

FAIR DEMOLITION DERBY RULES & REGULATIONS 2026

FULLSIZE CAR - NO PROTECTOR

General: All entrants must be 18 years or older. Neither Fair Derby or associates, 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 car permitted, except for 1966 and older imperials.

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

ENGINE:

- Full engine cradles, distributor protectors, belly bars, mid-engine plates, skid-plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- A lower/front engine cradle, pulley protector and transmission adapter plates are permitted. Components may not reinforce or strengthen the car in any way. Must be a 1-in. separation between pulley protector and sway bar. Transmission adapter plate is permitted, may be a maximum of 3-in. larger than the bellhousing.
- Carb halo and header protectors are permitted must stay 5 inches from firewall.
- 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.
- 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 (1) a fabricated engine mount on each frame rail or (2) a simple bolt in engine cradle.
 1. The fabricated mounts may have a maximum length of 6-in. along the frame. 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 factory aluminum cradle must remain in factory location and may NOT be reinforced or strengthen in any way. No adding of any metal or aluminum to, or around the factory cradle other than specified above.
 2. The bolt-in cradles can only be attached to factory hardware mounting locations. Bolt in cradles may not be welded to frame at all.

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 associated hardware. May not be used to strengthen car, body or body mount locations in any way.
- Slider/telescoping driveshafts ARE permitted.
- Belly bars or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- **Transmission Protectors with aftermarket aluminum or steel bellhousings are permitted. Steel tail shafts are also permitted.** This is to help with broken bellhousings, not to strengthen the car.
- Maximum 2x2-in. TUBING transmission cross member or stock cross member may be used. Fabricated cross members must run straight across frame. A mounting bracket (maximum 3x3-in. angle) can be welded to frame, not to exceed 6-in. maximum length and must be located within **4-inch** of original position.

Direct questions to: BRANDON HAULER @ 419-681-1459

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FRAME, SUSPENSION & STEERING:

- NO SEAM WELDING OF THE FRAME OTHER THAT SPECIFICALLY STATED IN THE RULES. If additional seams are welded, the seam welds will be torched through the frame (1-in. one/off pattern).
- Hybrid frames/ restubing is permitted but must be Ford to Ford, Gm to Gm ETC. Must be done at factory seams of frame with no excessive welding. (½ inch) 03 crossmember brackets must have 1 inch gap.
- 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. Plates must touch the a-arm. Can also weld front and back side of a arms down from the bracket to ball joint down on the spring pocket. No extra metal besides the 2x4 plates. No reinforcing of the a-arms. A arm can have 5/8 bolts or all thread replacing factory bolt or sleeve. Lower A-arms may not be welded to frame.
- All cars may have 1-in. all-thread shocks. Must be located in factory location/holes. May have a 3-in. washer on top and bottom of frame. No modifying the cups or spring pockets. Nothing may be welded to the frame.
- 2003 and newer fords: May use 2x2-in. square tubing or 1-in. all-thread shocks (as detailed above) in place of the factory coil overs/struts. Must be a straight piece and in the factory position.
- 2003 and newer fords: Must use the factory upper a-arms or F-150 direct bolt-on upper a-arms, lower a-arms, and aluminum cradle. Aluminum spindles may be changed to another car spindle. Can use any rack/Hydro Steer. Any mounting brackets used must attach to the 2 factory studs and cannot touch the frame at all.
- You may reinforce the factory spindle. No aftermarket spindles. No aftermarket a-arms.
- Ball joints must be a passenger car OEM stock or stock equivalent. Ball joints may be welded in place. Ball joint holder/sleeve permitted, maximum 3x3x1/4-in. may only be ½-in. larger around than the ball joint. Screw-in ball joints are permitted.
- Aftermarket steering columns are permitted. Aftermarket tie-rods, Heim joints, and stabilizer bars are permitted.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may NOT be shortened, front or rear. Front frame may be squared off to mount bumper. Front frame length must remain 2-in. in front of original radiator support mounting hole (center of hole). No relocating core support frame mounts. **DO NOT PUSH THIS, THIS IS ONE OF THE CARDINAL RULES.**
- 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 3/8-in standard chain link (1.5x2-in.) may be welded or bolt to the inner frame rail (one point of attachment per frame rail).
- 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.
- Factory passenger car front sway bars may only be attached using the factory brackets/mounts. May be bolted to the lower a-arm. No welding or relocation permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- All cars may be tilted or cold bent in a single location. If you tilt the front, you cannot tilt the rear rails.
- Leaf spring cars must have actual factory leaf springs. Leaf pack may contain a maximum of 9 leafs (1/4-in. thick max) with a minimum 2-in. stagger. No inverting of leaf springs or stiffeners. May have a total of (4) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts. No built leaf spring packs. You will get LOADED if you change/modify leaf packs.
- A hump plate (rectangle or contoured) above the rear-end is permitted. Must be welded to the outside (side) of frame. Hump plates may be a maximum of 24x6x3/8-in. Hump plate must be centered within the hump (front to back) and must remain 2-in. away from rear-end and any associated brackets. Hump plate may not be connected to the body. **IF HUMP PLATE IS THICKER THAN 3/8-in. THE ENTIRE HUMP PLATE WILL BE REMOMED. We will drill and measure to verify.**
- All GM cars may weld the top seam of frame from the firewall forward to the front bumper. No welding within, on or around the spring pockets. 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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TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- Small & large multi-lug wheel centers, valve stem protectors, lip/bead stiffener, and Tire protectors/bead locks (inner or outer) are also permitted.

BODY:

- Body swap is permitted. No crossing between old iron and 80's. 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. Body bolts may not be relocated at all for any reason.
- Body bolts may be replaced with 1/2-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to top of frame at body mount locations to reduce hole size. Body may be bolted to topside of frame only. Max 3-in. body washers.
- Factory rubber body mounts, hockey pucks or steel body spacers (minimum 1-in. thick) must be used at each body mount location. No welding of spacers to frame or body.
- 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 the 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. All doors may be welded solid using 3-in. wide x 1/4-in. thick plates. Driver's door and front passenger door may be plated/reinforced but may not extend more than 3-in. past driver's door seams. 1/4 inch max.
- Trunk/tailgate may be bolted, chained, wired or welded to adjacent sheet metal. May be welded on a 5" on/5" off pattern using 3-in. wide x 1/4-in. thick plates. Quarter panels must remain at stock height. **Quarter panels may be squeezed with zero welding allowed. Do not push this.** Trunk/tailgate may V-ed or dished a maximum of 12-in. (measured from stock quarter panel height). Rear half of deck lid/tailgate may be folded inside but may not be attached to anything. **Two 8x8-in. inspection holes must be cut in the trunk deck, directly over the rear frame rails.**
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Trunk may be welded to quarter panels only. Quarter panels may be re-attached to the floor where cut.
- Pre-ran station wagons may be sedan. Roof must remain at or above the factory quarter panel height. 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.
- 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 1-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.
- Must have at least one front window bar, chain, or 1/4x3 steel 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. Can not have more than 2.
- May have one rear window bar, chain, or wire. Maximum 2x2-in. material. Must be 2-in. away from roof sign and all gas tank protector, cage and rollover bar materials. May only be attached to the first 6-in. of the roof. **The window bar may not attach or extend past, onto or over the trunk deck. If speaker deck is removed or there is no speaker deck (wagons), the rear window bar may not extend past the floor hump over the rearend. Mounting plates may be a no larger than 6x6x1/4-in.**
- 2003 radiator mount/core support and associated brackets may not be welded to the frame. Must be bolted in factory location. May use a one-piece core support (2002 and older) OR the 03 lower radiator bracket, NOT BOTH.

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REAR-END:

- Any 8-lug or 5-lug rear-end housing is permitted. Rear-end bracing is permitted. Bracing may not be used to strength frame or body in any way. Axle savers permitted.
- Trailing arms may be reinforced or 2x2-in. square tubing. No welding of trailing arms to frame or hump plate.
- 98 and newer FORDS may change watts rearend brackets. Watts conversion brackets are permitted. Lower trailing arm frame mounts may be no larger than 4x6x4-in. Upper conversion brackets may only attach to package tray of frame and may not be attached to the frame rails in any way. Conversion brackets must be 3-in. away from the frame rails.

DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4x4-in OR 2x6-in. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A rollover bar is permitted, may only be attached to cage bars and the 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. 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. The gas tank protectors and halo may extend to the front edge of the package tray/speaker deck (no gap is required), may not modify the floor or speaker deck to extend gas tank protector past these points. For wagons, protector must stop at the front most point of rearend hump. The rear part of the gas tank protector may be attached (bolted or welded) to the front part of package tray/hump at two points (max attachment per point is 2-in.). All protector and halo components must be a minimum of 2-in. away from the rear window bar and roll over bar. 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.
- May have (2) down bars which attach the cage to the frame. Down bars may be a maximum 2x2x1/4-in. square tubing. Down bars must be located anywhere between the firewall body bolts and B-pillar. Down bars must be straight up and down, no angling or contouring. Down bar must start within body mount hole. A maximum 6-in. long gusset is permitted at connection point of cage to down bar.
- 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/gas pedals ARE permitted. Must be 2-inches away from body mounts, plates and associated hardware. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.

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 any 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.

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BUMPER:

- Any year factory automotive bumper/ manufactured replica bumper may be used on the rear of the car. Seam welded/Loaded bumpers are permitted. No ramp bumpers. **Rear bumpers get a 4inch ¼ INCH bracket on 2 sides of the frame if not using factory shock.** REAR FACTORY SHOCKS can only be welded the first 4 inches and cannot be moved forward. ONCE AGAIN REAR BUMPER PLATES CAN ONLY BE 4 INCHES ON THE FRAME
- Front Frame will get a 4x15x3/8 Front bumper bracket. Must touch bumper and be placed on any side of frame but not the INSIDE of actual frame.
- Factory front bumpers may be loaded on the inside and must have a front and back skin. Seam welding permitted.
- Manufactured and homemade bumpers are permitted on front only. Maximum total height of 8-in. and a maximum total thickness (very front to very back) of 13-in. No sharp points or edges. The center point and any point must be tapered over 32-in. **MANUFACTURED CHRYSLER POINTYS ARE OK.**
- Max front bumper height is 22-in. to bottom of bumper at frame mounting location.
- 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 1-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 4-inches of the bumper shock to the side of the frame.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on fresh and pre-ran cars. Plates to be no larger than 4x4x1/4-in. (square). This applies to all shows.
- All fresh cars will get 2 fix it plates (1 per side) and pre rans will get 4. (2 per side).
- There must be a 1-in. gap between adjacent fix-it-plates and any associated welds. Must be a 1-in. gap between any fix-it-plate as well as the front frame plates or rear bumper plates.
- Must be welded on the outside of the frame with a single ¼-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- If the frame bends and another fix-it-plate is needed, one of the original fix-it-plates must be removed completely.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. ½-in overlap on frame. 2-in. overlap on body. Must prove rust. 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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