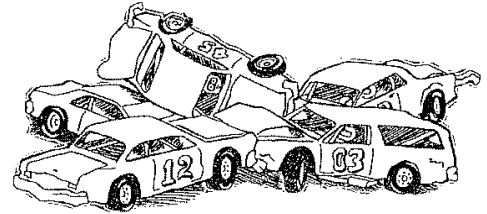


## LORAIN COUNTY FAIR DEMOLITION DERBY

Sunday, August 26, 2012  
Wellington, Ohio



**FIRST SHOW – 5:30 pm – 1980 and Newer**  
**SECOND SHOW – 8:00 pm – Old Irons**

**FEATURE PAYOUT:**

1 <sup>st</sup>	–	\$2,000.00 and Trophy
2 <sup>nd</sup>	–	\$ 500.00 and Trophy
3 <sup>rd</sup>	–	\$ 300.00 and Trophy
4 <sup>th</sup>	–	\$ 200.00 and Trophy
5 <sup>th</sup>	–	\$ 150.00 and Trophy

**HEAT PAYOUT:** 1<sup>st</sup> thru 4<sup>th</sup> – \$200.00 each (three heats – last 4 cars in each heat go to feature)

**COMPACT PAYOUT:**

1 <sup>st</sup>	–	\$ 300.00
2 <sup>nd</sup>	–	\$ 200.00
3 <sup>rd</sup>	–	\$ 100.00

**\*\*\*Compact cars will run as  
one heat before feature\*\*\***

**ENTRY FEE: \$25.00 by August 19; \$35.00 August 20 – day of show**

**SHOW ADMISSION PRICES: \$8.00 per show; \$15.00 both shows**

**Entry fee includes one wristband for driver to get in gate and show; everyone else pays.**

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## LORAIN COUNTY FAIR

23000 Fairgrounds Road, Wellington, OH 44090

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Any questions....call Tim Sickels at (440) 213-8769

### 2012 GENERAL RULES:

- 1.) All entrants must hold a valid state driver's license at the time of entry and day of show. All entrants must be 16 years or older. If entrant is under 18 years old, they must have a notarized release signed by parent or guardian.
- 2.) Each vehicle will present, at time of inspection, a valid state issued title OR legally notarized bill of sale for the vehicle, which must be in entrant's name.
- 3.) Cars must be removed from grounds within 24 hours following the event or the car will be towed away at the owner's expense.
- 4.) Remove all glass, fiberglass, headlights, taillights, trim, interior trailer hitches, etc. Cars must be swept clean. This must be done before you show up.
- 5.) All rear seats and floor decking must be removed. Any sharp or protruding fins must be cut off the vehicle.
- 6.) Standard safety belt, Z-90 approved helmet, and eye protection (face shield or safety glasses) are required.
- 7.) Long sleeve shirt and pants are required. No shorts allowed.
- 8.) All drivers must attend drivers' meeting – the time and location to be announced.
- 9.) All driver doors must be painted white. Numbers are optional. If more than one vehicle has the same number, second car registered and inspected may be asked to change or alter number.
- 10.) All cars must have brakes before inspection.
- 11.) Absolutely no hotrodding in the pit area or staging area will be tolerated. Driver and car will be disqualified.
- 12.) No alcohol allowed on the fairgrounds or in the pit area! Any driver or crew member found drinking alcohol will disqualify the car and they will be removed from the fairgrounds and all money will be forfeited. If necessary, Lorain County Fair reserves the right to conduct alcohol testing and to search any vehicle entering the infield.

- 13.) If a borrowed car is used in the feature, it must have ran in another heat for that show. No 1980 and Newer cars will be permitted to run in the Old Irons show, unless built to Old Iron specifications due to variances in the rules.
- 14.) Absolutely no two-way radios allowed.
- 15.) To protest a particular vehicle, a \$200.00 (cash only) protest fee must be made within 15 minutes of the start of the show and personally presented to the Head Track Official by a driver that is entered in the show and has their car present. Only drivers may file a protest. If you are caught cheating, you will forfeit any entry fee, money won, or trophy. The protesting driver must state where he/she believes the accused car has violated the rules. If legitimate evidence is found, the accused car will be disqualified and the protesting driver will receive a full refund of the protesting fee. The next appropriate vehicle will be re-inspected and receive the appropriate forfeited prize money. If no legitimate evidence is found, the protesting driver forfeits the \$200.00 protest fee and protested driver keeps the money. Cars may be scoped and drilled prior to and/or following events. We want to present a fair show for all competitors.
- 16.) All feature money winning cars may be re-inspected after feature to confirm car is legal. All heat winners are subject to re-inspection. All cars entered are subject to inspection by Derby Officials at anytime. If you are caught cheating, you forfeit any entry fee, money won, or trophy. Drivers are responsible for the actions of their crew and anyone by their car. Derby Officials have final say always...period.

### **COMPETITION RULES:**

- 1.) One-minute rule will be used at all times. Cars unable to start in one minute will be disqualified.
- 2.) Wheels over the barrier will be subject to disqualifications.
- 3.) After a car is disabled or in violation of the one-minute rule, the driver will remain with the vehicle with his helmet on and fastened.
- 4.) No car shall enter or exit the arena after the green flag and before the checkered flag.
- 5.) All cars causing the red flag shall be re-inspected before further competition.
- 6.) Sticks will be affixed to cars and used to show when a car is out of competition.
- 7.) Drivers will not extend any part of his/her body outside of car at any time while heat or feature is running. Driver will not exit their car during caution flag to inspect or work on their car for any reason. You will be disqualified.
- 8.) No driver's door or head-on hits will be allowed. (This will be explained at the drivers' meeting.)
- 9.) NO SANDBAGGING! If an Official believes any driver is sandbagging or laying back to gain an advantage, the Officials will black flag the car and the Derby will be stopped and the car will be painted with an orange X – meaning this is your only warning.
- 10.) Drivers MUST wear crash helmets with eye protection.
- 11.) The last four cars left moving in each heat will return to the feature.
- 12.) Derby Officials and the Fair Board reserve the right to disqualify anyone. DISQUALIFICATION MEANS A FORFEIT OF ALL PAID FEES. All decisions by the Derby Officials are final!!!

***LORAIN COUNTY AGRICULTURAL SOCIETY, LORAIN COUNTY FAIR, AND THE OFFICIALS ARE NOT RESPONSIBLE FOR ANY ACCIDENTS, INJURIES, AND ARE NOT RESPONSIBLE FOR ANY VEHICLES, PARTS, OR PERSONAL PROPERTY!***

### **SUB-COMPACT CARS:**

- 1.) Foreign and domestic cars with a wheel base of 104" or less and have a 4 or 6 cylinder engine only. No AMC spirits, pacers, or gremlins are permitted.
- 2.) All cars shall have stock compact car components. No full size car components.
- 3.) All cars shall use the second show/Old Iron car building rules to set car up.
- 4.) Compact cars will be one heat type Derby before the run of the feature.
- 5.) All suspensions must be factory for type of car.
- 6.) All cars must be two-wheel drive.

## **FIRST SHOW – 1980 AND NEWER CAR RULES**

Any 1980 and Newer hard top sedan or station wagon may be used. 2003 and newer Ford Motor Co. cars with the aluminum cradles may have cradles switched with 1980-2002 steel cradles. They must be put in like their factory counterparts only using the factory brackets. Absolutely no other metal may be added. You may use a 3" spacer from the bottom of the frame to lower A-arm where the spring goes. You may not alter the frame in any manner other than attaching factory brackets with a single bead of weld. Do not overdo or you will fix to run!

## **BODY:**

- 1.) Driver door may be reinforced for driver protection.
- 2.) No welding of inner body seams for any reason.
- 3.) Driver's door may be welded solid. All other doors may be welded, chained, or wired shut. If welding, maximum size of plates may be ¼" thick x 4" x 12". There must be at least 12" between plates. If wired or chained, there still must be a 12" space between wire and chains. No wiring or chaining around frame will be permitted.
- 4.) Body bolts and mounts may be replaced. Body mounts must remain in stock location. They may be replaced with material of like size. Mounts must be at least 1" thick and no wider than 3". If steel, may not be welded to frame or body. Body bolts may not be bigger than 5/8" diameter. Body bolts may not travel through both sides of frame and must be bolted to top of frame. Washers not to exceed 3" in diameter and ¼" thick.
- 5.) Trunk lids may be welded or wired. If welded, may use six plates no bigger than 1/8" x 3" x 6" and must have at least a 6" space between them. If wired, may be wired in eight places, two strands of wire per a location. Must be from sheet metal to sheet metal. Washers may be welded onto sheet metal for wiring. Maximum outside diameter of washer is 3". Plate or wire may go to bumper in two spots only and will be counted as two locations. They may not go to frame or around frame. If trunk can't be opened, there must be a 14" hole cut in trunk lid for inspection. Trunk lids must be in factory location and not moved forward or inside weather stripping mount/rain lip.
- 6.) Trunk lids and quarter panels may be hammered and creased to help rear of car fold. If trunk lid is smashed down, there must be at least 16" between trunk pan and trunk lid. There also must be at least 16" of quarter panel from top to bottom on each side. If either is under 16", you will be fixing to pass inspection. No wedged cars.
- 7.) A bar no thicker than ¼" and no wider than 4" may be run in rear window. Must be attached to roof and speaker deck only. Speaker deck may be smashed down, but there still must be 16" between trunk lid and trunk pan. Bar may be welded or bolted and must not touch trunk either. No exceptions....you will cut!
- 8.) It is mandatory that there be a chain, wire, or bar running from roof to firewall in windshield area to prevent hood from entering driver compartment. One or two may be used and may not be attached to distributor protector or mounted in a way to provide strength to front of car in any way.
- 9.) All holes in the firewall larger than 4" must be covered. No removal of firewall.
- 10.) Floor board rust may be patched, but metal may not be thicker than 1/16". The overlap of new and old metal must not exceed 2".
- 11.) Cutting fenders for wheel clearance is allowed. Bolting of fenders to wheel wells will be allowed. Four bolts, 3/8" maximum in size, each wheel well.
- 12.) Absolutely no interior seam welding permitted.
- 13.) No painting on inside of car. No painting or undercoating on underside of body or frame.

## **HOOD AND CORE SUPPORTS:**

- 1.) All cars must have a hood and it must cover fan. All hoods must open for inspections or be off. May not have any welding anywhere for any reason. Hoods may remain attached to their hinges or be folded to be at front of front clip only.
  - A.) Not folded – must have at least a 12" x 12" hole cut over carburetor. May have eight total 3/8" bolts bolting the inner webbing and outer hood skin together.
  - B.) Folded hoods - if folded, still must cover fan and be able to be taken off car for inspection. May have six total 3/8" bolts bolting hood layers together.
- 2.) All hoods may be bolted down using two total 5/8" bolts all thread through front core support. Must be bolted to top inside of frame, not all the way through. You may use a 2" diameter x 3" tall spacer between frame and core support and must not be welded to frame or core support. Plates on top of hood may be no bigger than 4" x 4". All hoods also may be wired in six places, double strands of wire, sheet metal to sheet metal. Washers may be welded onto sheet metal of wiring. Maximum outside diameter of washer is 3". Two of six wires may go to bumper only and not frame or around frame.
- 3.) No adding of extra metal to hood for any reason.
- 4.) Core support mounts off of frame may be re-welded.

## **CAGE:**

- 1.) A four bar interior cage is highly recommended for safety in the driver compartment. All bars or tubing may be no larger than 4" in diameter. Bars must be sheet metal to sheet metal only. No vertical bars running to floor of frame. Front bar must be at least 5" from the center of the firewall. A kicker bar may run from front bar to back of distributor protector, but there must be at least 1½" between them. No exceptions....you will

cut! No cage or components can be welded to frame. The back bar cannot be any further back than 6" from driver's seat. Back bar must be at least 12" off of center hump on the floor and floor pan. Side bars can be inside the doors or inside the car. Side bars cannot go past the firewall and any further back past the back bar than 12". Four gussets no bigger than 4" may be welded at four corners of cage. Front and back bars may have mounting plates no bigger than 6" x 6" welded to ends of tubes to weld tubes to doors, not floor. A rollover/halo bar no bigger in diameter than 4" may be used and must be welded to cage only. Must run straight across and not be bolted in any way to roof.

### **GAS TANKS:**

- 1.) The factory gas tank must be removed from under the car and replaced with leak proof, manufactured, or a homemade tank made of steel or aluminum no larger than six gallons. Absolutely no plastic tanks. Must be securely mounted in rear seat, center only. Must be securely covered with rubber matting or like material. All gas lines may run inside of car or underneath and must be inside of some type of protective material such as garden or heater hose. Any car spilling or leaking gas will be disqualified.
- 2.) Electric fuel pumps must have an on/off switch located within arm's reach from outside of car clearly marked with red or orange paint.

### **GAS TANK PROTECTORS:**

- 1.) Material used may be no bigger than 3" diameter and no wider than 24" outside to outside, only coming off the back bar with two gussets no bigger than 4" wide. It must be at least an inch from sheet metal. Do not beat back the sheet metal, bolt, or weld to it in any way. Must not touch back window bar in any way. Zero negotiation.

### **BATTERY:**

- 1.) Battery must be moved to passenger side floor and securely mounted. Only one automotive type battery will be allowed. Must be securely covered with rubber matting or like material.

### **TRANSMISSION/OIL COOLER:**

- 1.) Transmission and oil coolers may be used, but must be mounted in a safe way and cannot strengthen the car. May be inside car. If using a cooler type box for ice, make sure it is leak proof. If we have to continually stop Derby to see what is leaking from car, you may be disqualified. All lines must be leak proof.

### **RADIATORS:**

- 1.) Must be stock automotive type radiator and remain in original position. Overflow hose must point straight down. No reinforcing of core support. No antifreeze allowed. This is an automatic disqualification and you will not be re-inspected!

### **ENGINE AND TRANSMISSION:**

- 1.) Any make of engine may be used in any make of car. Welded down engine mounts are permitted along with aftermarket or fabricated engine mounts, but must not strengthen car in any way. You may run one chain link material roundness no bigger than 3/8" by 16" long, off of each side of motor, two total. May be welded to frame with no more than two links of chain welded to frame. Links to motor may not be welded. You may also double up the bottom of your oil and transmission pans. Must not be excessive.
  - A.) Distributor protectors are allowed but must not be wider than 12" and touch or attach to the cage in any way. There still must be at least 1 1/2" between distributor protector and kicker bar. No exceptions. They can be bolted to the motor and transmission only.
  - B.) Engine cradles are allowed but must fit tightly to motor and not touch or be connected to any part of frame/body. May be aftermarket or homemade.
- 2.) All cars must have an air cleaner on carburetor.
- 3.) All exhaust headers must angle straight up.

### **FRAME:**

- 1.) All frames must be stock. No seam welding of frames anywhere. No adding of extra metal to frame will be tolerated – this means inside or out. Frame may be drilled if believed to have extra metal added. No undercoating or painting of frame. If a section of the frame is rusted and needs repaired, it must be done in a manner to resemble factory design. Metal used for repair may not be any thicker than 1/8" and not overlap rust hole by more than 1/2". Do not grind out welds. If we feel the repair is excessive, you may be asked to cut. You may notch or pre-bend the frame, but do not weld the cuts.

- A.) No tilting, cold bending, pitching, or any other term will be allowed. If car is suspected of having this done, it will not run.
- B.) Hump plates are allowed. One on each side of frame welded to outside of frame only. They must run straight across and not angled. There must be at least a 3" space between bottom of hump and top of hump plate. Plate may be no thicker than 1/4", no wider than 3", and no longer than 24". Must also not touch rear end in any way.

### **BUMPERS:**

- 1.) Any year and make of bumper may be used on any car. No homemade or aftermarket bumpers. No welding of seams or adding metal. If end of bumpers are not cut off, we must be able to see inside bumper. Do not beat ends over until after inspection. If done, you may be asked to cut ends open for inspection to ensure bumper is not loaded. Shocks may be collapsed and welded. No adding of metal to do so. Bumper may be welded directly to frame. A plate no bigger than 3/8" thick x 4" x 5" may be welded, one on each side, between frame and bumper.

### **SUSPENSION:**

- 1.) Suspension must be stock unless otherwise noted.
  - A.) Front – A-arms may be bolted or welded. Welding of plates no bigger than 1" x 3" – two per side – from A-arm to frame will be permitted. You can change out new style one. If front coils are popped out of lower control arm for the reason of gaining height, they may be wired or welded to lower control arm only and no extra metal may be added (reinforcing of tie-rods will be permitted).
  - B.) Rear – no spring leaf conversion allowed. Coil spring may be wired or welded in. Coil spring cannot be welded solid. Control arm may be shortened or lengthened, but must be stock appearing. No boxing of control arm or overlapping of material – may be butt welded only.
  - C.) Shocks – you cannot remove the shocks and put pipe or all-thread in their place. Factory shocks only. Coil over shocks are allowed. No altering of shocks.
  - D.) Bumper Heights – rear bumper cannot be lower than 16" or higher than 22" from bottom of bumper. Frame may not be lower than 15". Front bumper may not be higher than 22" from bottom of bumper.

### **REAR ENDS:**

- 1.) Any automotive five lug rear end only. No eight lug truck rear ends. Rear end protectors may be used, but may not extend back past rear end backing plates and be no higher than the top of the axle tubes. Absolutely may not touch frame.

### **TIRES:**

- 1.) Any 14" or 15" automotive/truck tire may be used, but must be DOT approved and be street legal. No tow motor, tractor, or industrial tires allowed. No studded tires. No screwing rims to tires, no loaded tires. All wheel weight must be removed. Valve stem protectors may be used, tubes may be used.

### **ROOF SIGNS:**

- 1.) All cars must have a roof sign with car number clearly marked on both sides of sign. Must not be longer than 24" and must not strengthen car in any way. May be bolted or welded on.

## **SECOND SHOW – PRE-1980/OLD IRON CAR RULES**

Any year American made hardtop sedan or station wagon is allowed. This includes Chrysler Imperial any year. Absolutely no Imperial frames or sub-frame swap under any other Mopar product. A convertible car may be run as long as it has a roof off of a comparable year for the make of that car welded on it. No more than necessary welding and patching to attach roof may be done. Excessive welding and patching may resort to cutting. No station wagons with the roof smashed down either – "sedagon".

**\*\*\*\*\*All cars shall be built to the 1980 and Newer car rules  
except for the following rule changes stated below\*\*\*\*\***

### **BODY:**

- 1.) On station wagons, no welding of tailgate on inside of car and no wiring around frame. Plate size is to be no wider than 2" and may run length of tailgate to bumper in two spots. No rear window bars on station wagon.

- 2.) On Chrysler Imperials only, hood may not be wired to bumper for the reason of how much hood is bent over. Any other cars with the hood bent way over like Imperials will not be allowed either – Officials' decision.

### **HOODS AND CORE SUPPORTS:**

- 1.) All cars must have a hood and it must cover fan. All hoods must be open for inspection. Hoods must be attached to their hinges. May not have any welding anywhere for any reason. Must have a least a 12" x 12" hole cut over carburetor. May have eight total 3/8" bolts bolting the inner webbing and outer hood skin together, no folding hoods.
- 2.) All hoods may be wired in six places, double strands of wire, sheet metal to sheet metal for wiring. Washers may be welded onto sheet metal for wiring. Maximum outside diameter of washer is 3". Two of six wires may go to bumper only and not frame around frame. Six places only.
- 3.) Front core support at two body mounts may be bolted down with all-thread no bigger than 5/8" round. May not run all the way thru the frame but may run up inside core support and out hood and be bolted. Two plates no bigger than 1/4" x 4" x 4" may be used on top of hood at all-thread underneath nuts.

### **FRAMES:**

- 1.) You are allowed to weld/transfer 1973 to 1976 GM frame horns to GM cars that had bolt-on brackets: example 1971 to 1976. Only one single bead of weld may be used to attach these to frame only where frame horn was welded factory. Do not fill in the hole and gaps.
- 2.) No hump plates of any kind.
- 3.) No tilting, cold bending, pitching, or any other term for pulling the front frame down will be allowed. If car is suspected of having this done, it will NOT run, so DON'T do it.
- 4.) Only bumper brackets may be welded to frame with one single bead of weld. Do not fill in holes and gaps.
- 5.) No other welding on frame other than what is mentioned in these rules.

### **BUMPERS:**

- 1.) **Any bumper on any car.** No homemade or aftermarket bumpers. No welding of seams or adding of metal anywhere on bumper. If ends of bumpers are not cut off, we must be able to see inside bumper. Do not beat ends over until after inspection. If done, you may be asked to cut ends open for inspection to ensure bumper isn't loaded. Bumper shocks may be collapsed and welded. No adding of metal to do so. Bumpers may be welded directly to frame if not using bumper shocks, but may not have any brackets welded and may only be welded to frame in two locations. No welding of bumper to body either. A plate no bigger than 3/8" thick by 4" x 5" may be welded, one on each side, between frame and bumper. No extra metal!

### **SUSPENSION:**

- 1.) Suspension must be stock unless otherwise noted.
  - A.) Front – no bolting or welding of A-arms will be permitted. Reinforcing of the rods will be permitted, but must use factory ball joint ends. Store bought only/aftermarket coil spring spacers may be used to raise the car's suspension or weak coils. No homemade spacers.
  - B.) Rear – no spring leaf conversions allowed. Leaf spring must stay in factory position. Coil spring may be wired or welded in. Coil spring cannot be welded solid. Control arm may be shortened or lengthened, but must be stock appearing. No boxing of control arm or overlapping of material. Must be butt welded only.
  - C.) Leaf Spring – nine leaf spring maximum, 5/16" maximum thickness, 2" wide maximum spring stagger for long side of leaf, rear axle, is 3" and short side leaf, front of axle, is 2". Only stock/factory mounting hardware is permitted. No welding on the springs, upside down spring, double man leaf or taping of springs will be permitted. Main leaf must be on top. You will be allowed five clamps per leaf spring. Two in front, three behind axle. Clamp material are to be no bigger than 1/4" thick, 3 1/2" wide, with two 5/16" bolts.

## **2012 PURE STOCK RULES**

- Any 1980 and newer stock, hard top sedan, or station wagon may be used.
- All general and competition rules used for Lorain County Fair derby apply.
- Hoods, doors, and trunks may be wired or chained in six places, double strands of wire, sheet metal to sheet metal, two of six wires may go to bumper.

- No welding on car except: driver's door may be welded solid. All other doors, trunk, and hood must be chained or wired.
- Driver side door bar and seat bar is recommended.

## **2012 FULL SIZE TRUCK RULES**

### **BODY & FRAME REGULATIONS:**

FULL-SIZE TRUCKS: ½ and ¾ ton trucks, Suburbans, Blazers, and Broncos will be accepted, either two or four-wheel drive.

- All four-wheel drive models will only be allowed to run one drive shaft.
- No body or suspension lifts allowed. BODY & FRAME MUST BE FACTORY STOCK HEIGHT.
- Frame must be stock – NO reinforcing anywhere; rust holes may be patched with similar thickness and like material; no extra plating in any way.
- A-arms may be bolted or chained, NOT WELDED.
- All glass and chrome must be removed.
- Any type factory bumper may be used; no homemade bumper; any trailer hitch must be removed.
- Doors may be welded, chained, or wired.
- Beds may be mounted in factory mounts; body mounts may be removed; NO additional mounts, bolts, or welding.
- Beds may be welded or bolted to back of cab. Bed must be mounted in factory locations with 5/8" maximum bolt size.
- 4" x 4" mount plate maximum; no additional mounts, bolts, or welding.
- Bed sides may not be rolled, wedged, or smashed in any way.
- Hoods must be in place and operable; must have 12" x12" hole cut in center.
- Core support may have 3" x 3" angle across front with one kicker on right and one kicker on left back to firewall, NOT EXTENDING PAST FIREWALL TO DASH BAR. Adding too much steel will be Official's decision.
- Tailgates may be welded but not to bumper. NO other reinforcing will be permitted.
- Driver's compartment may have four-point cage, one piece of pipe behind seat, one piece of pipe across dash, one piece of pipe on left and right side, and one piece behind driver's head.
- Tires are to be stock size; NO SPLIT RIMS; must have DOT number and be street legal.

### **ENGINE AND DRIVETRAIN REGULATIONS:**

- Any engine may be used, engine swapping is permitted – GM to Ford, Ford to Chrysler, etc.
- Battery must be moved to driver compartment, securely fastened, and covered before inspection.
- Stock gas tank must be removed. Fuel Cell must be in bed of truck in the center of bed directly against back of cab and securely fastened and covered. Fuel Cell must be no larger than five-gallon. Electric fuel pump may be used but must have on and off switch clearly marked in cab.
- Gas tank protector highly recommended; protector may attach to frame but may NOT extend any further than 24" from front of bed.
- Radiator must be factory style radiator and remain in factory position. NO ANTIFREEZE.
- Transmission cooler is permitted; cooler and lines must be covered for driver protection.
- All trucks must have working brakes.

RULES PROVIDED BY: HURON COUNTY FAIR

***Interpretation of ALL rules is at the discretion of the Officials.  
Don't read into the rules, don't assume anything. We may reject any car for any reason.  
We have the right to re-inspect, drill, or cut at anytime.  
Everyone will be treated equally and fairly.  
No arguing or attitudes will be tolerated. Officials have the final say!***