

FAIR DEMOLITION DERBY RULES & REGULATIONS 80S STOCK

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 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.

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:

- Engine must remain same make. Ford to Ford, GM to GM, Chrysler to Chrysler. Must be a STOCK engine, equivalent to the factory engine. Headers/stacks are permitted.
- No performance or built engines. Electrical components may be replaced with mechanical. (Fuel injection may be replaced with carburetor). No aftermarket aluminum intakes. Any carburetor permitted.
- 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, valve covers, silicone, freeze plugs, paint, etc.).
- We will identify these questionable cars to the participants during the drivers meeting. The opposing drivers in this class will decide if the questionable cars will participate.

Note: You are at the mercy of the inspectors. None of which are engine builders. We cannot prove that an engine isn't stock. You cannot prove that it is stock. So be very careful if switching engines. **CONSIDER THIS YOUR WARNING.**

DRIVETRAIN:

- No engine cradles, distributor or transmission protectors of any kind. No heavy-duty engine or transmission mounts.
- Stock style rubber mounts or similar material must be used. Engine/transmission mounts may be welded, chained or bolted to respective K-member/transmission cross-member only.
- 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 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.
- Stock rearend must be used. May weld rearend to obtain posi-traction. Do not swap or reinforce rearend housing. No aftermarket axles.
- No Ford 9", Chrysler 8 3/4, GM 10 or 12 bolt rear-ends with bolt in 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.

Direct questions to: BILL MARETT @ 419-681-6121 or 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 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 an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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. If core support mount is rusted, replace with like materials, ½ bolt, no additional spacer (back to stock). GM cars may replace the body alignment mount, above the rearend, with a 1/2-in. bolt and 3-in. washer.
- 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 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 panel 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. 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.
- 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. Quarter panels may not be re-attach to the floor.
- Pre-ran station wagons may be sedagon. May attach roof to quarter panels/tailgate in 8 locations with two strands of 9 wire per location.
- Must use the stock trunk deck/tailgate for that car. Aluminum units 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.
- The hood must be wired, chained or bolted. May be secured in (6) locations. A 2x2x2x1/4-in. angle can be welded to hood and fenders for bolting purposes. A 3-inch 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 to bolt the skins back together around holes. No welding of inner and outer panels.
- 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.
- No inner body seam welding for any reason.
- Must have one front window strap, 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 2-in. wide x ¼-in. thick strap.
- No rear window bars permitted.

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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 permitted.
- Rear suspension may NOT be solid. May swap coil springs but must have travel and move easily by force of hand. If rear of car does not bounce easily by pushing on it with one hand, the car will not be permitted to run. Bottom of rear bumper & frame must be at least 15-in. off ground
- Must run stock suspension components. Original A-arms, leaf springs, spindles, hubs, ball joints, control arms, shock absorbers, etc.
- 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.
- 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.
- 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 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.
- 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.

BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- APPROVED manufactured bumpers (as listed on the FairDerby.com website) may be used as a front/rear bumper.
- A 4x4x1/4-in. square tubing may be used as a FRONT bumper. Must be straight across, no points/angles
- 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 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 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. inspection hole must be cut into ends of the bumper.

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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. Small multi-lug wheel centers, valve stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT 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 roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be 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. Anything past will be cut off or relocated, including roll over bar.
- A gas tank holder is permitted, maximum of 24-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, 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.
- 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 shifters are permitted.
- Aftermarket, home-made, cage or floor mounted gas pedals and brake pedals are NOT permitted.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. A pre-ran car should not and will not be harder than a fresh car. If no damage is visible, the plate may be removed (official's decision).
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/4-in.
- 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 to run.
- Rust may be repaired. Remove the rusted areas, 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.

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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