

FAIR DEMOLITION DERBY RULES & REGULATIONS 2025

Engine Swap with Kickers

General: All entrants must be 18 years or older. 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.

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 full-size car (except 1973 and older imperials and GM clamshell/roundback wagons).

IF CAUGHT PLATING OR LOADING THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR THAT EVENT AND THE REMAINDER OF THE SEASON. IF YOU ROLL A CAR OVER BY SCOOPING, BOTH CARS ARE OUT.

DRIVETRAIN:

- Engine swap permitted. Any make, model, build and size engine permitted in any car.
- Engines must be mounted to the factory K-member only. Engine/transmission mounts may be welded, bolted, chained or wired to prevent tearing apart. A lower/front engine cradle is permitted. Engine mounts may be welded or replaced.
- 2003 and newer fords may have a simple bolt-in. cradle ¼-in. max (no welding permitted) OR fabricated engine mounts to the engine-side, side of frame. The fabricated mounts have a maximum length along frame of 4-in. Fabricated mounts on each side may not connect in the middle, must have 3-in. separation.
- Distributor protectors, transmission braces, aftermarket tail shafts, skid plates or belly bars are NOT permitted. Oil pans may be plated within 1-in. of original size. Aluminum ultra-bells are permitted.
- Maximum 2x2-in. transmission cross member or stock cross member must 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.
- Any factory 5-lug rearend may be used. No bracing or axle savers. Slider driveshafts are permitted. Simple watts conversion kits are permitted. Stock trailing arms or 2x2 tubing only.
- Engine and transmission coolers must be covered. May not strengthen car, frame or mounts.

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 roll over bar is permitted, may only be attached to the cage and roof.
- 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 protector is permitted, maximum 32-in. wide and no taller than top of doors/speaker deck. Gas tank holder shall be attached to rear cage bar OR to floor. Must be 5-inches from all sheet metal and frame components. If the holder is mounted to the floor, must be a 5-inch separation between all cage components. For wagons, protector must stop at the front most point of rearend 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.

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

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- May have two kickers (one per side) from dash bar to top of frame behind the front upper a-arms. Kicker to be a maximum 2x2-in. square tubing. The 2x2-in. end must be butt-welded to the top of the frame only. Kickers may not touch any part of the upper a-arm or extend past the rearmost point.
- Aftermarket shifters, gas and brake pedals are permitted. May not strengthen car/frame in any way.

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. 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-in. tubing in place of the factory coil overs/struts.
- Rear suspension may NOT be solid. No solid shocks/all-thread. Spring spacers or coil spring swap permitted but must have travel and movement. 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.
- Must use automotive suspension components (A-arms, spindles, hubs, ball joints, control arms, shocks, etc.). No aftermarkets.
- Must use automotive style steering components (center link, tie rods, steering box, idler arm, etc.). No reinforcing or aftermarket tie rods. The bottom rag joint at the steering box may be eliminated or replaced. Aftermarket steering column permitted.
- 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.
- Leaf spring cars must have the factory/original leaf pack to THAT car. No inverting of leaf springs. 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. You will get LOADED if you change/modify leaf packs.
- May cut/notch/dimple the rear frame rails to help roll. No pre-bending fresh cars. No hybrid frames.
- 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.
- A 4X6-in. hump plate, 1/4-in. max can be welded to the frame. Must be located on the outside-side of frame within 12-in. of the center of the rear hump.
- FRAME MUST BE 100% STOCK. Plating, tilting, cold-bending, 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.

BODY:

- A total of (6) body bolts (excluding the radiator core support) may be replaced with 1/2-in. bolts and a 3-in. x 1/4-in. thick washer. No welding of the washers to frame or body is permitted. Max 3-in. body washers. Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location, except core support. The other body mounts must remain factory.
- Radiator core support hardware can be replaced with 5/8-in. bolt/all-thread. A spacer is permitted between the frame and bottom or radiator support. Spacers may be steel, rubber or 2x2 square tubing, maximum height of 4-in. Must run straight up and down. Spacer/riser may be welded and/or bolted to original core support frame mount only. 5/8-in. all-thread is permitted through core support/frame/hood. **No angling of fenders to gain additional pre-load of front frame section.**
- 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 panel.

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- 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. Only the top of the driver's door (window gap) may be welded.
- Trunk/tailgate may be bolted, chained, wired or welded to adjacent sheet metal in (12) locations. If welded, plates may be a maximum of 4x4x1/4-in.
- Trunk/tailgate must remain in original position. May dish the center of trunk deck 6-in. Quarter panels must remain at stock height. Trunk may be folded in a 90-degree angle, folded section may not be welded or attached to trunk floor.
- 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.
- Pre-ran wagons may be sedan. 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. May not use a hood or older style trunk in place of the factory trunk deck/lid.
- 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 carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck around the holes. No welding of inner and outer panels.
- An air conditioning condenser OR sheet metal, metal mesh, expanded metal, or similar (1/8-in. THICK MAX) may be used across the front of the core support to help hold radiator in place. May be no wider than the inside of frame rails. May not be welded to frame rails. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED. No other metal may be added onto, inside or across the core support.
- Must have one front window strap, chain, wire to prevent hood from entering driver's compartment. Can only attach to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x 1/4-in. strap.
- No rear window bars permitted. No inner body seam welding for any reason.

TIRES/WHEELS:

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

BUMPER:

- Any year factory automotive bumper may be used on front & rear. **Rear bumper must remain factory automotive bumper, which may be seam welded only.**
- Manufactured bumpers are permitted on front only. A manufactured bumper is defined as a bumper equivalent to a factory passenger car bumper. Must meet the following dimensions and requirements.
 - 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.
- 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.

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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.
- Bumpers may be seam welded. Bumper ends may be folded and welded or & capped (1/4-in. max).

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.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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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