

FAIR DEMOLITION DERBY RULES & REGULATIONS
FULL-SIZE TRUCK - 1/2 TON TRUCKS ONLY (draft)

General: All entrants must be 18 years or older. The Agricultural Society providing this event, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will not be held responsible for any injuries or damage of cars, participants, 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.

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.

1500/Half Ton Truck & Vans only.

No 1500 HD, 2500 or 3500 trucks permitted.

ENGINE:

- 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.
- 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.
- Stacks/Headers are permitted. Electrical components may be bypassed with mechanical.
- May weld, wire, bolt or chain the engine mounts to the K-member only. No chains to frame rails.

TRANSMISSION:

- Aftermarket shifters, bellhousings (steel or aluminum), slider/telescoping driveshafts and transmission coolers **ARE** permitted.
- Transmission protectors, transmission braces, aftermarket tail shafts, and skid plates are **NOT** permitted.
- Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 3x3-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.

REAR-END:

- Any factory 5, 6 or 8-lug rear-end housing is permitted. Pinion brakes are permitted. Internals, gears and axles may be upgraded.
- Factory 5&6-lug rear-end may have a single 2x4-in. housing brace. No axle savers.
- Factory 8-lug housings must remain stock. No reinforcements permitted. No axle savers.

BUMPERS:

- **FRONT AND REAR BUMPERS MAY BE LOADED.** Must appear to be a factory car or truck bumper. No fabricated bumpers with sharp points on the front or sides. This is a safety concern. Any sharp or excessive points will be removed from bumper.
- May use a rear bumper OR may cap the end of the frame rails. Maximum material thickness is ½-in. No wider than outside of frame rails. Height no taller than frame rails.
- Frames may be squared off to mount bumper. Frames may **NOT** be shortened past the very front side of the original front core support mount. No relocating core support frame mounts. No shortening of the rear frame rails.
- 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.

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 is NOT permitted, other than what is specifically stated in these rules.

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. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams.
- Body/bed bolts may be replaced with 5/8-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to the frame at body mount locations to reduce hole size.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount 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.
- 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.
- Pre-ran vans, SUVs may be sedagon. May attach roof to quarter panels/tailgate in 10 places with 9 wire.

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. 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).
- Bottom of rear bumper & frame must be at least 15-in. off ground.
- 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.
- No aftermarket or reinforced spindles, wheel hubs, a-arms, tie-rod ends/bodies, heim joints, center link or ball joints.
- Aftermarket steering columns ARE permitted.
- Front sway bars may only be attached using the factory brackets/mounts. May be bolted to the lower a-arm. No welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.

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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 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.

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 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.

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- 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, wheel protectors, bead locks (inner or outer) 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.
- 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 1 CHANCE 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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