

ALL IN PROMOTIONS

Central States Fair – Saturday August 16th, 2025

Street Stock rules

NOTHING other than what is listed below is allowed. Follow general preparation!

ALL THE RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.

Judge's decisions are FINAL!!!

- If you have any questions, call Caleb Sorenson 701-570-6259. If these rules or a phone call to us do not say you can do it THEN DON'T. We can't stress enough to call first.
- Any American make car can run with the following exceptions: No 1973 or older imperials No 2003 or newer FoMoCo frames, 4x4's, ambulance, hearses, trucks, limousines, etc....
- All drivers and pit crew must sign the driver/waiver paperwork, or they will not drive in the event.
- The driver must wear a seat belt, helmet, long sleeve heavy shirt, or racing type jacket, welding jacket etc. Goggles/ glasses
- All Drivers and ONE crew member 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.
- Drivers are not allowed to have alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
- NO ONE IN THE PIT AREA MAY HAVE ALCOHOL DURING THE EVENT
- Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Derby staff only.
- Everyone else will stay back until cars are deemed to be legal. If a car is found illegal, the car will be DQ'd!
- You will only be allowed your first tech and 1 re-tech after that if you don't pass your re-tech, you will be loaded.

Car Preparation:

- No re-stubbing or reclipping of any car. Original body and frame must be used.
- All cars must be stock, unless modification is stated in the rules.
- All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
- All trailer hitches and braces must be removed.
- You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
- All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
- NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!
- You must have an air cleaner over the carburetor at all times during the event.
- Anything can be removed; NOTHING can be added. Other than what is specified in the rules.
- After Market parts that are allowed: Metal Gas tank, Transmission cooler, fuel cooler, brake & gas pedal, shifter, battery box, steering column up to the steering box, drive line, driveline brake, lower saddle cradle with front plate up to cylinder heads, motor, rear ends, transmission bell housing, tail shaft.

Frame:

DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED

Frame Shortening:

- You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run.

Frame Welding:

- No re-welding of any factory seams is allowed other than what is specified. If any welding on the frame that is not specified in the rules there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame.
- This applies to all parts of the frame rails, but not the 15" from the front of the frame rail back.
- No changing or doubling of the rear package tray.

Frame Shaping / heat treating:

- No frame shaping is allowed.
- No Heat treating of the frame is allowed if caught, you will be DQ'd.
- No Fresh Paint or Undercoating on the frames at all.
- If dimpling or notching the frame you can only do so on back frame rails behind the rear wheels.

Rear Suspension:

- Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.
- Leaf springs must remain stock with a max of 3 clamps per spring clamps can't be no bigger than 3inch x 3/16.
- Leaf Spring Hangers must remain stock.
- You may use 3/8" chain around your axle to the frame hump with one wrap (this may only go through the sheet metal directly above the hump), links cannot be welded or bolted to the frame.
- No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the cars suspension.
- Rear end control arms must be stock and in stock location.

Rear Ends:

- May use any rear end. The rear end may be bracing but must not reinforce the car in any way.
- No spring spacers any bigger in diameter than the springs
- Welded, spool or posi-track is allowed.

Front Suspension/Steering:

- Suspension must be stock components and working.
- Tie Rods and Ball Joints must remain stock and in stock location.
- A-Arms: Upper A-arms only may be welded.
 - You may only use up to two 3"x4"x3/16" thick strap per upper A-arm. This strap must weld to the A-arm & frame and cannot extend farther forward or backward than 1" past the widest part of the arm frame.
- Steering box Must remain stock. A -arms must remain stock or stock replacement.
- Idler Arm & center link must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.
- Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.
- Spindles – must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in the factory position. Must be sedan OEM in origin.

Tires:

- No split rims, studded tires, or foam filled. NO SOLID TIRES All other tires are allowed.
- Stock Rims only, you may on the outside rim lip add a piece of ½” rolled steel welded to the exterior lip only.
- Wheel centers are allowed. No other reinforcements NO BEADLOCKS OF ANY SORT
- Valve stem protectors allowed. Wheel weights must be removed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection without an official’s consent.

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have the final say.

- Loaded bumpers may be used CAN NOT BE WELDED TO THE BODY
- Homemade bumpers are allowed if building a point on the bumper you must have a 6” point spread over at least 32” no sharp points (officials’ discretion) max size of bumper 6” x 6” CAN NOT BE WELDED TO THE BODY
- Bumpers are interchangeable Stock O.E.M. bumpers off passenger cars may be used (do not need to be fresh)
- Bumpers may be cut so they do not smash into the tires during the event.
- No chrome may be welded to the body if using compression style bumpers.
- Chrome bumpers may be welded to the inner beam of the compression bumper only.
- Non-compression factory bumpers for that year of car may be welded to the body. Non-compression bumpers may be welded to the outside body only. (Note: Hood must be able to open).
- No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Brackets may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½” bolt or less, and it must be done vertically.
- No brackets or shock tubes can extend any further back than the first 15 inches of the frame. This goes for the rear brackets also.
 - Passenger car OEM shock tubes must be used.
 - Shock tubes must be on the outside of the frame unless in the frame from the factory.
 - Instead of using bumper brackets you can use 1- 4” wide x 3/8” thick strap extending from your bumper down one side of the frame and cannot extend any further back than the first 15” of the frame. You are also allowed to wrap

this strap around the front of the frame 4” to create an “L” shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule, you will cut it. You will not be able to use a shock tube if using the strap.

- Strap Must be on the Exterior of frame left, right, top, bottom.
- Can only use factory mount or 15” bracket not both.
- Absolutely no welding anywhere on the frame other than the bumper brackets and A-arm straps
- NO ADDED METAL TO MOUNT BUMPER
- Bumper height not to exceed 22” to the bottom of the bumper to the ground and must be a minimum of 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location.
- Bumper straps can be no longer than 30 inches and no larger than 3-inch x 3/16 thick max of 2 straps per bumper. Each bumper strap must be in one-piece, bumper strap may not be attached to any part of the frame The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
- Bumpers may only be welded to the shock tubes, brackets and/or frame rails. Pending your mounting choice

Engines:

- Motor - Use motor of choice, motor must be in stock location of the car you are driving, within reason approximately 5 inches from the front edge of the original motor mount on the frame.
- Lower Engine saddle type Cradles with a front plate up to the heads are allowed but must only attach to the engine cross member and not the frame. Engine cradle cannot go any farther back than the front factory motor mount holes on the block. If using factory engine type size mounts with rubber bushing, you may weld the pad completely. If using Stock motor mounts, you may weld a strap across the top of mount, so mount doesn't rip apart. Drive train must be rubber mounted.
- There are NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan, but nothing can be welded back in.
- Distributor Protectors are not allowed. You may cut out the area behind the Distributor or hammer it back for clearance.
- Mid Plates are not allowed.
- You may use a bar between headers above air cleaner max size 3”x3” material, for hood support and to protect air cleaner. May not be any wider than the headers, must only attach to the headers.
- Lower Damper pulley protectors are allowed. Must be no more than ½” thick plate and not more than 1” away from the front of the pulley and may only cover the lower half of the pulley. It may not come in contact with the frame, core support etc. The only time it may touch anything is if you are FUBAR. If it is determined that it was used as a wedge you will be DQ'd.

- Transmission braces will not be allowed.
- Skid plate/ pan protectors may not be used. No aftermarket transmission cases. Aftermarket bell housing and tail shafts are the only aftermarket parts to use on the transmission. NO BRACES AT ALL
- Transmission Crossmember- you must run the transmission crossmember in the stock location for the car you're building, if using a tube, you can weld 2" angle iron no thicker than ¼" no longer than 4" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you replace the stock crossmember it can be no larger than 2"x2"x1/4" material must not be solid square. The crossmember must be one piece and straight from side to side and up and down. The transmission crossmember is the only method the transmission may be tied in. Transmission may be bolted in stock mount location with 1- ½ bolt max or welded with max of 4" of weld total.
- Frame extensions on Cadillac's must have 4" of clearance from cross member or Trany

Body Mounts:

- Body mounts must remain stock other than what is specified in the rules! Don't touch them!
- You may change total of 4 body mounts to ½ bolt with 1 inch space this is to help with rusted or missing mounts this is addition to core support mounts.
- Spacer size 1"x3" od can be made of anything you'd like but must be 1' tall/thick and no bigger than 3' in diameter NO WELDING
- Radiator support mounts can be removed, and you can suck the radiator support down solid. (see Radiator rules)
- Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run.
- If you have to build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded. Core support spacers cannot exceed 4" in length and 3" in width.
- The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location. Chrysler k-member cannot be altered.
- You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, or down the side of the frame and welded to the frame only. this may be welded to the frame after it passes through the body mount but may not be nuted underneath the body mount if it is welded. One per frame rail.
- MAX WASHER SIZE ON CORE SUPPORT BOLTS IS 3" OD other than on the top of the hood.

Body:

Body Shaping

- No body line creasing. This means no pinching of sheet metal. No pounding on sheet metal.
- No welding of created seams is allowed.

Rust Repair

- No exterior body sheet metal, trunks or engine compartment rust repair. Floorboards will be allowed sheet metal repair to mount battery boxes, gas tanks, etc. for safety.
- Floorboard definition front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.
- No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. Doors:
- You may have 4 securement points per door Option 1- 1 loop of #9 wire or Chain per spot Option 2- 4"x4"x1/8" welded strap per spot sheet metal to sheet metal on securement.
- The driver's door and driver's side of front windshield may have "netting" for driver's safety. NO other windows may have "netting." You may "double skin" the driver's door for safety; however, it cannot exceed 2" O.D. past the footprint of the driver's door. Drivers' door can be welded solid.
- You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.
- You may cut wheel wells for tire clearance. No rolling your fenders and welding them.
- Wagons must remove all rear decking and seat components. All other rules above must be followed.
- No front clip sheet metal swapping.

Radiators / radiator supports:

- Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
- Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.
- No radiator guards allowed, or foam may be used.
- You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
- Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
- You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes

through the body mount but may not be nipped underneath the body mount if it is welded.

- Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.
- Radiator support may not be welded to the frame, bumper brackets, bumpers or anything else.
- If using a condenser to protect the radiator, it may be tie wired OR BOLTED WITH MAX OF (4) 3/8 BOLTS to the core support only.
- No FOAM fill can be used.

Cages and Door Bars:

- All cage material must be no larger than 6" O.D. (official's discretion on all parts of cage), unless specified for a specific rule smaller. All cage material must remain 4" away from all sheet metal other the side door bars. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and or drive train and be a minimum of 4" off the transmission tunnel/sheet metal and drive train. All bars must be straight.
- You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars can be no longer than 60" in length and may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.
 - For driver foot safety and to protect batteries, you may put a down bar on the driver's door and passenger door, must be vertical and can be welded to the frame or body but not both. May not be any more forward than the inside front edge of the door. Max size 3"x3"
- You may run a total of 2 down bars from the rear seat cage bar to the floor or frame, not both; all down bars must be vertical. ONLY THE 1 BAR FOR DRIVERS DOOR AND PASSENGER FRONT DOOR AND ONLY THE 2 DOWN BARS OFF THE HALO ALL OTHER DOWN BARS WILL BE CUT
 - The back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up directly behind front seat.
- You must have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to, following rule 4.
- You may also weld a steering column to the cage.
- Gas Tank Protector - You may run a gas tank protector. It cannot be attached to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide OD. It must be a full 4" away from rear sheet metal, which cannot be removed. The bracing must be 4" above and away from all sheet metal, and rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4" from the rear seat back sheet metal. You may have one

2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards the front of the car.

Hood and Trunk:

- Be prepared to remove your hood if the inspectors deem it necessary after the event.
- Trunk Lid and Hood must be 100% stock location; hood must be able to open.
- Any cut outs in the hood may not be bolted.
- Hood may be secured by a total of 6 points Chain, #9 wire, angle iron, or up to 1" all the thread. The 2 at the core support, and 4 more. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8 inches in length. 1 5"x5" washer maybe be used on top of hood per bolt. If using angle iron, you may use max 2"x2"x4" with 1- 1/2" bolt per point. Angle Iron maybe welded to fender and hood or bolted with 2-1/2" bolts per piece of angle iron.
- You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders see BODY #1. No collapsing or wedging of rear quarter panels and trunks or trunk lid. No Canoeing/wedging of any sort.
- No welding of created seams is allowed.
- Trunk lid may have 6 securement points. Option 1 weld the trunk lid down with no larger than 3"x4" x 1/8" strap per point Option 2- bolt the lid down with no larger the 3/8 x 2inch bolt with 1inch od washer per point Option 3- 1 wrap of #9 wire or chain per spot.

Windshield Bars and Firewall:

- Firewall – No shaping of firewall. You can cut it out for engine clearance if needed.
- Window Bars - For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, material can be no bigger than 3". No more than 6" of material allowed on the roof and no more than 6" of material allowed on the firewall. May not be connected to the dash bar, only sheet metal. Do not go over 6" on roof or firewall or you will cut. Must be min of 16" off the pillars.
 - You may connect the bars with no more than quantity "2" two flat straps horizontally.
- One rear windows bar placed off the center of the roof. Bar may not be longer than 30" long by 2" x 2" O.D. Bar may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 4" x 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If using rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position. If your window opening is larger than 30" than you must mount the bar with the mounting plate being within 1" of the window opening.

- Window bars may not be attached to the halo bar or any cage components.

Fuel Tank, Oil Coolers, & Transmission Coolers:

- Original gas tanks must be removed.
- Only metal Marine type tank, metal fuel tank or derby type metal fuel tank is required.
- Place fuel cell behind the driver's seat or in the center of the car where the back seat used to be. Must be securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.
- Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.
- Tranny and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
- If you are not using a gas tank protector, the fuel cell and tranny protector must be 4" away from the rear sheet metal.

IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS' ATTENTION AT TECH

- Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint. An "E" will be attached rear pillar during Tech to Identify the Electric Fuel Pump.

BATTERIES:

- Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to two 12-volt Batteries may be used.
- Battery box must be made from metal! It must be bolted to the floor. Bolts may not go through or around the frame. Seat belts or pull type tie downs may not be used.
- Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver's safety with sheet metal only. You may not patch clean and solid floors.
- All body mounts must be visible.

All Cars can have total of 8- 6"x6"x 1/8" fix it plates. Plates are allowed to go anywhere. Pre-ran cars can have unlimited #9 wire 3 wraps per spot #9 wire cannot be used as a filler!