

**FAIR DEMOLITION DERBY RULES & REGULATIONS - 2019**  
**80S & NEWER - 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 1<sup>st</sup> 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.

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

**1980's and newer vehicles permitted. No checker cabs or limousines. Select 1977 & Newer models may be permitted if that same model/generation/platform was manufactured in 1980.**

**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 1-in. separation between pulley protector and 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 and heavy-duty 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.
- 2003 and newer fords may have fabricated engine mounts on each side of the frame. The mounts may be 6-in. maximum length along frame. Maximum material thickness is 1/4-inch. 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 fabricated mounts may only be attached to the factory aluminum cradle engine mounts holes. The factory aluminum cradle must remain in factory location and may NOT be reinforced or strengthened in any way. No adding of any metal or aluminum to, or around the factory cradle other than specified above.

**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 tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 2x2-in. 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 frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.

**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  
BRANDON HAULER @ 419-681-1459

## FAIR DEMOLITION DERBY RULES & REGULATIONS - 2019 80S & NEWER - NO PROTECTOR

### 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. Rearend 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 mounting purposes only. May not be used to strengthen rearend.
- 98 and newer FORDS may change watts rearend brackets. Watts conversion brackets are permitted. Trailing arms may be reinforced or 2x2-in. square tubing. Lower trailing arm frame mounts may be no larger than 4x4x4-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. Brackets must be 3-in. away from frame rails.

### FRAME, SUSPENSION & STEERING:

- 2003 and newer fords are permitted. Must have factory (to that car) front a-arms, aluminum cradle, steering rack and pinion, brackets and hardware. The aluminum spindles may be changed to another 80's and newer, passenger car spindle. To do this, ball joints may need to be changed. Follow rules below.
- No aftermarket, low friction or screw-in style ball joints permitted. Must be an OEM stock or stock equivalent 80's and newer part. 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 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 2x3x1/4-in. No reinforcing of the a-arms.
- Lower A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Must run 80's & newer 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 80's and newer 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. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- 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/bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. on the frame.
- 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 spring 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 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.
- All cars (EXCEPT 2003 and newer fords) may be tilted or cold bent in a single location.
- A FLAT hump plate, over the rear-end is permitted. Must run straight across the hump (not contoured). Must be welded to the outside, (side) of frame. Hump plates may be 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 be at least 2-in. away from rear-end and any associated brackets. Hump plate may not be bent, shaped, rolled or connected to the body.
- 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 ½-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.

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## FAIR DEMOLITION DERBY RULES & REGULATIONS - 2019 80S & NEWER - NO PROTECTOR

### BODY:

- Body swap is permitted. Must remain 80's & newer and same make. 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 rear quarter panel.
- Body bolts may be replaced with 1/2-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to the frame at body mount locations to reduce hole size. Body may be bolted to top-side 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, 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 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 in only (6) locations per door. Two-door models can have (8) locations per door. If welded, plates can be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded. Driver's door may be plated, may not extend more than 3-in. past driver's door seams.
- Trunk may be bolted, chained, wired or welded in only (10) locations. If welded, plates are to be a maximum of 4x4x1/4-in. Quarter panels must remain at stock height. Trunk may V-ed or dished a maximum of 6-in. (measured from stock quarter panel height). Rear half of deck lid may be folded inside but may not be attached to anything.
- Must use the stock trunk deck for that car. Aluminum trunks 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 5/8-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. May only be attached to SPEAKER DECK and first 6-in. of the roof. May not touch the trunk deck. Maximum 2x2-in. material. May not be attached or connected to roll over bars or gas tank holder/protector.
- 2003 radiator/core supports, mounts and brackets may not be welded to the frame. May use a one-piece core support (2002 and older) or the lower radiator bracket. May not utilize both.

### 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 roof. Side bars, rear bar and roll over bar may not extend past kick panel at the front of the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank "HOLDER" is permitted. Holders may be attached to the floor OR rear cage bar. If attached to cage, the holder may be up to 24-in. wide and must be a minimum of 2-in. away from ALL sheet metal, including the roof, floor, speaker deck and window bar.
- Cage materials, gas tank holder, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction.
- 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 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. May be bolted to floor with maximum 3-in. washers.

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## FAIR DEMOLITION DERBY RULES & REGULATIONS - 2019 80S & NEWER - NO PROTECTOR

### BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- APPROVED manufactured bumpers may be used as a FRONT bumper. Must be straight across, no points/angles.
- 2003 and newer Ford, Lincoln, Mercury must use an 80's & newer Crown Victoria, Marquis, Towncar or Mark VI bumper on the front of the car. No manufactured bumpers on 2003 and newer models.
- 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 8x8x¼-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x¼-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.
- 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.
- 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 bumpers. A 2x2-in. hole must be cut into ends of the bumper for inspection purposes.

### 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 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 4x4x1/8-in.
- 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.
- Rust may be repaired. Remove rusted areas, replace with same thickness material. ½-in overlap on frame. 2-in. overlap on body.
- If additional repairs are needed, please call for clarification.

**ALL ENTRIES WILL HAVE 1 CHANCE FOR RE-INSPECTION. IF YOU DO NOT PASS INSPECTION 2ND TIME YOU WILL BE CHARGED ANOTHER ENTRY FEE OR WILL FORFEIT YOUR ENTRY WITH NO REFUND!**

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