

2022 Lorain County Fair

Bone Stock Compact

ACCEPTABLE CARS:

- Any 1980 and newer FWD cars allowed. 112" max wheelbase. Sub frame cars ONLY, no full frame cars. Max 6 cylinder

PREPARATION :

- All glass except windshield must be removed. Windshield may remain in car. All plastic molding, mirrors, front and rear bumper covers must be removed.
- Air bags must be unhooked or removed
- Will allow factory fuel tanks as long as it is factory mounted in front of the rear axle
- Original gas tank may be removed and replaced with a boat type tank or fuel cell, moved inside of car behind drivers seat, but no further back than rear axle. 10 gallon tank max
- Battery may remain under the hood or may be moved to inside the car and securely fastened

EXTERIOR:

- Drivers door may be welded all the way around with 4" x 1/4" plate. All other doors may have 2 4"x4"x1/4" plates per vertical seam, or you may 9 wire or chain doors, 8 places per door.
- Hoods must have 12"x12" hole cut in center, hood may be wired, chained or bolted. May use 2"x4"x1/4" angle iron welded to fender and hood in 2 places per side and bolted. Hood must open for inspection.
- Trunk may be 9 wired or chained in 8 spots or may use 2 4"x4"x1/4" plates per vertical seam. You must cut and 8"x8" hole in trunk for inspection
- Bumpers MUST BE STOCK to make and model of car NO SWAPPING BUMPERS You may bolt bumper on with max 1/2" bolts or you may weld bumper all the way around at mounting point. No extra welding on bumper

CAGE:

- You may run a 4 point cage, max size 4" tubing. It is strongly recommended you at least run a rear seat bar and a drivers door bar.

TIRES:

- Any DOT or skid tires on factory wheels, NO Vtreads, solids, studded tires or plated wheels.
- Wheel weights must be removed
- May have a valve stem protector

CALL OR TEXT WITH ANY QUESTIONS

JASON STANFIELD @ 216-308-4896

BRYAN HORSLEY @ 419-561-0226

2022 Lorain County Fair

Pro stock Compact Rules

GENERAL

1. Rwd cars no more than 106" wheelbase fwd. cars no more than 109" wheelbase no full frame cars. If car is painted black a 12" x 12" roof sign is mandatory.
2. Helmet, seat belt, and eye protection must be worn at all times. Any controversies or protests must be brought up during the drivers meeting.
3. Any questions call first if it doesn't say you can, don't do it. Cars must be stock unless modification is stated in the rules. No painting of the frames. Judges decisions are final. All cars are subject to re- inspection at any time before, during, or after the event no refunds on illegal cars. We have the right to re-inspect, cut, or drill any car at any time. If you are caught breaking the rules set here forth you will forfeit any and all winnings and or prizes you are due.
4. All glass, plastic, and interior must be removed before arriving to the event. Cars must be stock unless modifications stated in rules. We have the right to re-inspect, drill, or cut any car at any time. If you stretch a rule you will lose that rule.
5. BODY
6. Doors may be welded all the way around on the outside of the body only with 1/4" x 3" wide strapping no excessive overlapping of strapping is permitted. No welding or plating on the inside of doors.
7. Deck lids and tailgates may be welded with a 5" on 5" off rule using 1/4" x 3" wide pieces of steel or 9 wired or banding in 8 spots. Deck lids and tailgates must be in original location. Rear of deck lids may be folded down in the trunk, Trunk lids may be dipped along with speaker deck. If speaker deck is removed trunk lid can only be welded to quarter panels and tail light assembly only nothing may be welded inside of trunk. Deck lids must be factory for make and model of car.

Body

1. 3. Hood may be 9 wired in 8 places or bolted in 6 places bolts may be 5/8" in dia. front 2 body mounts may extend through core support and used as front 2 of the 6 hood bolts 1" all thread max you cannot sleeve the all thread with anything from top of frame to top of core support. A 12" hole minimum must be in the hood.
2. 4. No interior body seam welding will be permitted. Doors can be welded on outside of body only. On pre-ran cars the doors may be repaired back to stock. Rust repair is limited to floor boards and roofs only. Patch metal cannot exceed factory thickness. Rust holes must be visible if patching is done.
3. 5. You may have a window bar or wire in windshield and rear window. Metal can be no thicker than 3/8" and no wider than 3" you may use 2 x 2 pipe. Not solid. These may not touch the rollover bar. They can be welded to roof and firewall no more than 6" from the window area. And welded to the floor directly above rear axle the rear window bar cannot be attached to anything else except for roof of car and floor pan and welded 6" at the rear window on roof and 6" on floor pan. Rear window bar must have a 1 inch space between gas tank protector.
4. 6. Hoods must be open for inspection. (12" x 12" hole over carburetor.
5. cars may not be smashed flat if cars are tucked the rear quarter panels must stay at the factory height deck lids must be in factory location (above rain channels).
6. You can add a piece of angle (4" x 4" x 1/4" max.) to top of the core support but can be no longer than 1" wider than the radiator no other metal permitted on core support. No other metal permitted to be welded to core support.

7. Original gas tank may be removed and replaced with a boat-type tank or fuel cell Moved inside of car behind driver's seat but no further back than rear axle. If fuel tank is in front of rear axle you may leave it in stock location. No stock fuel tanks permitted inside of car. Batteries must be moved to passenger side floor board and securely fastened.
8. No wire or straps can attach roof to floor in rear seat area.

CAGE

1. You may have a 4-point cage surrounding the drivers compartment with a roll over bar. Bars 6" diameter. Max must be sheet metal to sheet metal only. Dash bar must be 5" away from all sheet metal, the bar behind the seat can sit no further back than 12" from rear of driver's seat and must be at least 5" off the floor measured from the highest part of the floor/ driveshaft tunnel. You may use a rollover bar from front side of roll bar across the roof down to dash bar this may not connect to sheet metal. Door bars may be no farther forward than the firewall and extend into rear doors on 4 door cars they must stop 2" from back of door on 2 door cars they must stop 3" from rear wheel well on the body the rear of these bars must be free floating and may not attach to body.
2. No angling of roll over bars permitted.
3. You may have gussets in cage at the corners. They must be within 6" of corners of bars only no other gussets will be permitted.
4. You may use 2 down legs to the frame from the rear bar down to frame these must run straight down no angling of the down legs permitted.
5. You may use a floating gas tank protector that comes off the back bar but it cannot be wider than 24" The gas tank protector or holder may go all the way back to the sheet metal. The gas tank protector must stop at the sheet metal in front of rear axle and rear seat meet. Gas tank protector rear bars must go straight up, (no angling bars over speaker deck)
6. A center bar from rear seat bar to dash bar is permitted. You may use a bar from the roll over bar on roof across the front roof down to dash bar. Door bars may not extend farther forward than the firewall.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint frame! No welds on frame or K member may exceed a single pass no weave passes or building the weld up will be permitted.
2. No frame creasing or hammering permitted. You can notch or crease rear frame this is to help rear of car roll not to strengthen the frame. Frame welding is limited to front and rear bumper areas. you may do one of the following not both 1 you can weld 1 seam per side on body from firewall forward or 1 seam per side on k member with no metal added. Front frame may be shortened to front side of core support. Core support must remain in stock location.
3. If a frame section needs to be replaced or repaired (rust) you must call first. On pre-ran cars if the frame is shortened in the rear and bumper replaced the bumper shocks may not be located closer than 6" from hump plate.
4. Angles for cross member can't be longer than 5" and must be within 12" from factory location.
5. for coil sprung cars you may use a hump plate they may be 1/4" x 6" x 16" centered in the hump they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plate must be at least 2" from rear end housing. On leaf spring cars you may use a 1/4" x 6" x 10" hump plate to be measured the same way. These hump plates may contour the frame or run straight a

6. you may clip pre-ran cars with a single butt weld with no metal added must use same make and model of frame all factory holes in frame must remain open no welding these holes shut permitted. To clip a car, you must call to get approval. Cross hump. Hump plate must remain flat plate no bending of this over the top or bottom of frame.
7. Front mounting points on K members may be welded to body of car no more than a 3" welded area per side permitted they may be bolted solid.
8. Sway bar and bracket may be welded to the frame this must be in stock location and must only be welded to bottom of frame.
9. All cars may have 4 patch plates. Once plates are put on they may not be cut off and moved. These plates may be 1/4" X 3" X 3" there must be a 1" space between these plates. Patch plates may not connect body to subframe or k-member.

BUMPERS

1. Homemade bumpers are permitted. Excessive points will not be permitted, this will be measured no exceptions. If using a factory bumper it may be loaded or stuffed full.
2. Bumpers may be no lower than 14" and no higher than 20" to bottom of bumper this will be strictly enforced. Bumper seams may be welded metal may be added to bumper this must be done on the inside of the bumper front bumper only. Rear bumper may be seam welded no metal may be added to rear bumper.
3. Bumper shocks and bumper brackets may be welded to the frame. Bumper brackets and or shocks can be no larger than 2" in diameter and must be no longer than 12" in length and welded to the outside of frame towards the tire of the car. They will be measured from back side of bumper back. You can hard nose the front bumper you may use a 2" x 6" x 1/4" plate to weld bumper the frame 2 per mounting point these plates must be on side of frame not permitted on top or bottom of frame. You may weld shock to frame factory bumper shocks can only be 12" from end of frame and may not be moved back on frame.
4. No Chrysler pointy bumpers permitted.

ENGINE / TRANSMISSION

1. No engine cradles or protectors allowed chains on engine permitted solid or aftermarket mounts are ok. 2. 4 & 6 cyl. Engines
2. Oil pan and transmission pan may be plated the plate used may be only 1" wider than the pan they are welded to they may not connect in any way.
3. No steel bell housings permitted.

SUSPENSION

1. You may modify tie rods. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any tire permitted. Rear trailing arms may be home made no bigger than 2 x 2 square tubing or pipe.
2. upper a arms may be welded down with a 1/4" x 2" x 2" piece of steel on front and back side of upper a arm and you may plug weld the center of the a arm.
3. Lower a-arms may not be welded. Cars do not have to bounce. Solid suspension is allowed. Coil springs in rear may be welded wired or chained to rear end.
4. Rear end protectors may be used but may not be used to strengthen car in any way. Leaf spring cars may replace broken springs with factory 1/4 "leaf springs only. No more than 5 springs allowed and must have a 2" stagger and mounted in factory location you cannot change coil spring to leaf spring set ups.

5. Idler arm must be bolted factory to frame no bolts will be permitted all the way through the frame. Sway bar may be welded to bottom of frame in the factory location you may use a 1 1/2 " x 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame. You cannot move the sway bar they must mount in factory location.
6. On front wheel drive cars, you may reinforce the rear axle assembly with 2" x 2" square tubing, 2" angle or 2" wide flat plate this may not in any way reinforce the body of the car nothing bigger than 2" X 2" may be used. And the 2" X 2" can attach to rear hubs.

Questions call or text
Bryan Horsley 419-561-0226
Jason Stanfield 216-308-4896

2022 Lorain County Street Stock Full size Rules

Acceptable Cars:

- 1980's and newer vehicles permitted. No checker cabs or limousines. Select 1977 & Newer models may be permitted if that same model/generation/platform was manufactured in 1980.

ENGINE:

- Engine must remain same make. Ford to Ford, GM to GM, Chrysler to Chrysler. Must be a STOCK engine, equivalent to the factory engine. Headers/stacks are permitted.
- No performance or built engines. Electrical components may be replaced with mechanical. (Fuel injection may be replaced with carburetor). No aftermarket aluminum intakes. Any carburetor permitted.
- If any engines are felt to be modified beyond what a stock engine should perform, look like or sound like, the car will not pass inspection. (New gaskets, valve covers, silicone, freeze plugs, paint, etc.).
- We will identify these questionable cars to the participants during the drivers meeting. The opposing drivers in this class will decide if the questionable cars will participate.

DRIVETRAIN:

- No engine cradles, distributor or transmission protectors of any kind. No heavy-duty engine or transmission mounts.
- Stock style rubber mounts or similar material must be used. Engine/transmission mounts may be welded, chained or bolted to respective K-member/transmission cross-member only.
- Transmission braces, aftermarket bellhousings (steel or aluminum), aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 2x2-in. transmission cross member or stock cross member must be used. Fabricated cross members must run straight across frame. A mounting bracket can be welded to frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.
- Stock rearend must be used. May weld rearend to obtain posi-traction. Do not swap or reinforce rearend housing. No aftermarket axles.
- No Ford 9", Chrysler 8 3/4, GM 10 or 12 bolt rear-ends with bolt in axles.
- A one-piece driveshaft must be used, no sliding/telescoping driveshafts.
- No aftermarket transmission or engine coolers. If factory equipped, coolers must remain under the hood.

GAS TANK & BATTERY

- Battery must be relocated into the driver's compartment. Must be securely fastened & covered BEFORE inspection. May be mounted to cage OR floor. Holder may not strengthen car in any way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car. □ A metal gas can, boat tank, propane tank, fuel cell may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

BODY:

- No replacing of body mounts or bolts. If a body mount is rusted out, it may be repaired back to stock using stock hardware OR (2) strands of 9-wire may be wrapped around the frame and body, in a single location, no more than 6-in. away from original mount. No additional body mounts permitted. If core support mount is rusted, replace with like materials, ½ bolt, no additional spacer (back to stock). GM cars may replace the body alignment mount, above the rear-end, with a 1/2-in. bolt and 3-in. washer.
- Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each fender/quarter.
- Doors may be bolted, chained, wired or welded in only (6) locations per door. Two-door models can have (8) locations per door. If welded, plates can be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded. Driver's door may be plated, may not extend more than 3-in. past driver's door seams. Only the top of the driver's door panel may be welded.
- Trunk/tailgate may be bolted, chained, wired or welded to adjacent sheet metal in (12) locations. If welded, plates may be a maximum of 4x4x1/4-in.
- Trunk/tailgate must remain in ORIGINAL position. No V-ing, U-ing, or wedging of the trunk deck or quarter-panels. Trunk may be folded in a 90-degree angle, folded section may not be welded or attached to trunk floor. Quarter panels must remain at stock height.
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Decklid may be welded to quarter panels only. Quarter panels may not be re-attach to the floor.
- Pre-ran station wagons may be sedagon. May attach roof to quarter panels/tailgate in 8 locations with two strands of 9 wire per location.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- The hood must be wired, chained or bolted. May be secured in (6) locations. A 2x2x2x¼-in. angle can be welded to hood and fenders for bolting purposes. A 3-inch washer may be welded to sheet metal for wiring purposes.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes. No welding of inner and outer panels.
- An air conditioning condenser may be bolted across the front of the core support to help hold radiator in place. No other metal may be added onto, inside or across the core support.
- No inner body seam welding for any reason.
- Must have one front window strap, chain, wire to prevent hood from entering driver's compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x ¼-in. thick strap.
- No rear window bars permitted.

FRAME, SUSPENSION & STEERING:

- Front upper a-arms may be welded to set the front suspension height. A-arms may be welded to the frame using (2) plates per upper a-arm. (4 plates per vehicle). Maximum plate size is 2x4x1/4-in. No reinforcing of the a-arms.
- Lower A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Rear suspension may NOT be solid. May swap coil springs but must have travel and move easily by force of hand. If rear of car does not bounce easily by pushing on it with one hand, the car will not be permitted to run. Bottom of rear bumper & frame must be at least 15-in. off ground
- Must run stock suspension components. Original A-arms, leaf springs, spindles, hubs, ball joints, control arms, shock absorbers, etc.
- Leaf spring cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.

- Must run factory original steering components (center link, tie rods, steering box, idler arm, steering column, etc.). No reinforcing or aftermarket tie rods. The bottom rag joint at the steering box may be eliminated or replaced.
- May cut/notch/dimple the rear frame rails to help roll. No pre-bending.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past the very front side of the original front core support mount. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- FRAME MUST BE 100% STOCK. Plating, seam welding, adding of metal to the inside or outside of frame, hammering or reshaping of frame (front or rear) is NOT permitted, other than what is specifically stated above.

BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- A 4x4x1/4-in. square tubing may be used as a FRONT bumper. Must be straight across, no points/angles □
Front & rear bumpers must be mounted in one of the following two methods.
 - Option 1: Hardnosed. NO internal bumper shocks or external shocks/brackets may be used in this method.
A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x1/4-in. plate. The plate must be located between bumper and frame.
 - Option 2: Bumper may be welded to the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2-in. from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware.
- * Unibody Chrysler cars can weld the first 2-inches of the bumper shock to the side of the frame.
- NO LOADED BUMPERS. Absolutely no adding of ANY metal to the bumper. Do not cover/plate any of the vent holes or turn signal holes. No modifications to the bumper, shocks or brackets are permitted.
- Bumpers may be seam welded. External seams only. Absolutely no welding permitted inside the bumper.
- Ends of the bumpers may be trimmed & capped (1/4-in. thickness max) or folded & welded. Must be able to see into the ends of the bumpers. A 2x2-in. inspection hole must be cut into ends of the bumper.

TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- Stock automotive wheels only. Small multi-lug wheel centers, valve stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted.

DRIVER'S COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4 inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank holder is permitted, maximum of 24-in. wide. Gas tank holder shall be attached to rear cage bar OR floor. Must be 5-inches from all sheet metal. If the gas tank holder is mounted to the floor, must be a 5-inch separation between all cage components. Gas tank holders may not be attached, welded or bolted to any part of the frame.
- Cage materials, gas tank holder, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction.

- Aftermarket shifters are permitted.
- Aftermarket, home-made, cage or floor mounted gas pedals and brake pedals are NOT permitted.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. A pre-ran car should not and will not be harder than a fresh car. If no damage is visible, the plate may be removed (official's decision).
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/4-in.
- Must be welded on the outside of the frame with a single 1/4-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

Call or Text if any questions

Jason McCune 440-308-4255
Jason Stanfield 216-308-4896
Tim Sickels 440-865-9528

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

2022 Lorain County Fair

No Protector Rules

Acceptable vehicles:

- Any vehicles permitted - except Imperials, Hearses, Suicide Lincolns, 71-76 GM wagons

ENGINE:

- Full engine cradles, distributor protectors, header protectors, carburetor protectors, mid-engine plates, skid-plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- A lower/front engine cradle, pulley protector and transmission adapter plates are permitted. Components may not reinforce or strengthen the car in any way. Must be a 1-in. separation between pulley protector and sway bar. Transmission adapter plate may be a maximum of 3-in. larger than the bellhousing.
- Engine swaps are permitted (Ford to GM, GM to Chrysler, etc.). Engines must be mounted to the factory Kmember/cradle only. Aftermarket and heavy-duty engine mounts are permitted. Stacks/Headers are permitted.
- May weld, wire, bolt or chain the engine mounts to the K-member only. No chains to frame rails.
- 2003 and newer fords may have a fabricated engine mount on each frame rail. The fabricated mounts may have a maximum length of 6-in. along frame. Maximum material thickness is 1/4-inch. The fabricated mounts may only be attached/welded to a single side of the frame (inside, top OR bottom). The fabricated mounts on the driver and passenger sides of the frame may NOT connect to each other and must be separated by at least 4-inches. The fabricated mounts may only be attached to the factory aluminum cradle engine mounts holes. The factory aluminum cradle must remain in factory location and may NOT be reinforced or strengthen in any way. No adding of any metal or aluminum to, or around the factory cradle other than specified above.

TRANSMISSION:

- Aftermarket shifters and transmission coolers ARE permitted. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler lines and cooler must be covered to protect driver from rupture.
- Cooler boxes and fans may not be connected to any of the body bolts or associated hardware. May not be used to strengthen car, body or body mount locations in any way.
- Slider/telescoping driveshafts ARE permitted.
- Transmission protectors, transmission braces, aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Aftermarket aluminum bellhousings are permitted. May ONLY be attached to the transmission through the front oil pump bolts. Bellhousing may not be attached to the oil pan in way and must have 1/2-in. separation. No additional mounts, brackets or attachments. This is to help with broken bellhousings, not to strengthen the car. If caught with additional brackets or hidden fasteners, the car will be automatically disqualified from said event.
- Maximum 2x2-in. transmission cross member or stock cross member may be used. Fabricated cross members must run straight across frame. A mounting bracket can be welded to frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.

GAS TANK & BATTERY

- Battery must be relocated into the driver's compartment. Must be securely fastened & covered BEFORE inspection. May be mounted to cage OR floor. Holder may not strengthen car in and way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION

REAR-END:

- Any factory 8-lug or 5-lug rear-end housing is permitted. Pinion brakes are permitted. A bridge to mount upper trailing arm mounts and/or pinion brake may be welded to the rear-end. All materials and welding must remain within 3-inches of the center section. Internals, gears and axles may be upgraded.
- A factory 5-lug, passenger car rear-end, may have a single 2x4-in. housing brace. No axle savers.
- Factory 8-lug housings must remain stock. No reinforcements permitted. No axle savers
- Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rear-end for mounting purposes only. May not be used to strengthen rear-end.
- 98 and newer FORDS may change watts rear-end brackets. Watts conversion brackets are permitted. Trailing arms may be reinforced or 2x2-in. square tubing. Lower trailing arm frame mounts may be no larger than 4x4x4-in. welded to the inside (side) of frame. Upper conversion brackets may only attach to package tray of frame and may not be bolted to the body or attached to the frame rails in any way. Brackets must be 3-in. away from frame rails.

FRAME, SUSPENSION & STEERING:

- 2003 and newer fords are permitted. Must have factory (to that car) front a-arms, aluminum cradle, steering rack and pinion, brackets and hardware. The aluminum spindles may be changed to another 80's and newer, passenger car spindle. To do this, ball joints may need to be changed. Follow rules below.
- No aftermarket, low friction or screw-in style ball joints permitted. Must be an OEM stock or stock equivalent 80's and newer part. Ball joints may be welded in place, attachment/adaptor of the ball joint to the a-arm may only be 1/2-in. larger than the ball joint.
- Front upper a-arms may be welded to set the front suspension height. A-arms may be welded to the frame using (2) plates per upper a-arm. (4 plates per vehicle). Maximum plate size is 2x4x1/4-in. No reinforcing of the a-arms. □ Lower A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Must run 80's & newer front suspension and steering components. No aftermarket or reinforced spindles, wheel hubs, a-arms, tie-rods, center link or ball joints.
- Aftermarket steering columns ARE permitted. Aftermarket tie-rod ends, bodies and heim joints are NOT permitted. Steering components must be factory 80's and newer components. No truck components.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past the very front side of the original front core support mount. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- Rear suspension may be solid. Maximum 1-in. all-thread OR 2x2 tubing may be used to set rear-end height. Pieces must be straight and vertical. Must be installed at factory coil spring OR factory shock absorber location. No reinforcing the rear-end or frame. Maximum 3-in. washer/plate for attachment to rear-end and package tray.
- A chain may be attached between the humps to prevent rear frame rails from hitting tires. A single chain link or bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. to frame.
- Bottom of rear bumper & frame must be at least 15-in. off ground.
- Front sway bars may only be attached using the factory brackets/mounts. May be bolted to the lower a-arm. No welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- All cars (EXCEPT 2003 and newer fords/Lincoln/mercury) may be tilted or cold bent in a single location.

- Leaf spring cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.
- No hump plates on old iron, only permitted on 80s and newer cars.
- A hump plate, above the rear-end is permitted. Must run straight across the hump (not contoured). Must be welded to the outside (side) of frame. Hump plates may be 20x6x1/4-in. on all Fords and 24x6x1/4-in. on GMs and Chryslers. Hump plate must be centered within the hump (front to back) and must be at least 2-in. away from rear-end and any associated brackets. Hump plate may not be connected to the body.
- All GM cars may weld the top seam of frame from the very front edge of the upper a-arm bracket to the front bumper. A single pass of weld, no wider than 1/2-in. wide.
FRAME MUST BE 100% STOCK. Plating, seam welding, adding of metal to the inside or outside of frame, hammering or reshaping of frame (front or rear) is NOT permitted. Other than what is specifically stated above

BODY:

- Body swap is permitted. Must remain 80's & newer and same make. Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each fender/quarter.
- Body bolts may be replaced with 1/2-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to top of frame at body mount locations to reduce hole size. Body may be bolted to topside of frame only. Max 3-in. body washers.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location. If additional body spacing is required for engine/transmission/fan clearance, steel spacers may be used at firewall, but must include a rubber mount. No welding of spacers to frame.
- Core support risers ARE permitted. Maximum 2x2-in. material and 10-in. tall. Must run straight up and down. Riser may be welded and/or bolted to original core support frame mount only. Core support riser must STOP at the bottom of core support. Riser may not be welded to core support. A rubber body mount is not required.
- Doors may be bolted, chained, wired or welded in only (6) locations per door. Two-door models can have (8) locations per door. If welded, plates can be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams.
- Trunk may be bolted, chained, wired or welded to adjacent sheet metal in (12) locations. If welded, plates may be a maximum of 4x4x1/4-in. Quarter panels must remain at stock height. Trunk/tailgate may V-ed or dished a maximum of 6-in. (measured from stock quarter panel height). Rear half of deck lid/tailgate may be folded inside but may not be attached to anything.
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Decklid may be welded to quarter panels only. Quarter panels may not be re-attach to the floor.
- Pre-ran station wagons may be sedagon. May attach roof to quarter panels/tailgate in 10 places with 9 wire.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes. No welding of inner and outer panels.
- The hood must be wired, chained or bolted. May be secured in (6) locations. Two locations may go through the core support mount to the frame. Maximum 1-in. all-thread and 3-in. washers. A 2x2x2x1/4-in. angle can be welded to hood and fenders for bolting purposes.
- An air conditioning condenser OR sheet metal, metal mesh, expanded metal, or similar (1/8-in. THICK MAX) may be BOLTED across the front of the core support to help hold radiator in place. May be no wider than the inside of frame rails and no taller than height of core support. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED. No other metal may be added onto, inside or across the core support.

- No inner body seam welding for any reason. Only the top of the driver's door panel may be welded.
- Must have one front window bar, chain, wire to prevent hood from entering driver's compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2x2-in. material.
- May have one rear window bar, chain, or wire. Maximum 2x2-in. material. Must be 2-in. away from roof sign and all gas tank protector, cage and rollover bar materials. May only be attached to the SPEAKER DECK and first 6in. of the roof. Mounting plates may be a maximum of 6x6x1/4-in. No part of the window bar or mounting plate may touch, attach or extend onto/over the trunk deck.
- 2003 radiator mount/core support and associated brackets may not be welded to the frame. Must be bolted in factory location. May use a one-piece core support (2002 and older) OR the 03 lower radiator bracket, NOT BOTH.

TIRES & WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- Stock automotive wheels only. Small multi-lug wheel centers, valve stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted.

DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank protector is permitted, maximum of 32-in. wide. Gas tank protector shall be attached to rear cage bar OR floor. If the gas tank protector is mounted/attached to the floor, must be a 1-in. separation between all cage components. Gas tank protectors may not be attached, welded or bolted to any part of the frame. The gas tank protectors and halo may extend to the front edge of the package tray and speaker deck (no gap is required), may not modify the floor or speaker deck to extend gas tank protector past these points. All protector and halo components must be a minimum of 2-in. away from the rear window bar and roll over bar.
- Cage materials, gas tank protector, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction.
- Firewall may be cut-out for engine/distributor clearance. The top of firewall may be welded to the dash bar in two locations, using a straight piece of 2x2-in. tubing/angle/pipe. The metal must run straight up and down.
- Aftermarket brake/gas pedals ARE permitted. Must be 2-inches away from body mounts, plates and associated hardware. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.

BUMPERS:

- Any year factory automotive bumper may be used on front and rear. Factory bumpers may be loaded on the inside and must have a front and back skin. Bumpers may be seam welded.
- Manufactured and homemade bumpers are permitted. Maximum total height of 8" and a maximum total thickness (very front to very back) of 10". No sharp points or edges. The center point and any point may be tapered over 24"
- Front and rear bumpers must be mounted in one of the two methods:
 OPTION 1: Hardnosed. NO Internal bumper shocks or external shocks/brackets may be used in this method. A maximum 8x8x1/4" plate can be welded to cap the end of the frame. Bumper is welded directly to frame or the the 8x8x1/4" plate. The plate must be located

between bumper and frame. (2) 4x4x1/4" plates per side (4 per car) can be used to assist in mounting the front bumper to frame. Plates must connect to bumper and may not replace the factory core support mounting bracket/plate.

OPTION 1: Bumper may be welded to the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2" from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware. Unibody Chrysler cars can weld the first 2 inches of the bumper shock to the side of the frame.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. A pre-ran car should not and will not be harder than a fresh car. If no damage is visible, the plate may be removed (official's decision).
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/4-in.
- Must be welded on the outside of the frame with a single 1/4-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

Call or Text if any questions

Jason McCune 440-308-4255
Jason Stanfield 216-308-4896
Tim Sickels 440-865-9528

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

2022 Lorain County Fair Youth Compact Rules

This class is for the kids AGES 12-16 without a driver's license.

***A PARENT OR ADULT MUST RIDE WITH THE DRIVER**

1. A factory 4 or 6 cylinder front wheel drive only. 113" max wheel base.
2. A 4 point cage is highly recommended, max 6x6 tube. Tank protector must be 4" away from all sheet metal
3. Hoods may be wired in six locations. 2 strands of 9 wire per hole. Sheet metal to sheet metal or may use angle no larger then 2"x2" 4" long in 4 places from hood to fender to bolt hood.
4. Hoods MUST be open for inspection. No bolting or welding inner fender to outer fender or rolling fenders.
5. Drivers and passenger doors can be welded solid. All other doors can be welded shut with 3"x3"x1/4 max 6 locations per side or 2 strands of 9 wire per hole not both sheet metal to sheet metal.
6. Trunks and tailgates may be wired shut in 6 locations. 2 strands of 9 wire per hole and sheet metal to sheet metal. Trunks can have (2) 3"x 6"x 1/4" plates per seam of weld.
7. Two locations of wire or rod must be placed from front cowl to the front of the roof to prevent hood entry into the driver's compartment. Rear window bar may not exceed 6" on to roof and may go to back of speaker deck not to floor.
8. Stock batteries must be removed from the original position and must be relocated in the driver's compartment behind the front seat and securely fastened to the floor. The battery must be covered.
9. No loaded bumpers or homemade points. Homemade bumper can be 6"x6" square tubing.
10. No homemade rear axles or struts.
11. No fixit plates on fresh cars. Four fixit plates max on pre-ran cars Must have visible bend 2 per side.
12. No bumper shocks or brackets, bumper can be hard nose with (2) 3"x3" plates added from frame to bumper.
13. Struts must be stock, car MUST have bounce
14. Tires you may run skid tires, no v treads or plated wheels.

**FOR QUESTIONS CALL OR TEXT
JASON STANFIELD @ 216-308-4896
BRYAN HORSLEY @ 419-561-0226**