

DAYTON FAIR DEMOLITION DERBY

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

Compact Questions: Ben Shaffer - 724-762-4571

Friday, August 21, 2026, 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!

MOST FINE ARTS

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/mini van/mini truck/mid size SUV. 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

MOST IMPORTANT RULES

1. **CHEATING WILL GET YOU LOADED** - Plates that are hidden; frame welds not stated in rules; pinning of frame rails; hidden trans braces.
2. American made sedans or station wagons (passenger cars) only. No hearses, El Caminos, limousines, flower cars.
3. No painting of inner or outer frames. If officials can't visibly tech the inner and outer frame - due to paint - car will not be teched.
4. Officials decisions are final.

FENDERS/1/4 PANELS

1. (4) 1/2" max bolts per fender/1/4 panel with 1/2" max store bought washers.
2. 4 bolts, 8 washers, 4 nuts per fender/1/4 panel, through sheet metal only.
3. No added brackets or new factory bolt locations.
4. If replacing factory bolts, use nothing larger than 3/8" bolts/washers/nuts.
5. May crease/pack/pre-dent rear quarters and fenders, but no welding or doubling.
6. If you use larger bolts and washers, you lose the bolts and washers.
7. Quarters must remain upright. No wedging.

HOOD

1. 6 total attachment points.
2. May use 1" all thread through the front 2 body mounts (RAD support mounting holes), this counts as 2 attachment points. The other 4 must be sheet metal to sheet metal with no larger than a 5/8 x 5" long bolt.
3. All hood washers not to exceed 4" x 4" x 1/4", flat or angle.
4. (14) 3/8" bolts/nuts/washers may be used to secure webbing per header opening on hoods.
5. Hood hinges must remain factory or be removed.

ROOF

1. No seam welding or bolting unless specified. Patching is allowed with factory thickness automobile sheet metal.

DOORS

1. 5" on 5" off welding on all exterior door seams. Must be individual 5"x 5" x 1/4" plates.
2. May reinforce drivers and passenger front doors on the inside **OR** outside, no more than 3" past door seams. No thicker than 1/4" steel.

TRUNK

1. 5" on 5" off welding on exterior trunk seam. Must be individual 5"x 5" x 1/4" plates.
2. Speaker deck can be removed.
3. 12" hole in the top center of the trunk lid. If we can't see behind the wheels or above the rear frame rails, you'll be asked to cut another hole - you won't like.
4. May be dished in the center for visibility.
5. Trunk must remain in factory location. Can't be slid forward or backwards. No more than 4" of trunk attachment on package tray.

RUST

1. Rusted area must be removed, 1/2" overlap from new metal to old metal, new rust patches may not overlap. You must butt weld, using your stitch weld. Don't stagger the welds on two patches to have one continuous weld between two patches.
2. New metal not to exceed factory thickness.
3. Must be welded 1" on 1" off - **Abuse it, You'll lose it** - zero tolerance.

FLOOR PAN

1. All rust repair stated in rust section applies.

BODY MOUNTS

1. Replace with 5/8" max size bolts 5" max in length (top side frame to body).
2. 4"x 4"x 1/4" free floating washers may be used to secure the body to the frame.
3. Must have 1" minimum free floating individual spacers between the body and frame. 3"x 1/4" max round or square tubing. No added body mounts. You may not relocate any of the factory body mounts.
4. If you change the mount you must maintain the 1" gap.

WINDOWS

1. Two 3"x 1/4" flat window bars in the front window only.
2. Rear window bar can be no larger than 2 x 2 square tubing.
3. 3" of attachment on top and bottom.
4. Window bar mounted within 3" of window opening. 3" on roof and 3" on trunk.
5. Window bar must be centered within the rear window opening.

CORE SUPPORT

1. Fill the opening in front of radiator with 1/4" max store bought expanded metal or 1/8" RAD guard. Must remain within the core support body mounts. May only be bolted with (8) 1/2" bolts max.
2. Spacers can't exceed 3 x 3 tubing. Core support spacers may be welded to frame and bottom of core support.
3. No seam welding on the core support.

INTERIOR CAGE

1. 4 point cage, 6" max material, with 2 straight up and down - down legs - 3" max.
2. Down legs can be welded to the top side of the frame only.
3. Dash bar must be 6" from the firewall and/or trans tunnel.
4. Rear seat bar no further back than the kick panel, 6" off floor.
5. May have center bar 3" max and 6" from all sheet metal.
6. 32" wide gas tank protector; 6" max; no gap needed. Do not attach the gas tank protector to any part of the car. A simple GTP halo can be attached to the halo uprights. GTP halo can't be any higher than 6" above the actual gas tank.
7. Roll bar, 6" max material, straight up - straight across and no further back than the kick panel. If welding to the floor, this counts as your 2 down bars. Mounting tails coming off of roll bar can only be 6" in length - 2 total.
8. Inner cage corners may be gusseted.
9. **No Kickers!**
10. Door bars can't be any further forward than the inside of the firewall or any further back than the rear kick panel.
11. **All cage material including down legs must remain inside the passenger compartment. You may not manipulate the firewall to get your down leg out further on the front frame. Down leg should be parallel with firewall body mount holes on frame. *THIS IS YOUR WARNING! If down leg is past the firewall body mount holes on the frame you lose the down leg in it's entirety. This rule is specific to FOMOCO and GM cars. The down legs aren't kickers or meant to be kickers.**

COMPONENTS (Gas pedal, brake pedal, shifter, battery box, trans cooler, gas tank)

1. No components may strengthen the car at any time.
2. Components must be fastened to sheet metal or cage only.

FRAME

1. You may weld 1", store bought round galvanized washers, over each body mount hold.
2. No patching rust. See rule #5.
3. **No frame clipping or stubbing period.**
4. Front frame may be shortened to the front edge of the radiator support mounting hole. No shortening of rear frames period. Cadillacs must remain 18" long from the forward most edge of the spring pocket.
5. Frame repair can only take place after a conversation with an ICP official. Pics for proof of rust and repair must be submitted prior to event.

FRONT FRAME

1. You may seam weld the top frame seam from the firewall forward. Top frame seams only, no brackets of any kind or vertical welds on engine cradle will be permitted to be welded.
2. Do not paint welds or any part of frame as stated in general rules.

REAR FRAME

1. You may weld a 6"x 22" x 3/8" hump plate to the outside (tire side) frame hump. ** This rule is for coil spring cars only with the exception of leaf spring Chrysler product uni-body cars. Metric GM and Chrysler uni-body cars may have a 32"x 1/4" thick contoured hump plate centered on the hump. All hump plates must be on the tire side of the frame or uni-body. GM wagons and full frame Chrysler cars can have a 6"x 12"x 3/8" hump plate on the tire side of the rear hump.
2. No shortening of the rear frame rails.

BUMPERS

1. Front bumper may be factory loaded or homemade, but must not exceed 14" from the center point to the back side, where bumper mounts to frame or shock mounts. No points bigger than an Amish Pointy.
2. This is the only bracket rule for all cars **except metric/mid-size GM, Chrysler cars, and 2003 + cars (see 03 + section for clarification)**. You get 26" of total bumper bracket per side of car to be used on the front and back of the car. You get **one vertical** cut on this 26" bracket. Your bracket can't go any further back than the forward most part of the front A-Arm mounting bracket and must start at the back of the bumper where bumper meets the frame. **Example:** If you use 18" for your front bumper bracket you only get 8" for your rear bumper bracket or vice versa. Bracket can be 3/8" thick and no wider than 4".
3. When mounting the bumper, you may square the end of the frame, but must leave the body mount hole open and visible on the bottom of the frame.
4. **Metric/Mid size GM and Chrysler cars** can have a front bumper bracket from back of bumper to the forward most part of the A-Arm mounting bracket. Bracket can be 3/8" thick and no wider than 4".
5. Bumper brackets must be mounted on any outer side of frame rail and remain 4" in width. Nothing may be attached to the inside of the frame. Bracket may not be folded over to touch 2 sides of the frame. It can only be on attached on 1 side of the frame.
6. Bumper brackets may be welded solid and/or plug welded.
7. Maximum front bumper height, 22" from the bottom of the bumper skin to the ground.
8. **Metric/Mid size GM and Chrysler Cars** rear bumper may be mounted using a 14" long by 4" wide by 1/4" thick steel plate welded to any side of the rear frame rail or uni-body. Can only weld 14" of the bracket period.
9. Rear bumpers can be factory loaded rear bumpers or homemade rear bumpers. No pointy bumpers on rear of car.
10. All components may be welded solid.
11. Minimum rear bumper height, 14" from the bottom of the bumper skin to the ground.
12. All bumper brackets both front and back must start by touching the bumper and measured back from there.
13. No wedge or knife edge bumpers period. No chrome skin over a wedge or knife bumper. If your bumper turns into a wedge or knife bumper during the derby you will be disqualified.
14. Both front and back bumpers must be mounted to the end of the frame or uni-body. They can't be recessed over the frame or uni-body.
15. Bumper (front or back) can't be more than 8" in height and width. All other bumper rules listed above still apply.

FRONT SUSPENSION/STEERING

1. Any factory OEM spindles swaps. May be reinforced.
2. No aftermarket or GM lift spindles.
3. Center link must remain factory OEM but can be reinforced.
4. Aftermarket tie rods are permitted.
5. Aftermarket ball joints are permitted. Only welding permitted is to weld in ball joint sleeves. Screw-in ball joint sleeve can be welded into a piece 3 x 3 x 1/4" square tubing.

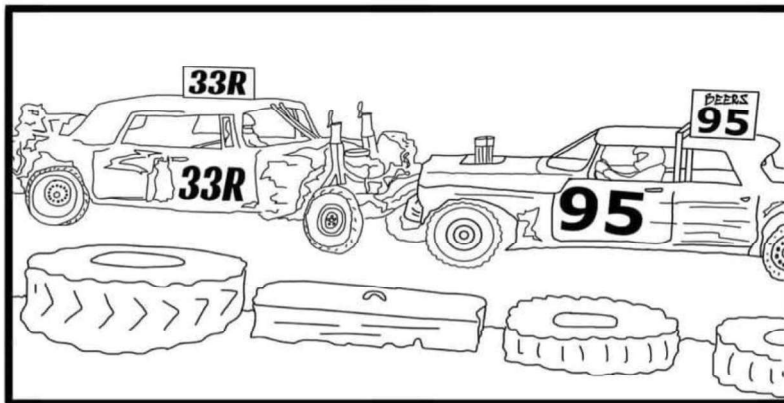
Tubing can't be more than 3" in length and can only be welded to the upper A-Arm.

6. Factory OEM upper and lower A-Arms must remain factory and be mounted in factory manner.
7. 1" All-Thread permitted in place of shocks. Must run through factory shock hole.
8. A single factory OEM coil spring per side is permitted, no aftermarket/homemade coils. No added metal in coil spring pockets. Only thing permitted in coil spring pockets will be coil spring itself.
9. Sway bars must be mounted in factory working manner, top and bottom, using all factory rubber components. No welding of sway bar or mounting brackets anywhere.
10. Front suspension can be solid. You may only weld (1) 2 x 4 x 1/4" plate to the front and back side of the A-Arm to gain height and lock suspension.
11. Aftermarket steering columns are permitted.
12. No hydro or aftermarket RAM type steering setups.

REAR SUSPENSION

1. Factory OEM upper and lower trailing arms may be reinforced or 2 x 2 x 1/4" square tubing.
2. Upper and lower trailing must mount in factory location and manner on the top and bottom. No aftermarket mounting brackets permitted.
3. (4) Total trailing arms per car. (2) Upper and (2) lower.
4. Coil spring cars may use watts link conversion. Upper brackets must be 2 separate brackets no larger than 6"x 12"x 3/8". They may only be attached with (4) 5/8 (2 1/2" long) bolts. Lower trailing arm mounting brackets may only be 4" long 3"x 3"x 1/4" square tubing welded to the frame. 1" bead of weld per side.
5. Rear coil swaps are permitted. This means you can swap factory coil with a heavier type coil.
6. 1" All Thread shocks are permitted in factory shock location.
7. Chain/cable/9 wire may be used to hold coil springs in but must run through the coil spring tower and around the rear end only - nothing welded. No other rear end chains will be permitted.
8. Leaf springs must remain in stock location. 7 leaves max with 2" stair step. No thicker than 3/8". 4 aftermarket clamps per side (2"x 4"x 1/4" max with no larger than 1/2" bolts).

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!



DRIVE TRAIN

1. All aftermarket parts listed here are what is acceptable, there are no acceptable gray areas. These are the aftermarket parts you may use when mounting your drive train.
2. Engine may be mounted using a lower cradle with a front plate and pulley protector.
3. The engine must be mounted to the engine K frame using rubber OEM frame mounts or similar aftermarket frame mounts with rubber bushing. These mounts must remain working, no pinning rubber mounts or running solid mounts. They must be mounted within 2" of the factory frame motor mounts. You can plate the top of K frame for motor mount height 3/8" max. Must be (2) separate plates. These plates can't tie into the frame rails or any suspension mounting brackets. No plates in the center of the K frame.
4. You may have one 3/8"x 18" long chain per side welded from the lower engine cradle or front plate to the frame. 2 chain links max, welded to the frame. If you weld more than 2 links you lose the chain. No oversized 3/8 chain links.
5. Absolutely no distributor protectors, mid-plates, header protectors, or breather protectors.
6. Nothing is to be mounted between the engine and transmission. Nothing is to be between the firewall or trans tunnel but air.
7. Factory OEM oil pan may be reinforced.
8. Factory OEM transmission pan may be reinforced.
9. No aftermarket transmission pans.
10. No transmission bracing of any kind.
11. May use steel or aluminum bolt on bell housing. May use steel or aftermarket bolt on tail shaft. Nothing can tie the bell and tail together.
12. Transmission mount must be rubber or poly and mount in factory mounting location.
13. Cross member must mount in factory location using OEM cross member or 2" box tubing - mounted on 3"x 3"x 1/4" angle iron, 5" long, and a total of 5" of attachment welded to the inside of the frame rail. Cross member must run straight across.
14. Slider driveshafts are permitted.
15. Drive line brakes are permitted.
16. Aftermarket rear ends are permitted. All bracing is to remain within the width of the rims and cannot come in contact of the frame at any time.
17. Must have working brakes.
18. All tires are permitted. **Except for the Florida show. No solids or foam filled will be permitted. Doubled rally tires with bead locks are the recommended tire of choice.**
19. Aftermarket shifters, gas pedals, brake pedals, transmission/oil coolers, battery boxes are permitted.

SPECIFIC TO 1980-2002 FORD - LINCOLN - MERCURY AND METRIC GM

1. You may tilt front in one spot only in the manner listed below. No tilting A-Arm forward.
2. You may cut outside flaps and seams at crush box, tilt the front frame and re-weld the flaps and seams. This will be the only means accepted period.
3. Metric GM can tilt by cold bending frame at firewall or cut and tilt at cross member. Frame can be tied back together using the 3"x 3"x 1/4"x 5" long angle iron cross member mounts.

2003 AND NEWER FORD CARS

1. **Must use OEM original aluminum engine cradle. SMW type bolt in only cradles will be allowed. Steering racks can be upgraded to a steel truck rack but must bolt and mount just like the factory intended. No rack protectors. Frames can be tilted one spot. If it's tilted in more than one spot you will be automatically loaded (this includes straightening the rear frame rail). No hydro steering. 2003 and up get a 12"x 4"x 3/8" bumper bracket front and rear must follow all other bumper bracket rules listed above except the 26" rule. 03 and newer must follow all other rules unless called out specifically.**

FIX-IT PLATES AND #9 WIRE

1. Y frame, shocker Chryslers and metric/mid-size GM cars will get (8) 4"x 4"x 1/4" fix-it plates. **These plates can be put on fresh.**
2. All other cars will only receive (6) 4"x 4"x 1/4" fix-it plates. **These plates can be put on fresh.**
3. Fix-it plates can be used anywhere or any formation. Fix-it plates cannot be cut apart.
4. Unlimited #9 wire may be used. **If it's one and done you will be allowed unlimited #9 after your car passes inspection. *NEW* - No washers are to be welded on body or frame for #9 wire to pass through.**
5. **All fix-it plates must start out as a flat 4"x 4"x 1/4" steel plate.**

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 furthest 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 - MAX 2 inch by 2 inch, 1 per car may be welded to the halo bar and must run down to floor

and tie into the rear sub. CANNOT angle in a 90 under the car to gain more than what's allowed. You may use a 5"x 5" 1/4" plate on top of sheet metal to attach your bar to floor. This is for wagons as well. Clarification for rear window bar attachment to rear sub: You may trim floor out and slip through and weld the rear window bar directly to the rear sub with a 5"x 5" MAX plate. Anything else outside 5"x 5" attachment will not be permitted. You get one 5"x 5" plate period. This is to make sure your rear window bar is secure to the sub. If used for any other reason or to strengthen a different area it will not be permitted. The window bar may be no further back than where the rear sub ends. We will no longer be permitting your window bar to be placed on top of trunk lid and speaker desk seam. This has become an issue revealing the rear window bar as a sharp blunt object once the car bends. Halo may be maxed of 4 inch material and must start from the top of side bars run straight up across and straight down. You may have one 2" x 2" gusset from gas tank protector to the rear window bar. Wagon rear window bar cannot be further back than rear axle 5"x 5" 1/4" plate welded to the floor to mount it. Must be 5" away from tank protector and can be a max of 2"x 2" tubing.

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.



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