

DAYTON FAIR DEMOLITION DERBY

Contact Person for Demo: Bubba Cornman - 724-525-6803

Friday, August 15, 2025, at 7:00 p.m. at the Grandstand

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

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

NO WELDED CLASS

DIVISION	1st Place	2nd Place	3rd Place	4th Place
1. Street Stock Heats	\$100.00	100.00	100.00	100.00
Street Stock Feature	\$2000.00	1500.00	500.00	
2. Modified Full Size Heats	\$100.00	100.00		
Modified Full Size Feature < 8 cars half payout	\$2000.00	1500.00		
3. Modified Compact Heat	\$100.00	100.00	100.00	100.00
Modified Compact Feature	\$2000.00	1500.00		

The number of Heats will depend on the number of cars entered into each class

\$30.00 Entry Fee per car per class. All Pit Passes are \$25.00

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.
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 and inspected by officials before driver meeting.**
6. No one is permitted to talk to the flagman while cars and demo are 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 Demo Officials will be final and enforced.
10. No Tag Teams or both cars will be disqualified.
11. A \$500.00 protest fee is required to contest another car. All protest fees go to the demo!
12. NO SAND BAGGING!
13. NO extra welding! Any extra welding will be completely removed.
14. '03 & up Crown Vic cradle MUST remain stock aluminum.
15. Rear window bar allowed, MUST be welded or bolted to roof & deck plate 6 inch on roof and 6 inch on deck plate.
16. **All sunroofs MUST be covered with metal!**
17. **All seats MUST have a seat bar!**
18. **Kill switch for all electric full pumps is required!**
19. Gas tanks **Must** be a metal safety tank and **Must** be secured. No OEM tanks may use a fuel cell protector.
20. **All cars must have a visible roof sign!**

1 minute time limit is enforced by track official for restart & making competitive contact with another car. Hits must be aggressive. Simple contact within the time limit does not constitute combat & could be considered sand bagging. All pink stick rules will apply for all baggers. You will receive 1 warning. The second time WILL be a pink stick. This means you can be double or triple teamed.

All feature cars must be the car that YOU qualified in a previous heat that evening. NO fresh cars for the feature!

STREET STOCK RULES

This class was created to have fun and fun for the fans to watch (Total Carnage). If you come with a vehicle that is built any more than what is listed below, you will not run.

1. Any 1980 and newer 2-wheel drive passenger car. No El Caminos.
2. All vehicles must be stripped of all plastic, glass, headlights, taillights, air bags, and anything else that could fall off onto the track during the show.
3. All vehicles must remain stock, **ABSOLUTELY NO WELDING ANYWHERE.**
4. Bumpers must remain stock, do not alter bumper in any way. Factory bumper shocks must remain in factory location. You may remove rear bumpers and shocks. There is no welding to be done on bumpers.
5. Batteries may be left in stock location and spray foam may be added around battery. You may also move battery to passenger floor or seat. Please make sure battery is not moving.
6. Gas tanks must be moved inside but completely secured. Aftermarket tanks may be used.
7. All doors may be wired or chained in 6 places max per seam.
8. Trunks, hoods, tailgates, all may be wired or chained in 6 places total. Sheet metal to sheet metal only. Nothing to frame or bumpers. If you remove trunk or tailgate, you lose that wire or chain.
9. Rear seat bar must be added. If may be welded to post. If you must add something to get it away from seat, please call. This is only to stop sides from coming in, not to help any other part of the vehicle.
10. Driver's door only may have a plate welded to the outside or inside. This is for driver safety. Can't overlap seams more than 2 inches.
11. DOT street legal tires only. Stock wheels only. All wheel weights and studs must be removed. Only tubes and air are permitted inside of tires.
12. A simple shifter may be moved to floor.

These rules are cut and dry, you should not have to call to ask many questions on this class. If it does not say you can do it, then that means you **CANNOT** do it. Quick and easy build.



MODIFIED FULL SIZE RULES

THE FOLLOWING RULES ARE NOT GUIDELINES, THEY ARE SPECIFICALLY WHAT YOU CAN DO. IF IT DOES NOT SPECIFICALLY DESIGNATE THAT YOU CAN DO SOMETHING, THE ANSWER WILL BE NO. PRE-RANS ALLOWED.

GENERAL:

1. No imperials, limos, or hearses.
2. ALL OTHER sedans and wagons permitted.
3. Cars must be stripped of glass, plastics, and other debris.

RUST REPAIR:

ALL RUST REPAIR MUST BE PRE-APPROVED OR MEET THE FOLLOWING REQUIREMENTS:

A MAXIMUM OF 18-20 GAUGE SHEET METAL OR OEM FLOOR MAY BE USED. MAY OVERLAP PAST RUSTED AREA 1-INCH ONLY. RUST REPAIR IS MEANT TO RESTORE CAR TO OEM, NOT STRENGTHEN. IF DEEMED EXCESSIVE, IT WILL BE REMOVED.

DRIVETRAIN:

1. No solid mounts. Factory rubber mounts or ZTR style poly mounts are permitted and may be welded to frame. A pad may be used under the motor mount to gain clearance a max of 3/8 inch plate and can be no bigger than 8 inch by 8 inch.
2. A simple lower cradle and front plate with pulley protector is permitted. A simple lower cradle would be described as not extending beyond halfway back the oil pan. Nothing can come in contact with firewall.
3. Transmission: Steel bell or Ultra-bell bell is permitted. Stock tall shaft.
4. OEM transmission cross members may be replaced with a piece of 2 inch by 2 inch tubing straight across side rail to side rail. For positioning the 2x2, you may utilize one 3 inch by 3 inch piece of angle iron, a max of 6 inches long per side rail welded to the side of the frame. **This angle iron can only be welded to the inside of the frame rail only and cannot be formed in any other fashion.** If this plate is used for any other reason than holding the transmission cross member, you lose the plate. NO solid tranny mounts. Cross member cannot run through the frame rail. NO TRANSMISSION PROTECTOR.
5. SLIDER DRIVESHAFTS PERMITTED.
6. Any rear end permitted, rear may have a brace but brace must not strengthen car in any way. Pinion brake permitted. Axle savers are permitted.
7. 1998 and newer FoMoCo may use a Watt's conversion kit, kit must bolt in. Trailing arms may be a max of 2 inch by 3 inch tubing. Upper brackets can be no larger than 8 inch by 8 inch and must be two separate pieces. Lower brackets cannot exceed 6 inches long and a max of 3 inch by 3 inch ¼ inch tubing welding to the inside of the frame.
8. Motor swaps and aftermarket bolt ins such as shifters and pedals, transmission and oil coolers allowed.
9. 2003 and newer Fords may run a bolt in cradle for engine mounting purposes only and can only bolt. No welding on this piece in any fashion.

WHEELS AND TIRES:

1. Any tire may be doubled.
2. Rims may have weld in centers.
3. No bead locks.
4. Valve stem protectors permitted. LIP PROTECTORS ARE NOW PERMITTED, cannot exceed 2 inches.

BUMPERS:

Any factory OEM bumper on front or back. May be seam welded. Ends may be cut and bent around. **Loaded bumpers are permitted but must follow the following parameters: All bumper loading must occur between the two factory bumper skins. The skins may not be altered to fit larger material. SMW Heavy and lights are permitted.**

Homemade bumpers or replica bumpers are permitted but must taper over 32 inches, point must be no larger than 4 inches from flat front with the exception of Chrysler pointy replicas may be a max 8 inches from flat front and a total of 14 inches flat back to point. Max width of bumper is 8 inch by 8 inch. Bumpers are not permitted to be built backward toward wheel as a wheel protector. Homemade rear bumpers cannot exceed a 2 inch point.

Bumper mounting option for both front and rear bumpers (MUST CHOOSE ONE OR THE OTHER):

- a. Bumpers may be hardnose. A 6 inch by 6 inch plate between the bumper and end of frame rail, a four inch by 10 inch by 3/8 inch plate or any one of the four sides of frame meaning top bottom tire facing or engine facing. Choose one.
- b. Bumper mounting option 2 is to use the factory OEM shocks and brackets for that make and model. If doing so you may weld shock solid and collapse shock. Shock may be welded to bracket. Bracket may be welded top 6 inches and bottom 6 inches and may be plug welded within first 6 inches. Continuous 6 inch weld measured from back of bumper backward, no skipping inch on inch off, etc. If doing this option, you lose the right to hardnose. The factory bolt locations may be used with the factory number of bolts.
- c. On rear bumper, if bumper is hardnose, you may utilize the 4 inch by 8 inch by 3/8 inch plate on the wheel facing side and in addition may box in the other sides to the bumper with 1/4 inch material but this material cannot extend further than one inch onto the frame. 1/2 inch bead of weld.

SUSPENSION:

1. Front suspension may be solid by only using A ARMS welded to frame two spots on each side 4 inch by 4 inch 3/8 inch max plates. (2 per A ARM) A ARMS may be swapped make to make and may be heated and formed to fit. Must bolt in factory manner. A ARM plates must not touch A ARM. Nothing can be welded to the lower A ARM or (control arm).
2. The 4 inch by 4 inch A ARM plates may be parallel but must follow the following requirements: Cannot exceed 4 inches on any side and must be 7 inches from the two most distant corners.
3. Both front and rear suspension can be solid by using 1 inch all thread. One piece per shock position. On the rear suspension all thread, it may come through the floor and be utilized as a body mount, 3 inch washer max. On the bottom of the lower control arm, you may have a max of a 6 inch by 6 inch plate due to the side of the open area.
4. No leaf conversions. Factory leaf sprung cars must use the factory leaf pack intended for car make and model. Four aftermarket clamps will be permitted per pack. Max size of clamps 2 inch by 4 inch by 3/8 inch thick with 2 bolts max, a max length of 5 inches and a max of 1/2 inch bolts. Leaf springs must be mounted in factory intended manner and position.
5. **NO AFTERMARKET COIL SPRINGS.**

STEERING:

1. Aftermarket heim joints as tie rod ends are permitted by must not exceed 3/4 inch bolt a max of 3 inches long. Stock tie rods may be reinforced. Aftermarket tie rods permitted.
2. Aftermarket steering column is permitted.
3. 2003 and newer must run factory steering rack and cannot be braced in any fashion.

FRAME:

COIL SPRUNG CARS RECEIVE A 22 INCH BY 6 INCH HUMP PLATE, MUST BE CENTERED IN HUMP WELDED WITH A 1/2 INCH BEAD OF WELD. LEAF SPRUNG CARS GET A 10 INCH BY 6 INCH HUMP PLATE, MUST BE CENTERED.

All cars may COLD BEND.

1970-2002 ANY MAKE. You may cut the tabs loose and tilt at the crush box. 1/2 inch bead of weld to reweld tabs max. 2003 and newer Fords cannot tilt in any fashion.

CADDY "DOG LEGS" OR "FRAME TAILS" MUST START 1 INCH AWAY FROM TRANSMISSION CROSS MEMBER.

1. Absolutely no welding of frame in any fashion other than specified.
2. No pinning, loading of frames. STOCK ONLY.
3. You may seam weld frame. Seam weld from firewall forward only. Top seam only and that doesn't mean all of the brackets.
4. Frame may be shortened to front of pedestal at core support hole. You cannot go past the furthestmost forward point of furthestmost core support mounting hole. No moving of core support pedestal.
5. Factory brackets cannot be rewelded to the frame, they must remain in stock form or removed.
6. Four 4 inch by 4 inch by ¼ inch may be added anywhere you choose, must have a 2 inch gap between plates. Cannot wrap plates around frame, must be on side of frame in or out, you choose. Previously ran cars don't get any more plates.

BODY:

1. The driver's door may be welded solid. Door skin RECOMMENDED.
2. All other doors may be welded 5 inch by 5 inch off ¼ inch plate max.
3. The trunk may be welded 5 inch on 5 inch off ¼ inch plate max.
4. Trunks may be tucked but cannot connect to the trunk floor in any fashion. Trunk may be "dished" or "canoed" with quarters remaining upright. The dish or canoe must leave 8" from trunk lid to floor. Speak deck must remain in car and in factory location.
5. Hood must have a minimum of two 12 inch holes, one per side. Per hole, six 3/8 inch bolts to bolt sheet metal together are permitted.
6. Trunk must have 6 inch by 6 inch inspection holes. Per hole, six 3/8 inch bolts to bolt sheet metal together are permitted.
7. Hood may be fastened in six spots. ALL THREAD may be used at core support, 1 inch max.
8. 2 inch by 2 inch by 6 inch angle maximum of ½ inch bolts in six spots per hood.
9. Roof sign mandatory.
10. Each fender well may have six 3/8 inch bolts with a maximum ½ inch store bought washer.
11. Spray foam is permitted only to hold the radiator in and cannot exceed the confines of the core support.
12. On core support, you may have 1/8 inch expanded metal or a 1/8 inch plasma cut design plate. Either option may either be welded in eight locations 1 inch max per weld or bolted with eight 3/8 inch bolts and ½ inch store bought washers. Factory condensers are permitted. For 2003 and newer core supports, please inquire before you place your core support into car on how we will accommodate it.

NO SHORTENING OF REAR BODY IN ANY FASHION, NO WRAPPING FENDERS, they must remain upright and parallel.

Body mounts must be utilized in factory locations. Factory rubber or hockey pucks may be used. NO SOLID BODY MOUNTS. Front core support may be steel spacers welded to top of frame or side of the frame immediately behind bumper and cannot exceed 12 inches tall. The firewall mounts can be a max of 2 inch by 2 inch square tubing, but must be free floating and two separate mounts.

13. Body bolts may come through floor a max of 3 inches and tied down with max of 3 inch washer and one nut. Max 5/8 inch bolt. Body bolt may only go through the body and the top side of the frame.
14. Creasing is permitted, no wedging, quarters must remain upright.

INTERIOR CAGE AND COCKPIT:

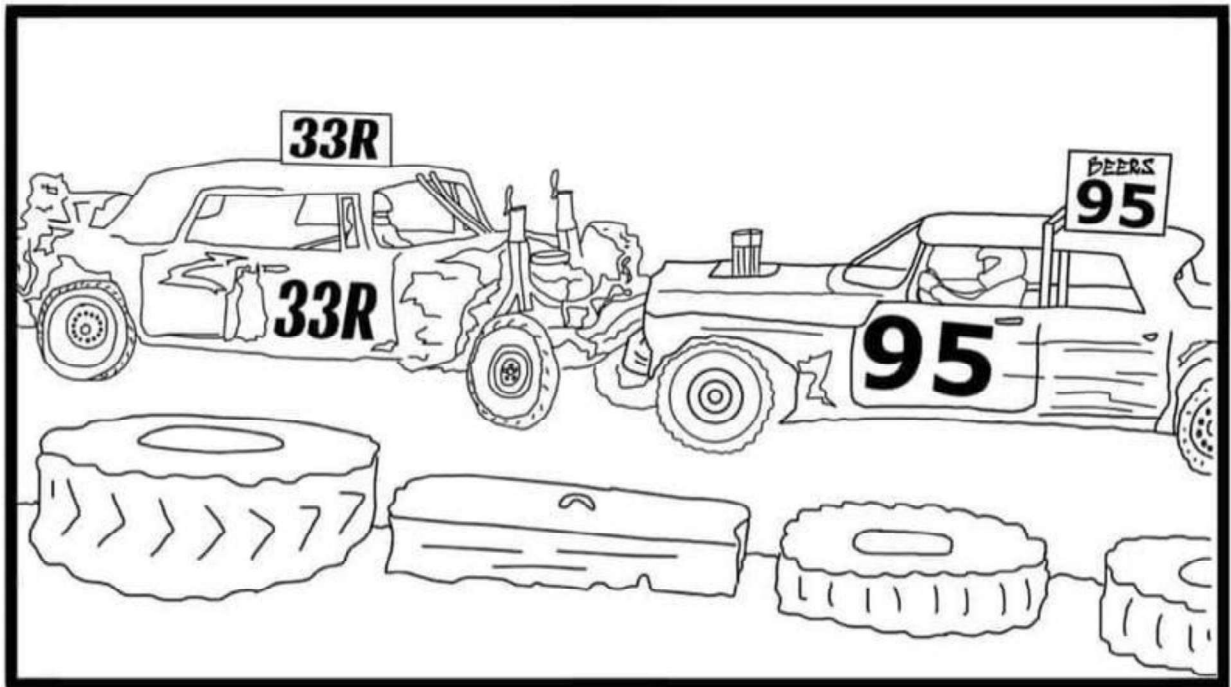
1. A simple 4 point.
2. MAXIMUM THICKNESS OF CAGE MATERIAL 6 INCHES
3. GAS TANK PROTECTOR BARS NO THICKER THAN 4 INCH BY 4 INCH OR 2 INCH BY 6 INCH TUBING. MAX WIDTH OF GAS TANK PROTECTOR 32 INCHES and MAY NOT TOUCH PACKAGE TRAY. May have two bars going from halo to gas tank protector no bigger than 2 inch by 2 inch and must be to upright halo bar.
4. Dash bar must be 5 inches from the firewall. ALL CAGE MATERIAL MUST BE A MINIMUM OF 5 INCHES ABOVE FLOOR. SIDE BARS CANNOT EXTEND PAST DOOR SEAM MORE THAN 10 INCHES. SIDE BARS MAY NOT EXTEND PAST THE DASH BAR GREATER THAN 5 INCHES. NO VERTICAL GUSSETING.
5. Halo recommended and bolted to the roof in 2 spots with 6 inch tails.
6. Front window bar MANDATORY AND MUST BE BOLTED TO ROOF IN TWO SPOTS. May be welded to halo bar. Must be welded to dash top only, max of 2 inch by 2 inch tubing.

7. Window bar rules:

- a. REAR WINDOW BAR 2 INCH BY 2 INCH MAX, $\frac{1}{4}$ INCH WALL MAY COME OFF HALO BAR.
 - b. Must be no more than 8 inches from rear seam of trunk lid seam, may have a 6 inch by 6 inch $\frac{1}{4}$ inch plate on trunk lid.
 - c. **Rear window bar cannot contact the gas tank protector in any fashion.**
8. No added metal is permitted in passenger window area. When building your car, create an easily accessible exit point for both drivers.

NO WATER BOXES, NO RADIATOR PROTECTORS, AND ABSOLUTELY NO PLASTIC FUEL CELLS, MUST BE AFTERMARKET PRESSURE TESTED.

For your convenience and ours, please remain within rules. These rules are set to allow for some creativity but not to be abused. If it does not say you can do it, it is **NOT PERMITTED**. If you have questions or concerns, please call first. Two attempts only drivers. All cars will be on a level playing field. Good luck!



MODIFIED COMPACT RULES

For rules questions and verification, contact BUBBA CORNMAN 724-525-6803

GENERAL:

1. Wheelbase for FWD MAX of 110.5 inches.
2. **THIS IS A BASIC BUILD WITH FEW MODIFICATIONS. ANYTHING OUTSIDE OF RULES STATED BELOW WILL RESULT IN CUTTING OR POSSIBLE DISQUALIFICATION.**

CAR BUILDING RULES:

Seam welding of body or frame may result in an automatic load based on case to case.

ANY FRAME PLATING or frame stuffing will be an automatic load. There will not be a compromise to fix this.

ALL RUST REPAIR MUST BE PRE-APPROVED OR MEET THE FOLLOWING REQUIREMENTS: A MAXIMUM OF 18-20 GAUGE SHEET METAL OR OEM FLOOR MAY BE USED. MAY OVERLAP PAST RUSTED AREA 1 INCH ONLY. RUST REPAIR IS MEANT TO RESTORE CAR TO OEM, NOT STRENGTHEN. IF DEEMED EXCESSIVE, IT WILL BE REMOVED.

All cars fresh or pre-ran may have four total 4 inch by 4 inch by ¼ inch max fix it plates. These plates may be utilized anywhere on frame or unibody. Plates cannot touch directly and must be 1 full inch apart. However, you may use ½ inch bead of weld all the way around. Plates must stay whole and intact and cannot be split into more than one plate. All fix it plates can be parallelogram in shape but must follow the following measurements: All four sides must be 4 inches long, and the two furthestmost points can be a max of 7 inches. Anything more will be removed. There will be zero leniency on this. **STOP PLAYING GAMES.**

These plates can be bent or formed to frame.

To hold front bumper on, you may have two locations of two loop braided nine wire core support to bumper only. On back, two loops braided wire two locations around bumper and through taillight cover area.

ENGINE AND TRANSMISSION:

1. Any 4 cycle or 6 cycle. NO PROTECTORS.
2. Engine swaps permitted, no V8s.
3. MOTOR MOUNTS CAN BE WELDED SOLID BUT CANNOT BE EXTENDED OR RELOCATED. Jeffy's Fab Farm aftermarket mount or equivalent style mount (must be approved) is permitted.
4. Transmission mounts must have factory mount. NO SOLID MOUNTING. A single piece of 3/8 inch chain can be added. One link welded on each side meaning 1 link welded to transmission bracket and one to K member. **ONE LINK PER SIDE!**
5. No bracing of transmission.
6. Tranny coolers are permitted but cannot be mounted in any fashion that strengthens car.

BUMPERS

1. Any factory OEM bumpers permitted, BUMPERS MAY BE LOADED.
2. SMW ALLOWED
3. **Homemade bumpers are now permitted. Max of 8 inch by 8 inch. Homemade bumpers may have a maximum point of 4 inches from flat front. Chrysler pointy replicas must be 8 inch point from flat front and 14 inches flat back to front. ALL points must taper over 32 inches.**
4. No sharp edges
5. ABSOLUTELY NO MATERIAL INSIDE OF FRAMES. SCOPING WILL BE PERFORMED. OFFICIALS RESERVE THE RIGHT TO DRILL ¼ INCH HOLE FOR SUSPICIOUS AREAS.
6. Mounting of bumper: You may hardnose. YOU ARE PERMITTED TO CUT THE CRUSH BOX OFF BUT CANNOT MOVE THE CORE SUPPORT.

BUMPER MOUNTING OPTIONS (CHOOSE ONE):

OPTION A: ON THE OUTSIDE PORTION OF FRAME RAIL FACING THE WHEEL, WELD A 2 INCH BY 2 INCH BY ¼ INCH MAX BY 10 INCH LONG PIECE OF SQUARE TUBING AS BUMPER SHOCK.

OPTION B: Mount bumper with 4 inch, ¼ inch by 10 inch long strap on outside of frame closest to wheel. May weld top, bottom, and back. Choose one or the other. WE DO NOT WANT BUMPERS FALLING OFF. ONE PER RAIL FRAME.

Either bumper mounting option allows you to weld it to the K member point.

You may cap the end of the frame rail at its furthestmost forward point with a 6 inch by 6 inch by ¼ inch plate. Must be welded to flat front of frame.

Bumpers must mount flat on front of frame. You cannot sleeve bumper around frame. Back of bumper must be welded to front of frame, NO EXCEPTIONS. You cannot recess bumper down into frame.

DO NOT shorten front frame past farthest part outwards of core support. You cannot fix this, call if you have any questions. You may trim off crush boxes up until this point.

Rear bumper shocks apply same as the front, you may put a tilt on your rear bumper; however, do not raise bumper higher than its factory mounted position. For example, placing bumper 3 inches higher than it would sit factory on the car. This is to help your car roll, nothing more, nothing less.

BODY

1. Driver's door may be welded solid.
2. All other doors can be welded 5 inch on 5 inch off as well as the trunk. 5 inch by 5 inch flat plate, ¼ inch thickness. **You may weld trunk lid to floor on backside 5 inch on 5 inch off if you desire to do so.**
3. Trunk may be tucked, NO WEDGING but can be canoed. A 12 inch space must remain from the lowest point of canoe to highest point of trunk floor. **(NEW) All quarters must remain upright, may not be smashed down. Pushing them down will be considered a wedge. If you have questions, call. From the side the quarters must appear upright.**
4. All fenders may be creased both vertical and horizontal.
5. The hood must have a minimum of 12 inch by 12 inch holes and the trunk must have a 6 inch by 6 inch hole for inspection. You are permitted to re-bolt metal in 10 total spots around each inspection hole, 3/8 inch bolts max.
6. Speaker deck may be removed or beat down.
7. Hood may be fastened in six spots by chain or bolting. If bolting, you may only do so utilizing 2 inch by 2 inch angle max of 6 inch long ½ inch bolts max. You may cut excess hood or roll it down over C support, do not move hood from factory location to gain extra folding.
8. All body mounts must remain in stock location and in stock form. Leave factory rubber bushings in place or you may use one standard size hockey puck if your bushing is rotted or missing.
9. **FRONT K MEMBER MOUNTING**
You may use (1 inch) max size all thread for your front K member mounts. This must go through the factory front K member mount. In doing this, you get three 3 inch ¾ inch washers, three store bought 1 inch nuts may be used and welded for all thread to pass through. Must remain a vertical path. No sleeving whatsoever. You may remove your factory bushing and the K member tight to unibody but cannot be welded unless you are using fix it plates here. This all thread will count as two of your hood hold downs.

Rear K member mounts must remain factory intact with rubber bushing.

10. On front of core support, 1/8 inch expanded metal or 1/8 inch design plate may cover in front of radiator. This plate or mesh can be attached with either four total 3/8 inch bolts with store bought washers or four one inch welds, ½ inch bead max. The max width is no greater than a factory air conditioning condenser.
11. NO SEDAGONING OF WAGONS. YOU CANNOT PHYSICALLY BEAT THE ROOF DOWN IN ANY SHAPE OR FORM, CALL FIRST THERE WILL NOT BE AN OPTION FOR FIXING THIS DAY OF.

WHEELS AND TIRES:

1. Front tires: ANY TIRE including skid steer and V treads ARE PERMITTED.
2. Rear tires: Any tire may be used including SOLID REAR TIRES, MAY USE RIMS ONLY.
3. Weld in centers permitted. NO BEADLOCKS.
4. LIP PROTECTORS and valve stem protectors permitted.

FRAME

1. Frames are to remain stock OTHER THAN STATED. K member and unibody are considered frame in this class and are not altered or welded in any fashion. Welding on frame is limited to mounting of bumper.
2. NO PLATING, PINNING, CREAMING, PINCHING.

SUSPENSION:

1. Front suspension only can be solid for ride height. Strut may be reinforced. Nothing with reinforcement may strengthen another part of the car.
2. Rear suspension must be factory other than NOW ALLOWING REAR TRAILING ARMS TO BE 2 INCH BY 2 INCH BY ¼ INCH. YOU MAY REINFORCE SIDE TO SIDE CONTROL ARMS IN THE REAR ONLY BUT YOU MUST USE THE FACTORY ENDS OF THE CONTROL ARMS, NO WRAPPING THE ENDS, YOU MAY USE A MAX OF 2 INCH BY 2 INCH TUBING OR SMALLER AND MUST BE IN FACTORY LOCATION. THIS IS TO HELP KEEP YOUR WHEELS ON.

Rear wheel must stay centered in the middle of wheel well, cannot move them forward from factory. Rear trailing arm must mount to rear spindle in factory manner, no adding material.

Trailing arm must bolt into factory location and manner.

Rear suspension may now be welded solid with one 3 inch by 3 inch 6 inch long max piece of angle and may be welded rear strut to frame, nothing more nothing less.

Front is to sit no higher than 21 inches to bottom of front bumper and no lower than 11 inches to bottom of rear bumper.

3. No leaf spring conversions.
4. Ball joints must remain stock appearing. No screw ins. Ball joints may be welded.

STEERING:

1. Aftermarket steering columns are permitted.
2. All steering components are to remain stock. TIE RODS MAY BE REINFORCED.

CAGE:

1. A four-point cage is recommended but not mandatory. HOWEVER, THE FOLLOWING IS MANDATORY: REAR SEAT BAR AND FRONT WINDOW BAR. WINDOW BAR MUST RUN FROM ROOF TO DASH BAR CAN BE ANGLE IRON OR 2 INCH BY 2 INCH TUBING. Front bar must be 5 feet away from firewall and all other cage parts must be 6 inches off the floor at any given point.
2. IF DESIRED, THE FRONT WINDOW BAR MAY BE WELDED TO THE HALO BAR, MOVE FORWARD ON THE ROOF AND DOWN TO THE FRONT DASH BAR BUT NOT IN FRONT OF THE DASH BAR. MAX SIZE OF FRONT WINDOW BAR IS 2 INCH BY 2 INCH TUBING. FRONT WINDOW BAR MAY BE ATTACHED TO ROOF TWICE VIA BOLTING WITH 2 INCH BY 2 INCH ANGLE IRON MAX 4 INCHES LONG. FOR WINDOW PROTECTION, YOU MAY RUN A MAX OF TWO 3 INCH STRAPS (OR COMPARABLE) ROOF TO COWEL AND MAY HAVE A GUSSET BETWEEN THEM. IF IT IS DEEMED FOR SAFETY, IT WILL BE ALLOWED.
3. Halo may be a max of 4 inch material and must start from the top of side bars run straight up across and straight down. No angling. HALO CAN BE NO FARTHER BACK THAN THE MIDDLE OF THE REAR DOORS BETWEEN B POST AND C POST.
4. Rear window bar 2 inch by 2 inch tubing must be 5 inches from rear trunk lid seam. You get a 5 inch by 5 inch ¼ inch plate to mount to trunk lid, must be on top of trunk lid.

5. Gas tank protectors are recommended but not mandatory. If using a gas tank protector, it can butt against package tray but cannot be welded or bolted to tray. Max of 28 inches wide 4 inch by 4 inch tubing. On a sedan, the tank protector must stop at the front of the speaker deck. On wagons, the tank protector may not go past the front most part of the rear strut towers 2 inches above factory speaker deck height max tallness for tank protectors.
6. Max width of cage bars can be 4 inch by 4 inch or 2 inch or 6 inch. Front side bars cannot extend past FIRE WALL, SIDEBAR CANNOT EXTEND PAST REAR DOOR SEAM GREATER THAN 10 INCHES. Center bar for shifter permitted.
7. STOCK TANKS AND FUEL CELLS PERMITTED. STOCK TANKS MUST BE SECURED IN REAR SEAT AND COVERED, NO EXCEPTIONS.

Fuel cells must be bolted in.

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