

**DEMOLITION DERBY RULES & REGULATIONS FOR 2017**  
**FULL SIZE WELD CLASS**

**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. Vehicles must pass inspection before the beginning of the first heat.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver 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.

**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.**

**(New for 2017) - PROTECTOR AGAINST CAGE OR KICKERS.**

This is an option, pick A or B. Not both.

- A. Engine protector/distributor protector may be tight against the fire wall/dash bar and front window bar. (May NOT be bolted, welded, wired, gusseted, braced or any other type of attachment or restriction.

**OR**

- B. 2x2-in. kickers from dash bar to frame. Must be welded only to the top side of the frame. Must be located behind the back side of the upper a-arm. May not pass through the frame. With this option, the engine protector or distributor protector MUST be 3-in. away from the dash bar and front window bar.

**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 plate or mid plates to frame. Engine may only be mounted to K-member/cradle and transmission mount.
4. Four 3/8 chains max may go from engine to K-member/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 transmission and not help strengthen the car what so ever. Must be a 2-in. gap from any cage bars.
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 inside the car 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 original pans.

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**BODY**

1. Body mounts may be replaced with a 1-in. spacer. No larger than 3-in. diameter and may not be welded to body or frame.
2. Replacement body bolts may be used. Maximum bolt size is 5/8-in. Washers not to exceed 3-in. diameter or standard thickness (1/4-in.). Washers may be welded to top of frame.
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 only.
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. Bottom of rear quarters may be folded up and bolted to trunk floor with three 1/2" bolts per side.

**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 or frame).
2. One bar may be put across the dash area 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. One bar may connect the dash bar to seat bar along both the driver's and passenger's door. Bars may be inside doors. Bars may not extend forward past the dash bar or through the firewall.
4. All cage components can be no further back, than where the kick panel meets the rear seat area (middle of rear doors).
5. All cage components must be at least 6" off floor and at least 2-inches off the tunnel.
6. Exterior halo bars are permitted. Material may not exceed 6-in. diameter. Must be attached to the cage bars (not to floor). May be attached to roof in three locations via bolting or welding. All halo bars must travel straight across the roof. May not extend further back than the primary cage components. No angling back or forward with the halo bar will be permitted. Can not be attached to front or rear window bars.
7. Gas tank protectors are permitted. Maximum width is 24-inches. Must be centered on back bar and be centered between frame. Must be a 1-inch gap between gas tank protector and rear decking and 1-in. gap between gas tank protector and floor. May not be attached to floor or frame.
8. One rear window bar permitted. Can be welded or bolted no more than 6-in. on the roof. Bottom must be secured to speaker tray or floor. If speaker tray is removed, may not be any further back than where it was. No more than 6-in. may be welded to speaker tray area or floor. Maximum material size of 2-in. (channel, round or square tubing) or 3" wide by 1/4" thick flat stock max may be used.
9. One front window bar permitted. Top may be welded or bolted to roof, no more than a 6x6-in. plate. Bottom may be attached to firewall, no more than a 6x6-in. plate, or to dash bar. Cannot be touching or attached to distributor protector or transmission protector/bellhousing.

**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. No metal may cover or protect tires. No outer bead-locks.

ANY QUESTIONS CALL BILL MARETT @ 419-681-6121 : TOM MOEHLE @ 419-668-0630 OR 419-744-4753  
BRANDON HAULER @ 419-681-1459

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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. Cut out the bad and replace with same gauge/thickness as original metal. Maximum overlap is ½ inch. Call with any questions.
4. Frames will be drilled and scoped if believed to have any metal added.
5. All factory holes must remain and be untouched.
6. Tilting of front frames is permitted.
  - a. If factory seams are cut at the crush boxes and pushed down, you may only weld the welds you cut. All factory holes must remain factory. Do not add additional metal.
7. Transmission cross-member mount may be a maximum of 4x4-in. angle X 6-in. long X ¼-in. thick. This bracket may be welded to the frame for bolting of your cross member.
8. Cross members can be no larger than 3" tubing, c channel, angle. Must run straight across and be within 12-in. of original position.
9. Notch, cut and dimpling rear frame is permitted.
10. Shortening of front frame is permitted. If shortened past the factory core support mounting location, No internal or external bumper shocks or brackets are permitted. Only a 6x6x1/4-in. plate can be used to cap the end of frame. The bumper can be hardnosed to the 6x6x1/4 plate. That's it!
11. No shortening of rear frame.
12. 3/8" max chain, cable or #9 wire may be attached from frame rail to frame rail behind rear humps. Attachment may not exceed 3-in. in any dimension.
13. Humps plates will be allowed on all cars. Hump plates may be straight across or contoured. No longer than 24-in. No wider than 4-in. No thicker than 1/4".
14. 2003 and newer fords may use an 80's and newer steel cradle (Crown Vic, Marquis, or Town Car only). Must be installed like the factory counterparts, using a single pass of weld. No plating of frame or cradle before, during or after assembly. Factory passenger car a-arms and brackets for upper and lower a-arms must be used. No truck or van parts. No other metal may be used. A-arms must remain in factory location, no moving forward or backward. A spring pocket from a 1979-2002 (Crown Vic, Marquis or Town Car) may be welded to the side of the frame under the upper a-arm only. Spring pocket section may be a maximum of 13-inches total length. May be welded on 3 sides only (top and sides only). Do NOT close in the spring pocket hole on the bottom. Spring pocket must remain as factory and unmodified. All components must be welded using only 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.

**BUMPERS/SHOCKS/BRACKETS**

1. Loaded bumpers allowed. Must be within the envelope of a factory automotive bumper. You can add anything inside bumper, nothing can be added onto the outside. Factory holes may be plated. No sharp angles, protruding corners, edges, points or other objects.
2. Any OEM car bumper permitted. (Dec bumpers permitted).
3. Trailer hitches must be removed.
4. Bumper seams may be welded, bumper ends may be wrapped and welded or trimmed.
5. Bumpers may be hard-nosed to frame.
6. Any car is permitted to have a bumper shock OR bumper bracket (not both).
7. Internal bumper shocks can be a maximum of 2x2-in. square tubing or factory shock.

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8. External bumper brackets can be a maximum of 4-in. tall by 3/8-in. thick. External bumper brackets can only be welded to the outside-side of frame (side closest to the wheels). No welding to top, bottom or inside-side of frame.
9. LENGTH – For both internal shocks and external brackets, either factory components or fabricated, the shock or bracket can NOT extend more than 10-inches past the original core support mount. Measured from the CENTER of the original core support mount.
10. If front frame is shortened past the original core support mount, NO internal shocks or external brackets may be used what-so-ever.
11. On 2003 and new fords. If you utilize the rules correctly, the shock/bracket will be no more than 1/2” behind the last crush zone. Any questions regarding bumper shocks or bumper brackets please call.

**FRONT SUSPENSION**

1. A-arms may be welded or bolted for desired height. A-arm plate must not exceed a 2" wide x 4" long and 1/4" thick, to be welded from frame to top a-arms only. 2 plates per a-arm. Plates must be touching a-arm on three sides. A-arms may not be strengthened in any way. A-arms may be plug welded in center. If a-arms are welded directly to the frame (no plate used) no more than 4-inches of weld on each side permitted.
2. If sway bars are left on, only stock brackets may be used. The stock brackets may be welded 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. All thread shocks are permitted. Maximum material size is 1-in. all-thread and 2-in. metal (strap, round tube, square tube, ect). Must run straight up and down. No angling. Can only be welded to ONE side of the frame, top or bottom. Maximum washer size is 4-in. diameter.
4. No aftermarket or reinforced spindles. Stock automotive spindles only.

**REAR SUSPENSION**

1. Coil springs may be swapped and welded, chained or welded in place.
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 springs 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, (98-newer ford) old style brackets may be used. Lower brackets may be welded to frame in stock location, material can be no larger than 4-inches. Upper brackets may be bolted or welded to frame only. May not be bolted through body. Upper brackets may not be connected to each other and can not touch the frame rails.
5. If package tray is swapped in watts link car (98-newer ford) with earlier model car, you must leave 1' of previous package tray and overlap new package tray no more than 1/2". Must be in 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. Rear frame can be no lower than 14in. Bottom of rear bumper can be no lower than 15-in.

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**HOOD/FRONT CLIP**

1. All vehicles must have a hood in place and operable. Hoods may be bolted or wired in eight locations. The front two locations may be attached through the core support mounts to the frame, 1-in. all thread may be used. The other locations may only attach to the core support or fenders (sheet metal only). Maximum material size is 4-in. and ½-in. bolts. Hoods must cover mechanical fans.
2. 2-in. square tubing may be used at core support for a riser. Must be a straight piece, no angling. May be welded to frame in stock location.
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-in. bolts per side, or welded. No additional metal permitted.
5. Front inner and out fender may be bolted with (4) ½-in. bolts and standard size washers.
6. Washers may be welded onto sheet metal, core support, and bumper for wiring. Maximum outside diameter of washers is 3".
7. A 12" x 12" hole over the air cleaner/carburetor is required. Inner and outer metal skins of hood may be bolted together using (20) 3/8" bolts and standard sized washers.

**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 trimmed to allowable size.
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 ¼" and must extend to more than 3-inches past the driver's door seams.
7. Top of doors may be welded together. No metal may be used, except for the driver's door.

**TRUNK/TAILGATE**

1. Deck lids and tailgates may be wired or welded shut. 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 a maximum plate size of 5-in x 3-in. x ¼-in. thick. These plates may not be overlapped and may only sheet metal to sheet metal. The trunk lid or tailgate may not be attached to the trunk floor or to the bumper. A mandatory 12" x 12" inspection hole must be cut in the center of the deck lid if it is welded/wired shut. Inner and outer trunk skins may be bolted together using (20) 3/8" bolts and standard size washers.
2. Washers may be welded onto the sheet metal and bumper for wiring. Maximum diameter of washers is 3-in.
3. Quarter panels must remain at stock height. The trunk lid may be tucked, smashed or V-ed. Must be 2-in. off the floor. Pinging, pre-bending and creasing is permitted.
4. Pounding down or removing speaker deck panel permitted.
5. No welding of body, trunk or tailgate seams is permitted.
6. Painting inside of the trunk is not permitted. It will be cut open if painted.
7. Must use a trunk lid for that model of car. Old iron to old iron, metric to metric and model to model. (Newer fords and GMs may use early 80's box style lids). No old iron truck lids or tailgates on 80's and newer cars.
8. Inner and outer trunk skins may be bolted together using (20) 3/8" bolts and standard size washers.

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**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 2-inches. Only one layer permitted.
2. Re-clipping frames permitted. Must be same make and model, and same design of car. 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 PRE-RAN & BENT cars. Fresh cars may have (2) fix-it-plates.
  - Only 2 plates per side. Only 1 plate at or in-front of the firewall per side.
  - Plates to be no larger than 4"x4"x1/4".
  - Any fix-it-plates larger in size or thickness will be trimmed to allowable size.
  - Any fix-it-plate that is not deemed as necessary will be removed completely to run. The head officials will make this call on a car by car basis.
  - A PRE-RAN car should NOT be stronger than a fresh car. This will be enforced.