

DAYTON FAIR DEMOLITION DERBY

Contact Person for Demo: R.F. White – 814-952-0809

Friday, August 21st, 2020, at 7:30 P.M. at the Grandstand

PITS OPEN AT 2:00 P.M. - ALL DRIVERS MUST HAVE CARS INSPECTED & ATTEND DRIVERS MEETING AT 7 PM OR YOU WILL NOT COMPETE!

ALL VEHICLES WILL BE SEARCHED & ANYTHING REMOVED MUST BE PICKED UP BY 11 PM. WE ARE NOT RESPONSIBLE FOR MISSING ITEMS!

NO WELDED CLASS

DIVISION	<u>1st Place</u>	<u>2nd Place</u>	<u>3rd Place</u>	<u>4th Place</u>
1. Compact Heats	\$100.00	100.00	100.00	100.00
Compact Feature	\$2000.00	1500.00		
2. Modified Stock Heats	\$100.00	100.00	100.00	100.00
Modified Stock Feature	\$2000.00	1500.00		
3. Strictly Stock Heats	\$100.00	100.00	100.00	100.00
Strictly Stock Feature	\$2000.00	1500.00		

**The number of Heats will depend on the number of cars entered into each class
\$25.00 Entry Fee per car per class**

RULES IN GENERAL - PLEASE READ CAREFULLY

1. No one under 16 years of age can drive in the derby or be in the Pit Crew.
2. All persons must sign a release sheet and obtain a Pit Pass to be permitted in the Pit area or anywhere on the track. **Drivers only will receive a free Pit Pass upon registration of car on day of the show. All other Pit Passes are \$15.00.** Anyone wishing to enter Pit should do so through Gate 4.
3. No drinking or possession of alcoholic beverages on the grounds. Anyone under the influence of alcohol or drugs will be disqualified and removed from the fairgrounds.
4. Any driver or crew member disobeying the rules will cause their car to be disqualified. Unsportsmanlike conduct will not be tolerated and will be grounds for dismissal.
5. **Car and Driver must be signed in before the show time, allowing time for inspection by officials.**
6. No one is permitted to talk to the flagman while cars and demo is still running.
7. All feature cars must be the car that YOU qualified in a previous heat that evening. NO fresh cars for the feature!
8. The Promoter or Fair Association will not be held responsible for any cars, parts, or personal property before, during, or after the show.
9. All decisions made by the officials will be final and enforced.
10. No Tag Teams or both cars will be disqualified.
11. A \$250.00 protest fee is required to contest another car. All protest fees go to the demo!
12. **NO SAND BAGGING!**
13. Any extra welding will be completely removed.
14. 03 & up Crown Vic cradle **MUST** remain stock aluminum.

COMPACT STOCK RULES

- 109" or smaller is a Compact.
- Any 4 or 6 cylinder FWD cars, **NO full frame cars.** NO Tornados or Eldorados

PREPARATION:

- All glass, chrome, carpet, lights, plastic bumper covers, and header panels must be removed for safety. Stock gas tank removal is mandatory.
- Stock fuel tanks, boat tanks, and fuel cells only and must be securely mounted in the back seat area. Please make sure all fuel lines are double clamped, tight, and leak proof. **NO GAS CANS.**

SUSPENSION:

- Stock suspension parts only.
- Risers or blocks may be used to accommodate weak struts or coils.

CAGES:

- All cars may have a 4-bar cage installed. Maximum size will be 4 X 4 X ¼ minimum size 2 X 2 X ¼.
- Rollover bar highly recommended.

TIRES & WHEELS:

- Any OEM stock steel wheels.
- Simple valve stem guards allowed. Anything excessive will be removed.
- Any ply rated tire will be allowed.
- A simple weld in wheel center will be allowed to achieve desired bolt pattern.

BUMPERS:

- Any year automotive bumper will be allowed.
- Bumper ends must be open. **No loaded bumpers.**
- NO bumper brackets allowed on the inside or outside.
- Bumpers may be welded directly to sheet metal frame using a 5"x5"x1/4" plate max size for flat mounting surface of bumper backing to end of frame.

BODY:

- All bodies must remain stock, unless noted.
- Fenders may be trimmed. You may use 4 3/8" bolts and 1" washers to bolt fender lips per fender.
- Pre-bending is allowed or notching. NO welding. Quarters must remain OEM factory heights.

HOOD & TRUNK LIDS/TAILGATES:

- Hoods must be wired, bolted, or banded in 6 places max. 3 loops of wire per hole, sheet metal to sheet metal. Banding will be 1 wrap sheet metal to sheet metal. Hood bolts will be no larger than 5" long 1/2 mix size.
- Trunk lids must be wired, bolted, or banded in 4 spots, following the hood rule. Trunk lids may be dipped for vision purposes 8" dip mix. Trunk lid bolts will be no larger than 1/2 max size.
- Tailgates must be wired, bolted, or banded in 4 spots max, following the hood rule. Tailgate bolts will be no larger 1/2 max size.
- NO welding allowed in the above areas.
- Hood & Trunk lids must have 2 10"x10" holes min.

DOORS:

Doors must be wired, banded, or chained shut. Driver's door may only have four 3" welds.

MISC:

- All airbags **MUST** be removed.
- Any size battery can be used. Must be covered in rubber. Must be inside car and securely mounted away from fuel tank. No more than 2 batteries.
- Radiators must be in the stock location.
- #9 wire in 2 spots from top of radiator support to top of bumper is allowed. 3 loops per hole.

MODIFIED STOCK RULES

CAR TYPE:

- No full size leaf spring wagons, NO Imperials or Imperial sub-frames. NO open roof cars. NO 4wd Jeeps, trucks, blazers, suburbans, vans, utilities, flower cars, limo, or carryalls.
- Any year, foreign or domestic mass produced 2 or 4 door hard top car or coil spring station wagon.

PREPARATION:

All cars **MUST** be stripped clean of all glass, plastic, moldings, plastic bumper covers, header panels, and all flammable materials. Original gas tank **MUST** be removed.

BODY:

- Body mounts may be replaced. You may use 4 1/2" x 5" long bolts, maximum size. **MUST** have a minimum of 1" spacing, no spacer can be larger than 3" square or round and not to be welded to frame, must be free floating. Body mount washers must be free floating, washers may not be larger than 1/4" x 3" x 3". They must be positioned in the same place and with the same intent as the factory intended. Body mount bolts will pass through 1 layer of the frame and travel thru the floor.
- NO added mounts. No relocated mounts.
- You may cut and roll your fender wells for tire clearance. May bolt back together with 4 3/8" bolts and 1" washers per fender lip.

FRAME:

- No frame welding. No seam welding. No hump plates. No frame rust repair. No other welds or reinforcement to the car.
- No tilting. No cold bending. No altering of frames. No frame shaping at all.
- Notching or dimpling of rear frame rails is allowed for frame bending purposes only.
- Do not paint or undercoat frames inside or out. Do not grind or buff frames.

CAGES:

- 4 bar cage is recommended. May be bolted or welded.
- Cage size will be no larger than 5" x 5" with the exception of the door bars. Door bars will be no larger than 6" C-channel. Dash bar will maintain a minimum 5" gap between firewall and transmission tunnel and will be measured from the front most part and bottom most part of dash bar.
- Windshield bar must be attached from dash or dash bar to roof 3" x 1/4" no larger.
- Rollover/Halo bar is recommended and must go straight up and over. Rollover/Halo bar will be attached to seat bar only. You may attach it to the roof in four spots with 4 bolts no larger than 5/8" x 6".
- Side bars will be no further forward than the firewall. The rear seat bar and side bars will be no further back than where the kick panel meets floor.

HOODS, TRUNKLIDS, TAILGATES, & DOORS:

- Doors may be wired, chained, or banded shut. Driver doors can be welded solid, 3" on 3" off on all other doors.
- All hoods and trucks must be open for inspection. Hoods must have 2 -12" holes cut out. Bolts will be no larger than 3/8" x 1 1/2", 8 bolts per hole, maximum amount of bolts on hood will be 16. May use 1/2" all thread through core support to hood.
- Hoods may be secured in 6 spots, may use 1/2" by 6 " bolts, 3 loops of wire per hole or 1 banding strap per hole. Must be sheet metal to sheet metal. A maximum size of a 3" washer may be welded to sheet metal for wire or banding to pass thru.
- Trunk lids may be dipped a maximum of 8" and will be measured from the top of the quarter panels.
- The quarter panels on all cars must remain factory height top to bottom.

BUMPERS:

- Any year bumper is permitted. You MUST have inspection hole at ends of bumpers. Smith Metal Works bumpers are permitted. NO LOADED OR HOMEMADE BUMPERS.
- You may mount bumper in one of two ways not both.
- You may weld bumper to bumper shocks/brackets and shocks/brackets to frame. You may swap bumper brackets/shocks from car to car. No part of bumper mounting (bumper, shock, bracket, weld, or bolts) will be any further than 10" on or in the frame or it will be completely removed, measured from end of frame. MUST BE FACTORY LOCATION & STYLE.
- If you choose to not use a shock or bracket, a 6"x6"x1/4" mounting plate may be welded directly to the end of the frame.
- Bumpers may be chained or 9# wired to car body. If chain or wire passes through truck lid or hood, they will be counted as tie down spots.
- There will be a maximum bumper height of 22" and 14". This will be measured from the bottom of the bumper.

MOTOR/TRANSMISSION:

- Any motor and transmission of your choice.
- If you have a Distributor Protector, you MUST cut out firewall. No allowed. No Trans braces or skid plates. No aftermarket or homemade bell housings. No steel tail shafts. A simple engine cradle/pulley protector.
- Any OEM factory automotive transmission crossmember is allowed, you may add a 3"x3"x1/4" tab to frame to mount your crossmember of choice, tabs will not exceed the width of the crossmember (of choice) mounting area. NO added metal or altering of crossmember.
- Stock or comparable motor mounts only may be welded in.
- Any stock style 2-bolt or less transmission mount.
- Radiator must be mounted in factory location.
- Slider driver shafts will be permitted.
- Any 5 bolt rear end may be used.

SUSPENSIONS:**FRONT:**

- May be raised by using torsion bar adjustment or spring spacers.
- Use of any OEM "stock" spindle with no added metal.
- Upper A arm may be bolted to frame for height. NO larger than 5/8" bolt.

REAR:

- May use 2 X 2 square tubing for trailing arms. All thread shock are permitted.
- '98 and newer convert to '97 and older supper and lower style trailing arms by removing all factory watts link brackets and using watts link conversion kit. This must be mounted in the '80's style factory locations.
- Coil springs may be swapped.
- Factory leaf spring cars must be kept stock leaf pack with no added leaf clamps.

WHEELS & TIRES:

- Tires of choice allowed. Not to exceed 7.50 x 16". Can be stuffed or tubes.
- OEM stamped steel wheels only.
- No bead locks or rim guards will be allowed.
- Any weld in wheel centers allowed to achieve desired bolt pattern.
- Simple valve stem guards will be allowed. Anything excessive will be removed.
- Aftermarket steering columns will be allowed.

MISC:

- Aftermarket shifter of choice allowed.
- Transmission/oil cooler of choice allowed.
- Battery boxes recommended. No more than 2 batteries.
- Aftermarket gas/brake pedals allowed.
- 2 piece of expanded metal will be allowed to cover the opening in the core support in front of the radiator. May be bolted with 3/8" bolt in 4 places.

STRICTLY STOCK RULES**STOCK MEANS STOCK**

Otherwise you will be moved to Modified Class

1. All cars must be 100% stock.
2. 1980's & up models only.
3. Remove all glass.
4. Relocate gas tank to back seat.
5. Battery must be on passenger side floor and covered.
6. DOT approved tires. NO SKIDSTEER TIRES.
7. You may weld spider gears in rear end to make it posi. You must use factory rear end for car you are running.
8. Shifter must be in factory position.
9. DRIVER'S SIDE DOOR: A Bar may be placed behind the driver's seat and four 3" welds on the driver's door only.

**The Dayton Fair is not responsible for typographical errors.
The Fair reserves the right to make changes to rules,
premiums, etc. without notice.**