

THE RULES STATED BELOW ARE WHAT YOU CAN AND CAN'T DO WHEN BUILDING A CAR FOR OUR EVENT. IF IT DOES NOT SAY YOU CAN DO IT, THEN THAT DOES NOT MEAN YOU CAN. THE INTERPRITATION OF THE GREY AREA'S OF THESE RULES ARE THE FAIR BOARDS NOT YOURS. THE FAIR BOARD OFFICALS RESERVE THE RIGHT TO MODIFY THESE RULES AT ANY TIME.

- All Full size Ford and Chrysler cars must be 1980 and newer. All full size GM cars must be 1978 and newer. Passenger Sedans and Wagons **ONLY**, No 4X4 Vehicles.
- All 2003 and newer Ford, Lincoln, or Mercury full size cars must use the factory cradle steering and suspension that came in the car from the factory
- All glass, side windows, rear windows, headlights, and tail lights must be removed before getting to the event.
- All Interior and trash must be removed.
- Cars must have seatbelt and working brakes
- Battery may be moved but only to passenger compartment . Must be covered and securely fastened. **MAXIMUM** of 2 automobile batteries allowed.
- Core support and core support mounts cannot be moved, radiator must remain in factory location. Aluminum radiators are legal. **One** electric fan may be used. A factory condenser or 24" wide by ¼ inch thick mesh radiator protector may be used in front of radiator. No welding on mesh more than 4 inches per corner. No reserve tanks.
- **Mounting Radiator** : You may use up to a 1"x2" piece of square tubing on top and bottom of radiator. On top you may have **MAXIMUM two** 3"X 1/8" straps welded from this tubing to the top of core support. **MAXIMUM 3" X 3"** weld area on core support. On bottom **MAXIMUM two** 3' X 1/8" straps to tubing then bolted in 4 spots. Bolts or all thread may run to top straps to mount radiator securely. **MAXIMUM ½"** bolts or all thread. All must be mounted on inside of tanks. No radiator protectors or guards. Spray foam is allowed between core support and radiator **NOT** Core support and Frame.
- Loaded or homemade bumpers are allowed. 8" x 8" **MAXIMUM**. No excessive points. Allowed are 4" x 4" x ¼" plates. Two in front and Two in back. One per frame rail to help hold bumper. Must attach to bumper. Bumper may only extend to factory front part of core support mount. Trimming is allowed but must use factory core support mount. Front bumper maximum height is 26" to the top of bumper.
- Hoods may be secured by 2 pieces of 1" all thread in the factory core support mount and bottom core support. Spacer must stop under core support. No welding spacer, all thread, washers, bolts or nuts anywhere on car. Washers to be no bigger than 5" x 5" x ¼". In addition to All Thread you may have 4 places with 4" long 2" x 2" angle welded to fender and hood secured with ½" bolts. Hood must have at least 2 holes that are 6" in diameter. 1 on each side of the carburetor.

- Trunks may be welded 5" on 5" off with 4" wide by 1/8" strap Maximum. You may replace the 4 most rear body mounts with 1" or less bolts or all thread. Only 2 can extend through trunk lid and through bottom of frame. 5" washers Maximum. No welding bolts, nuts, washers or all thread. The other 2 must have nut and washer inside of the frame. No welding trunk to bumper or frame. Trunk and quarter panels may be creased.
- Doors may be welded 5" on 5" off all the way around. You may use up to 4" wide x 1/4" thick material. Drivers door may have a Maximum 8" wide x 1/4" thick strap welded on outside only not to exceed 3" past the front and rear door seams. No Passengers allowed
- A 4 point roll cage is recommended. Side bars may be maximum 6" x 2" square tubing. Crossbars and gas tank protector Maximum 4" square tubing. Down tubes and roll over bars maximum 2 1/2" square tubing or 3' channel iron. Side bars not to exceed past base of windshield and no further back than rear hump sheet metal. Do not weld to rear hump sheet metal. Front dash bar must be at least 10" away from DP. A bar behind the seat is allowed. Gas tank protector must extend off of seat bar and remain 1" away from all sheet metal and no wider than 24" in the back by the package tray. No beating in sheet metal. Front down tubes can not extend any further forward than inside door seam. Rear down tubes no further than rear seat body mount. All four down tubes may be welded to sheet metal or top of frame only. Roll over bar may be used from rear down tube OR welded to top of side bar between seat bar and rear down tube. Roll over bar may be attached to roof in 2 spots with 3" of weld or a 1/2" bolt.
- Only welding allowed to frame is : Motor mounts, A-arms, Bumpers, and Bumper Straps. Front frame may be shortened to front of core support mount. Rear frame must remain stock.
- All suspension parts must be factory, in original location and from a car legal to run in its class. You may swap A-arm spindles, etc. No welding, no fabricating. No modifications can be made unless noted. No converting FWD to RWD or vise versa.
- Tie rods must have factory appearing ends. Must be same size as factory. You may brace the center.
- Ball Joints can be replaced but must be same size as factory.
- You may use twist in spacers, store bought or homemade. Do not use to strengthen frame
- A-arms may be welded down with two 2" x 2" x 1/4" plates. One in front and One in rear .
- Any OEM or aftermarket rear end allowed . May be braced. Can not strengthen frame
- Trailing arm must be factory. Can be loaded, must pivot, do not strengthen frame. Watts-link must be bolt on only, no welding, no going through body.
- Any wheel and tire allowed.
- Homemade/Slider shafts allowed.
- You may use 2 pieces of 2" x 2" angle 5" long to mount your cross member. 1 Per side. OEM or 2" x 2" tubing. Transmission must be free floating and be able to slide back 3"
- Engine mounts must have a rubber bushing, must pivot, no drive line pressure.
- If you have a D/P or mid plate, you must cut all sheet metal 1 " past all the way around.
- If you have a transmission brace or aftermarket bell housing you will have to make relief cut(s).
- Pulley protector can not come in contact with sway bar.
- Engine oil and transmission coolers allowed.

- Homemade gas/brake pedals and battery box may not be used to strengthen car.
- No changing body mount bolts or rubber bushings. Must remain factory unless noted. No added body mounts.
- Homemade steering column is allowed
- No welding body or frame seams unless noted.
- No frame shaping prior to show.
- No body shaping other than quarter panels and trunk lid
- You may run a chain from frame rail to frame rail behind rear humps. Must bolt around frame. No bolt or chain welded to or passing through frame. 3/8" Maximum chain.
- You may bolt chain from re end to package tray, not the frame rails. On chain per side, 3/8" maximum, minimum 4" from frame rails. Do Not bolt through body.
- You are required to run a roof sign.
- Minimum one chain wire or bar from roof to cowl or dash bar
- Factory shocks and brackets from the car you are running must remain in factory location or may be removed. Socks may be collapsed and welded. They may be welded to the frame, but you can not move them or change them.
- You may weld your gas lid to the quarter panel. No added metal. Just the weld
- ALL RUST REPAIR MUST BE APPROVED PRIOR TO SHOW.
- Full size cars only will be allowed one 4"x6"3/16" patch plate per frame rail, in their choice of location on the frame as long as it doesn't interfere with the engine or transmission from sliding back 3" Can be folded or bent however but cannot be cut.
- Mopar - you may change your front four K – frame bolts to 1" in diameter. You may also have a total of eight leaf springs. 6 clamps, 3 in front and 3 behind rear end per side. FULL SIZE CARS ONLY.
- Ford – You are allowed to tilt your cars at the crush box by cutting the seams and re- welding. Flap must remain straight up and down. 8" maximum spacer at core support. No welding spacer, bolts, nuts or washers. FULL SIZE CARS ONLY.
- GM – you are allowed a 6" x 22" x ¼" thick hump plate. Does not have to be centered, just entirely on the hump. You can run straight across, does not have to contour hump. FULL SIZE CARS ONLY.
- Entry Fee for Full Size cars is \$50.00 Compacts is \$30.00. Entry fee gets car, driver, and 1 crew member in Pits.
- Questions call Kevin Holman 573-321-0613 after 5 pm. Any calls or text before 5pm you will have to leave a message.