

FAIR DEMOLITION DERBY RULES & REGULATIONS – 2022

ROOKIE/YOUTH/FWD WINDSHIELD CLASS

General: 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.

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. 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.

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.

ACCEPTABLE CARS:

- Any FWD (front wheel drive) mid-size and smaller cars permitted. No full-size models permitted.
- Maximum wheelbase is 111-inches.
- Maximum 6-cylinder engine (factory equipped, no engine swaps).
- No full-framed cars. Subframe or Unibody only.

VEHICLE PREPARATION:

- All glass must be removed, EXCEPT the windshield. The windshield may remain in-place.
- All plastic bumper covers, mirrors, headlights and taillights MUST be removed.
- ALL airbags must be removed or disconnected.
- Interior carpet, plastic moldings, front passenger and rear seats MUST be removed.
- All cars must be swept clean of debris and glass.
- All anti-freeze must be drained from the radiator. Water only.

INTERIOR:

- Battery may be relocated into the driver's compartment. (This is preferred). If relocated, battery must be securely fastened (BOLTED) to the floor. Only one battery permitted. All battery types must be covered.
- 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. No part of the 4-point cage may extend further than 6-in. past the driver's door seam. Side bars maximum length is 60-inches. Anything past will be cut off or relocated. No down bars or kickers in any direction. No parts may be attached or touch the floor.
- A gas tank "HOLDER" is permitted. May be up to 24-in. wide. The holder may be attached to the rear cage bar and must be 5-in. away from ALL sheet metal. If attached to floor, must be 5-in. away from all cage bars.

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

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EXTERIOR:

- All doors **MUST** be secured. Doors may be bolted, chained or wired in (6) locations per door. Two-door models can have (8) locations per door. If a door becomes open during competition, that car will be **DISQUALIFIED**.
- Only the driver's door may be fully welded using a 3-in. wide strap. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams. Only the top of the driver's door panel may be welded.
- The trunk/tailgate/hatch may be wired, chained or bolted shut in (8) locations. Must remain in **ORIGINAL** position. No V-ing, U-ing, or wedging of the trunk deck. An 8x8-in. inspection hole must be placed in the center of trunk lids. Trunk may be folded in a 90-degree angle, folded section may not be attached to the floor.
- The hood may be wired, chained or bolted shut in (6) locations. The hood latch **MUST** be removed. An 8x8-in. hole must be placed in the hood, over the engine.
- Hood/Trunk/Doors: May only be attached to adjacent sheet metal. May not be attached to floor or frame. Maximum bolt size is ½-in. A 3-in. washer(s) or 2x2x2-in. angle may be welded to sheet metal for wiring/bolting purposes.
- Up to (10), 3/8-in. bolts may be used in the hood and trunk surrounding the inspection holes.
- Body panels may be pinged/creased. Quarter panels must remain stock height.
- If windshield is removed, a vertical bar, strap, chain or wire **MUST** be provided in the windshield area.
- Stock/Factory passenger car wheels and tires only. Tires must be DOT-Approved. No skid steer, industrial, forklift or tractor type tires. Spare donut tires/wheels permitted. No weld-in wheel centers or wheel reinforcements permitted. A simple valve-stem protector is permitted. All wheel weights must be removed. Doubled tires and tubes permitted.
- Absolutely no modifications to the suspension permitted.
- **REAR BUMPER:** Factory bumpers for **THAT** car only. If a car was originally equipped with a plastic, aluminum or fiberglass bumper, it may be replaced with a comparable steel bumper.
- **FRONT BUMPER:** Factory bumper as described above **OR** a maximum 4x4x1/4-in. steel tubing may be used. No angling, bending or sharp edges permitted. Must be **FLAT** and **STRAIGHT ACROSS**. **May be no wider than the center-line of the front tires.**
- Bumpers may be bolted, chained, wired or welded to frame. No modifications to the bumper brackets or shocks. Bumper may be hardnosed to frame. Frames may be squared-off to assist in mounting the bumper. (2) 4x4x1/4-in. plates per side (4 per car) can be used to assist in mounting front bumper to frame. Plates must connect to bumper. No chrome-style bumpers.
- May notch or dimple frame sections. No pre-bending. No modifying sub-frame or engine mounts.

FUEL SYSTEMS:

- The factory fuel tank may remain in the original position. The entire tank **MUST** be located **IN-FRONT** of the rear axle.
- May only have ¼ tank of fuel if utilizing the factory fuel tank.
- An aftermarket fuel cell, boat tank, or custom metal tank is **HIGHLY RECOMMENDED**. Must be covered and securely fastened (**BOLTED**) before inspection. **NO PLASTIC TANKS** or stock tanks inside the car. No leaking gas.
- If a fuel cell is utilized, the original tank must be removed or completely drained of fuel.
- Plumber's tape, self-tapping screws, silicone, JB weld, caulk are **NOT ACCEPTABLE** for mounting or sealing fuel systems. Cars leaking fuel or unsecured fuel systems will not be permitted to run. No refund of entry fee or admission will be granted.

DO NOT SHORTCUT ON THE FUEL SYSTEMS.

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EXTRAS:

- Headers are permitted.
- Simplified wiring harnesses are permitted.
- Switch boxes, ON/OFF switches and push buttons are permitted.
- May relocate electrical components but must remain under the hood. Spray foam around the computer is permitted AFTER inspection.
- **Aftermarket shifters 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. **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.

NO OTHER PHYSICAL/BUILD MODIFICATIONS PERMITTED.
IF NOT SPECIFICALLY LISTED ABOVE, IT IS NOT PERMITTED.

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 \$\$\$\$