

2021 Full Size - Stock Rules

1980 and newer, NO 2003 and newer Ford motor company cars. all cars must stay Ford to Ford, Chevy to Chevy.

1. All cars must be stock, unless modification is specifically stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All trailer hitches and braces must be removed.
4. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. 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.
7. 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.
8. 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!!

Frame/Bumpers - Bumpers are interchangeable. Any automotive bumper and bumper may be used on any car, You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. No rear brackets on the front. ** No brackets can extend any further back than the first 10 inches of the frame. Brackets can only be on one side of the frame Instead of using bumper brackets/shocks you can use 1- 4" wide x 3/8" thick strap extending from your bumper down the side of the frame and cannot extend any further back than the first 10" of the frame. Plate must remain flat and on the side of the frame. Do not abuse this rule you will cut it. You may use 6"x6" max square tubing flat with no point in place of your bumper but no welding caps over the ends so I can see inside it. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. No welding bumper to the body in any fashion. 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 the frame whichever is lower. Bumpers must be in stock location. 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.

Frame Shortening - You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

Frame Welding - No welding on frames other than what's stated in the rules.

Frame Rotating/Tilting - No rotating or tilting of frame in any way.

Front Suspension - Tie Rods and Ball Joints must remain stock. Tie rod tubes may be reinforced, or tube

may be used. A-arms may be welded down but may not be reinforced. If welded it may only use up to 1-2x4x1/8" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. No changing or modifying the a-arm brackets. COIL SPRINGS must be a factory car coil spring for a car that is permitted to run in this class. Steering box, pitman arms, idler arms, hubs, spindles all must remain stock.

Rear Suspension - Leaf springs must remain stock, no added leafs or leaf clamps to leaf spring cars. You can change coil springs to a stiffer spring, you may put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. No all thread shocks or bolt thru coil springs. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt or weld the chain to the frame.

Rear-Ends - Use rear end of choice but must be no more than 5 lugs. Welded or posi-track highly recommended. Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing. Rear end control arms can be reinforced but must start with a stock control arm. No Watts-Conversion are allowed. If you choose to run a braced or built rear end you CAN NOT reinforce your control arms or tie rods.

Tires - Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Small weld in wheel centers are allowed as long as the wheel starts with a stock wheel.

Motor and Transmission - NO Distributor Protectors, No Transmission Protectors , No aftermarket bell housings or steel tails, Engine/trans swaps ok. Can weld stock lower mounts in to do a clean conversion (no added metal). You may use a lower engine cradle with no pulley protector, however if you do you must use STOCK lower gm or ford motor mounts (NO BUILT MOUNTS). 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!

Cross Member - You must run the transmission cross member in the stock location for the car you are building. If the cross member has to be moved You can weld a single piece 2" angle iron no thicker than 1/4", no longer than 6" to the side of the frame to support the cross member. Do NOT remove the stock mount if you run the angle iron. Cross member must remain stock. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be supported.

Body - No Body Shaping.

Radiators - For mounting radiators you may use up to 4 – 1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2"x 6" 1/8" flat steel and must be welded to the core support they must be outside the fan. No radiator guards allowed.

Body Mounts - Only 4 Body mount bolts can be replaced with 3/4" bolts, these body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to 1-4"x4" washer on top, washers must be separate and cannot reinforce the frame. All other body bolts must remain stock.

Hoods and Front Clips - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 10 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 bolts. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 3/4" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this can not be welded to the frame at all. This will count as 2 of your replaced body mounts. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same location that it came factory. You may cut wheel wells for tire clearance. No rolling your fenders and welding them.

Windshield Bars and Firewall - For safety, all cars must have (1) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall.

Doors - Doors may be tied shut in six locations using 1/2" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points. No welding other than drivers door. 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.

Cage - All cage material must be no larger than 6" od, unless specified for a specific rule smaller. 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 any part of the engine or components and be a minimum of 4" off the transmission tunnel which cannot be altered. 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. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. You may also weld a steering column to the cage. Side bars including roll over may be a max length of 62 inches long and must be a minimum of 5" in front of rear seat body mount.

GAS TANK PROTECTOR - It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can angle in from your roll over protection/back seat bar. It must be a full 4" away from all sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area. Gas tank protector must be on all 4 sides of the tank, front, back, both sides. May extend 6 inches above the speaker deck but must be vertical. On wagons they may extend no further back than 1" before the start of the rear end tunnel and May extend 6 inches above the rear side window bottom lip but must be vertical. Nothing may extend back over the rear-end tunnel or package tray.

Fuel Tank & Transmission Coolers - Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell in the center of the car where the back seat use to be. No other source of gas inside the car at all. Transmission coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

Trunks - You may tie shut in six locations using ½" bolts no longer than 6", 3/8 Chain, or #9 wire. You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must be stock shape but may be folded in but keep it clean. Speaker decks may not be beat down or removed. Wagons must remove all rear decking and seat components.

All other rules above must be followed

For any questions Call Justin Comer (816) 985-5077