

FAIR DEMOLITION DERBY RULES & REGULATIONS 2023

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 WITH HIDDEN REINFORCEMENTS, STEEL, PLATE, TUBING ON OR INSIDE THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR SAID EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS ARE REMOVED.

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 must mount engine to the factory aluminum cradle. No bolt-in or weld-in style cradles permitted.
- Distributor protectors, transmission braces, aftermarket bellhousings (steel or aluminum), aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated 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.
- 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. Anything past will be cut off or relocated, including roll over bar. Please call if you need clarification.
- A gas tank holder is permitted, maximum of 32-in. wide. 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.
- **May have a two kickers (one per side) from dash bar to top of frame behind the front upper a-arms. Kicker to be a maximum of 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 pass the rearmost point.**
- Aftermarket shifters, gas and brake pedals are permitted. May not strengthen car/frame in any way.

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

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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 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.
- 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.
- 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 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 8 locations with two strands of 9 wire per location. No welding.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. 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. 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 body for wiring.
- 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 **BOLTED** across the front of the core support to help hold radiator in place. May be no wider than the inside of 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.

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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.
- **2003 and newer fords: May use 2x2 tubing in place of the factory coil overs/struts.**
- Rear suspension may NOT be solid. 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 aftermarket.
- 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 and 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 or stiffeners. May have a total of (2) 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 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 (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 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.
- 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. Maximum total thickness of 10-in. (frontmost point to backing plate). 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. 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 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 4-inches of the bumper shock to the side of the frame.

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- Two 4x4x1/4-in. plates per frame rail can be used to assist in securing front bumper to the frame. Plates must connect to bumper. We don't want bumpers falling off.
- **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. No welding permitted inside of 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.

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

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 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 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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