

# **SANDUSKY COUNTY FAIR DEMOLITION DERBY RULES & REGULATIONS FOR 2016**

## **FULL SIZE WELD CLASS**

**General:** All entrants must be 16 years or older. Any entrant under 18 must have notarized release signed by parent or guardian. The Sandusky County Agricultural Society, or any of its members will not be held responsible for injuries or damage of cars, entrant, mechanic, or car owners.

Any protest must be done 10 minutes prior to 1st heat. A protest fee of \$150.00 must be made.

All winning trucks may be re-inspected after feature to confirm car is legal. If you are caught cheating you will forfeit any entry fee, money won, or trophy. Derby official decision is final.

Drivers must wear a crash helmet with shield or eye protection (full face helmet is recommended), long pants, long sleeve shirt & seat belt are required. Driver will not extend any part of his/her body outside of the truck at anytime while heat is running.

Drivers DOOR & PASSENGER door must be painted white.

All trucks must have brakes before inspection.

**Any American made hardtop sedan or wagon is permitted (with a few exceptions). No pre 1967 Chrysler Imperials (full frames), convertibles, limos, jeeps, hearses, or 4-wheel drive cars.**

### **ENGINES/TRANSMISSIONS/ELECTRICAL/FUEL**

1. Engines may be changed from car to car (GM to Ford, Ford to Chrysler)
2. Engines mounts may be welded in solid or engine cradle may be used. Extreme cradles may be used but may not help strengthen car in any way. Nothing wider than the outside of headers.
3. No motor plates to frame.
4. Four 3/8 chains max may go from engine to engine cradle. No chains to frame.
5. Distributor Protectors allowed but must be no wider than 14".
6. Transmission cooler permitted.
7. Transmission protector permitted. May be bolted to distributor protector but must stay close to trans and not help strengthen the car what so ever. Must be 1-in. from front cage bar.
8. All cars must have the air cleaner secured to the carburetor.
9. One battery may be used. Must be moved to the passenger area inside of car. Must be securely fastened to the floor and be covered up with a fire resistant material.
10. Radiator must be in stock location.
11. Gas tanks must be securely fastened to the floor in back seat area or the gas tank protector. 10 gallons max. Gas line must be doubled and gas tanks must be covered up with a fire resistant material. Gas tank vent must exit out of car.
12. Oil pans and transmission pan may be plated. Must not go 1" past pans.

### **BODY**

1. Body mount rubbers may be removed. If they are removed, a 1/2" spacer must be replaced (not to exceed 3" in diameter) between body and frame. Spacer may not be welded to the body or the frame in any manner.
2. Replacement body bolts may be used. Maximum bolt size is 5/8". Washers not to exceed 3" in diameter or standard thickness (1/4").
3. No extra body mounts permitted.
4. Body bolts may not travel through both sides of the frame. Body must be bolted to the top of the frame.
5. Absolutely no body seam welding!!!
6. Floorboard rust may be patched. Metal may not be thicker than 1/16". The overlap of new and old metal must not exceed 2". Original floorboards may remain. Official's discretion on abuse.
7. Body creasing allowed
8. Cutting fenders for wheel clearance is allowed. Bolting of wheel wells permitted. Four bolts 1/2" max may be used in each wheel well. No welding of wheel wells.
9. No bolting of body unless already stated.

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**FRAME**

1. No seam welding, plating, pinning, heat treating, or stuffing the frames what so ever.
2. No painting of the frames. Will not be inspected.
3. Patching of rust will be permitted. Must be same gauge steel. Must be butt welded, no overlapping. Call first and have picture.
4. Frames may be drilled if to believe any metal was added.
5. All factory holes must remain and untouched.
6. Tilting of frames may be done in a single area.
  - a. Factory seams may be cut at boxes and pushed down, you may only weld the welds you cut. All factory holes must be left untouched.
  - b. You may cold bend at cross member or cut at cross member. (No tilting anywhere other than those two areas).
7. You may use 4" angle 6" long 1/4" max for bolting of your cross member. These angles may be over bend if done at cross member. Must be at least 12" within factory location.
8. Cross members can be no bigger than 3" tubing, c channel, angle.
9. Notch and dimpling frame in rear ok. No re-welding seams or notches.
10. Shortening of front frame permitted. However if it is shortened past the factory core support mounting location, No bumper shocks or bumper brackets can be used. You may only use a plate between bumper and frame 6"x6"x1/4" thick max. That's it! You may weld a 4"x4"x1/4" thick Plate to frame to attach core support. Cannot be no more than 1" on frame and no gussets can be used! No welding core support spacer or core support to frame! (Any questions regarding shortening please call)
11. No shortening of rear frame.
12. 3/8" max chain, cable or #9 wire may be BOLTED from frame rail to frame rail behind rear humps.
13. Humps plates will be allowed on all cars. No longer than 24", no wider than 3" and no thicker than 1/4". They must run straight across and not angle down what so ever. You must have at least a 2" gap between bottom of hump and hump plate!
14. On 2003 and newer fords you may use an 80's and newer ford steel cradle. They must be put in like there factory counterparts only using the factory brackets. No other metal may be used. They must be in factory location and cannot be moved forward. A-arm must be in factory location, no moving them forward. You may use a spring pocket off an older model. No more than 3-3" welds on spring pocket. You may not alter frame in any matter other than attaching factory brackets and steel cradle. All components must only have a single bead of weld. All factory holes must be open!
15. Chrysler imperial sub frames may be swapped in other Chrysler produced cars or wagons. No extra metal may be used when doing this. Must be mounted in factory matter, other than making new body mount holes if needed.

**FRONT SUSPENSION**

1. A-arms may be welded or bolted for desired height. Material must not exceed 2" wide x 4" long and 1/4" thick (top a-arms only/2 plates per a-arm). A-arms may not be strengthened in any way. A-arms may be plug welded in center.
2. If sway bars are left on you must use stock brackets on frame. You may weld factory bracket to frame. Must be in stock location. Sway bars may be welded or bolted to lower a-arms. Sway bars must not touch pulley protectors (at least 1" gap).
3. Must use stock front shocks (suspension).
4. No aftermarket or reinforced spindles.

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**REAR SUSPENSION**

1. Coil springs may be swapped and welded in.
2. No leaf conversions. Stock-leafed cars must run stock leafs, mounted in stock location, with stock hangers. If broken springs needs replaced, factory step downs and thickness are required. No custom made leaf packs, leafs over mains, or inverted spring permitted.
3. Four spring clamps may be used on leaf packs. No thicker than 1/4" and no wider that 2" may be used. Two in front of axel and two behind axel. No welding or bolting of leaf springs or clamps to body or frame. No welding spring together and no duct tape on springs.
4. If watts link car is used, u may use brackets of earlier model and must be installed similar to early model. (Ztr brackets permitted).
5. If package tray is swapped in watts link car with earlier model car, you must leave 1' of previous package tray and overlap new package tray no more than 1/2". Must be is factory position and must be welded to package tray only. Not to frame.
6. Lower trailing arms may be plated and strengthen or 2" square tubing 1/4" thick may be used. Uppers may be reinforced of 4" 1/4" thick max square tubing may be used.
7. Two pieces of 1" max all-thread may be attached vertically from the rear end through the cross-member located between the humps (above rear end) to adjust rear suspension height. All-thread may not be attached to frame in any other location. If no location exists to attach all-thread, a driver may weld two washers 4"x4" in two locations onto the body (sheet metal) directly above the rear end to fasten all-thread through.
8. Frame no lower than 14''. Bumper no lower than 15''

**CAGE**

1. Drivers may install a four bar safety cage in their vehicles. Cage material may not exceed 6" in diameter. Cages must be welded to body only (not to the floor).
2. One bar may be put across the dash area (above the steering wheel) and another behind the driver's seat. These bars may be attached to the body with two plates (not to exceed 8" wide and 1/4" thick). These bars must run horizontally across the car.
3. Front bar must be 1 inch from distributor protector
4. One bar may be put along the inside of both the driver's and passenger's door. No bars may not extend forward past the dash bar
5. Cage cannot be further back than where the kick panel meets the rear seat area.
6. All cage components must be at least 6" off floor.
7. Exterior halo bars are permitted. Material may not exceed 6" in diameter. It must be attached to the rear cage bar (not to floor). It may be attached to roof in three locations via bolting or welding. All halo bars must travel straight across the roof at the same point (or approximate) they attach to the cage. No angling back or forward with the halo bar will be permitted.
8. Gas tank protectors are permitted. May not exceed 24" in width. Must be center on back bar and be centered between frame. Must be a 1 inch gap between gas tank protector and rear decking. Must be 6" off floor.
9. One rear window bar permitted. Can be welded or bolted no more than 6" on the roof. Bottom must be to speaker tray. If speaker tray is removed, it must not be any further back than where it was. No more than 6" may be welded to speaker tray area. 2" tubing 1/4" thick max, or 3" wide by 1/4" thick flat stock max may be used.
10. One front window bar permitted. Welded or bolted no more than 6" on roof. Bottom may be welded or bolted to firewall no more than 6". Cannot touch distributor protector.

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**BUMPERS/SHOCKS/BRACKETS**

1. Loaded bumpers allowed. Must be factory. You can add anything inside bumper, nothing on outside. Holes may be plated.
2. Trailer hitches must be removed.
3. Any OEM car bumper permitted. (Dec bumpers permitted)
4. Bumper seams may be welded, bumper ends may be wrapped and welded or trimmed.
5. Bumpers may be hard-nosed.
6. Bumper shocks and bumper brackets must be factory, nothing homemade. Any bumper shocks or bumper brackets may be used. Must be on the outside and on the side of frame.
7. If bumper shocks are used inside of frame, you may only bolt end of shock through frame no more than 5" behind core support. Or you may plug weld end of shock to frame no further than 5" behind core support. No more than a 1" plug weld.
8. If bumper brackets are used, it may only go 5" past core support. Extra must be cut off.
9. Either a bumper shock inside frame or bumper brackets can be used. Not both. One or the other.
10. If a car came factory with no bumper brackets or bumpers shocks. You can either use a bumper bracket and shock or bumper shock inside frame, or you may hard nose bumper and use the factory brackets the car came with.(follow rule 6/rule 7/rule 8/rule 9).
11. Any questions regarding bumper shocks or bumper brackets please call.
12. On 2003 and new fords. If you utilize the rules correctly, shocks to be no more than 1/2" behind the center of the last crush zone. (Please call if any questions, for some reason nobody can read a tape measure)

**REAREND/TIRES/WHEELS**

1. Any car or truck rear end will be permitted (maximum 8 lugs).
2. Rear end bracing allowed but may not strengthen the car or frame in any way.
3. Any tire, any ply, doubled tires allowed. No liquid-filled or studded tires. No screws in rims. No split rims.
4. Wheels may be reinforced
5. No metal may cover or protect tires. No bead-locks.

**HOOD/FRONT CLIP**

1. All vehicles must have a hood in place and operable. Hoods may be bolted or wired in six locations. The front two bolts may be attached through the core support mounts on the frame, 3/4" all thread may be used. The other bolts must attach to the core support or fenders only (not to frame). 4"x4"x1/4" plates may be attached to core support/fenders to mount the hood bolts. 3/4" bolts max. Hoods must cover fans.
2. 2" tubing max for spacing core support. May be welded to factory core support mount. Not frame.
3. Two strands of wire may be used from core support/fenders to the front bumper.
4. Front fenders may be trimmed or folded under and bolted with two 3/8" bolts or welded. No additional metal permitted.
5. Front inner and out fender may be bolted with 4 bolts 1/2" in size max.
6. Washers may be welded onto sheet metal, core support, and bumper for wiring. Maximum outside diameter of washers is 3".
7. 12" x 12" square hole over the engine may be bolted with two 3/8" bolts per side (8 total bolts) OR may have the inner webbing and outer skin welded together.

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**DOORS**

1. Doors must be fastened shut by wire, chain, or welding. No loose doors permitted.
2. If welded, use steel no wider than 3" and no thicker than 1/4". If steel is thicker or wider, it will be cut completely off to run.
3. Strapping may not be attached to the frame in any manner.
4. Doors may be welded all the way around.
5. If wired or chained, use enough to securely and safely fasten the door. No wiring or chaining to the frame.
6. A protection plate may be welded over the original driver's door skin. It may not be thicker than 1/4" and must remain within the boundaries of below the window, behind the clip/door seam, in front of the front/back door seam, above the bottom of the driver's door.
7. Top of doors may be smashed together and seam welded. No metal may be used.

**TRUNK/TAILGATE**

1. Deck lids and tailgates may be wired and/or welded. Six locations of wire may be used with two strands of wire in each location. Locations may be from sheet metal to sheet metal or from sheet metal to bumper. No wiring directly to the frame. If welded, must be 5" on 5" off using no wider than 3" and 1/4" thick plate max! These plates may not be overlapped. They may only attach to the deck lid/tailgate to the adjacent metal (quarters, rear cowl, etc.). They may not attach to the trunk floor or the bumper. A mandatory 12" x 12" inspection hole must be cut in the center of the deck lid if it is welded shut. Wired trunks must be left open for inspection.
2. Washers may be welded onto the sheet metal and bumper for wiring. Maximum diameter of washers is 3".
3. Quarter panels must remain in stock position. You may tuck the trunk lid, or v the trunk lid. Must be off floor. Again, quarter panels must remain in stock position.
4. Pounding down or removing speaker deck panel permitted.
5. No welding of trunk or tailgate seams is permitted.
6. No painting of the inside of trunks will be permitted. It will be cut open if it is.
7. Must use stock truck lid. (Newer fords may use older box style lids).

**FIX IT PLATES**

1. Pre ran cars may fix door tears and holes. Must be no thicker than 1/16". May not overlap tear or hole no more than 1". No overkill on plating (officials' decisions!)
2. Re-clipping frames permitted. Must be same make and model, and same design of car. Must not be no further back than cross member. Must be butt welded with a single pass of weld. No more than 3/8" wide. No metal may be added.
3. A total of (4) fix-it-plates will be allowed on ALL cars, pre-ran or fresh cars.
  - Plates to be no larger than 4"x4"x1/4".
  - May have (2) fix-it-plates per side. Only (1) fix it plate is permitted between the front a-arms and bumper.
  - Any fix-it-plates larger in size or thickness will be trimmed to allowable size.