

FULTON COUNTY FAIR DEMOLITION DERBY

2017 OFFICIAL RULES



The Demolition Derby is promoted as an unusual spectator attraction. In the interest of safety, anyone entering is subject to and must obey the rules & regulations that are set by the promoter, track owner, and fair board where the event is being held. Our officials will thoroughly inspect each and every entry to the best of our ability to promote safe and even competition.

A. Entry and Registration

1. Each driver must fill out an entry blank in its entirety. Each driver and pit crew member must sign a release form prior to entering the pit area. All injuries must be reported to the officials at once. Only drivers, owners, mechanics and crew members that sign the release sheet will be allowed in the pit area. Each driver must be 18 years of age or older and must hold a valid driver's license.
2. If you are pregnant and/or have back, heart, or health problems, you are not permitted to compete.
3. Any driver or crewmember not obeying the rules will be disqualified. Drivers are responsible for the actions of their crew members.
4. All competition rules are explained at the mandatory drivers meeting 30 minutes prior to the derby.
5. The track owners, fair board, and/or promoter have the right to approve or reject any entry.
6. The track owners, fair board, and/or promoter are not responsible for any vehicles, parts, or personal property at any time.
7. Transporting vehicles to and from the show must meet Ohio Highway Safety codes, including tow bars, trailers, chains, lighting, etc.
8. Any American made hardtop automobile is permitted with a few exceptions. No convertibles, jeeps, hearses, or 4-wheel drive cars will be permitted.

B. Inspection

1. Only the driver and 1 pit crew member will be permitted with each entry into the inspection area. No spectators permitted.
2. Each entry will ONLY be permitted one additional attempt through the inspection process. Build your vehicles to the rules!
3. Each blatant disregard of the rules in the vehicle's preparation will count as a strike. Three strikes and the car will be disqualified.
4. All entries must be inspected one hour prior to show time. No refunds will be awarded for illegal entries.

C. Safety

1. Remove all glass, fiberglass, headlights, taillights, trim, interior, trailer hitches, etc. Cars must be swept clean. No junk tires, wheels, metal parts, etc. allowed.
2. All rear seats and floor decking must be removed. Any sharp or protruding fins must be cut off the vehicle.
3. Standard safety belt, Z-90 approved helmet, and eye protection (face shield or safety glasses) are required. Neck braces are highly recommended. Fire retardant suits, clothing, or hood is recommended. No shorts or shirtless drivers will be permitted.
4. Exhaust must point away from fuel lines.
5. All hoods must have a 12" x 12" square hole directly cut above the carb. All hood hinge springs must be removed. All hood/trunk latches must be removed.
6. Firewalls may not be totally removed. If holes are cut for clearance purposes, the hole must be covered by something fireproof. If patched with metal, the metal must not be thicker than 16 gauge.
7. No spray devises or cans permitted in the vehicle.
8. All vehicles must have dependable brakes at all times.
9. Stock gas tanks must be removed from the original position. A replacement tank must be securely fastened in the rear section (no farther forward than the back of the front seat) of the driver's compartment. Steel gas tanks or Neoprene construction approved tanks may be used. No original tanks permitted. Gas tank must be securely fastened by means other than ratchet straps or wire. Tanks must be securely bolted to the floor. Tanks must be covered in a fireproof fashion. Any vehicle that spills gas will be disqualified immediately.
10. Electric fuel pumps are permitted, but the switch must be CLEARLY marked with ON/OFF.
11. Stock batteries must be removed from the original position. A battery must be located in the driver's compartment and securely fastened to the floor. The battery must also be covered.
12. No drinking of alcoholic beverages in the track, emergency vehicle, or pit area. Any driver or pit crew member under the influence of alcohol or drugs will be immediately disqualified. Coolers will be inspected.

D. Engine/Transmission

1. Fabricated engine mounts must not strengthen the car in any manner. Engine cradles are permitted, but must fit tightly to the engine and not reinforce the car in any manner. Only two additional locations may go to the frame (chains or ¼" x 1" straps), but neither may be attached to the frame any farther forward or farther back than the upper a-arm dimensions. Anything outside of this will be cut completely off of the frame.
2. Radiators must remain in the stock location. Overflow hoses must point straight down. No anti-freeze permitted, strictly water.
3. Bottom radiator support may be fabricated, but may not be welded to the frame. All fabrications must be welded to the existing core support structure. Maximum angle size is 3" x 3" x ¼".
4. Transmission coolers may be relocated to the driver's compartment. If so, they must be securely fastened inside another durable and properly vented container (box). If ice is to be used, the container must be leak-proof with a secured lid. If competition is continually stopped to determine if gas or water is leaking from your car, you will be disqualified. Steel or hydraulic lines are required.

5. Distributor protectors will be permitted. They may not directly touch or attach to the cage in any manner. The maximum width is 16".
6. Transmission protectors will be permitted within reason, but may not tie-in anywhere other than the cross-member.

E. 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 in the frame. 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. Hoods must cover fans and be open for inspection.
2. Two locations of wire may be used from core support/fenders to the front bumper.
3. Front fenders may be trimmed or folded under and bolted or welded. No additional metal permitted.
4. Front inner and outer-fender may be rolled and/or welded or bolted together directly over the wheel. No additional metal permitted.
5. Spacers may be run between the core support and frame. They may be welded to the core support **and frame a maximum of 4" each**.
6. Washers may be welded onto sheet metal, core support, and bumper for wiring. Maximum outside diameter of washers is 3".
7. The only additional welding permitted is the seam between the core support and fenders. No additional metal permitted.
8. 12" x 12" minimum 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.

F. 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. Strapping may not be attached to the frame in any manner. Doors may be welded all the way around.
3. If wired or chained, use enough to securely and safely fasten the door. No wiring or chaining to the frame.
4. 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.
5. Welding of doors on the inside of car is permitted. No metal may be added to weld.

G. 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, only a maximum of 3" x 1/8" strapping may be utilized at a frequency of 6" on and 6" off. These plates may not be overlapped. On all sedans, the plates may only attach to any adjacent metal (quarters, rear cowl, bumper, trunk floor). A mandatory 12" x 12" inspection hole must be cut in the center of the decklid if it is welded shut.
2. Washers may be welded onto the sheet metal and bumper for wiring. Maximum outside diameter of washers is 3".
3. No vertical wedging, tucking, or smashing down of quarter panels is permitted. The body panels may be ball pin'd. All pre-ran wagon roofs may be smashed down to rest in-line with the top of the quarter-panels. The roofs may be treated as a decklid in section G1.
4. Inner and outer rear-wheel wells may be rolled and/or welded or bolted together with 4 bolts (maximum size 3/8"). Deck lid webbing and outer skin may be welded or bolted together with (8) 3/8" bolts. No additional metal permitted.
5. No welding of trunk or tailgate seams is permitted. No painting of the inside of trunks will be permitted. It will be cut open if it is.

H. 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"). If bolts are changed, a 1/2" spacer must be replaced between body and frame.
3. No extra body mounts permitted. Body bolts may not travel through both sides of the frame. Body must be bolted to the top of the frame.
4. No welding of interior or exterior body seams.
5. 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.
6. Two locations of wire or metal must be placed from front cowl to the front of the roof to prevent hood entry into the driver's compartment. If metal is used, it must not exceed 1/4" thickness or 3" in width.
7. One location of wire or angle (no square tubing) may be placed from the back of the roof down to the rear speaker deck or sheetmetal (floor) directly above the cross-member between the rear humps (no further back than 12" from roof). If metal is used, it must not exceed 1/4" thickness or 3" in width. The contact area permitted with the rear speaker deck/floor is 3"x4".

I. Frame

1. No seam welding, patching, strengthening, painting, undercoating, or shaping of frame will be permitted.
2. 2003 & newer Fords may use an 80s & newer Ford steel cradle (no aftermarket) with a single bead of weld utilizing factory brackets, stock location, and no more than three 3" welds on the spring pocket. Any abuse of the intent of this rule will result in immediate disqualification.
3. Re-pitching of cars in a single area is permitted. Factory seams may be cut, the frame re-pitched, and factory seams re-welded. No additional metal or welds will be permitted.
4. Cars may be re-stubbed if a stock OEM replacement is used and it is ONLY butt-welded. No metal may be added. No overlap will be accepted. Welds may not be ground. NO EXCEPTIONS!!!
5. Cross-member mount may be substituted for a 2"x 2" x 4" maximum angle.

6. Two locations of wire (9-gauge maximum) may travel from a cage bar or roof to any body mount bolt or directly to the frame between the firewall and rear axle ONLY. Wire must be in a safe location (our call).
7. No filling of factory frame holes. This includes but not limited to bolting through both sides of frame for suspension components and random bolt placement in factory frame holes.
8. Front frames may be shortened.
9. **All vehicles may have a 1/4" x 4" x 24" strap may be welded each rear hump.**
10. **A maximum of four "fix plates" may be used on fresh or pre-ran vehicle measuring 1/8"x4"x4".**

J. Cage

1. Drivers may install a four bar safety cage in their vehicles. Cage material may not exceed 5" in diameter. Cages must be welded to body only (not to the floor).
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 7" wide and 1/4" thick). These bars must run horizontally across the car.
3. One bar may be put along the inside of both the driver's and passenger's door. No side bars may not extend forward past the dash bar and have a maximum length of 60".
4. Drivers may fabricate and install one piece of metal, not to exceed 8" in length, from the front cage bar towards the firewall. This piece may not protrude through the firewall or be attached to the distributor protector in any manner.
5. Exterior halo bars are permitted. Material may not exceed 5" in diameter. It must be attached to the four bar safety cage (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.
6. Gas tank protectors are permitted. They may not exceed 24" in width. Protectors may not be attached to sheet metal/frame.

K. Bumpers

1. All bumpers must be stock appearing. Reinforcement may be done to the FRONT bumper inside the bumper only.
2. OEM to OEM bumper swaps can be made (Chrysler to GM, GM to Ford, etc).
3. Bumper brackets may be welded to the frame. Bumper shocks may be collapsed, welded, and/or chained.
4. Bumpers may be welded to brackets or shocks. Bumper seams may be welded. Bumper ends may be wrapped or trimmed.
5. All bumper straps must be mounted in a stock-type fashion. No swapping left for right straps, using rear straps as front straps, laying side-mounted straps on top of the frame, etc. will be permitted.
6. If the front frame is shortened in any manner and/or the front bumper is hard-nosed (welded directly to frame), no exterior bumper straps are permitted. An internal (and stock) bumper shock with a maximum length of 10" is permitted. A 2" spot weld may be used to fasten the rear portion of the shock to the frame at the point of exit. **A 1/4"x4"x6" plate can be used between the frame and bumper.**

J. Rear end/Tires

1. Any car or truck rear end will be permitted (maximum 8 lugs). Protectors are permitted, but may not strengthen car in any manner.
2. Multi-lug centers may be used. No bead protectors or heavy-duty homemade or strengthening of rims will be permitted.
3. No liquid-filled or studded tires. No screws in rims. No split rims. 16.5" maximum size.

M. Front Suspension

1. Upper a-arms may be bolted solid or welded to achieve desired bumper height. If welded, you may use 3"x1/8" strap material to tie each upper a-arm and the frame together. The strap may travel straight down from the edge of the upper a-arm and resemble the contour of the upper a-arm. No overlapping of plates (a single pass only). No angle iron permitted.
2. Steering linkage maybe reinforced within reason. 1" x 1" x 1/4" angle may be used to reinforce tie-rods. Replacement parts must closely resemble factory parts including diameter, length, and attachment points. Maximum diameter of 3/4" tie-rods.

N. Rear Suspension

1. Coil springs may be swapped and welded in.
2. No leaf-conversions. Stock-leafed cars must run stock leaves, mounted in stock locations, with stock hangers. If broken springs need replaced, factory step-down and thickness are required. No custom-made leaf packs, leafs over mains, or inverted springs permitted. One 3"x3"x1/4" plate may be used to strengthen each rear leaf hanger. Plates must only touch the hanger (not the frame/hanger bracket).
3. Five spring clamps are permitted on each leaf pack using no thicker than 1/4" and no wider than 2" steel. No welding or bolting of leaf springs or clamps to body or frame. No duct-taping or welding of springs together.
4. Rear control arms may be lengthened or shortened with only a 1" overlap. Same thickness material must be used. They may be reinforced within reason, but must not reinforce any other portion of the car. Fords may convert from Watts suspension to a standard setup. All Watts components must be removed from frame (including bolts). Control arm brackets must be located in a stock location and cannot exceed 6"x6" in size where attached to frame.
5. 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 rearend to fasten all-thread through.

O. Post-Competition Inspection and Awards

1. All drivers qualifying "in the money" will have his/her car re-inspected prior to receiving any earned money.
2. To protest a particular vehicle, a \$200 protest fee must be personally presented to the head track official by a driver that participated in the feature event. The protesting driver must state where he/she believes the accused car has violated the rules. If legitimate evidence is found, the accused car will be disqualified and forfeit all earned money. The protesting driver will receive a full refund of the protesting fee. The next appropriate vehicle will be re-inspected and receive the appropriate forfeited prize money. If no legitimate evidence is found, the protesting driver forfeits the \$200 protest fee.
3. Cars may be scoped and drilled prior to and/or following our events. We want to present a fair show for all competitors.

P. Time Limit

1. A slat will be taped to the left hand doorpost to be broken when the car is dead or stalled for more than 60 seconds and checked by an official timer.

Q. Compact Car Rules (follow all full-size rules unless different below)

1. 108" maximum standard wheel base (center to center, no alterations)
2. Front suspension may be welded solid as in the full-size rules.
3. Stock rear suspension only. No alteration or all-thread will be permitted to lock suspension. Maximum of a 5-lug rear-end.
4. No distributor protectors, engine cradles, hump plates, or gas tank protectors will be permitted.
5. Standard four-point, 5" diameter cage may not extend past the dash bar or more than 18" behind the driver's seat.
6. Any bumper straps may be used to securely fasten a bumper on either end of the car. No homemade brackets.

R. Full-Size Truck Rules (follow all full-size rules unless different below)

1. Any American made truck is permitted. 4-wheel drive trucks may only run 2WD (pull a shaft). Suburbans are permitted.
2. Tailgates/Rear doors may be welded shut using 3" x 1/4" strap. A maximum of 48" of strap may be used.
3. Beds must be welded to cab of truck with a 3" strap directly behind doors.
4. An interior four-point cage is required to compete. The cage may not extend outside of the cab into the bed. However, it may attach vertically to the frame in four locations. No metal may be added to the frame to attach the cage. The vertical bars must be welded directly to the frame.
5. Any bumper straps may be used to securely fasten a bumper on either end of the truck. No homemade brackets.
6. A single piece of 3" x 3" x 1/4" 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 or from the engine cradle to each rail.
7. Trucks must securely fasten gas tanks directly behind the center of the cab in the bed.

S. Full-Size Stock Car Rules

1. Any 1980 & newer vehicle will be permitted.
2. Engine cradles only are permitted. No distributor, pulley, rearend, or transmission protectors/braces. Transmission coolers may be properly secured inside the vehicle. Radiators in stock position on stock core support. A maximum of 4" core support spacers are permitted, but absolutely no welds.
3. Hoods must be open for inspection. They may be wired in 6 locations with two down to the front bumper. Washers may be welded on for wiring purposes. A hole must be present.
4. Front suspension may be fixed with a single 2" x 4" piece welded from the upper A-arm to the frame. All steering and front/rear suspension components must be stock other than an aftermarket column/knuckle.
5. Any bumper may be used (not loaded), but must be fastened in factory manner (shocks inside frame, etc.). Bumper shocks may be collapsed/welded, shocks may be welded to the frame, and bumpers welded to the shocks with no additional metal.
6. The driver's door may be completely welded with 3" x 1/8" straps. All other doors may have a maximum of four 3" x 3" plates.
7. Decklids must be open for inspection. They may be wired in 6 locations with two to the rear bumper. Washer may be welded on for wiring purposes. No ball pin'd cars will be permitted. No wedging is permitted. Post-inspection, trunks may be folded down towards the pan.
8. **No frame tilting or modifications will be permitted.** Notching of rear rails is permitted, but no re-welding of notch.
9. A standard four-sided 5" max cage is permitted. A roll bar is permitted, but it also may not attach to the floor. Tank protectors must be 5" from all metal.
10. Body mounts may be changed to 1/2" bolts using standard rubber spacers and 3" washers.
11. Tank and battery are required to be moved inside and be properly secured.
12. After-market shifters and driveshafts are permitted.
13. A hump plate of 1/4"x4"x6" may be used.
14. Any 5-lug rearend will be permitted. The same tire rules as the mod class can be followed. No rim reinforcement or bead protection.
15. **A maximum of 4 "fix it plates" at 1/8" x 4" x 4" may be used per car (both fresh and pre-ran). The plates may not touch each other or wrap around to touch two different sides of the frame (no top to side, side to bottom, etc.).**

Fulton County Schedule of Events

September 7th @ 6:30PM
\$15,000 Purse

	Modified Cars	Trucks	Compacts	Stock Full Size
1 st Place	\$2,500	\$2,000	\$1,000	\$2,500
2 nd Place	\$1,000	\$850	\$500	\$1,000
3 rd Place	\$500	\$500	\$250	\$500
4 th Place	\$300	\$300	\$100	\$300
5 th Place	\$150	\$150	\$50	\$150
Mad Dawg	\$100	\$100	\$100	\$100
Total Purse	\$4,550	\$3,900	\$2,000	\$4,550
Max # of Entries	24	24	24	24

The rules and/or regulations set fourth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM ALTERATION OF SPECIFICATIONS. Interpretation or deviation of these rules and/or regulations is at the discretion of the officials.

Josh Dusseau (419) 707-0707

2017 FULTON COUNTY FAIR
Thursday, September 7th @6:30PM
PLEASE PRINT CLEARLY – MUST BE 18 YEARS OF AGE TO PARTICIPATE
\$40 ENTRY FEE FOR EACH EVENT

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

AGE: _____ EMAIL: _____

NICKNAME: _____

CAR#: _____ Home/cell phone: _____ SSN: _____

MUST SUPPLY SOCIAL SECURITY NUMBER TO ENTER.

SPONSOR: _____

EVENTS (Check):

MODIFIED CARS

FULL SIZE TRUCKS

MINI CARS

STOCK CARS

ENCLOSED PAYMENT OF \$ _____

I _____ have read and fully understand the presented rules, regulations, and waivers.
I understand that Brews Bros. Demolition Derby and the Fulton County Fair are not liable for any injuries, damages, or losses before, during, and after the event.

Name Date

Entry forms/fees may be mailed to: Fulton County Fair
4793 County Rd 2
Swanton, OH 43558

Email: office@fultoncountyfair.com

Cash or money orders only! Make money orders out to Fulton County Sr. Fairboard.
For additional information, call (419) 707-0707 or email brewsbros@hotmail.com.
