

2 DEMOLITION DERBY'S Morrow County Fairgrounds

July. 4th
6:30 pm

(No Entry Fee)
Purse: \$4200

Sept. 5th
4:30 pm

The Morrow County Fair Demolition Derby is promoted as an unusual spectator attraction. In the interest of safety, drivers and pit crew are subject to and must obey the following rules and regulations which are set up by the fairboard and track officials. Demolition derbies are hazardous and a high risk sport. Neither the Fairboard or Track Officials are responsible for any injuries sustained by driver or pit crew before, during or after the event.

RULES AND REGULATIONS

1. The track officials have the right to reject any entries and to re-inspect any cars at any time, including winning cars if necessary.
2. No entry fee, but everyone must pay to get in, driver's included. No pre-registration. All drivers must be 18 years of age or older and register upon entry in pits before ride can be inspected. Drivers may enter only once per classification. These are: A.) Full-size B). Mid-size C). Compact D). Compact Figure 8 (July 4th show only) E). Full-size Stock, 80's models & up (Labor day show only).
3. Any driver entered in more than one class will be assigned heats as far apart as possible if you let us know.
4. Each driver must be signed in and have their car(s) inspected at least 1 hour before show time or a \$25 fee will be imposed.
5. All cars are to be removed from the in-field after the show. Cars left on the fairgrounds over night are at your own risk. Neither the officials or the Fairboard will be responsible for any cars, parts or property before, during or after the show.
6. Drivers are responsible for the actions of their crew members. Any driver or pit person found under the influence of alcohol, drugs or becomes unruly will be disqualified and removed from the grounds. They could be barred from future events.
7. No profanity will be allowed on any portion of the car. Please remember, **THIS IS A FAMILY EVENT!!!**
8. All rules are subject to change and the Officials have the FINAL say. It is impossible to list everything that you can and cannot do. We realize that rules will be bent, stretched, pushed to the max and tested with new ideas. Weather any stipulations or variations to these rules are allowed or not is the Officials decision, **AND IT IS FINAL !!!!!!!!!!!!!!!!!!!!!!!**

Compact Figure 8

We will be having our 2nd annual Compact Figure 8 race at the July 4th show. They will be limited to one heat so get there early to sign up. Rules for preparing the compacts for the Figure 8 are the same as compact rules for regular derby. (See preparation of cars) The heat will be made up of 10 cars or less and will be run for 20 laps. Top 3 finishers will receive money and trophy. If your car survives the figure 8 you can run it again in the compact heat for an additional \$20 fee.

TYPES OF CARS

1. Any hard top Foreign or Domestic automobile or station wagon is allowed with the following exceptions: No Chrysler Imperials before 1967. No convertibles, ambulances, hearses or limos.
2. Compact Class: Cars with a wheel base of 103" or less & a 4 cylinder engine only.
3. Mid-size Class: Cars with a wheel base of 108" or less rear wheel drive, 110" or less front wheel. 4 or 6 cylinder engines only.
4. Full-size Class: Cars with a wheel base of over 108" and a 6 or 8 cylinder engine.

PREPARATION OF CARS

1. **Car number:** It is mandatory that your car number be put on a roof sign on top of your car. Signs must be at least 12" tall and max. 24" long. Sign must be welded or bolted to roof in at least 4 places. Number on door is no longer necessary.
2. **Remove:** all glass, head and tail lights, and clean inside of car and trunk before arrival at fairgrounds. This applies to metal parts, trash, screws, nails, nuts, bolts and glass. Broken glass inside doors is not permitted. Chrome molding strips, side-view mirrors, protruding outside door handles and emblems must be removed. All rear seats must be removed, including third seat and deck plates in station wagons.
3. **Drivers door:** May be welded shut and re-enforced (inside & out). Only flat plating may be used to reinforce the outside It cannot exceed 6" past drivers door vertical seams. It is **mandatory** that it be reinforced on all compacts (even for figure 8). You should also leave the inside drivers door panel on or replace with padding for drivers safety. If not, all sharp edges must be covered or removed.
4. **Drivers Area:** Angle iron, square tubing or steel bar can be used to brace the rear of the drivers seat, door post to door post. You may also use one in place of the dash. Plates on end of these 2 bars not to exceed 12"x12". They may be connected by using same across both front doors to form a rectangular safety zone. Door bars cannot extend pass dash and seat bar. No kickers down to the frame or body. No roll cages inside car. Bars or pipes used should be no more than 4" outside diameter. Seat brace must be within 4" of the seat back and measured ¾ of the way up. A roll over bar can be welded to the bar behind the seat and run straight up (no tilting) and over the roof. Strongly recommended for 4 doors with no center door post or with weak roofs.
5. **Doors:** may be welded all around, outside only. If plating/strapping is used it can not be more than 3" wide and ¼ thick. Doors that are not welded may be wired or chained.
6. **Frame and frame seams:** You are allowed to weld front frame seams from firewall forward only. No other frame seam welding. No tipping of front frame section. Damaged or rusted frame areas may be repaired with metal no thicker than 3/16 thick. Patch can not be any larger than necessary to attach to good metal in all directions. This also applies to repairing frame damage on previously run cars. Damage must be obvious and repair necessary or it will not be allowed. Dimples and puckering of frame do not constitute damage.

Maximum of 4 patched areas for damage is allowed per car. No trailer hitches.

If in doubt, call for prior approval or to see what an Official might suggest. **THEIR DECISION ON ALL REPAIRS IS FINAL !!!!!**

7. **Tires:** Solids and doubles are allowed. No studded snow tires and no wheel weights on drive axle tires. Valve stem protectors are ok.
8. **Body seam welding:** Only allowed to repair rusted areas or previously run damaged cars. Repair with metal no thicker than area being repaired (20 gage) and patch can not be any larger than necessary to attach to good metal in all directions. Rusted or damaged area must be obvious and repair necessary or it will not be allowed. No welds inside car except for driver's rectangular safety zone, rust repair or as stated in this rule sheet.....**OFFICIALS HAVE THE FINAL SAY ON THIS !!!!!**
9. **Body mount bolts:** If replaced, they may not exceed 5/8" in size and not exceed more than 2" past the nut. If original body mounts are removed they must be replaced by some sort of spacer, minimum 3/4" thick. (Examples would be a stack of washers, block of steel, wood, etc). Spacer between core support and frame can be no thicker than 3". If spacer is used it cannot be welded to frame or core support. Body and frame can no longer be bolted tightly together without this minimum 3/4" spacing. Body mount bolts must be in original location and original number for that car body, they can not run through bottom of frame. Extra bolt may be added in rear hump area if stock mount is present in/on frame.
10. **Hoods:** must be open for inspection. They must have a hole above the carburetor at least 4" larger than air cleaner or if stacks are used an 8" hole around each stack is acceptable. Car must have hood unless fan blades are removed. Carburetors must have air cleaners. Hoods may be wired or bolted. If washers are welded to sheet metal to reinforce holes for wires then only 4 places can be used instead of the standard 8 places. 1/2 of wires may be run to bumper. If bolted, no larger than 5/8" in size and in 4 places total. Through top only of core support and/or firewall or small pieces of angle iron welded to hood and fender edges. Call or e-mail for any clarification.
11. **Factory leaf springs** cars must have original number of springs and be of original thickness and length. No homemade from flat stock and main spring must be on top. They may be rebuilt but must have at least a 2" stair-step in length. No extra leafs allowed. Four spring clamps are allowed per side, at least 1 must be in front of axle.
12. **Bumper shocks:** may be welded, but no extra metal may be added. If shock bumpers are not welded you may run a short piece (2) of chain from bumper to frame. If shocks are eliminated bumper may be welded directly to frame (no adding extra metal). No home-made shocks. Bumper brackets swaps must be front on front and rear on rear. 12" max length on front brackets.
13. **Bumper:** substitution is allowed as long as it is of comparable size. Outer bumper shell may be welded to inner backing. If there are no access holes to see inside you must cut a 2" hole in each end of the bumper. Bumpers must be at least 14" and no more than 24" from ground to bottom of bumper.
14. **Compacts and mid-size only:** you may replace bumpers with pipe or square tubing. It may not be more than 4" in diameter and 5/16" thick. Ends must remain open and can not be capped shut. It must be welded directly to bumper shock or end of frame with no extra added metal. If pipe is used you may use a small amount of metal to help secure the pipe into position and keep it from rolling. **OFFICIALS HAVE THE FINAL SAY ON OVER USE OF METAL OR NOT. !!!**
15. **Gas tanks:** Stock tank must be removed & discarded. A portable tank or fuel cell must be SECURELY FASTENED to the floor and covered. It must be behind front seat and as far forward towards front seat as possible. Gas tank protectors are allowed but must meet requirements. Sides of protector must be within 4" of gas tank and no wider than 24" and between frame rails. Back side of protector must have at least 6" clearance from any vertical sheet metal. It can be bolted or strapped down through floor only. It is highly recommended that cars equipped with electric fuel pumps have a kill switch mounted at the base of drivers door post and dash area for easy reach by safety personnel. All fuel lines and fittings run inside car should be pressure tested quality. If not, then all exposed lines and fittings must be covered or secured for drivers safety. Officials have final say on this.
16. **Battery:** only one (any size) is allowed. It must be removed from original position and placed on the floor board of front seat passengers area. It also must be SECURELY FASTENED to the floor and covered.
17. **Radiators:** must remain in the original position or be taken out. Comparable replacement radiators are permitted. Transmission coolers are allowed under the hood or behind the drivers seat. A fan or ice chest may be used for cooling purposes. If ice is used the container should seal good and not leak. All lines and fittings used should be of pressure tested quality. If not, then all exposed lines and fittings must be covered & secured. Officials have final say on this. An old garden hose or heater core hose works good.
18. **Trunks or tailgates:** May be wired, chained or welded. No larger than medium size chain or max of 2 strands of #9 gage wire per place. Body metal to body metal only or body metal to bumper in no more than 4 of the 8 places. If washers are welded to sheet metal to reinforce holes for wires or chains then only 4 places can be used instead of the standard 8 places. If welding, then 4 plates are allowed – 3x6x1/4 " thick. Sheet metal to sheet metal only. Rear section of vehicle may be creased, tucked or smashed, but **not tightly**. Officials have the final decision on this.
19. **Body:** Cutting fenders & ends of bumpers is allowed. No re-welding or bolting of fenders. Folding or rolling of sheet metal is allowed. You must have a window bar, chain or wire in the windshield area. Rear window bar is also permitted. Max strapping of 3" wide and 1/4" thick to run from roof to firewall & roof to rear deck plate. If welded to trunk it must be within 3" of upper edge of trunk lid.
20. **Fabricating:** Welded solid or chained down engine & transmission mounts are recommended. Slider drive shafts and modified steering columns are allowed. Distributor protectors can not have any kickers to body, frame or dash bar. DP can not be any wider than intake manifold and must be at least 5" from dash bar.
21. **Suspension:** Working air shocks are not permitted. Shock helper springs and coil expanders may be used to help saggy or worn out springs. Not to increase the original height of the car. No homemade trailing arms on rear-end. Homemade or reinforced tie-rod ends are allowed. Reinforcement within reason, officials have final say. Rear-end braces are allowed but should be formed to fit against rear end. If not, they cannot extend more than 6" off rear-end and must be shorter than length between frame rails. If in doubt, call or e-mail with a question. Front suspension can be welded. A 3" wide 1/4" thick plate may be welded from upper a-arm to frame or lower A-arm to frame, not both. You are allowed 2 per front wheel. Bumper height requirements in Rule #13 must still be met.

IF YOU HAVE ANY QUESTIONS CONTACT AN OFFICIAL

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