

## FAIR DERBY RULES & REGULATIONS - 2019

### 80S & NEWER – BONE STOCK

**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 1<sup>st</sup> 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.

**This is a bone stock class with minor modifications permitted. Any 1980's and newer vehicle permitted. No checker cabs or limousines. Select 1977 & Newer models may be permitted if that same model/generation/platform was manufactured in 1980.**

#### Driveline

- Engine must remain same make. Ford to Ford, GM to GM, Chrysler to Chrysler. Must be a STOCK engine.
- No performance or built engines. Electrical components may be replaced with mechanical. (Fuel injection may be replaced with carburetor). No aftermarket aluminum intakes. Any carburetor permitted.
- Aftermarket shifter and headers are permitted.
- No engine, distributor or transmission protectors of any kind. No engine cradles. No heavy-duty engine or transmission mounts. Stock style rubber mounts or similar material must be used. Engine/transmission mounts may be welded, chained or bolted to respective K-member/transmission cross-member only.
- Stock rearend must be used. May weld rearend to obtain posi-traction. Do not swap or reinforce rearend housing. No aftermarket axles. A one-piece driveshaft must be used, no sliding/telescoping driveshafts.
- No Ford 9", Chrysler 8.75, GM 10 or 12 bolt rear-ends with bolt in axles.
- No aftermarket transmission or engine coolers. If equipped, factory coolers must remain under the hood.
- Stock automotive wheels only. A small wheel center may be welded to the wheel for multi-pattern use. No rim protectors, bead locks or other reinforcements permitted. Valve stem protectors are permitted.
- Any tire permitted. Double tires permitted.

#### Engines:

- Same make engine swap is permitted. Examples are listed below:
  - Any Buick, Oldsmobile, Pontiac or Cadillac may have a STOCK Chevy engine.
  - The 4.6L engine in a newer Ford may be switched for an older, STOCK Ford.
  - The engine should be an equivalent engine. No performance-based engines.
- If any engines are felt to be modified beyond what a stock engine should perform, look like or sound like, the car will not pass inspection. (New gaskets, valve covers, silicone, freeze plugs, paint, etc.).
- We will identify these questionable cars to the participants during the drivers meeting. The opposing drivers in this class will decide if the questionable cars will participate.

Note: You are at the mercy of the inspectors. None of which are engine builders. We cannot prove that an engine isn't stock. You cannot prove that it is stock. So be very careful if switching engines. **CONSIDER THIS YOUR WARNING.**

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**Exterior:**

- Any year factory bumper is permitted on front and rear of car. The exterior of the bumpers may be seam welded. No adding of metal to the inside or outside of bumpers. If ends are capped, a 2x2-in. hole must be provided for inspection purposes.
- A 4x4x1/4-in. square tubing may be used as a FRONT bumper. Must be straight across, no points/angles
- Approved manufactured bumpers may be used as a FRONT bumper. Must be straight across, no points/angles.
- Front & rear bumpers may be welded or bolted. If welded, it must be performed as described below.
  - Option 1:** Hardnose. 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 bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. Must be a 2-in. gap between end of frame and bumper. Bumper shock must remain in the factory position. No sliding the bumper shock further into the frame. No welding of the bumper shock to the frame. Must be bolted in factory position using factory bolts.
  - \* **Unibody Chryslers** – May weld the first 3-inches of the bumper shock to the sheet metal frame.
- No replacing of body mounts or bolts. Don't even touch them. If a body mount is rusted out, it may be repaired back to stock OR (2) strands of 9-wire may be wrapped around the frame and body, in a single location, no more than 6-in. away from original mount. No additional body mounts permitted. If core support mount is rusted, replace with like materials, 1/2 bolt, no additional spacer (back to stock). GM cars may replace the body alignment mount, above the rearend, with a 1/2-in. bolt and 3-in. washer.
- 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 panel may be welded.
- Trunk may be bolted, chained, wired or welded in only (10) locations. If welded, plates can be a maximum of 4x4x1/4-in. Trunk must remain in ORIGINAL position. No V-ing, U-ing, or wedging of the trunk deck or quarter-panels. Trunk may be folded in a 90-degree angle, folded section may not be welded or attached to trunk floor. Trunk deck must be factory for that car. Quarter panels must remain at stock height. An 8x8-in. inspection hole must be cut in the trunk deck. Quarter panels may be pinged/creased.
- The hood must be wired, chained or bolted. May be secured in (6) locations. Sheet metal to sheet metal only. A 3-inch washer may be welded to sheet metal for wiring purposes. A 2x2x2x1/4-in. angle may be welded to the hood and fender for bolting purposes.
- Must have 9-wire, chain or a 2-in. wide steel strap in the windshield to prevent the hood from entering the driver's compartment.
- Must run stock suspension components. Original A-arms, coil/leaf springs, spindles, ball joints, control arms, shock absorbers, etc.
- 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 2x3x1/4-in.
- Rear suspension may NOT be solid. Must have plenty of travel and move easily by force of hand.
- If rear of car does not bounce easily by pushing on it with one hand, the car will not be permitted to run.
- No reinforcing or aftermarket tie rods. Must run factory original steering components (center link, tie rods, steering box, idler arm, etc.).
- May roll the rear quarter panels for tire clearance. May use (4) 1/2-in. bolts in each rear quarter panel.

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**Interior**

- 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 cage bars and roof. Side bars, rear bar and roll over bar may not extend past the kick panel at the front of the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank "HOLDER" is permitted. Holders may be attached to the floor OR rear cage bar. If attached to cage, the holder may be up to 24-in. wide and must be 5-in. away from ALL sheet metal, including the roof and rear speaker deck.
- Cage materials, gas tank holder, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction. Large holes in firewall should be covered for driver protection
- Original gas tank must be removed and replaced with a metal fuel cell, boat tank, etc. No plastic tanks! No original tanks! Fuel tank must be located in rear passenger seat area. Fuel cell must be securely mounted and covered.
- Battery must be relocated into driver's compartment, preferably the passenger floor board area. Must be securely mounted and covered. Only one battery permitted. Must have an ON/OFF switch clearly marked on the dash for any electric fuel pumps.
- Must run stock steering column and components. The bottom rag joint at the steering box may be eliminated or replaced.
- Aftermarket, home-made, cage or floor mounted gas pedals and brake pedals are NOT permitted.

**Fix-It-Plates:**

- May have up to (4) 4x4x1/8-in. plates only where damaged and bent. Only (2) plates may be used in front of the fire wall.
- Rust may be repaired. Remove 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.