

DEMOLITION DERBY RULES & REGULATIONS FOR 2023

FULL-SIZE TRUCK

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.

- Factory 1 ton, ¾ ton and ½ ton trucks, suburbans, blazers & Broncos and other similar vehicles are allowed.
- All 4-wheel drive models can only have one functioning drive axle. Only one driveshaft can be installed.
- All glass & chrome must be removed.

IF CAUGHT PLATING OR LOADING THE FRAME, THAT TRUCK WILL BE DISQUALIFIED FOR THAT EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS HAVE BEEN REMOVED.

ENGINE & DRIVETRAIN:

- Any engine may be used. Engine swapping is permitted GM to Ford, Ford to Chrysler. Etc.
- Full engine cradles (1/2-in. thick max), transmission protectors and slider shafts are permitted. Engine cradles may be attached to K-member only. No chains permitted to frame rails. No fan protectors or guards.
- Engine cradles, distributor protectors or transmission protectors/bellhousings may not be attached, bolted or welded to any cage materials.
- Transmission cross-member may be no larger than 3-in. diameter. Must run straight across frame. May be attached to frame with a piece of angle or plate, no longer than 6-in. in length.
- Any rearend may be used. Rearend bracing is permitted, may not strengthen frame or body in any way.
- Transmission cooler is permitted. Cooler & lines must be covered for driver protection.

BUMPERS:

- Any year factory automotive bumper may be used on front & rear. **FRONT AND REAR BUMPERS MAY BE LOADED** on the inside and must have a front and back skin. Bumpers may be seam welded.
- Manufactured and homemade bumpers are permitted. Maximum total height of 8-in. and a maximum total thickness (very front to very back) of 10-in. No sharp points or edges. The center point and any point must be tapered over 24-in.
- May use a rear bumper OR may cap the end of the frame rails. Maximum material thickness is ½-in. Length no larger than outside of frame rails. Height no taller than frame rails. May be 3-inches deep.
- Factory or fabricated bumper brackets/shocks may be used in attaching bumpers to frame. Fabricated shocks may be a maximum dimension of 3x3 tubing x 10-in. long. Fabricated bracket may be a maximum 4x10x1/4-in. flat plate. Either type may not extend further than 5-in. past stock core support mount (location) or be greater than 10-in. total length, measured from the back of the bumper. Anything longer must be cut off. If bumper shock is inside of frame a 1-in. hole must be put in the side of frame to see the end of shock. If front frame is shortened past the factory core support mount, no brackets or shocks of any kind permitted.
- A single piece of 3"x3"x¼" angle iron may be welded from the left front frame rail to the right front frame rail (in front of a-arms) on all front coil sprung trucks. Front leaf sprung trucks may use a chain from rail to rail.

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

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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.
- C-Channel front frame trucks (a-arms forward) can run kickers off the front bar to the middle of the A-arms. Kicker may be no larger than 2x2x1/4" square tubing. Boxed frame trucks may not have kickers.

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 and outside. 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 bolts may be replaced with 1-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to the frame at body mount locations to reduce hole size.
- Body may be bolted through the frame. Max 4-in. body washers.
- Factory rubber body mounts can be eliminated.
- 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 and core support.
- 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, may only be 3x3x1/4-in. angle or channel. 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 vehicle.
- 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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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 between axle and frame 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 rear-end 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 (5) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.

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 or frame 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 or floor 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.

WHEELS/TIRES:

- Any rubber tire permitted. Doubled tires are permitted. 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.
- 1-ton trucks must be single wheel. No duals.

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. Plates to be no larger than 6x6x1/4-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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