

FAIR DEMOLITION DERBY RULES & REGULATIONS FOR 2022

COMPACT & MID-SIZE CAR

General: All entrants must be 18 years or older. Neither Fair Derby or associates, 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.

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.

NOTE: COMPACT AND MIDSIZE CARS CLASS MAY BE SEPARATED INTO INDIVIDUAL CLASSES OR COMBINED INTO A SINGLE CLASS. THIS IS SPECIFIED FOR EACH EVENT. THE FOLLOWING RULES APPLY TO BOTH CLASSES.

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

MID-SIZE CLASS: Any car greater than 104.5" and up to 111" 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 that car, 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 that car, build quality and competition.
- This decision can not AND will not be made over the phone or pictures.

IF CAUGHT PLATING OR LOADING THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR THAT EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS HAVE BEEN REMOVED.

FRAME:

- 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 in these rules.
- 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.
- Sub-frame 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 at bend point.

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

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ENGINE/DRIVELINE:

- Engine swapping is allowed. Mounts may be chained or welded. Aftermarket or modified engine mounts permitted. Electrical components may be bypassed with mechanical. Headers to exit straight up through the hood.
- No chains to frame rails or body permitted. Chains must be welded to K-member/sub-frame only.
- No distributor protector, carb halos or header protectors 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.
- Aftermarket and slider/telescoping driveshafts/axles 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.
- RWD vehicles. Rearend housing may be reinforced. May not be used to strengthen car in any way. No axle savers.

DRIVERS 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. Side bars can be a maximum 60-in. length. Maximum material size is 4x4-in. Cage materials, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction. Cage components may not extend more than 6-in. past driver's door seam.
- 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 the roof.
- A gas tank protector is permitted, maximum of 24-in. wide. Gas tank protector shall be attached to rear cage bar OR floor. If gas tank protector is attached to cage, may be tight against sheet metal. If the gas tank protector is mounted/attached to the floor, must be a 1-in. separation between all cage components. The gas tank protectors and halo may extend to the front edge of the package tray/speaker deck/rear axle hump (no gap is required), may not modify the floor or speaker deck to extend gas tank protector past these points. All protector and halo components must be a minimum of 5-in. away from the rear window bar and roll over bar.
- Aftermarket brake/gas pedals ARE permitted. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.
- Transmission/engine coolers ARE permitted. May not be used to strengthen car in any way. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler and lines must be covered to protect driver from rupture.

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 any way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car or completely drained, with holes in bottom of tank.
- 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. No leaking fuel systems, tanks for fittings.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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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 quarter panel/fender.
- 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 (12) 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.
- Only the top of the driver's door panel may be welded. No inner body seam welding.
- 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.
- 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/sub-frame and core support.
- Bottom of core support can be fabricated using sheet metal only. May be attached to core support & frame, may be no wider than frame rails.
- 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.
- Any car which uses spray foam under the hood must be removed from frame rails for inspection.
- A single front and rear window bar are 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, welded or extend onto/over the trunk deck. Front bar must be attached to dash or front cage bar. Bars may not be connected to roll over bar or any cage material. Sheet metal to sheet metal only.
- 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. Anything greater than 2x2x1/8-in. will be removed to run. CONSIDER THIS YOUR WARNING.

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 or completely drained, with holes in bottom of tank.
- 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. No leaking fuel systems, tanks for fittings.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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BUMPERS:

- Any year factory automotive bumper may be used on front & rear. Factory bumpers may be loaded on the inside and must have a front and back skin. Bumpers may be seam welded.
- Manufactured and homemade bumpers are permitted. Maximum total height of 8-in. and a maximum total thickness (very front to very back) of 10-in. No sharp points or edges. The center point and any point must be tapered over 24-in.
- Front & rear bumpers may be hardnosed.
 - Hardnosed. A factory bumper bracket, factory bumper shock, fabricated shock (up to 2x2-in. tubing) or a 3x10x1/4-in. plate may be used to help keep bumper attached to car. Brackets, 2x2-in. tubing and 3x10x1/4-in. plate must be welded to the outside, side of frame only. **No bumper shocks, plates or brackets may be added inside the 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 front frame is shortened, the bumper shock may not extend further than 5-in. past stock core support/front sub-frame mount (location).

SUSPENSION:

- 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 as a strut tower to set/weld suspension height.
- Rear suspension does not need to bounce. A straight piece of 2x2-in. tubing/angle or all-thread is permitted from the rear axle to body/frame, on each side (2 per rear of vehicle), to set the ride height.
- No leaf spring/coil spring conversions. 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.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- No fabricated or aftermarket suspension components (a-arms, sway bars, rear axle cross bar, spindles, hubs, etc).
- Aftermarket tie rods and struts are permitted. Rear trailing arms which connect the strut/axle to the car may be replaced with 2"x2" tubing.

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 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 2 CHANCES FOR RE-INSPECTION. IF YOU DO NOT FULLY CUT/MODIFY AS INSTRUCTED, YOU WILL BE CHARGED ANOTHER ENTRY FEE.

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