



Grundy County Fair Old School Figure 8 Rules

General Rules

Car and driver must be through inspection one (1) hour prior to the start of the race, or you will start at the back of a heat.

A drivers' pit meeting will be held ½ hour prior to the start of the race. DRIVERS ONLY AT PIT MEETING!!!

You must be 16 years of age with parent's signature to participate in the Figure 8 races.

Waiver must be signed by driver for each race.

Only one entry per person per class. You must finish the night with the car you started with – no substitutions.

All cars must be inspected one (1) hour prior to racing. Allow plenty of time for arrival through traffic.

The person who will be racing the car must drive it through inspection. No additional pit crew.

All shows will be a draw – redraw format. Initial draw will be conducted during pre-race inspection for your heat starting position. The driver -- and only the driver -- will draw for position each time a number is to be drawn.

If entries are not ready for their heat, they will be placed at the rear of another heat at the discretion of the officials.

Deliberate driver's door hits will not be tolerated. Deliberate driver door hits will result in disqualification.

Any car placing all four tires outside of the boundary will not be allowed to return.

Any driver not obeying the rules will be disqualified.

All cars must have a roof placard with car number; minimum 18" wide x 14" tall with contrasting colors. Both front doors need not be painted white, but must be painted a solid color, and car number must be of contrasting color and legible.

Rules are final prior to the beginning of the race season. However, rules are subject to review by track officials and are subject to change. Additional rules and regulations may also be imposed at each event, in which case, they will be announced at the drivers pit-meeting held half (½) hour prior to the start of the race at the judges' stand.

Consolation drivers will draw for position. It is the responsibility of the drivers to go to the official to draw their number.

Cars should be race ready when coming through inspection.

Any car that does not pass a post-race inspection will be inspected for the infraction prior to being allowed to race again.

Safety Rules

Each driver is solely responsible for the effectiveness of personal safety equipment used during the event. Approval of a car by inspectors shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. Designated fair board and/or inspectors shall not be liable for any mechanical failure nor any losses, injuries, or death resulting from participation.

Safety belts and full face helmet required. Shoulder strap safety belt minimum required. Seat belts must work.

Fire retardant apparel and neck collar mandatory. Full toed shoes are mandatory. Gloves are mandatory.

Must have mesh screen or minimum of 3 bars in place of windshield opening in front of driver.

Window net, using a seat latch or a spring latch. (optional)

Racing seats are allowed, but not mandatory.

Minimum 4 point roll cage securely welded to frame. (preferred)

Driver's compartment may be reinforced for protection. The bars must have gussets at all joints. Spreader bar may be welded to roll bar and may extend from driver's side door to passenger side door behind the driver's seat.

Roll bars and door bars must be padded anywhere within reach of the driver.

Fuel tanks or fuel cell must be securely mounted in back seat or trunk area and the stock tank removed from the stock location. All gas tanks must be secured and covered. Plastic tanks must be inside a metal box. No 5 gallon cans allowed. Any car spilling gas or catching on fire will be disqualified. (pump gas only – maximum of 92 octane)

Maximum of one 12-volt passenger car battery only. This must be securely mounted in the driver's compartment and covered.

All drive shafts must be painted white.

All cars must have drive shaft loop mounted 6 inches from front U-joint.

Must have hole in front fire wall closed off for driver's protection from hot fluids and fire.

Fuel lines are recommended to be placed inside a structure or conduit if running inside the driver's compartment.

No intentional ballast allowed, including but not limited to bolt-on lead or steel weights, sandbags, etc.

Suspension

All components must be OEM and steel.

Rear end must be 5-stud OEM production rear end. No ¾ ton or 9" Ford rear ends are allowed.

No spring spacers, jacks, blocked shocks, air shocks or racing shocks allowed. One unaltered steel, non-adjustable, non-take apart, OEM-mounted shock, in OEM location per wheel.

If shock has coil spring around it, spring must be cut

Car must have some travel in all four corners of suspension when prompted.

Wheels and Tires

Maximum wheel width allowed is 7". Maximum wheel diameter allowed is 16".

Factory production steel DOT wheels only. No skid loader tires, no 3 rib tires, no racing tires, no bead lock tires, or split rims allowed.

All hubs must have all wheel studs and all lug nuts.

Valve stem protectors may be welded to wheels, but only welding on wheel allowed must be within 2" of valve stem in all directions

Tire must be DOT approved for street use. Tires may be tubed, but not stuffed with anything other than air. No smaller tires, foam, water, etc.

All cars must have steel OEM, operative four wheel, drum or disc brakes before their heat race and feature. No brake shut off, pressure sensitive or proportioning devices allowed.

Engines

No solid cams. NO ELECTRIC FUEL PUMPS!!!

Radiators must remain in original location. Overflow tubes must be to the ground. Optional radiator support: 1-4" x ¼" c channel - must be mounted inside the frame rails -- bottom of the radiator only. No gussets to channel iron.

Transmission coolers are allowed.

Headers are allowed. Stock manifolds may be inverted for vertical exhaust. No center dump exhaust. No cutting of dumps, must be stock.

Engine gages allowed. (tachometer, oil pressure, water, temperature, etc.)

All engine caps, rotors, coils and modules must remain OEM – appearing

Must have unaltered OEM factory intake for make and model of car. No high rise or marine intake manifolds. No aluminum intakes.

Unaltered 2 barrel stock OEM carburetor spacers allowed. One ¼ " maximum thickness gasket only. Adaptor allowed from a 4 barrel intake to a 2 barrel carburetor.

All engine components must be steel. No aftermarket engine components.

No porting, polishing or alterations of any kind to head or intake.

Engine must be in OEM location. Using any OEM engine mounts. Engine must be OEM appearing and must be able to be used in conventional passenger car without alteration.

Mismatched engines are allowed. GM in Ford; Chrysler in GM; etc..

Maximum engine compression allowed is 8.6:1

Must be able to carry 18 inches of vacuum @ 1000 RPM

No double hump heads

No stroker motors. Motor can be bored .030 over stock

Crankshaft must match motor.

Can run aluminum radiator.

Frames

OEM complete, 1964 or newer, perimeter American-made rear wheel drive passenger car only. Frames must be stock. Support welding allowed only when frame is cracked, bent or broken. Maximum 4" wide x 6" long x 3/16" thick flat steel support patches only, must be within 4" in all directions from crack, bend or brake. Must be able to clearly see crack, bend or break after repair is made. Maximum of 4 repair plates per frame rail on front and on rear of car. Door post divides the car in half. No replacement or non-stock frame horns or frame sections allowed, front or rear.

Bumpers must be factory production. Bumpers must be bolted, chained, wired or welded to trunk or frame. (No sharp edges) No trailer hitches allowed.

Rear bumper may be secured to car in only one of three ways; two metal straps, OR two chains, OR two sections of 9-gauge wire. If strapping, two metal straps only, maximum 3" wide x 3/8" thick, may be welded from rear bumper to trunk lid. Strap may overlap bumper maximum 6", and overlap trunk lid maximum 6". If chain, it must wrap around bumper and through trunk only once. If wire, two sections of maximum 9-gauge wire with maximum of 4 loops per section may go through bumper and trunk lid.

Front bumper may be secured to car with two metal straps or two sections of wire. Straps maximum 3" wide x 3/8" thick may be welded from front bumper to top of front fender only, not to hood or radiator support. Strap may overlap bumper maximum 6", and overlap fender maximum 6". Two sections of maximum 9-gauge wire with maximum of 4 loops per section may go through bumper and around radiator support, but not through hood.

Bumper height must be a minimum of 16" and maximum of 24" from ground. Bumpers must be in stock location.

Any car with reinforced frame, body or bumpers by excessive welding or extra metal will not be allowed to participate.

Bodies

All glass, including head and tail lights and door glass must be removed before coming into pit area. All chrome strips and ornaments must also be removed. All flammable interior upholstery must be removed, including but not limited to carpet, ceiling fabric, back seats, plastic, etc.

All doors must be bolted, chained, wired or welded shut. Driver's compartment may be reinforced for driver safety. No gutting of doors or factory interior metal allowed. If welded, maximum 4" long welds with minimum 12" between welds.

Trunk and hood must be bolted, chained or wired shut only (exception: refer to Frames #4).

Maximum 6 bolts allowed to fasten each the hood and trunk. Maximum 1/2 inch bolts. Inspection holes are required in hood and trunk, minimum 144 square inches each.

Maximum one 2"x 2" x 1/4"-inch thickness angle iron stiffener may be welded flush with O.E.M. radiator support, but must not extend over 6" on either side of radiator. Radiator support must remain in stock location. Hood bolts may run through radiator support.

Original rubber body mount bushing may be replaced with steel washers.

Body panels may be patched but not replaced, and patches must conform to original body contour. Patches may not double the thickness of O.E.M. body. Patch material must be maximum 14-gauge flat metal and must be welded over existing rust. No body-patching allowed once car has been run in competition.

No aftermarket addition to O.E.M. body allowed (ground skirts, spoilers, wings, window covers etc.) except sun visor.

Exterior rub rails allowed on each side, maximum 72" in length, 4" in height, and 2" in depth. May be welded or bolted to door. If bolted, bolt heads must be to outside of body, nuts to inside. Must be mounted parallel to ground and between front and rear fender wells. Must be smooth front to rear, top to bottom, no protrusions. Ends must be capped or tapered. If using channel iron flat must have flat side to the outside.

Cutting fenders for wheel clearance only is allowed. Front and rear inner and outer fenders may be bolted together with a maximum of six 3/8" bolts per corner. The rear quarter panel is considered part of the fender from AOL Mobile Mail

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