

Inter-State Fair and Rodeo

Bolt and Chain Fullsize and Compacts

Compacts will use these same rules with the exception of the 108 wheelbase max and no larger motor than a V6.

All drivers must sign the driver's paperwork, or they will not drive in the event.

Driver must wear a seat belt, helmet, FIRE SUIT JACKET (no more exceptions to the fire jacket rule).

All Drivers and Crew Members must attend the drivers meeting.

No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.

You are given 1 minute to make an aggressive hit. After 1 minute that car will be disqualified, not the team.

You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.

No drivers are allowed alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol you will not run -

Cars will be re-inspected before any prize money is paid out

Judges decisions are FINAL!!! THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T.

Any year of car allowed (no Imperials, hearse, ambulance, trucks, vans) NO 03 and newer fords frames.

Car needs to remain as close to stock as possible. If it doesn't say you can do it in these rules DON'T!

NO carb/DP's or protectors of any kind!!

Engine/trans swaps ok. You can weld a factory lower frame mount for the engine you are running to the frame with no added metal. You may use 2 chains or 2 4x4x1/4" plates to keep your motor from "flopping around" the plates can only be welded from factory motor clams to the frame. if you use the chain 1 link may be welded to the frame anywhere within the head area of the motor You may use a lower engine cradle, however if you do you must still use stock lower motor mounts that match engine being ran. This cradle is only to protect your block. If the inspection crew deems that the cradle is being used to reinforce the car in any way you WILL NOT run!

No truck rear ends, must be a stock car rear end (gears are fine, after market axles NOT allowed) a slider type drive shaft may be used (there are cheap ways out there to do this without spending lots of money.

Bumper swaps allowed but must be an automotive car bumper. You can collapse and weld bumper shocks, bumper brackets, bumper skin can be welded solid and bumper may be loaded between the frame rails (all material used to load must remain inside the factory bumper skins)we changed the bumper rules to cut down on the cost of building a car, one bumper should last through several cars if the car your using came from the factory with bumper brackets they must remain in the stock location.

ONLY welding allowed is doors, a cage, bumpers, bumper brackets and (2) 4"x4"X1/4" plates from bumper to frame front and back to help hold bumper on.

May use a trans mounted shifter, after market gas/brake pedals ok and mechanical steering column from wheel to box. ALL OTHER STEERING MUST BE 100% stock for that car.

May use up to 1" core support bolts thru the hood but only thru the top of the frame. A spacer may be used between the core support and the frame but it cannot be welded.

CAR MUST HAVE A DRIVERS DOOR BAR

A four point cage will be allowed with material not larger than 6" diameter. A dash bar, seat bar, connecting bars, and gas tank protector is allowed no wider than 24 inches, must be at least 1" away from rear tray package/ backseat sheet metal. May NOT run straight back to frame humps, must angle in from back seat pipe. IT MAY RUN STRAIGHT BACK, BUT ONLY IN THE CENTER OF THE CAR, and must be 4" off the floor. May not be connected to gas tank and must be free floating. One down bar per side from cage down to floor sheet metal only (down bars must remain inside the front door seams). Seat bar cannot be any farther back than 6" from front door seam. Nothing more and nothing to frame.

Suspension ... Front a-arms may be 9 wired down or bolted with 1- 1/2" bolt with a 1.5" washer top and bottom or use a piece of 3/8th chain max weld 1 link per side of a-arm. Rear ends may have 9 wire, 3/8ths cable or chain running through the coil springs or around frame and rear end on leafed cars to prevent them from falling out. No added leafs or leaf spring clamps to leaf sprung cars.

Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines recommended. Factory fuel tank may not be re-used. Battery must be re-located inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered.

No steel gas "cans" or plastic gas "jugs" allowed. A steel boat tank is recommended, however any metal tank deemed safe by the officials is acceptable. The fuel tank must be securely fastened inside the passenger compartment. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat use to be. No other source of gas inside the car at all. Official's decision is final.

Cars must have some type of working brakes.

Oil coolers, engine and transmission, are allowed. IF air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure hydraulic lines and fittings are recommended. No gas hose is allowed. It must be compatible with transmission oil. If oil hose is used, minimum of two hose clamps per fitting. Non high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure

Electric fuel pumps are allowed, must have high pressure fuel line, All fuel hose must be covered. And be safe!

No wheel weights or balance weights allowed on wheel rims.

Radiator coolant over flow tubes must point straight down.

Driver's door can be welded solid. All other doors can be welded with a max of (2)6"x3" plates per door OR chained or cabled in two places per door.

Trunk lid: I will allow max (10) 3/8" bolts/washers and (2) 3/4" all thread sheet metal to sheet metal. May have (2) 3/8" chains from trunk lid to bumper. Trunk lid may be removed or bent in one place to tuck into trunk. If trunk lid is ran 50% of lid must be in stock location and on factory hinges.

Hood can only have max of (6) bolts 3/4 max in size. The 2 allowed to frame at core support and 4 others sheet metal to sheet metal. May have (2) 3/8" chains from hood to bumper

No re stubbing of frames or cutting and tilting of frames. YOU MAY "COLD TILT" but that's it!

USED CAR FRAME REPAIRS CALL FIRST!!

MUST HAVE HALO BAR/ roll over bar allowed to be welded to floor and bolted to roof top. No more than 6" behind driver's seat.

Must have 2 bars welded or bolted in the windshield area.

Body creasing is ok but rear quarter panels must remain upright.

TIRES/WHEELS Any tire allowed as long as it is no bigger than 16" no studded tires. No built wheels. Small wheel centers fine.

Wheel well openings may be trimmed and bolted with no more than 8- 3/8th bolts per opening with a max 1.5" fender washer

Rusty/broken body bolts can be changed to 1/2 max bolt with 2" max washers. No bolts out the bottom side of the frames. Need to have the rubber in between body and frame.

Unlimited number 9 wire

