

# FAIR DEMOLITION DERBY RULES & REGULATIONS FOR 2018

## COMPACT, MID-SIZE & YOUTH COMPACT

**General: All entrants must be 16 years or older. Any entrant under 18 must have a notarized release signed by parent or legal guardian. 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. Seat belts are required in all vehicles.

Driver door must be painted white. All cars must have 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 EVANT. THESE RULES APPLY TO ALL CLASSES.**

**COMPACT & YOUTH 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 care 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.
- No engine protectors of any kind permitted in the YOUTH COMPACT class.

### 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.
- Body bolts may be changed but no larger than 5/8 bolt with 3"x3" washer.
- Notching or pre-bending frame is allowed. Strap or chain may be used from hump to hump but cannot go around axle. If frame is pre-bent or notched NO adding metal or welding permitted @ bend point.

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 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, may not extend more than 3-in. past driver's door seams. The inner and outer skins of the DRIVER'S door only may be welded/plated.
- 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. **BODY CANNOT BE WELDED TO BUMPER.**
- 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, K-member. 5/8-in. threaded rod MAX.
- A single front and rear window bar is permitted. Rear bar must be attached to speaker deck (or floor in-between rear wheels if there is no speaker deck). 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 16" from bottom of bumper to ground.

### SUSPENSION:

- Front suspension may be solid. 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).
- Rear suspension may be solid. Coil spring swap is permitted. No leaf spring conversions.
- Strut towers can be welded to obtain ride height or replaced with 2"x2" tubing on front and rear.
- No fabricated or aftermarket suspension components (a-arms, sway bars, spindles, hubs, etc.). Aftermarket tie rods are permitted.
- 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.

### BUMPERS:

- **NO LOADED BUMPERS.** Any year factory bumper OR a piece of steel tubing, maximum 4x4x1/4-in. is permitted on the FRONT of the car as described below.
  - **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 metal. Do not cover vent holes or turn signal holes.
  - **STEEL TUBING:** Maximum 4x4x1/4-in. Must be straight across. No angling or making of a point, or adding a point onto the bumper. In this method you may **NOT** use a factory bumper AND add a 4x4x1/4" inside it. (Adding anything inside or outside is considered a loaded bumper).
  - **REAR BUMPER:** Same rules applies for the rear bumper, but is limited to a 2x2x1/4-in. steel tubing.
- Bumper may be welded to plate & plate welded to frame. **NO EXTRA PLATE OR BRACING.**
- A factory bumper bracket, factory bumper shock, fabricated shock (up to 2-in x 2-in.) or a 3-in. tall x 1/4-in. flat plate welded to outside side of frame may be used to assist in attaching bumper to car. Either type may not extend further than 5-in. past stock core support mount (location) or longer than 10-in. total length, measured from the back of the bumper. Anything past must be cut off. If bumper shock is inside of frame a 1-in. hole must be put in side of frame to see the end of shock. If front frame is shortened, the bumper shock may not extend past the factory core support mount.

### 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.

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### 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 6"x6"x1/4" 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.

### 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 may be used. Must be **NO WIDER THAN 24" & 2" OFF FROM REAR PANEL NO KICKERS IN ANY DIRECTION** or angling further back past tank protector. 3-in. maximum material diameter.

### TRANSMISSION:

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

### RADIATOR:

- Must be stock automotive type radiator & remain in original position **NO ANTIFREEZE.**

### 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).
- May have a total of 4 fix-it-plates, (2 per side).
- Plates to be no larger than 4"x4"x1/4".
- Each fix it plate will be measured. Any fix-it-plates larger in size, will be trimmed to allowable size.