

FAIR DEMOLITION DERBY RULES & REGULATIONS - 2019
OLD IRON/ANY YEAR - NO PROTECTOR

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. Vehicles must pass inspection before the beginning of the first heat.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver 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. Seat belts are required in all vehicles.

Driver door must be painted white. All cars must have brakes before inspection.

CAR QUALIFICATIONS: Any year car permitted, except for 1973 and older imperials. This class is designed for the lesser desired cars (Monte Carlo, Chrysler Y framers, Regal, Non 74-76 GM sedans, Pontiacs, Buicks, LTDs, Lincolns, Cadillac's, etc. This is an opportunity to run these "less desired" cars and be equally competitive with the wagons, 74-76 sedans. 80's & newer cars permitted, must follow 80s – No Protector rules.

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 and transmission coolers ARE permitted. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler lines and cooler must be covered to protect driver from rupture.
- Cooler boxes and fans may not be connected to any of the body bolts or hardware. May not be used to strengthen car in any way.
- Slider/telescoping driveshafts ARE permitted.
- Transmission protectors, transmission braces, aftermarket bellhousings (steel or aluminum), aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 2x2-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-lug automotive/passenger car rear-end housing is permitted. Pinion brakes ARE permitted. Internals, gears and axles may be or upgraded. Rear-end housing may NOT be reinforced in any way.
- Rear-end braces, aftermarket axle tubes/housings, axle protectors, oversized bearing ends or any other housing reinforcement is NOT permitted.
- Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rearend for mounting purposes only. May not be used to strengthen rearend.
- Trailing arms may be reinforced or 2x2-in. square tubing.

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

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FRAME, SUSPENSION & STEERING:

- 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 below.
- No aftermarket, low friction or screw-in style ball joints permitted. Must be an OEM stock or stock equivalent 80's and newer components. Ball joints may be welded in place, attachment of the ball joint to the a-arm may only be ½-in. larger than the ball joint.
- Front suspension may be solid. If welded, a maximum 2"x3"x1/4" plate is permitted on front AND rear of each upper A-arm, for a total of (4) 2x3-in. plates per car. No reinforcing of the a-arms.
- Bottom A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Must run factory front suspension and steering components. No aftermarket or reinforced spindles, wheel hubs, a-arms, tie-rods, center link or ball joints.
- Aftermarket steering columns ARE permitted. Aftermarket tie-rod ends, bodies and heim joints are NOT permitted. Steering components must be factory components. No truck components.
- May cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- 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 shortening of the rear frame rails.
- Rear suspension may be solid. Maximum 1-in. all-thread OR 2x2 tubing may be used to set rearend height. Pieces must be straight and vertical. Must be installed at factory coil spring OR factory shock absorber location. No reinforcing the rearend or frame. Maximum 3-in. washer/plate for attachment to rearend and package tray.
- A FLAT hump plate, over the rear-end is permitted. Must run straight across the hump (not contoured). Must be welded to the outside, (side) of frame. Hump plates may be 24x6x1/4-in. Hump plate must be centered within the hump (front to back) and must be at least 2-in. away from rear-end and any associated brackets. Hump plate may not be bent, shaped, rolled or connected to the body.
- A chain may be attached between the humps to prevent rear frame rails from hitting tires. A single chain link/bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. on the frame.
- Bottom of rear bumper & frame must be at least 15-in. off ground.
- Front sway bars may only be attached using the factory brackets/mounts. Absolutely no welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- Leaf sprung cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X ¼-inch thickness. No modifications to the hangers, shackles, or frame mounts.

DRIVERS COMPARTMENT:

- 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 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 a minimum of 2-in. away from ALL sheet metal, including the roof, floor, speaker deck and window bar.
- 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.
- Firewall may be cut-out for engine/distributor clearance. The top of firewall may be welded to the dash bar in two locations, using a straight piece of 2x2-in. tubing/angle/pipe. The metal must run straight up and down.
- Aftermarket brake pedals and gas pedals ARE permitted. Must be 5-inches away from body mounts and hardware. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.

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BODY:

- Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each rear quarter panel.
- Body bolts may be replaced with 1/2-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 to top-side of frame only. Max 3-in. body washers.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location. If additional body spacing is required for engine/transmission/fan clearance, steel spacers may be used at firewall, must include a rubber mount. No welding of spacers to frame.
- Core support risers ARE permitted. Maximum 2x2-in. material and 10-in. tall. Must run straight up and down. Riser may be welded and/or bolted to original core support frame mount only. Core support riser must STOP at bottom of core support. Riser may not be welded to core support. A rubber body mount is not required.
- 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.
- Trunk may be bolted, chained, wired or welded in only (10) locations. If welded, plates are to be a maximum of 4x4x1/4-in. Quarter panels must remain at stock height. Trunk may V-ed or dished a maximum of 6-in. (measured from stock quarter panel height). Rear half of deck lid may be folded inside but may not be attached to anything.
- Must use the stock trunk deck for that car. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes. No welding of inner and outer panels.
- 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 5/8-in. all-thread and 3-in. washers. A 2x2x2x1/4-in. angle can be welded to hood and fenders for bolting purposes.
- 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. No other metal may be added onto, inside or across the core support.
- No inner body seam welding for any reason. Only the top of the driver's door panel may be welded.
- Must have one front window bar, chain, wire to prevent hood from entering driver's compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2x2-in. material.
- May have one rear window bar, chain, or wire. May only be attached to SPEAKER DECK and first 6-in. of the roof. May not touch the trunk deck. Maximum 2x2-in. material. May not be attached or connected to roll over bars or gas tank holder/protector.

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. Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted. Small, multi-lug wheel centers are permitted. Valve stem protectors 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 car in and way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE.
- All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell, etc may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have on & off switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- APPROVED manufactured bumpers may be used as a FRONT bumper. A piece of 4x4x1/4-in. tubing may be used as a front bumper. Must be straight across, no points/angles.
- Front & rear bumpers must be mounted in one of the following two methods.
 - Option 1:** Hardnosed. 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 the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2-in. from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware.
- NO LOADED BUMPERS. Absolutely no adding of ANY metal to the bumper. Do not cover/plate any of the vent holes or turn signal holes. No modifications to the bumper, shocks or brackets are permitted.
- Bumpers may be seam welded. External seams only. Absolutely no welding permitted inside of the bumper.
- Ends of the bumpers (1/4- may be trimmed & capped in. thickness max) or folded & welded. Must be able to see into the ends of the bumpers. A 2x2-in. hole must be cut into ends of the bumper for inspection purposes.

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- All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell, etc may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have on & off switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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.
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/8-in.
- Must be welded on the outside of the frame. Do not cut open the frame or crush box to weld the fix-it-plate.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run. Any questions, CALL FIRST.
- 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.

ALL ENTRIES WILL HAVE 1 CHANCE FOR REINSPECTION. IF YOU DO NOT PASS INSPECTION 2ND TIME YOU WILL BE PLACED INTO THE WELD CLASS OR WILL FORFEIT YOUR ENTRY & NO REFUND!!!!!!!!!!

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