

COUNTY FAIR FULLSIZE BONESTOCK

If it doesn't say you can do it, don't assume that you can. There are no grey areas in these rules. These rules listed below are how you can build your car. NO EXCEPTIONS. All cars should be built to these rules. If you have any rule questions call Josh and only

Josh 815-955-7121

ALL DRIVERS WILL BE HELD RESPONSIBLE FOR ALL THEIR PIT CREWS ACTIONS.

THIS MAY RESULT IN DISQUALIFICATION OR SUSPENSION FROM FUTURE EVENTS

GENERAL CAR PREP

FRESH CARS ONLY

1. ANY 80 & newer car or station wagon only.
2. Fresh Cars get 2 fix-it plates. Pre-rans get 6 total.
3. Sedagons are NOT allowed until after heat race.
4. All cars must be stripped of factory components.
5. Cars must have a seatbelt and working brakes. MANDATORY!
6. Battery may be moved but must be securely fastened and covered in the car. Two batteries are allowed.
7. All cars must have a roof sign with a clear car number .
8. No painting or undercoating of frame or interior of car . NO grinding or buffing of frame other than were welding is listed below . If any this is found you can enjoy the show from the stand and not the track .

GAS TANKS AND FUEL PUMPS

1. Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured.
2. All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials.
3. Electric fuel pumps are allowed. Must be covered with nonflammable material.
4. All lines must be ran inside the car, not along the frame underneath.
5. **Gas tank protectors** No wider than 36" max. Gas tank/protectors must be centered between wheel wells and be a minimum of 4" away from the package tray, speaker deck, wheel wells, and roof. Gas tanks may be bolted directly to the floor unless your mounting off your cage/protector then it must have a 4" gap from the floor and cannot be fastened to any sheet metal. If mounting the gas tank directly to the floor you are allowed 4 - 1/2" bolts with washer not to exceed 3"x3" on bottom side of car. Gas tank cannot be used as a kicker and needs to remain 4" away from all ther sheet metal other than the floorand 2" away from the rear seat bar . You cannot attach the tank to seatbelt bolts. You may use the 4 -1/2" bolts only!!
6. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle. Halo needs to remain at least 6" from the roof.

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any factory passanger type radiator are allowed.
3. DO NOT MOVE CORE SUPPORT.

4. Factory condenser or $\frac{1}{8}$ expanded metal / rad gaurd are okay . They can be bolted in with (4) - $\frac{3}{8}$ bolts. These cannot be used to reinforce the core support .
5. Core support space/spacers can be 5" long max and no wider than 2"x2" tube. Spacer must remain between bottom of core support and core support mount on the frame in factory locations. This must remain free floating. Do not weld this to anything.
6. May change Core support bolts to $\frac{5}{8}$ threaded rod max . Cannot sleeve all thread. Max of 5 nuts per all thread.
7. (2) 6"x3" x $\frac{1}{8}$ flat strap with 4 pieces of $\frac{3}{8}$ threaded rod through the bottom of the core support to hold radiator in. Straps can be welded to the core support but cant be used to reinforce it .
8. Core support maybe shortened for radiator clearance by cutting and overlapping using (2) $\frac{3}{8}$ " bolts per side or a single pass 3" per side

BODY

1. Cannot remove body from frame. No body bolts can be touched besides the ones listed below. Must have stock rubber / hockey pucks on the ones you change **(NO METAL)**. 1 Hockey puck max. Spacers cannot add up to more than 1" max per bolt location.
2. May change 6 body mounts total that are already in a stock location to $\frac{5}{8}$'s bolts. Bolts may only be 4" long with (2) 3"x3" washers and (1) nut . Core support all thread counts for 2 locations.
3. May have (2) locations of wire in the rear seat area of car from frame to roof sheet metal . (3) loop max .
4. No body seams may be welded. No metal may be added or creased.
5. No doubling of body panels allowed. No added metal allowed.

6. Doors can be wired shut in 12 locations per side of car, Sheet metal to sheet metal only
OR you may weld doors shut with 36" of 3" wide x 1/8" thick strap per side of car
(OUTSIDE ONLY). You can cut this up but may not exceed 36" total
7. **May cut any metal out, No pounding on sheet metal, No body creasing. No other welding than what is stated above.**
8. **May bolt inner and outer wheel lips together with 5 - 3/8s bolts per wheel opening. Bolts must remain above wheel and follow contour of opening and be spaced no more than 6" apart. Washer may not exceed 1-1/2" diameter.**

HOODS

MUST BE OPEN AT INSPECTION!

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) 3/8 bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in the core support. May use a 5"x5" washer to hold the hood down.
3. (4) LOCATIONS of #9 wire with 2 strands per location **or angle 2"x2"x3" welded along the top of the hood and fender with a 1/2 bolt per location. (only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)**
4. You are allowed (2) locations of #9 wire from bumper to core support.

TRUNK

1. **You may choose ONE of the following options for your (8) attachment points**
 - a) **(8) attachment point places of #9 wire. This cannot be to the trunk floor or from side to side. Sheet metal to sheet metal only. 2 strands per location only.**

b) (8) 3/8 bolts and washers through the rain channel. 2 washer max per location

c) angle 2"x2"x3" welded along the top of the trunk and quarter panel with a 1/2 bolt per location.

d) May weld truck shut with 8 - 3"x3"x1/8" plates. Must have a 3" gap between plates. Dont think out of the box or you will cut!!

2. You may weld washers 2 1/2 O.D. Max to the sheet metal only for your #9 wire.
3. May have (2) Locations of 5/8 thread rod welded to the side of the frame with 4" of continues weld straight up and down throught the trunk lid with (1) 3"x3" washer OD & (1) nut per threaded rod.
4. You may fold trunk lid down 90 degrees. This means you can tuck it not wedge it. If you have questions call Josh 815-955-7121!
5. **NO** creasing or shaping at all!!

SAFETY CAGES

1. All cars must have a safety cage and roll over bar.
2. A 4-point cage is required. **Your cage must have a dash bar that can not be any closer than 4" from fire wall and trans tunnel. Dash bar needs to be straight and not radiused.**
3. Your cage must have a bar behind the driver's seat.
4. You **must have (2)** side bars 1 per side and they **cannot** be longer than 60" and 4" away from the wheel tub. **(DRIVERSIDE ONLY YOU MAY STACK DOOR BARS BUT CAN ONLY BE THE 60" AND MUST BE 4" OFF THE FLOOR . THIS IS FOR SAFETY ONLY !!!)**
5. Roll over bar **cannot** be more than 8" behind the head rest. **Rollover bar cannot attach to frame.** Weld or Bolt it to sheet metal only. Cannot be attached to any body mounts. Must be vertical . Can not be pitched back and used to support pillars.

6. Rollover bar can be bolted with 2"x2"x3" angle to the roof, no kickers coming off the cage or rollover bar.
7. Roof sign and mount can not be welded to roll over bar if touching or attached to the roof.
8. The cage can be welded to sheet metal only.
9. (4) down posts 2"x4" max (2) per side. Roll over bar counts as 2 if ran to the floor.
Down post can only be welded to the side bars and must be vertical.
10. Cage can be made from nothing bigger than 6" pipe, 6" square tubing, or 4"x 8" box tube MAX.
11. Door posts must be vertical and can be no further forward than the front door seem and a minimum of 4" away from wheel tub. Door post can only be welded to the door bar and to the floor sheet metal. Not the the frame!!!
12. You may have a door plate outside of the car on drivers side only.
13. All down bars / Dash bars / rear seat bars and halo must be within the 60" door bars.
Not in front or behind door bars.
14. Must have (2) 3"x 1/4" Window down bars. Must bolt in. No welding, cannot re-enforce the car. Sheet metal to sheet metal only.

FRAMES/SUSPENSION

1. **2 – 6"x6" 1/8 Patch Plates on Fresh Car for rust repair or your choice of placement. You cannot use as a kicker to a driveline component or be attached to the cage. Plates need to be rectangles not a rhomboid or diamond.**
2. **** No cold bending or tilting frames**
****No pre ran cars****

3. Spring spacers are allowed but nothing metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car springs only.
4. Tie rods must be factory OEM style ends. You may weld factory sleeves shut
5. Factory spindle swaps are ok- Ford to Chevy, etc..
6. You may use replacement ball joints with new stock OEM style ones. **No** Aftermarket. **No** welding.
7. You can weld your A-Arms down with (2) 2"x4"x1/8" Straps. 2 per side of car - 4 total
8. **No** welding, plating, or reinforcing of the frame or suspension.
9. All factory frame holes must be left open.
10. **Any reinforcement of the frame found will result in disqualification. NO fixing allowed... YOU WILL BE LOADED!**
11. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. **You may shorten front frame up to the front body mount hole but cannot remove the front body mount.**
12. Aftermarket steering columns are ok. No Hydro Steering
13. Rear frame rails may not be shortened.
14. You may use 3/8 chain or #9 wire from your axle and go around frame hump. **ONE PLACE PER SIDE. NO WELDING.**
15. **No** frame shaping. May only dimple rear rails to aid in getting the rails to role/bend **top only.**
16. **All steering and suspension units must be factory OEM style only!! No welding, cutting, fabricating of any sort. No aftermarket parts.**

BUMPERS

1. Factory bumpers may be loaded . Aftermarket or built bumpers are allowed but **HAVE TO** replicate factory appearance . Bumper may not exceed an 8" point from front of bumper and must have a minimum of 32" taper . Overall height can not exceed 8" . No spears !!!
2. May mount your bumper one of these ways.
 - A. Hard nose right to the frame. **MUST REMOVE SHOCK .**
 - B. Use the factory shocks in the factory position . You can collapse the shock and weld it solid .
Can only weld 6 inches back from bumper to the frame. This covers shocks / bumper straps. May cap the frame to mount your bumper.
3. ****NO WELDING or Bolting Further than 6" FROM BACK OF BUMPERS FRONT OR REAR****
4. (2) 4"x6"x1/4" bumper strap on one side of the frame only. 1 per frame rail, 2 straps total. **If you have questions about this, please call Josh! (815-955-7121) No Calls after 8pm.**
5. Bumpers can be no higher than **22"** from the ground to the bottom of the bumper **OR** lower than **14"** from the ground to the bottom of the bumper OR frame whichever is lowest.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 4" of the original engine.
2. 03 and newer may run a basic bolt in cradle that fastens to the factory bolt holes in the aluminum cradle only . Cradle must be a minimum of 1" away from frame rails . You can not box around aluminum cradle or protect rack .

3. Lower engine cradle with front plate and pulley protector are allowed. May also have header protectors and a halo to protect carburetor. **Nothing can go past the back side of carburetor. This is to protect the carburetor only. If using a pulley protector you MUST remove the sway bar.**
4. Cradle can not go past the center of the engine on the sides. No higher than the valve covers.
5. Nothing can be used as a kicker from the engine to the firewall .
6. Engine and Trans must be mounted on factory style rubber mounts .
7. May weld 1 inch spacer on motor mount to raise engine.
8. **HOMEMADE** gas pedals and shifters are allowed but may **not** reinforce the car in anyway .
9. OEM crossmember **OR** 2"x2"x1/4" straight piece of square tube. Crossmembers can not be welded in. Must bolt in using a max of (4) 1/2" bolts **May weld a piece of 3"x3"x6" angle to frame to mount crossmember to (only to inside rails). Angle Iron and crossmember need to be within 4" of factory location. Nothing can protrude into the frame.**
10. Can run Aftermarket bellhousings or tailshafts. Must cut (8) 6" long slits in floor above bell .

REAR END

1. Factory passenger car C-clip rearends only . No bracing allowed. No C-clip eliminators .
2. NO SLIDERS – Stock Drive Shafts only – NO PTO SHAFTS.
3. Leaf spring cars may have (5) places per pack of #9 wire for leaf spring clamps (2) wraps per place.
4. May shorten trailing arms with a 2" overlap to correct pinion angle .

5. May run watts link conversions. Brackets must be in the factory locations and cannot be oversized. Single pass weld only on lowers. Uppers must bolt in and cannot be attached to sheet metal. Uppers must be separated not solid across. If you do the conversion you must remove all Watts brackets and control arms.
6. **No leaf spring conversions**
7. You may use 3/8 chain or wire from your axle around the frame / hump. **ONE PLACE PER SIDE. NO WELDING.**

TIRES

1. Any Tires and wheel combo must have a tire- cannot run just a rim. With exception of **NO** split rims or studded tires.

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be given 2 options:

A. CUT OR REMOVE ILLEGAL PARTS.

B. LOAD ON TRAILER AND GO HOME.