

CRAWFORD COUNTY FAIR DEMOLITION DERBY RULES & REGULATIONS FOR 2016

FULL SIZE TRUCK

General: All entrants must be 16 years or older. Any entrant under 18 must have notarized release signed by parent or guardian. The Crawford 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.

Driver's door must be painted white.

All preceding rules apply for FULLSIZE and COMPACT truck, except where noted.

- FULLSIZE TRUCKS: Factory 1 ton, ¾ ton and ½ ton trucks, suburbans, Blazers & Broncos and other similar vehicles are allowed.
- COMPACT TRUCKS: any 2 or 4 wheel drive mini truck (S-10, Blazer, Bronco II, Dakota, etc are allowed).
 - NO V-8 engines permitted in compact class. 4 & 6 cylinder engines only.
- All 4-wheel drive models can only have one functioning drive axle. Only one driveshaft can be installed.
- All trucks must have working brakes.
- No additional cross braces, angle, or C-channel permitted.

FRAME:

- BODY & FRAME MUST BE FACTORY STOCK HEIGHT. No body or suspension lifts are permitted.
- Frames must be stock. No reinforcing anywhere, for any reason. Rust holes may be patched with similar thickness & like material. No extra plating in anyway, inside or outside of frame.
- Hump plates are not permitted.

BODY:

- All doors and tailgates may be welded solid, chained or wired. 3-inch wide x ¼-inch thick max. Tailgate may be welded to bed only, may not be welded to frame or bumper. Inside of tailgate may use 3x3x¼-in. angle, welded 6-in. on, 6-in. off. No inner seam welding anywhere but at rear tailgate/door.
- All glass & chrome must be removed.
- Body and bed mounts may be replaced. Beds may be welded or bolted to rear of cab. Bed must be mounted in factory locations with 5/8" max. bolts and 4"x4" plates. No additional mounts, bolts or welding. Bedsides may not be rolled, wedged, tucked, smashed or flattened in any way.
- The hood must be wired, chained or bolted. May be secured in six [6] locations. Two locations may go through the core support mount to the frame. Maximum 5/8" all thread and 3-in. washers. Core support risers may be welded to frame and extend through the core support. Core support risers must be straight and 2x2-in. maximum. An 8"x8" inspection hole must be cut in hood over the air cleaner. An air cleaner must be provided.
- Core support may have a 3" x 3" angle across the very **TOP** of the core support.
- **½ Ton Trucks Only:** One kicker (bar/pipe/angle) on each side may connect the angle iron on the core support to the firewall. The kickers may be no larger than 3" in diameter and may NOT extend past or through the firewall or connect to the cage. A 4"x4" plate must be used to attach the kickers to the firewall to prevent them from piercing the sheet metal and endangering the driver. **(1/2 ton trucks only!! No kickers on any compact trucks, ¾ ton or 1 ton).**
- Driver's compartment may have a 4 point cage. 1 bar behind seat, 1 bar across dash & connecting bars along driver and passenger sides. May also have a bar behind driver to protect the head and upper body. Cage may not extend past the firewall or outside of cab. Cage may be welded or bolted to floor/frame in (4) locations. Must run straight down. No angling to the frame. Maximum material size is 4x4-in. A single roll over bar is permitted.
- A front window bar, wire or strapping must be provided to prevent hood from entering driver's compartment. 2x2-in. maximum. May only be attached to firewall and roof. May not be attached to roll over bar.
- Battery must be moved to driver's compartment & securely fastened & covered **BEFORE** inspection.
- Stock gas tank must be removed. Fuel cell must be mounted in bed of truck, in the center of bed, directly against the back of the cab. Must be securely fastened & covered. Electric fuel pump may be used but must have an on & off switch clearly marked in cab. **NO PLASTIC TANKS.** No leaks in fuel cell, fuel lines or fittings.
- Gas tank protector is highly recommended. Protector may be a maximum of 24-in. wide and may be attach to frame in (2) locations. Gas tank protector may NOT extend any further than 24" from front of bed on trucks and no further behind the rear door seam on suburban type vehicles.
- Radiator must be factory style radiator & remain in factory position. **NO ANTIFREEZE.**

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SUSPENSION:

- Front suspension **MAY** be solid. Upper A-Arms can be bolted OR chained OR welded (only one). If welded, must use a MAXIMUM 3"x 3"x1/4" plate on front and rear of A-arm. No welding of lower A-arms. For leaf-sprung suspensions, all-thread shocks or 2x2-in. tubing may be used.
- Rear suspension **MAY** be solid. Solid or all-thread shocks are permitted.

WHEELS/TIRES:

- Any tire may be used (**with the exception of deep lug tractor tires and bead-lock wheels for safety reasons**). No studded tires or split rims. Wheel weights must be removed BEFORE inspection. Valve stem protectors may be used.
- Any automotive wheel may be used. Wheel centers and wheel protectors are permitted.
- 1 ton trucks must be single wheel. No duals.

BUMPERS:

- ANY OEM STYLE FACTORY BUMPER ON FRONT & REAR. BUMPERS MAY BE SEAM WELDED.
- **NO LOADED BUMPERS.** A 2x2-in. hole must be cut on the ends of the FRONT & REAR bumpers for easy inspection. No plating, additional metal or welding vent or light holes shut on bumpers. Seam welding permitted. **NO LOADED BUMPERS.**
- Bumper brackets, factory bumper shocks or fabricated shocks (up to 2-in x 2-in.) may be used. 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.
- A single piece of 3"x3"x1/4" angle iron may be welded from the left front frame rail to the right front frame rail (in front of a-arms) on all front coil sprung trucks only. Front leaf sprung trucks may use a chain from rail to rail.
- Factory leaf spring packs must be used on front and rear.
- ANY/ALL trailer hitches must be removed completely.

ENGINE & DRIVETRAIN:

- Any engine may be used. Engine swapping is permitted GM to Ford, Ford to Chry. Etc.
- Full engine cradles, transmission protectors and slider shafts are permitted. Engine cradles may be attached to K-member only. No chains permitted to frame.
- Transmission cross-member may be no larger than 3-in. in size. Must run straight across frame. May be attached to frame with a piece of angle or plate, no longer than 6-in. in length.
- Any rearend may be used. Rearend bracing is permitted, may not strengthen frame or body in any way.
- Transmission cooler is permitted. Cooler & lines must be covered for driver protection.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran vehicles 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 (2) fix-it-plates per side. Only (1) fix it plate may be positioned in front of the a-arms on each frame rail. Plates to be no larger than 4"x4"x1/4".
- Each fix it plate will be measured to verify size requirements. Any plate in excess of 4x4-in. will be trimmed to size.