

**Delaware County Fair**  
**2 DEMOLITION DERBY'S**  
**Delaware County Fairgrounds**

**Sept. 20<sup>th</sup>**  
**4:30 pm**

**(740) 362-3851**  
**- No Entry Fee -**

**Sept. 25<sup>th</sup>**  
**6:30 pm**

The Delaware 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. All drivers must supply their own cars. An entry form must be filled out for each car entered. Drivers may enter only once per classification. These are: A.) Full-size B). Mid-size C). Compact D). Mini-Vans (Sept. 25<sup>th</sup> show only) E). Full-size Powder Puff – women only (Sept. 20<sup>th</sup> show only). F.) Full size and Compact trucks (Sept 25<sup>th</sup> show only). Call an official for truck rules.
3. Drivers must be 18 years of age or older. Any driver entered in more than one class will be assigned heats as far apart as possible. You must let us know if you are running multiple classes. Powder-puff entries will be accepted up till 5 minutes before that class runs.
4. This is an **“Entry Free”** derby so no pre-entries will be accepted. However, everyone must pay to get in to the fair and pits.
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 !!!!!!!!!!!!!!!!!!!!!!!***

**TYPES OF CARS**

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

**PREPARATION OF CARS**

1. **Frame and frame seams:** You are allowed to weld front frame seams from A-arms forward only. Any frame seam welding from a-arms back will be cut or you will not run. No tipping of front frame section and spacer between core support and frame can be no thicker than 1”. Damaged or rusted frame area's 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 area's for damage is allowed per car. If in doubt, call for prior approval or to see what an Official might suggest. No trailer hitches. ***THEIR DECISION ON ALL REPAIRS IS FINAL !!!!! No refunds for cars that do not pass inspection.***
2. **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. ***OFFICIALS HAVE THE FINAL SAY ON THIS !!!!***
3. **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 1”. Body and frame can no longer be bolted tightly together without this minimum 3/4” spacing. Body mount bolts must be in original location, they can not run through bottom of frame.
4. **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.
5. **Factory leaf springs** cars must have original number of springs and be of original thickness and length. They may be rebuilt but must have at least a 2” stair-step in length. No extra leafs allowed. Four spring clamps allowed per side, at least 1 must be in front of axle.
6. **Late model 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.
7. **Bumper:** substitution is allowed as long as it is of comparable size. No reinforcement inside bumpers and no welding or inner bumper backing to outer bumper shell, bolts only. Bumper heights must be a minimum of at least 14” from ground to bottom of bumper.

8. **Compacts and mid-size only:** you may replace bumpers with pipe or square tubing. It may not be more than 4" in diameter and ¼ 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. (example: 3"x2"x1/4"thick piece on top and bottom). **OFFICIALS HAVE THE FINAL SAY ON OVER USE OF METAL OR NOT. !!!**
9. 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.
10. Chrome molding strips, side-view mirrors, protruding outside door handles and emblems must be removed.
11. All rear seats must be removed, including third seat and deck plates in station wagons.
12. Stock gas tanks must be removed and placed inside of car. A portable tank is strongly recommended in place of the original. All tanks must be **SECURELY FASTENED** to the floor and covered. It must be behind front seat and no farther back than the rear axle. Gas tank protectors are allowed but must meet requirements. Sides of protector must be within 4" of gas tank and no wider than 30" wide and between frame rails. Gas tank must be located as far forward (towards seat) as possible. Back side of protector must have at least 6" clearance from any vertical sheet metal or frame. It can be bolted down through floor only.
13. Only one battery, 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.
14. 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 and ok'ed by the Officials. An old garden hose or heater core hose works good.
15. A pipe, 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. They may be connected by using same across both front doors to form a rectangular safety zone. No kickers down to the frame or body. No roll cages unless cleared by an official for safety reasons. Bars or pipes used should be no more than 4" outside diameter and seat brace must be within 4" of the seat back and measured ¾ of the way up. If your 4 door car has no center door post running to the roof then you can add one for safety. Welded from edge of roof straight down to top of door (where it would have been originally) or to end of bar behind the seat. Pipe, bar or strapping not to exceed 4" diameter. No bars across roof.
16. Drivers door may be reinforced inside with steel bar, pipe, concrete, etc. Only flat plating may be used to reinforce the outside. It is **mandatory** that it be reinforced on all compacts. It is also **mandatory** that the inside door panel on drivers door be left on or replaced with padding for drivers protection in **ALL** classes. All sharp edges must be covered or removed.
17. No welds on hoods, trunks or tailgates. Doors may be welded all around, outside only. If plating/strapping is used it can not be more than 3" wide or ¼ thick. Doors that are not welded may be wired or chained. Trunks or tailgates may be wired or chained in up to 8 places, double strand maximum #9 gage wire per place. Body metal to body metal only or body metal to bumper in no more than 4 of the 8 spots. No wiring to frames. Hoods can only be wired, no chains. 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.
18. Cutting fenders and ends of bumpers is allowed. No re-welding or bolting of fenders. Folding or rolling of sheet metal is allowed.
19. Welded solid or chained down engine & transmission mounts are recommended.
20. No restrictions on tire size, solids or doubles are allowed. No studded snow tires and no wheel weights on drive axle tires.
21. Cars equipped with electric fuel pumps must 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 or be covered or wrapped for drivers safety. An old garden hose or heater core hose works well for this.
22. 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. Suspension must be free and vehicle must have some bounce. No maxing out torsion bars on front suspensions. **Officials decision is final on suspension and height of car.**
23. **Rear section:** of vehicle may be creased, tucked or smashed, but **NOT TIGHTLY**. No welding or bolting allowed. Chains or wiring may be used as described in Rule #17. Officials have the final decision on this.
24. No welds inside car except for driver's rectangular safety zone, rust repair or as stated in this rule sheet.
25. No rear-end protectors of any kind. No homemade trailing arms on rear-end. No homemade or reinforced tie-rod ends.
26. Slider drive shafts and steering columns are allowed. Distributor protectors can not have any kickers to body, frame or dash bar.

## VANS

We will be having our annual mini-van demolition derby at the Sept. 25<sup>th</sup> **SHOW ONLY**. They will be limited to one heat so get their early to sign up. Basic rules for preparing the vans are the same as cars with the following additions:

1. Driver's door **MUST** be reinforced and a bar must be installed behind the driver's seat from one side of the van to the other. You can also run a roll bar behind the seat up to the roof and attach it. No kickers from roll bar to frame are allowed.
2. If your van is a cargo van and not a window van you must cut holes in the sheet metal where windows would be, for visibility.
3. Fiberglass doors will need to be wired or bolted shut. Rear doors, tailgate or hatch are treated the same as on cars and can not be welded. They must be wired if they are metal. Wired or bolted if fiberglass.

IF YOU HAVE ANY QUESTIONS CONTACT AN OFFICIAL

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