

2023 STREET STOCK RULES

General Rules & Regulations

1. All drivers must sign the driver's paperwork before being inspected or they will not run the event.
2. You must be 16 years old to ride or drive in a car. Anyone under the age of 18 will have to have a parent's consent (St. Charles Co fair no one under the age of 16 will be allowed in the pits).
3. Drivers must wear a seat belt, helmet, long pants & approved footwear.
4. All drivers must attend the pit meeting before each event. The driver's meeting are always approx. 30 minutes before the event showtime.
5. No drivers are allowed any alcohol or drugs before or during the event. If found drinking alcohol or under the influence while wearing a driver's band, you will be disqualified for the remainder of the event
6. There is a \$250 protest fee, must be paid by a driver for the main event. Driver must have cash in hand directly after the feature in order to protest. If the car is found illegal the car will be disqualified and forfeit their winnings. If the car is found legal the driver will receive the protest fee.
7. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
8. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
9. For safety, DO NOT HIT THE DRIVER'S DOOR!!
10. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.
11. Rollovers- you may keep going as long as the car is deemed safe.
12. Watch the officials. If they are trying to get your attention, there is a reason.

13. No holding or pinning, you must back up and show daylight.
14. The car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement, please see the driver's table for the driver to get signed up and fill out proper paperwork. If the original driver gets disqualified the car may not continue to compete.
15. All cars must be checked in and in the inspection line a minimum of 2 HOURS PRIOR to showtime start. This will be strictly enforced.

Car preparation

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. If caught doing so you will be required to remove all paint. No painting in the interior of the car.
2. Any American made car can run with the following exceptions:
NO 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4, ambulance, hearses, trucks, limousines, etc.... If you have a question regarding a car, please call.
3. All cars must be stocked unless a modification is stated in the rules.
4. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
5. Batteries must be moved to passenger floorboard close to transmission tunnel. They must be properly secured and covered with a max of 2 batteries.
6. All trailer hitches and braces must be removed.
7. All cars must have working brakes before coming for inspection.
8. You must have a number In Bright colors on each front door and must have a minimum of 15"x 15" roof sign with car number on it for judging and recognition of car.

Bumpers

1. Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame, must keep on one side only. 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-
** No brackets are allowed to extend any further back than the first 14 inches of the frame. Weld may be no larger than ½" wide to weld on these brackets. No brackets inside the frame at all!!
2. Instead of using bumper brackets you are allowed to 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 14" 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 no more than 90 degrees on a single bend and it cannot double at any point. Do not abuse this rule, you will cut it. Weld may be no larger than ½" wide to weld on these plates.
3. Manufactured bumpers are allowed. Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must be no larger than a factory bumper (Chrysler pointy has a 14" point) and must follow the contour of a factory bumper. If using a factory bumper it may be loaded or stuffed full are allowed and only bumpers that came stock on cars may be used.
4. 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.
5. No welding bumper to the body in any fashion, except on a 71-76 GM Wagon Rear bumper it may be welded to the body if still in factory location. 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 (whichever is lowest). Bumpers must be in stock location.
6. Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.
7. 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.
Rear Bumper may be mounted in the same manner as the front bumper. Rear tubing

bumpers are aloud. Must follow the homemade bumper rules above.

Frame shortening

1. You may cut the frame off flush with the front edge of the body mount hole. Your 1" threaded rod must pass through the factory hole without modification. If it is a weld on the 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. 76 and older Cadillacs must measure 18 inches from the back of the bumper/ front of the frame to the front of the spring pocket.

Frame Welding

1. If you choose to frame weld you must follow these guidelines listed below.
 - You will be allowed to weld your factory exterior **TOP** frame seam from the front of the frame to the factory front A-arm bracket weld. This weld can only be ½" wide by ¼" tall single pass only. Do not weld any interior frame seams.
 - You will be allowed an additional **14"** of factory exterior only frame seam welding. This will allow Fords to cut and tilt their frame and cars to reweld missed factory frame seams typical on older cars. These welds can only be ½" wide by ¼" tall single pass only. Do not weld any interior frame seams.
 - Fords will be allowed to use this **14"** of additional welding to cut the factory frame welds and tilt the frame in **ONE** direction only. This may only be done by cutting the tabs and seams where the boxes meet the front frame section. These welds can only be ½" wide by ¼" tall single pass only. Do not weld any interior frame seams.
 - No cutting or rewelding of the frame seams where the boxes meet the side belly rails **ON ANY CAR.**
 - **03 AND UP FORDS WILL NOT BE ALOUD ANY FRAME SEAM WELDING AT ALL, ONLY COLD BENDING WILL BE ALLOWED IN THE SIDE RAILS.**
 - **NO PRESSURING, STRETCHING, TILTING, OR MANIPULATING THE FRAME UNLESS WHATS STATED UP ABOVE. IF YOU ARE CAUGHT DOING SO IT IS UP TO THE OFFICIALS ON HOW TO FIX.**
 - If you have to re-stub your frame do so on a factory frame seam only that you are allowed to weld or in the side belly rails. This will be counted as your 14" of additional welding and be sure to follow frame rules above. Do not overlap your new frame section onto the old frame, butt-weld only with no added materials. You will only be allowed to restub with the same make, model, and year platform of the car you are running. **DO NOT CHANGE THE SHAPE, LENGTH, OR CONTOUR OF FRAME WHEN RESTUBBING.**

Front Suspension

1. On 03 and newer you must use the factory rack and pinion, and must use factory aluminum cradle.
2. You may swap A arms and spindles with factory **OEM** parts aloud for the class you are running.
3. Ball Joints - Aftermarket ball joints will be allowed but must bolt in like factory. No welding on ball joints.
4. Tie rods- Aftermarket tie rods will be allowed. Must use a factory **OEM** tire rod end. Tie rod tubes may be homemade or reinforced. **NO** Heim joints or bolts for ends.
5. Upper and lower A-arms may be welded or bolted down with up to a 1/2" bolt but may not be reinforced. If welded, it may only use up to 2- 2x4x1/8" thick straps per side. 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. You will be allowed 4 straps total per car. No changing or modifying the a-arm brackets.
6. COIL SPRINGS must be a factory car coil spring for a car that is permitted to run in this class.
7. The steering box and Pitman arm must remain stock or OEM stock replacement. NO adapter plates for mounting different boxes will be allowed. NO hydro steering allowed.
8. Idler Arm – Idler arm must remain stock or interchanged for an idler arm for a car that is legal in the class you are running.
9. Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles.
10. Spindles – must be stock for a passenger car that is legal in the class you are running, with no modifications.

Rear Suspension

Leaf spring cars

1. Leaf springs must be from a stock car allowed in this class. No adding additional leaf springs to the stack. Main Leaf spring must be the top spring in the leaf pack and original to the car you are running or same width, thickness, and length. Leaf pack must have a minimum stagger of 2" in front and rear. No welding or homemade leaf springs allowed. Leaf pack must have a minimum of a 2" arch and in the opposite direction of the frame hump. No DE arching or flat stacking aloud. You may add 2 additional homemade clamps per side 2x4x1/4" thick. You must have a

working shackle. You may weld leaf spring mounting brackets to prevent them from becoming unbolted.

Coil spring cars

1. You can change coil springs to a stiffer spring, you can double the rear coil springs (they may be tied together in no more than two spots, do not weld them together), or 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.

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame. No all-thread shocks.

Rear-Ends

1. Use rear end of choice, nothing heavier than an 8-lug rear end.
2. You can tilt the rear end if you wish.
3. Welded or Posi-track highly recommended.
4. Back braces are welcome. Braces may not extend more than 4 ½" on the outer 10" of a stock size axle tube or 10" on the remaining housing. Axle savers are okay. If running a Pinion brake protector Do not use this as a reinforcement for the car. This will be left up to the official's decision.
5. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using. No Hybrid Setups. Watts-Conversion are allowed. Must be a watt's conversion available like Toast, NLR, Killer OR homemade in similar fashion. This will be left up to the official's decision.

Tires

1. Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires and Solid Tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. NO foam filled drive tires for the arena shows for safety reasons. Wheel reinforcement is allowed if the wheel starts with a stock wheel, and the

reinforcement stays within the factory bead. Bead locks are permitted in this class. Bead locks may be no more than 20" in diameter and can be on inside of tire only.

Motor

1. Use motor of choice, motor must be in stock location. If running a Cadillac or Chrysler motor may be slide back to allow clearance.
2. Distributor Protectors are NOT allowed. Mid Plates are NOT allowed.
3. Lower Cradles are allowed but must be attached to a factory style engine mount, with rubber bushing, attached to the frame. The factory engine mounts are the only way of tying the motor down.
4. NO Distributor cap protectors or Full cradles!! You are allowed a front lower cradle and pulley protector if the sway bar is removed.
5. Header Protectors are allowed, Piece of 4X4 ¼" around header ONLY and can only attach to intake bolts.
6. Lower cradle can only be attached to engine block and cylinder heads. DO NOT attach lower cradle to the bell housing in any way. Front plates may extend upwards to bolt to cylinder heads but may not reinforce the car in any way.
7. No Valve cover protectors, plug wire protectors, etc. allowed on the rear of the engine. If you choose to not cut out the firewall for clearance this is your decision.

Transmission

1. You may run an aftermarket steel or aluminum bell housing and steel or aluminum tail shaft housing. Bell housing may only be attached to transmission case housing and engine block.
2. You may run an aftermarket transmission/ converter such as but not limited to (Reid, FTI, ATI, JW, ROSSLER).
3. You are allowed 1 loop of 3/8" chain to the cross member with one link welded per side or bolt it down with 2 – 5/8" bolts with 1.5" washers using the factory holes in the tail shaft cone. If running an aftermarket tail shaft, you will only be allowed to attach to crossmember with chain method and must be able to slide forwards and backwards free from obstructions. This will be highly enforced and checked carefully. Do not use engine/transmission to strengthen car. We are allowing you to run these aftermarket items to help prevent breaking and replacing hard-to-find transmissions. Do not abuse these rules or they will be changed.

Transmission Cross Member

1. You must use a factory cross member for mounting the transmission. This can be out of another car legal for the class you are running only.
OR
- You may use a straight piece of up to a 2x2x1/4" tubing, no contours and must have a hole in the centerish for inspection or we will make you torch a hole in it.
2. Tranny cross members must mount in factory location for the car only within reason and may use (2)- 2x2x1/4" x 6" long angle iron to set cross member on.
3. The transmission cross member must be one piece and must be straight from side to side.
4. The transmission cross member is the only method which the transmission may be tied in.

Body Mounts

1. Body mount bolts can be replaced with 1/2" bolts and can only be 8-inches long. No adding additional body mounts.
2. Bolts may extend through body and have up to a 4x4x 1/4" washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 3x3x 1/4" washer. If you choose to use a body mount hole for your hood ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3".
3. Body mount spacers can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. If you choose to leave in the stock rubber pucks, you must leave the metal cones inside the rubber puck. You must leave at least a 3/4 space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.
4. Radiator support mounts can be removed, and you can suck the radiator support down solid. 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 must build core support spacers, you may weld it to the body or the frame mount but not both. Core Support Spacers cannot exceed 3" square material and 8" long from frame mount to core support. The all thread may only be welded to the side of the frame in this location.

5. Chrysler K-Member spacers can be replaced with steel spacers of the same thickness as factory and bolts can be replaced with up to ½" bolts mounted in factory manner. No sucking K-member tight to Unibody frame rails.

Cage

1. All cage material must be no larger than 8" OD, unless specified for specific rule smaller. It must 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 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 may weld 4 down bars from the cage to the frame must be straight up and down on the floor to protect batteries and your feet.

These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3" material. You must have a roll loop behind the seat, which must be welded to the floor or top of 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 66 inches long. Mopar's are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba's, call first.

Gas Tank Protector

1. You must run a 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. It must be a full 1 inch away from rear sheet metal, which cannot be removed. Do not remove speaker deck 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.

Body Shaping

1. The body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all.
2. No sheet metal panel seam welding unless specified in doors or trunks.

3. -Rust Repair: You can patch rust holes in sheet metal with sheet metal ONLY. (16 ga max)
4. Do not cut rust out; weld 2" beyond rust. If your frame has a hole rusted through, CALL for instructions on how to fix the rust hole. **DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.**

Hood and Front Clip

1. 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 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts.
2. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame in 2 spots 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 nutted underneath the body mount if it is welded. 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" x 1/4" round.
3. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came factory.
4. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 5 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

Doors

1. You may weld your doors solid with nothing larger than 3" by 1/8" strap and must follow the door seam. Do not overlap the strap or you will cut the strap off. You may fold the tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material.
2. If you chose not to weld, they must 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.
3. You are allowed to add bracing to the exterior side of the driver's door only. 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 3" past the exterior door seam either forward or backward.

Trunks

1. You may weld your trunk lid shut in 6 spots using up to 3" x 5"x1/8" strap on the factory seam or 6 inches on 6 inches off not both.
2. 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. The rear of trunk lid must be a minimum of 10" off the floor measured at the rear body mount location. Rear quarter panels must remain vertical on fresh cars.
3. (2) 1" All-thread may go from the trunk lid to the frame or trunk pan, if it passes through a body mount hole you must have a 1" spacer between the body and frame.
4. GM Wagons must remove all rear decking and seat components. All other rules above must be followed.
5. You will be required to have at least one 8" round or square hole for inspection. If you do not, we will require it at inspection.

Windshield Bar and Firewall

1. **DO NOT ALTER FIREWALL!!!** Besides what is mandatory in these rules!! Window Bar- For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap. If and only if you remove the firewall/dash completely between the straps you can connect these 2 bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material is allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Window bars cannot go more than 6 inches past the window opening. Must be at least 14 inches apart at the firewall.

Fuel Tank, Oil Coolers and Transmission Coolers:

1. Original gas tanks must be removed. You must use a metal boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. The fuel line must be secured and fastened properly and kept away from the exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be. No other source of gas inside the car at all. Engine oil and 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. These additional items may only be mounted to the floor or cage not both. If they are mounted to the cage, they must follow all cage rules.

Radiators

1. For mounting radiators, you may use (4)- 1/2" all thread. This may pass through the bottom of the core support. This must not pass through the upper core support. It may

be attached to a 2"x6" 1/8" flat steel and must be welded to the core support they must be outside the fan. You may use a factory condenser if you choose but NO aftermarket or homemade steel radiator guards.

#9 Wire

1. No #9 wire allowed in the window openings.
2. You may run wire from frame rail underneath back of car, behind rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

Repair plates and rust repair

1. You will be allowed 4 plates on fresh cars and 4 more on pre ran for a total of 8 plates!!
2. Plate size will be 6"x6"x1/8".
3. Repair plates can only be attached to the frame but can be on multiple sides of the frame.
4. Can be formed but NOT folded to make plate thicker.
5. All plates MUST have a 1/2" hole for inspection.
6. 1/2" wide single pass weld bead around the perimeter of the plate only.
7. 1" gap between plates and welds.
8. No overlapping plates.
9. CALL OR TEXT before doing any rust repair!!!! Cody (636)290-1423

