

FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

80's & Newer – Pure Stock Class

General: All entrants must be 18 years or older. 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.

A protest must be done 10 minutes prior to 1st heat by a driver of that class. A 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.

1980's and newer vehicles permitted. No checker cabs or limousines. Select 1977 & Newer models may be permitted if that same model/generation/platform was manufactured in/through 1980.

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.

DRIVETRAIN:

- 100% factory stock drivetrain required (Engine/Transmission/Rearend). Engine swap is limited to blown engines with a factory stock equivalent for that exact make, model and year of vehicle.
- Engines and transmissions must be mounted using factory style, automotive engine and transmission mounts. No demolition derby aftermarket engine mounts permitted. Engine/transmission mounts may be welded, bolted, chained or wired to prevent tearing apart. Must be mounted to respective K-member/crossmember only.
- No engine cradles, distributor or transmission protectors of any type.
- Exhaust headers/stacks are permitted. Electrical components may be relocated into a safe location.
- The FACTORY STOCK rearend must be used. May weld rearend to obtain posi-traction. Do not swap or reinforce rearend housing. No aftermarket axles. No bolt in axles.
- A one-piece driveshaft must be used, no sliding/telescoping driveshafts.
- No aftermarket transmission or engine coolers. If factory equipped, coolers must remain under the hood.

FRAME, SUSPENSION & STEERING:

- No modifications to the suspension. No solid suspension. Must bounce easily.
- Must run stock suspension components. Original A-arms, leaf springs, spindles, hubs, ball joints, control arms, shock absorbers, etc.
- Leaf spring cars must have factory/original leaf pack, clamps and hangers. No inverting or stiffeners.
- Must run factory original steering components (center link, tie rods, steering box, idler arm, steering column, etc.). No reinforcing or aftermarket tie rods. The bottom rag joint at the steering box may be eliminated or replaced.
- May cut/notch/dimple the rear frame rails to help roll.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- 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, plate or bracket. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- FRAME MUST BE 100% STOCK. Plating, tilting, cold-bending, 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 above.

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

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BODY:

- No replacing of body mounts or bolts. If a body mount is rusted out, it may be repaired back to stock using stock hardware 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.
- 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 fender/quarter.
- Doors must be bolted, chained or wired shut. Maximum of (8) locations per door. A 3-in. metal washer may be welded to sheet metal for wiring purpose. The driver's door may be welded shut, using maximum 3-in. wide plate. Driver's door may be plated, not to extend more than 3-in. past door seams.
- Trunk/tailgate may be bolted, chained or wired shut. Maximum of (12) locations. A 3-in. metal washer may be welded to sheet metal for wiring purposes.
- Trunk/tailgate 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. Quarter panels must remain at stock height.
- Pre-ran station wagons may be sedagon. Roof must remain at or above the factory quarter panel height. May attach roof to quarter panels/tailgate in 8 locations.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version if interchangeable.
- The hood must be wired, chained or bolted in (6) locations. A 2-in. long piece of 2x2 angle iron can be welded to the hood and fenders for bolting purposes. A 3-inch metal washer may be welded to sheet metal for wiring purposes.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over intake. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes.
- An air conditioning condenser may be bolted across the front of the core support to help hold radiator in place. No other metal may be added onto, inside or across the core support.
- Must have one front window strap, chain, wire to prevent hood from entering the driver's compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x 1/4-in. thick strap.
- No rear window bars permitted.

DRIVER'S 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 the cage and roof. Side bars may be a maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank holder is permitted, maximum of 24-in. wide. Gas tank holder shall be attached to rear cage bar OR floor. Must be 5-inches from ALL sheet metal. If the gas tank holder is mounted to the floor, must be a 5-inch separation between all cage components. Gas tank holders may not be attached, welded or bolted to any part of the frame or roll over 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.
- Aftermarket shifters are NOT permitted. Must run factory components.
- Aftermarket, home-made, cage or floor mounted gas pedals and brake pedals are NOT permitted. Must use factory components.

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TIRES/WHEELS:

- DOT approved tires only. Wheel weights must be removed before inspection. Doubled tires are permitted. Stock automotive wheels only. 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 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 an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

BUMPER:

- Any 1980's and newer factory automotive bumper may be used on front or rear.
- Manufactured/aftermarket bumpers are permitted. 10-gauge maximum thickness. Must be straight across with no points or internal/external gussets. Manufactured bumper is defined as a bumper equivalent in size and strength to an 80's and newer factory passenger car bumper.
 - A straight/flat/hollow piece of steel tubing. Maximum dimensions of 6 x 4-in. by ¼-in. thick is also permitted.
- 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 8x8x¼-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x¼-in. plate. The plate must be located between bumper and frame.
 - Option 2:** Bumper may be welded to the bumper shock/bracket that is factory to THAT car. Bumper shock/bracket may not be relocated. Bumper shock may be welded to frame. Unibody Chrysler cars can weld the first 2-inches of the bumper shock to the side of the frame.
- 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.
- No seam welding.

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 ¼-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. ½-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

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 \$\$\$\$

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