

FAIR DEMOLITION DERBY RULES & REGULATIONS FOR 2019

COMPACT CAR & MID-SIZE CAR

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.

NOTE: COMPACT AND MIDSIZE CARS ARE TYPICALLY SEPARATED INTO INDIVIDUAL CLASSES. HOWEVER, SOME EVENTS WILL COMBINE BOTH INTO A SINGLE CLASS. THIS IS SPECIFIED FOR EACH EVENT. THESE RULES APPLY TO ALL CLASSES.

COMPACT CLASS: Any car and up to 104.5" wheel base. 4 CYLINER ONLY.

MID-SIZE CLASS: Any car greater than 104.5" and up to 109" wheel base. MUST BE UNIBODY (NO FULL FRAME CARS). 4 or 6 cylinder only.

Note: Placement of cars will be determined on a case by case basis. For example:

- If a car is over the compact wheel base AND has more than 4 cylinders, it will be placed in the Mid-Size class.
- If a car has a 5 or 6 cylinder engine but is UNDER the compact wheel base. This car may be placed in either the Compact or Midsize class depending on the build quality and competition.
- If a car is over the compact wheel base BUT has a 4-cylinder engine, this car may be placed in either class depending on build quality and competition.
- This decision can not AND will not be made over the phone or pictures.

ENGINE:

- Mounts may be chained or welded. Aftermarket or modified engine mounts permitted. Engine swapping is allowed, GM to Ford, Ford to Chrysler etc. Headers to exit straight up through hood.
- No chains to frame rails or body permitted. Chains must be welded to K-member only.
- No distributor protectors or kickers to firewall or cage permitted.
- A lower engine cradle may be used for mounting purposes only. May not strengthen the car in any way. A pulley protector is permitted.
- Radiator must be stock automotive type radiator & remain in original position NO ANTIFREEZE.

SUSPENSION:

- Front and rear suspension may be locked to obtain ride height. If welded, a maximum 2"x3"x1/4" plate is allowed on front and rear of upper OR lower A-arms. (2 plates per side only). Strut towers can be welded or replaced with 2"x2" tubing on front and rear.
- Coil spring swap is permitted. No leaf spring conversions.
- No fabricated or aftermarket suspension components (a-arms, sway bars/cross bar, spindles, hubs, etc.). Aftermarket tie rods are permitted. Rear trailing arms can be replaced with 2"x2" tubing.
- Leaf spring cars must have factory/original leaf pack. No flat leafing. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thickness. No modifications to the hangers, shackles, or frame mounts.

ANY QUESTIONS CALL BILL MARETT @ 419-681-6121
BRANDON HAULER @419 681-1459

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BODY:

- No inner body seam welding for any reason.
- Any car which uses spray foam under the hood must be removed from frame rails for inspection.
- Doors may be bolted, chained, wired or welded in (6) locations per door. If welded, plates to be a maximum of 4"x4"x1/4". Only the driver's door may be fully welded/reinforced. Reinforcement may not extend more than 3-in. past driver's door seams.
- Trunk may be bolted, chained, wired or welded in (10) locations. If welded, plates are to be a maximum of 4"x4"x1/4". Quarter panels must remain in original position. The trunk deck may be V-ed, dished, tucked, or folded. Trunk deck must remain at least 6-in. off all parts of the trunk floor. Quarter panels must remain at stock height. An 8"x8" inspection hole must be cut in the trunk deck. May use (4) 1/2-in. bolts in each quarter panel.
- Hoods may be chained, wired or bolted in 6 places, must be opened for inspection. 2 front hood pins may go through core support & frame/sub-frame or K-member. 5/8-in. threaded rod MAX.
- A single front and rear window bar is permitted. May only be attached to the first 6-inches of roof. Rear bar must be attached to speaker deck (or floor in-between rear wheels if there is no speaker deck). Rear window bar may not be attached to the trunk deck. Front bar must be attached to dash or front cage bar. Bars may not be connected to the frame, roll over bar or any cage material. Sheet metal to sheet metal only.
- Minimum rear bumper height is 14" from bottom of bumper to ground.
- If front radiator support is repaired/rebuilt/replaced, maximum material dimensions is 2x2x1/8-in. angle. One vertical riser may be added at each frame rail. A horizontal top may connect the vertical risers and front edge of fenders. This is for repairing damaged parts or replacing aluminum & plastic parts. This is not to be used as a reinforcement. Original material must be removed if 2x2x1/8-in. angle is added.
- An air conditioning condenser, radiator or metal may be bolted to the radiator support to hold radiator in place. Maximum metal thickness is 1/8-in. May be no wider than frame rails.

FRAME:

- MUST BE STOCK, No plating frame for any reason inside or outside. No welding frame seams anywhere for any reason. No welding body seams anywhere for any reason.
- Body mounts must remain in place or replaced with like material, (NO STEEL SPACERS).
- Sub-frame and K-member mounts may be bolted solid OR welded to body with a 3x3x1/4" plate. If bolting sub-frame to body, the mounts must be same size as original mounts.
- Bolts may be changed but no larger than 5/8" bolt with a 3"x3" washer.
- Notching or pre-bending frame is allowed. If frame is pre-bent or notched NO metal may be added @ bend point.

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- Bead locks (inner or outer) are NOT permitted. No metal covering the sidewall of the tires.
- Reinforced wheels and multi-lug wheel centers are permitted. Valve stem protectors are permitted.

DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 3-in. bar, square tube, channel, etc. One bar may be located behind the driver's seat, across dash, and two connecting bars along driver and passenger doors.
- The bar behind the seat, side bars and roll over bar can sit no further back than 6-in. past the front door post.
- A roll over bar is permitted. May NOT be attached to frame or floor.
- The cage bars may be attached to the sheet metal only with a maximum 8"x8x1/4" plate. Cage may NOT be attached to frame or floor. If the cage bars are not welded securely, they must be removed in order to participate. This is a safety concern.

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BUMPERS:

- The following bumper options apply for both front and rear bumpers.
 - **ANY YEAR FACTORY BUMPER:** Seam welding is permitted. Must be able to see into the ends of the FRONT & REAR bumpers. If ends are rolled a 2x2 inch inspection hole must be put into the end of the bumper. No plating or adding of any metal. Do not cover vent holes or turn signal holes.
 - **STEEL TUBING:** Maximum 4x4x1/4-in. Must be straight across. No angling, making of a point, or adding a point onto the bumper. In this method you may **NOT** combine, weld, stuff or wrap the 4x4x1/4" tubing with any factory bumper or skin. This is intended as a low budget option.
 - **MANUFACTURED BUMPER:** Approved manufactured bumpers (stock equivalent) may be used. Must be straight across, no points/angles or sharp edges. Contact official for available approved bumpers.
 - **NO LOADED BUMPERS.** (Adding anything inside or outside is considered a loaded bumper).
- A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame, for bumper mounting purposes. The plate must be located between bumper and frame.
- Bumper may be welded to plate & plate welded to frame. (Hardnose). NO EXTRA PLATE OR BRACING.
- A factory bumper bracket, factory bumper shock, fabricated shock (up to 2-in x 2-in.) or a 3x10x1/4-in. plate may be used to help keep bumper attached to car. Brackets and 3x10x1/4-in. plate must be welded to the outside side of frame.
- Regardless of the type, the bumper shock/bracket/plate may be a maximum of 10-inches long. Measured from the backside of the bumper. Anything past must be cut off. If bumper shock is inside of frame, a 1-in. hole must be provided to see the end of bumper shock.
- If front frame is shortened, the bumper shock may not extend further than 5-in. past stock core support/subframe mount (location).

GAS TANK & BATTERY:

- One battery of any size may be used. Must be securely fastened & covered in driver's compartment before inspection. Solenoid, modules, regulator, etc. may be moved, but must remain under hood and in-front of firewall.
- All factory gas tanks must be removed and replaced with a **METAL** fuel cell, boat tank, etc and located in the back-seat area. **PLASTIC FUEL TANKS ARE NOT PERMITTED.**
- Fuel tanks must be securely fastened & covered before inspection. All tanks must be vented outside of vehicle.
- Electric fuel pump may be used. Must have on & off switch clearly marked on dash.
- Gas tank protectors are permitted. May be NO WIDER THAN 24". Must be 2" away from all surrounding sheet metal. NO KICKERS IN ANY DIRECTION. 3-in. maximum material dimension.

TRANSMISSION:

- Trans cooler may be used, must have some type of shield protecting driver in case of cooler and line rupture. All cooler lines must be covered.
- No transmission braces or aftermarket (steel or aluminum) bellhousings permitted.
- Oil pan may be plated, must not extend more than 1-in. past the original oil pan.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. (A small dimple or bubble does NOT warrant a fix-it-plate. This is for significant damage only). A pre-ran car should not and will not be harder than a fresh car.
- Plates to be no larger than 4"x4"x1/4". May have a total of 4 fix-it-plates, (2 per side).
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run. Any questions, CALL FIRST. If additional repairs are needed, please call for clarification.
- Rust may be repaired. Remove rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body.

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