

2022 Tuscarawas County Fair Demolition Derby Rules

Pro stock/Compact Rules

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!! Use common sense!!! Contact Dave Cline (740) 213-3635 if you have any questions on any of these rules.

General FWD Car Rules:

- Any stock front wheel drive (2) or (4) door hardtop, sedan, station wagon or hatchback. (4), (5), and (6) cylinder engines are allowed as factory equipped. Stock means manufacturer showroom equipped. No AWD, 4 x 4, will be permitted. No SUV'S, convertibles, or anything with a truck bed..
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. Dash can remain. All glass must be removed.
- You must have a working seatbelt. Lap or shoulder is fine.
- All cars must have working brakes.
- Carb conversions are allowed.

BODY/DOORS:

- Pick between weld, band or wire.
- If welding: You may weld driver's door solid. All other doors 3" per vertical seam. 3x1/4 strap.
- If wire: Max of (4) loops in (4) places per door.
- Inner fenders may be removed.
- Outer wheel wells must be in place. Minimum clearancing is permitted but do not get carried away.
- You may run a drivers door plate. 12" wide and can overlap drivers door seam 3". (1/4" thick max). Has to be stich welded every 4". (Can't Weld Solid)

DRIVERS COMPARTMENT:

- (4) point cage, roll over bar, or dash bar is highly recommended. None to add strength but for safety reasons only. No bars can attach to frame, unibody or rear axle.
- Rollover bar can not exceed more than 4 inches past the door post. Measurement is from door post to start of rollover bar.
- modified fuel cell, must be mounted in the center of the backseat area. Fuel cells must be firmly secured. Electric fuel pumps are fine but an on/off switch must be in reach of the driver seat and clearly labeled "ON"/"OFF".
- You may have a 24" wide gas tank protector 3" x 3" max tubing. Anything excessive will be cut.
- One car battery only! Must be firmly secured to the passenger side floor board.
- All air bags must be disconnected and removed.
- All sunroofs must be clear of glass and shall be covered with sheet metal. Nothing to add strength.

FRAME:

- Must be stock as if it came off the showroom floor unless noted. Only exceptions are bumper mounting and notching the rear. Notch must be behind the rear axle. You may also trim rails back to core support but not any further.
- All body to frame bolts and bushings(pucks) must remain stock. Do not remove bushings/pucks.
- PRE RUNS ONLY: 4 fix it plates allowed, max size 4" x 4" x 1/4" inch thick per plate. No splitting up or dividing to double plate. Frame damage must be visible.

BUMPERS:

- Any factory bumper off any car may be used.
- Instead of factory bumper you may run 4" x 4" x 1/4" wall square tubing for bumper. If you run a homemade 4" x 4" bumper, you may put a point on front but must be at least at 30 inch span and tip

can be no more than 8" from back of bumper(4" max tip). Length of bumper can't go beyond outside of fenders.

- Any Smith Metal Works (excluding pro class bumper) or DEC are allowed.
- All factory plastic skins must be removed.
- If bolting: You may bolt bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame.
- If welding: You may either run the OEM bumper shock for that make and model or a piece of 2" round or square tubing. 6" long max. If you choose to run a stock shock you can only weld 6" of it, NO Bolting..
- If chaining: Bumper may be chained to the frame by welding/bolting, using 1/4inch chain, 12inches long max.
- We do not want bumpers falling off. You may change shocks but nothing crazy. Keep them stock as possible. EXP.(NO FULL SIZE CAR SHOCKS WELDED TO FRAME).
- Max bumper height is 20" to center, front and rear.

ENGINE/DRIVETRAIN:

- Any make or model providing same cylinder size is used.
- Motor Mounts: Engine may be secured to the frame by any method within factory mounting location as long as it does not strengthen the car in any way! ABSOLUTELY ZERO PROTECTORS!

HOODS/TRUNKS:

- Hoods/Trunks may be secured by either banding or wire.
- If wired: Max of (4) loops in (6) spots.
- If banding : Max of (6) spots
- Hood only: In addition on hood. You may run 2 pieces of 3/4" threaded rod from top of core support through hood with a 4" x 4" washer max top and bottom.
- No wire from hood/trunk to bumper.
- 12inch hole is required in hood and trunk for fire suppression.
- Trunk lids can be removed.
- You may "tuck" trunk lids. Or dish lightly. Must be min 10in off floor. Do not abuse this
- Trunk and Hood must be mounted in factory location.
- Quarters must still remain upright. Do not dish it all the way to floor and do not remove the speaker deck.

SUSPENSION:

- You may lock out suspension front and rear.
- Max bumper height is 20inches to center, front and rear.
- Struts of compacts must appear stock.
- Leaf Springs must remain stock.
- factory rear dolly must remain or **2x2x1/4** square box tubing may be used in place of factory axle, rear struts, trailing arms. That is all. No heavy modification to strengthen the car.

TIRES:

- any tire may be used. No beadlocks or full centers on front.

RADIATOR/COOLING:

- Radiators must be clean of antifreeze. Water only is allowed.
- Radiator must remain in stock location with no reinforcements.

Full Size V8 pro stock Class Rules

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!! Use common sense!!! Contact Alex (740) 213-0902 if you have any questions on any of these rules.

GENERAL:

- Any year American made sedan or station wagon is allowed EXCEPT: Imperials, Hearses, Limos, Checker Cabs, and Ambulances. No 4X4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed.
- No make swapping! GM body must be on GM frame. Ford to Ford, etc.
- Do not paint anywhere on suspension or frame. We will not even inspect your car.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. All glass removed.
- You must have a working seat belt. Lap or shoulder is fine.
- You may remove anything, NOTHING can be added!!
- Any tire may be used in this class!
- Any stock wheel can be used in this class, Weld in center allowed, beadlocks allowed. No (2) piece wheels!
- All cars must have working brakes.

BODY:

- body mount bushings must remain in car. There must be a 1in gap between body and frame. 1/2inch body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top. Maximum plate size is 4" x 4" x 1/4" inch. No welding
- You may weld the driver's door all the way around, all other doors 3 plates per vertical seam. 3" x 3"x 1/4" strap max.
- Doors must be at least chained or wired.
- there will be Zero crease enhancement, Zero sheet metal forming, shaping or folding.
- Rust repair or body rips is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!
- No welding of interior body seams.
- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max). Has to be stich welded every 4". (Can't Weld Solid)

FRAMES:

- ABSOLUTELY NO WELDING ON FRAMES ALLOWED
- Frames must be completely stock . No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame.
- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.
- IF SHORTENING THE FRONT FRAME SECTION, A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.
- Coil spring cars may have a 22"x6"x1/4" hump plate, Leaf springs cars get 12" x 6"x 1/4 hump plate. plate must be on the outside of frame facing the wheel . Plate must be located between the 9 and 3 o'clock on frame rail.
- NO TILTING or cold bending!! No pressure loading. No rear suspension swaps.
- All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Mount may be replaced with 3/4 inch all thread that may run through the top side of hood.
- Core support and core support mount must be in factory location.
- pre runs: You are allowed 4 plates total. 4" x 4" x 1/4" thick plates only. No splitting up or dividing to double plate. Plates can't attach to the body. Plates must have 1in gap between them.
- Pre Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car)
 - Pre runs can only be restubed with same make, model, and year.
- SUSPENSION/STEERING:
 - You may weld A-arms down 1 strap per side of car(NOT PER SIDE OF A-ARM) 1/4" thick 2" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.
 - you may run 1in all thread for rear shocks. No all thread for front shocks. All thread cannot be used as a

body mount.

- You may run an aftermarket steering column. Steering box must be in factory location.
- You may reinforce tie rods but must utilize factory tie rod ends.
- Leaf cars may run leaf clamps (Max 3per side)
- Leaf cars must run factory leaf springs. No adding leaves or homemade leaf packs.
- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED. 03 and newer Fords will be allowed to use the old-style spindles and upper A arms. NO ADDED METAL.
- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.
- 1998 and Newer Fords: Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces. Lower may be a max of 2" x 3" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2"x3" must bolt to that bracket. LOWER CANNOT BE WELDED IN ANY FASHION. Upper watts link uppers cannot exceed 8"x8", lower brackets can be a max of 3"x3" x 1/4" thick and 6 inches long.

DRIVETRAIN:

- Lower engine cradles will be allowed. Only lower engine cradles w/pully protector, no full cradles, no distributor protectors, no coil pack/valve cover protectors, no halos. Cradle can not in any way tie into or touch the frame or body.
- You may run any motor and transmission.
- Only lower motor mounts may be welded to cradle only. You may use two 3 / 4" thick 6 x 6 spacers to raise the engine for steering components clearance. You may extend off back of cradle but nothing excessive. Nothing can be welded to frame. For example(SBC in Cadillac or Ford).
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only no welding.
- ABSOLUTELY ZERO PROTECTORS!! This includes skid plates,, and transmission protectors. If you run a steel bell you cannot have a heavy steel trans pan connected to it.
- You may weld rear end gears only.
- Any 5 lug rear end, no bracing. Welding ears on and pinion brake is ok but nothing overboard. INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTHS TO FRAME OR BODY.
- Slider drive shafts are allowed
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of 2" x 2" square tubing may be used for cross member. This cannot strengthen the car in any way! No belly bars.

DRIVERS COMPARTMENT:

- 4 point cage is highly recommended! Maximum 60inch side bars, 4inch diameter max. Cage cannot extend farther than 6" behind the driver seat. Roll over bar is optional but recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage has to be 4" off firewall and 6" off floor
- You may weld the driver's door all the way around, all other doors 3 per vertical seam. 3" x 3"x1/4" strap max.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. gas tanks must be securely mounted and properly covered.
- You may have a 28" wide gas tank protector 3" x 3" max tubing. It may butt up to package tray but can not be bolted or welded to anything. Bars may not exceed outside of car or higher than speaker deck or windows.

BUMPERS:

- You may use any stock bumper off any car.
- HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8"X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST TAPER OVER 32". Homemade Points that step out then taper over 32" will not be allowed. BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD.

- You may collapse bumper shock's and weld a single pass around the shock. Bumpers may be seam welded.
- Factory Bumpers may be loaded. may use aftermarket bumpers.
- HARDNOSEING: You may hardnose the bumper. If you hardnose you may only square the end of the frame off. Nothing Excessive!! 20 in rule applies!
- You may weld a bracket on the outside facial(factory location) of the frame only. You may only weld 8 inches(single pass only) back from the end of the frame rail, not the length of the bracket or shock. Judges' decisions are final on this. Please call if something is in question.
- If not using factory bumper bracket you may use a 4" x 4" x 1/4" thick plate on outside of frame to mount bumper.
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- Rear bumper brackets must remain stock and in stock location.
- Maximum bumper height is 21 inches to bottom of bumper. Minimum bumper height is 14 inches to bottom of bumper.

TRUNKS:

- Trunk lid must remain in stock location.
- You may Tuck trunk, or lightly dish the center down. Must be 10in off floor in center. Quarters must be factory standing .. Do not abuse this! No full wedge jobs
- wire or band , you're allowed (6) spots. Only 2 spots may be around the frame.
- a 12 inch hole must appear for inspecting.

HOOD:

- Hood must remain in stock location.
- A 12 inch hole must appear in the hood for fire suppression. (2) 6inch hole's okay.
- hood can be banded in 6 places.
- You may replace 2 of the 6 points of hood attachments with 3/4 inch max threaded rod. Rod may replace the body bolt and run through the top of core support and mount through hood. (max (4) 4"x4" plates can be used). No weld.

RADIATORS:

- Radiators must be in stock location.
- You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal.
- Radiator must hold water. No alcohol or antifreeze allowed.
- No foam filler will be allowed around the radiator.
- You may secure the radiator with two options: 1. Two ratchet style straps. 2. Two pieces 3/8inch max threaded rod behind radiator. This rod only may be sleeved.(Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. NO EXCEPTIONS!!
- Transmission coolers are allowed.

Street stock compact Rules

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- Must be 4 or 6 cyl compact car
- Car must be completely stripped, no windshields.
- Hoods must open during tech.
- Must be factory drivetrain, no carb conversions or other motor modification
- must be a road DOT tire . No bead protectors, no valve stem protectors, no solid wheels, must be a stock rim. No foam filled tires. No skid steer tires or tractor tires.
- You may wire, or band doors, trunk, and hood.(driver door only may be welded. plates can't exceed 3"x3"). 4 points of attachment on driver door. Hood and trunk area may only be banded or wired in 6spots.
- must Move gas tank behind front seat. No plastic oem tanks. Tank protectors may be 24 in wide and must be 6in from any part of the car
- Battery must be moved to the passenger floorboard secured and covered.
- Bumpers must remain factory or a factory oem bumper. No wrapping the ends. Must be able to see threw. No seam welding on bumpers.
- Any factory car Bumper may be used. Must use factory bumper shock. You may weld the bumper but must retain factory brackets or crush boxes that came with the car. No shorting fronts.
- Suspension must stay stock, no aftermarket anything on suspension, must bounce.
- you need at least one bar behind your seat.
- No creasing or pre bending of body
- This class is a gut and go the car must remain stock
- Yes you can run headers.
- No welding on the car anywhere except for what's stated above. This is a fun easy stock build.
- Must cut a 12 inch hole in the hood for hood suppression.
- Computer and fuse boxes must remain in stock location.
- Spray Foam - You may use a little spray foam around the computer, fuse box, etc. but any excessive foam or foam used to hide anything will have to be removed. Use common sense.

Safety issues trump all rules

- **CAR MUST BE COMPLETELY STOCK OTHER THAN STATED ABOVE!**

Street stock full size Rules

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!! Use common sense!!! Contact Alex Stephen (740) 213-0902 if you have any questions on any of these rules.

- Must be 80s and newer full size cars
- Car must be completely stripped, no windshields.
- Hoods must open during tech.
- Must be factory drivetrain, no motor swaps.
- must be a road DOT tire . No bead protectors, no valve stem protectors, no solid wheels, must be a stock rim. No foam filled tires. No skid steer tires or tractor tires.
- You may wire, or band doors, trunk, and hood.(driver door only may be welded. plates can't exceed 3"x3"). 4 points of attachment on driver door. Hood and trunk area may only be banded or wired in 6spots.
- must Move gas tanks behind front seat of car. . No plastic oem tanks. Tank protectors may be 24 in wide and must be 6in from any part of the car
- Battery must be moved to the passenger floorboard secured and covered.
- Bumpers must remain factory or a factory oem bumper. No wrapping the ends. Must be able to see threw. No seam welding on bumpers.
- Any factory car Bumper may be used. Must use factory bumper shocks. You may collapse and weld bumper shocks. If the car didn't come with them you may weld the bumper to the front frame.
- Suspension must stay stock, no aftermarket anything on suspension, must bounce.
- you may have 4point cage minimum one bar behind your seat.
- No creasing or pre bending of body
- This class is a gut and go the car must remain stock
- Yes you can run headers.
- No welding on the car anywhere except for what's stated above. This is a fun easy stock build.
- Must cut a 12 inch hole in the hood for hood suppression.
- Computer and fuse boxes must remain factory.
- Spray Foam - You may use a little spray foam around the computer, fuse box, etc. but any excessive foam or foam used to hide anything will have to be removed. Use common sense.
- Rear end must be stock to the car, you may weld the gears.

Safety issues trump all rules

- **CAR MUST BE COMPLETELY STOCK OTHER THAN STATED ABOVE!**

Youth compact rules

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!! Use common sense!!! Contact Dave Cline (740)213-3635 if you have any questions on any of these rules.

- Must be 4 or 6 cyl compact car
- Car must be completely stripped, no windshields.
- Hoods must open during tech.
- Must be factory drivetrain, no carb conversions or other motor modification
- must be a road DOT tire . No bead protectors, no valve stem protectors, no solid wheels, must be a stock rim. No foam filled tires. No skid steer tires or tractor tires.
- You may wire, or band doors, trunk, and hood.(driver and passenger front door only may be welded. plates can't exceed 3"x3"). 4 points of attachment on driver door. Hood and trunk area may only be banded or wired in 6spots.
- must Move gas tank behind front seat. No plastic oem tanks. Tank protectors may be 24 in wide and must be 6in from any part of the car
- Battery must be moved to the passenger floorboard secured and covered.
- Bumpers must remain factory or a factory oem bumper. No wrapping the ends. Must be able to see thru. No seam welding on bumpers.
- Any factory car Bumper may be used. Must use factory bumper shock. You may weld the bumper but must retain factory brackets or crush boxes that came with the car. No shorting fronts.
- Suspension must stay stock, no aftermarket anything on suspension, must bounce.
- you need at least one bar behind your seat.
- No creasing or pre bending of body
- This class is a gut and go the car must remain stock
- Yes you can run headers.
- No welding on the car anywhere except for what's stated above. This is a fun easy stock build.
- Must cut a 12 inch hole in the hood for hood suppression.
- Computer and fuse boxes must remain in stock location.
- Spray Foam - You may use a little spray foam around the computer, fuse box, etc. but any excessive foam or foam used to hide anything will have to be removed. Use common sense.

Safety issues trump all rules

- **CAR MUST BE COMPLETELY STOCK OTHER THAN STATED ABOVE!**