

DEMOLITION DERBY RULES & REGULATIONS FOR 2022

COMPACT TRUCK & MINIVAN

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.

- TRUCKS: any 2 or 4 wheel drive small, midsize or mini truck (S-10, Blazer, Bronco II, Dakota, Durango, etc. permitted).
- MINIVANS: any FWD minivan permitted. No full-size vans. Astro and Aerostar vans permitted.
- NO V-8 engines permitted. Must have 4 & 6 cylinder engines only.
- All 4-wheel drive models can only have one functioning drive axle. Only one driveshaft can be installed.

ENGINE & DRIVETRAIN:

- Any 4 or 6-cylinder engine may be used. Engines must be mounted to the factory K-member/cradle/sub-frame only. Aftermarket and heavy-duty engine mounts are permitted. May weld/wire/bolt/chain engine mounts.
- 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.
- Stacks/Headers are permitted. Electrical components may be bypassed with mechanical.
- Aftermarket shifters and transmission coolers ARE permitted.
- Transmission protectors, transmission braces, aftermarket bellhousings 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.
- Slider/telescoping driveshafts ARE permitted.
- Any rearend may be used. Rearend bracing is permitted, may not strengthen frame or body in any way.

FRAME:

- BODY & FRAME MUST BE FACTORY STOCK HEIGHT. No body or suspension lifts are permitted.
- Hump plates are not permitted. No additional cross braces, angle, or C-channel permitted.
- ANY/ALL trailer hitches must be removed completely.
- 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 in these rules.

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

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BODY:

- Body panels may be pinged, creased, or hammered. Bed-sides may not be rolled, wedged, tucked, smashed or flattened in any way. We do not want trucks rolling over. No doubling of body panels.
- May use (4) 1/2-in. bolts and standard washers in each quarter panel/fender.
- All doors and tailgates may be welded solid, chained or wired. If welded, maximum 3-in. wide plate x 1/4-in. thick. Tailgates/rear hatch may be welded on the inside or outside, not both. Tailgate/rear hatch may be welded to the bumper. No inner seam welding anywhere except the rear tailgate/hatch.
- Only the top of the driver's door panel may be welded.
- Body, bed and sub-frame 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.
- Minivans may weld the front sub-frame mount to the body with a single 3x3x1/4-in. plate per side (2 per van).
- 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, except core support area.
- Beds may be welded or bolted to rear of cab. Bed must be mounted in factory location.
- 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 8x8-in. inspection hole must be cut in the hood over carburetor. (10) 3/8-in. bolts are permitted in the hood to bolt the skins back together around holes. No welding of inner and outer panels. Air cleaner is required.
- Core support risers ARE permitted. Maximum 2x2-in. material. Must run straight up and down. Riser may be welded and/or bolted to the original core support frame mount/sub-frame and core support. A rubber body mount is not required.
- Core support may have a 3x3x1/4-in. angle across the very **TOP** of the core support, this may extend from fender to fender. Bottom of core support can be fabricated using sheet metal only. May be attached to core support & frame, may be no wider than frame rails.
- 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.**
- Radiator must be factory style radiator & remain in factory position. **NO ANTIFREEZE.**

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 vehicle in any way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car, unless the entire tank is located in-front of the rear axle.
- A metal gas can, boat tank, propane tank, fuel cell may be used. Must be located in the back-seat area or bed of truck, in the center of the bed, directly against the back of cab. 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. No leaking fuel cell, fuel lines, vents or fittings.
- **ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.**

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DRIVER'S COMPARTMENT:

- Driver's compartment may have a 4-point cage. (1) bar behind seat, (1) bar across dash & (1) connecting bar along the driver and passenger sides maximum 60-in. length. Maximum material size is 4x4-in. Cage may be welded or bolted to floor/frame/unibody in (4) locations. Neither cage nor down bars may extend past the firewall or outside of the cab. Down bars must be vertical, no angling to front or rear. A single roll over bar is permitted.
- Gas tank protector is highly recommended. Protector may be no wider than width of frame rails and may be attached to frame/floor/unibody in (2) locations. Gas tank protector may NOT extend any further than 24" from front of bed (rear of cab) on trucks, and no further behind the rear door seam on suburban and van type vehicles (side door, not the rear hatch/tailgate).
- A front window bar, wire or strapping must be provided to prevent hood from entering driver's compartment. 2x2-in. maximum material. May only be attached to firewall and first 6-in. of roof. May not be attached to roll over bar.
- Cooler boxes and fans may be bolted to body OR cage (not both). May not be connected to any of the body bolts or hardware. May not be used to strengthen vehicle in any way. Cooler lines and cooler must be covered to protect driver from rupture.
- Aftermarket gas and brake pedals are permitted.

BUMPERS:

- Any year factory automotive bumper may be used on front & rear.
- Manufactured bumpers are permitted. 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. and a maximum total thickness (front to back) of 10-in. No sharp points or edges. The center point must be tapered over 24-in. Maximum 1/4-in. material thickness. Must be able to see into all sections.
 - A straight/flat/hollow piece of tubing or heavy flat equivalent. Maximum dimensions of 6 x 4-in. by 1/4-in. thick.
- 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.
- Bumpers may be seam welded. External seams only. 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.
- Bumpers may be welded directly to frame. (Hardnosed).
- A factory bumper bracket, factory bumper shock, fabricated shock (up to 2x2-in. tubing) or a 3x10x1/4-in. plate may be used to help keep bumper attached to frame. Brackets and 3x10x1/4-in. plate must be welded to the outside, side of frame.
- Regardless of the type, the bumper shock/bracket/plate may be a maximum of 10-inches long. Measured from the backside of the bumper. Anything past must be cut off. If bumper shock is inside of frame, a 1-in. hole must be provided to see the end of bumper shock.
- If front frame is shortened, the bumper shock may not extend further than 5-in. past stock core support/front sub-frame mount (location).

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WHEELS/TIRES:

- Any rubber tire permitted. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. No studded tires or split rims.
- Any automotive wheel may be used. Wheel centers and wheel protectors are permitted. Valve stem protectors may be used. Wheel weights must be removed BEFORE inspection.

SUSPENSION:

- 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. OR may use 2x2-in. tubing or all-thread to set/weld suspension height.
- Rear suspension may be solid. A straight piece of 2x2-in. tubing/angle or all-thread shocks are permitted from the rearend to body/frame, on each side (2 per rear of vehicle).
- No leaf spring/coil spring conversions, front or rear.
- Leaf spring vehicles must have factory/original leaf pack. No inverting of leaf springs, flat leafing 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.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.

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. **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 bumper mounting plates/brackets/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 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 \$\$\$\$