

## FAIR DEMOLITION DERBY RULES & REGULATIONS 2025

### V8 Stock Class

**General: All entrants must be 18 years or older. Neither Fair Derby LLC, 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 1<sup>st</sup> 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.

**Any year CAR permitted. No imperials, imperial sub-frames or gm clamshell wagons.**

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

#### DRIVETRAIN:

- **Engine must remain make to make (Ford/Ford, GM/GM, Chrysler/Chrysler).**
- **Stock and comparable engines only. No "built", rebuilt or gm LS platform engines. No aftermarket aluminum intakes. Simplified harnesses permitted.**
- Engines and transmissions must be mounted using factory style, automotive engine and transmission mounts. No demolition derby aftermarket engine mounts permitted. Engine/transmission mounts may be welded, bolted, chained or wired to prevent tearing apart. Must be mounted to respective K-member/crossmember only.
- No engine cradles, distributor or transmission protectors of any type. No aftermarket aluminum intakes.
- Exhaust headers/stacks are permitted. Electrical components may be relocated into a safe location.
- The FACTORY STOCK rearend, for that car 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 aftermarket transmission or engine coolers. If factory equipped, coolers must remain under the hood.

#### FRAME, SUSPENSION & STEERING:

- 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.
- Rear suspension must bounce. Minimum rear bumper/frame height is 13-in. (measured at bottom of rear bumper/frame). May use bolt in/twist in coil spring spacers or stiffeners to help with worn springs.
- Must run stock suspension components. Original A-arms, leaf springs, coil springs, spindles, hubs, ball joints, control arms, shock absorbers, etc.
- Leaf spring cars must have factory/original leaf pack, clamps and hangers. No inverting.
- Must run factory original steering components (center link, tie rods, steering box, idler arm, steering column, etc.). No reinforcing or aftermarket tie rods. The bottom rag joint at the steering box may be eliminated or replaced.
- May cut/notch/dimple the rear frame rails to help roll. No pre-bending of fresh cars.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- Frames may be squared off to mount bumper. Frames must be 1-in. longer than the original factory radiator support mounting hole (center of hole). No shortening frames past this point. No relocating core support frame mounts/holes. No shortening of the rear frame rails.
- FRAME MUST BE 100% STOCK. Plating, tilting, cold-bending, seam welding, adding 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.

Direct questions to: MIKE HORMELL @ 419-656-4762 or BRANDON HAULER @ 419-681-1459

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#### BODY:

- No replacing of body mounts or bolts. If a body mount is rusted out, it may be repaired back to stock using stock hardware OR (2) strands of 9-wire may be wrapped around the frame and body, in a single location, no more than 6-in. away from original mount. No additional body mounts permitted.
- 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.
- Doors, trunk and tailgates must be bolted, chained, wired or welded shut. Maximum of (6) locations per door/trunk. If welded, plates may be a maximum of 4x4-in. A 3-in. metal washer may be welded to sheet metal for wiring purpose. The driver's door may be fully welded. Driver's door may be plated, not to extend more than 3-in. past door seams.
- Trunk/tailgate 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. Quarter panels must remain at stock height.
- 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 6 locations (wire or 4x4-in. plate).
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version if interchangeable.
- The hood must be wired, chained or bolted in (6) locations, adjacent sheet metal to sheet metal only. A 2-in. long piece of 2x2 angle iron can be welded to the hood and fenders for bolting purposes. A 3-inch metal washer may be welded to sheet metal for wiring purposes.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over the intake/carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes.
- An air conditioning condenser may be bolted across the front of the core support to help hold radiator in place. No other metal may be added onto, inside or across the core support.
- MUST have one front window strap, chain or wire to prevent hood from entering the driver's compartment. It can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x 1/4-in. thick strap.
- No rear window bars permitted.

#### DRIVER'S 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 rollover bar is permitted, maybe only be attached to the cage and roof. Side bars may be a 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 (front edge of rear seat). Anything past will be cut off or relocated, including roll over bar.
- A gas tank holder is permitted, maximum of 32-in. wide. Gas tank holder shall be attached to rear cage bar OR floor. Must be 5-inches from ALL sheet metal. If the gas tank holder is mounted to the floor, there must be a 5-inch separation between all cage components. Gas tank holders may not be attached, welded or bolted to any part of the frame or roll over 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.
- Aftermarket transmission shifters are permitted.
- Aftermarket, home-made, cage or floor mounted gas and brake pedals are permitted. May not be used to strengthen the car in any way.
- A factory/stock steering column must be used. No aftermarket steering columns.

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### 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 stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted. No full wheel centers, tire protectors, bead locks permitted.

### 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 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.

### BUMPER:

- 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 the 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.
- 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/bracket that is factory to THAT car. Bumper shock/bracket may be welded to prevent separating. If collapsed, the back of bumper must have a 1-inch gap from the end of the frame. Bumper shock/bracket may not be relocated or slide further back into/along the frame. Must be bolted in the factory position using factory hardware. May weld the first 4-in. of the bumper shock/plate to the side of the frame.
- **Any odd cars or front frames (70's Fords) please call for clarification.**
- May weld two 4x4x1/4-in. square plates to the outside of each frame rail to help secure the bumper to vehicle. These plates must touch the bumper and be welded on the outside of the frame.
- No modifications to the bumper shocks or brackets are permitted.

### 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 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.
- 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.
- Damaged/re-stubbed frames may have a 1-in. wide x 1/4-in. thick strap on the sides covering the welds.

**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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