
- No transmission or engine coolers.
- Stock automotive wheels only. A small wheel center may be welded to the wheel for multi-pattern use. No rim protectors, bead locks or other reinforcements permitted. Valve stem protectors are permitted.
- Any tire permitted. Must be air filled. No solid tires.

Interior

- May have a four-point cage to protect the driver. 4-in. maximum dimension. Must be welded securely to sheet metal using a plate no larger than 8x8-in. A roll over bar attached only to cage bar and roof is permitted. May not be attached to frame or floor.
- Original gas tank must be removed and replaced with a metal fuel cell, boat tank, etc. No plastic tanks! No original tanks! Fuel tank must be located in rear passenger seat area. Fuel cell must be securely mounted and covered. Fuel tank may be mounted to floor OR to cage bar behind the seat. All mounting brackets, gas tank protection, must be no wider than 24-inches and must be 5-inches away from ALL sheet metal.
- Battery must be relocated into driver's compartment, preferably the passenger floor board area. Must be securely mounted and covered. Only one battery permitted. Must have an ON/OFF switch clearly marked on the dash for any electric fuel pumps.
- Must run stock steering column and components. The bottom rag joint at the steering box may be eliminated or replaced.
- Aftermarket/floor mounted gas pedals and brake pedals are NOT permitted.

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Exterior:

- Any year front bumper is permitted. Rear bumper must remain a factory 80's and newer car bumper. No seam welding or adding of metal to bumpers.
- Front & rear bumpers may be welded or bolted. If welded, it must be performed as described below.
 - Option 1:** Hardnosed. NO BUMPER SHOCKS/BRACKETS. Bumper must be welded directly to frame. A 6"x6"x1/4" plate may be welded to cap off the end of the frame. The 6"x6"x1/4" 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 bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. Must be a 2-in. gap between end of frame and bumper. Bumper shock must remain in the factory position. No sliding the bumper shock further into the frame. No welding of the bumper shock to the frame. Must be bolted in factory position using factory bolts.
 - * **Unibody Chryslers** – May weld the first 2-inches of the bumper shock to the sheet metal frame.
- No replacing of body mounts. Don't even touch them. If body mount is rusted out, (2) strands of 9-wire may be wrapped around frame and body, no more than 6-in. away from original location. No additional body mounts permitted. If core support mount is rusted, replace with like materials, 1/2 bolt, no additional spacer (back to stock).
- 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. Top of doors may not be welded (except driver's).
- 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 remain in ORIGINAL position. No V-ing, U-ing, or wedging of the trunk deck or quarter-panels. Trunk may be folded in a 90-degree angle, folded section may not be welded or attached to trunk floor. Trunk deck must be factory for that car. Quarter panels must remain at stock height. An 8"x8" inspection hole must be cut in the trunk deck. Quarter panels may be pinged/creased.
- The hood must be wired, chained or bolted. May be secured in (6) locations. Sheet metal to sheet metal only. A 3-inch washer may be welded to sheet metal for wiring purposes. A 2x2x2x1/4-in. angle may be welded to the hood and fender for bolting purposes.
- Must have 9-wire, chain or a steel strap in the windshield to prevent the hood from entering the driver's compartment.
- Must run stock suspension components. Original A-arms, coil/leaf springs, spindles, ball joints, control arms, shock absorbers, etc.
- Front upper a-arms may be welded using a single 2x3-in. plate to pin up the front suspension
- No welding or modifications to the rear suspension, control arms, no spring spacers/stiffeners. If rear springs are worn, may have a 1-in. spacer between spring and frame OR between spring and rearend. This will keep the factory travel and stiffness of original equipment.
- If the rear car does not bounce easily by pushing on it with one hand, modifications were made and the car will not be permitted to run. DO NOT SWITCH OUT STOCK SPRINGS FOR STIFFER SPRINGS.
- No reinforcing or aftermarket tie rods. Must run factory original steering components (center link, tie rods, steering box, idler arm, etc).

Engines:

- This is not a motor swap class. This is not any GM engine to any GM car or Ford to Ford, etc.
- An unmodified, stock engine for THAT model/generation of car must be used.
- If any engines are felt to be modified beyond what a stock engine should perform, look like or sound like, the car will not pass inspection. (New gaskets, silicone, freeze plugs, paint, etc).
- We will identify these questionable cars to the participants during the drivers meeting. The drivers will decide if the questionable cars will participate.

QUESTIONS CALL BILL MARETT @ 419-681-6121 OR BRANDON HAULER @ 419-681-1459