



Fullsize Chain

Old Iron & 80's and Newer- This class is Super Stock Class. Build to the rules not the gray areas in between the rules. It is impossible to cover every gray area of the rules, use your common sense when building. No 1973 & Older Imperials or Hearses are allowed.

➤ **Seam Welding-**

- No frame seam welding is allowed.

➤ **Shortening-**

- You may shorten the front most part of the frame rails only. You may cut the frame off at the front most part of the core support mount. The entire core support mount must be completely intact. If you remove the core support mount at all or shorten it too much you will be loaded.
- Cadillacs must measure 18" from front side of spring pocket lip to the front of frame in a straight line, not diagonal.

➤ **Frame Shaping-**

- No frame shaping is allowed.

➤ **Frame Repair-**

- If your frame is rusted through or bent call first, if you do not call us, do not expect us to allow you to run! Must be same thickness as frame, piece may be butt welded in, no overlap, frame rust can be cut out, but we need picture evidence before you do so.
- No res-stubbing of frames is allowed.

➤ **Engine Cross Member-**

- Engine crossmember must be completely stock.

➤ **Engine Attachment-**

- Engine can be attached to the frame in two spots using a factory style rubber engine mount or weld down plates where a traditional clamshell mount would be, these can be welded to the crossmember and connected to the engine. Your motor mounts/plates and welds holding them must stay at least 1" from the factory seam connecting the engine crossmember to the frame. The motor mounts can only be welded to the top of the engine crossmember.
- You will be allowed (2) additional 2"x4"x1/4" plates or (2) 3/8" chain (4 links) to secure your engine to the crossmember. These can be welded to the crossmember only and connected to the engine.

➤ **03+ Engine Attachment-**

- Lower cradle must attach to the factory crossmember towers and holes. You may use JFC Lower Engine Cradle (call for pictures) Other ways of mounting your cradle are a 6"x6" 1/4" plate to attach a legal style rubber engine mount to for this class.
- No part of the engine cradle or engine mounts may attach, touch or wrap any part of aluminum crossmember or frame rails other than the crossmember towers.
- There should be nothing between the frame rails and aluminum towers, this includes lower cradle etc.

➤ **Transmission Cross Member-**

- You must run the factory transmission cross member in the stock location for the car you are building. If the car you are running did not have a crossmember in it, you can replace the cross member, it can be no larger than 2"x2"x1/4" square tubing or 2"x1/4" round tubing. Crossmember must be butt welded into place on the inside of the frame rail.
- The transmission cross member must be one piece and must be straight from side to side (no extra material in crossmember and no arched cross members). Crossmember cannot be refabricated in any way. If this is used as a strength advantage you will cut.
- You are required to drill a 1/2" hole in the crossmember on the bottom side 6" from a frame rail for inspection purposes. If the hole is not drilled in the frame you will be required to come back for tech with a hole drilled.
- The transmission cross member is the only method which the transmission may be tied in. Nothing can be attached to the crossmember besides the transmission mount.
- Cadillac frame extensions/tails cannot come in contact, be welded, or connected to the transmission crossmember.

➤ **Transmission Attachment-**

- Transmission can be bolted in place using a factory transmission mount or chained (3/8" max)/ 9 wired (4 strands max) to the crossmember. This is simply to attach the transmission to the crossmember, if you use any of these methods to strengthen the car you will be required to remove it completely.



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➤ Bumper-

- You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. 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. 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.
- If you choose to manufacture a homemade bumper it must either:
 - Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
 - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
- Front and rear bumpers may have (2) spots of #9 wire (4 loops) or 3/8" Chain from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame).
- Bumper can be mounted to the frame/bracket only, not to body other than the 9 wire or chain mentioned previously.

➤ Bumper Brackets- You get 2 choices, pick 1 or the other, not both!

- You can use the stock bracket that came factory on the car. The position of the stock must be completely factory, but it can be compressed. You can weld the shock to the frame once compressed to prevent it from moving, but only 6" back from the front of frame. If there is any welding further than the first 6" you will be required to cut it completely loose. Bumper must then mount to the factory bracket, not to frame.
- You can remove the factory shock and use (1) 4" wide 3/8" thick flat strap to attach the bumper to the frame. This plate and the welds holding it cannot exceed 6" long. This bracket can only be on one side of frame. You can 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. If choosing not to use the strap, you can hardnose the bumper directly to the frame.
- "Y" Frame cars can collapse the Y, but no seam welding may be added to the seam.

➤ Rear Frame Rails-

- Notching/Dimpling is allowed, pre-bending rear frame rails is not allowed.
- Rear frame rails cannot be tied together besides the rear bumper.

Wheels, Suspension and Steering

➤ Vehicle Height-

- Cannot exceed 21" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails behind the hump cannot be higher than 22"!

➤ Rear Suspension-

- Any leaf sprung vehicle must remain leaf sprung. Any coil car vehicle must remain coil sprung.
- The rear of cars can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with (1) 3/8" chain per side wrapped around the rear-end and wrapped around the frame. Absolutely no welding anywhere on this chain. On a unibody rear vehicle, you can cut 2 holes for this chain to pass through the body.
- Threaded rod from the rearend to package tray is not allowed, the only way to set the height on the vehicle is the chain mentioned previously.

➤ Coil Sprung Vehicles-

- Coil sprung vehicles may stretch or replace springs to get rear bumper height. No doubled springs are allowed! Springs cannot be welded together or to the rear-end or any sheet metal. You may chain or wire the springs to the rear-end using 3/8" chains, or #9 wire (4 strands max). Do not run any of these through the body or you will cut them, that would be considered a body mount. This is not to be used as a strength advantage, only to keep the springs in your car.



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➤ Leaf Sprung Vehicles-

- Leaf sprung vehicles cannot restack their pack. They leaf pack must be completely stock and in the factory location. You can add (4) leaf clamps on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1/4" thick, 1/2" bolts may be used to clamp these together.

➤ Tires and Wheels-

- Any tire is allowed.

➤ Rear-Ends & Mounting-

- Use OEM rear end of choice, no aftermarket rear ends allowed. You can change the internals of the rearend with aftermarket parts (gears, axles, etc.) Stock appearing postals are allowed call with questions. Welded or Posi-track highly recommended.
- You are allowed to weld stock sized (for the vehicle you are running) control arm mounts to the rear end to mount the rearend. This is simply to mount the rear end; nothing can enforce the car!
- The rearend cannot have any additional bracing on it.
- No Hybrid Setups.

➤ Control Arms-

- Swapping control arms with another completely stock control arm is allowed. You can shorten control arms for a more desirable pinion angle, but they can only be butt welded back together, no additional bracing is allowed.

➤ Watts-Conversion-

- No watts-conversions allowed.

➤ Front Suspension and Steering-

- All steering components besides steering column must be stock to a car ran in this class. Aftermarket ball joints, tie rods spindles, hubs, center links, sway bars, steering boxes, or A-arm/control arms are NOT allowed.
- No welding of any steering components to frame unless specified in these rules. Stabilizer/sway bar cannot meet any cradle components, must be removed if running a pulley protector, and must mount in a factory manner.

➤ Steering Columns-

- Modifying steering columns by adding joints or the ability to slide is allowed, aftermarket steering columns are allowed. These are not allowed the strengthen the car in any way.

➤ Springs-

- Front springs must be an OEM stock spring with no bracing or reinforcement. You may stretch springs to get bumper height. No doubling of springs is allowed. Aftermarket/solid/compressed springs are not allowed; we must be able to inspect inside the spring pocket! Spring spacers are not allowed.
- Spring must float in the frame; they cannot be secured to the frame or a-arm straps in any way! Nothing can be inside the spring pocket besides the spring or threaded rod mentioned below!

➤ 03+ Suspension-

- On 2003 and newer FOMOCO products only, you may add a spacer block on top or bottom of strut to gain height.

➤ A- Arms/Control Arms-

- A -arms may be welded OR bolted down but may not be reinforced. You can only weld OR bolt the A-arm down, not both. You have (2) options for securing the control arm down, none can strengthen the car in any way:
- If bolting you are allowed (2) 1/2" bolts per upper A-Arm, these can only pass through the top side of the frame with a 1/2" nut up inside of the frame. A single 1/2" fender washer can be used on the top and bottom.

OR

- If welding you are allowed (2) 2" x 2" x 1/8" straps per A-Arm, these can go directly from the A-Arm to frame. No added material other than the straps mentioned. You cannot alter the A-Arm in any way to allow you to weld more, only the straps mentioned!



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BODY

No other seams may be welded other than what is outlined in these rules! Absolutely no exceptions.

➤ Doors-

- Driver door may be welded shut using nothing wider than 3" x 1/8" strapping, this is for driver safety, if anything is done excessively you will cut!
- You may patch weld, chain or #9 wire your doors in (8) locations per door using 2"x2"x1/8" plates, 3/8" Chain, or #9 wire (4 strands). Only (2) of these can go around the frame per door. If we do not deem the car safe to compete you will add more fastening points. On a 4-door car, at the split between the front door and back door, these fastening points are considered shared, this means that they count against your total for both doors.
- You can add bracing to the exterior side of the driver's door. Drivers Door 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 driver door seam either forward or backward.
- Doors can be folded over along the top (where the window comes through) but cannot be welded or bolted back together.

➤ Shaping-

- No body shaping allowed.

➤ Body Mounts-

- Only factory body mounts allowed, don't even touch them.

➤ #9 Wire in Window Openings-

- No #9 wire allowed in this class.

➤ Hoods and Front Clips-

- Hood must have at least a 12-inch square hole cut out in case of fire. Holes cannot be bolted back together.
- Hoods must be in the stock location; you can remove the hinge, but hood must stay in the factory location. You are not allowed to add more attachment points if removing hinges.
- 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 for the front core support mount.
- Your front (2) rods must go through core support mount. The core support rod can only be held in with a standard 3/4" nut and washer, absolutely no welding is allowed on this rod.
- The other (4) connections must be sheet metal to sheet metal only using chain (3/8" max) 9 wire (4 strands) or angle iron (4" long, 2" x 2", 1/4" material with a bolt through it) is allowed.
- You are allowed 3/4" threaded rod at other 4 locations, no bigger mounting pad then washed on hood!
- All hood bolts must be placed outside the windshield bars. You may have washers for hood tie down, not to exceed 5"x5"x1/4" square or 6" x1/4" round. These cannot be welded to the hood.

➤ Core Supports-

- **Core support must be factory to the vehicle you are running and must remain in the factory location, no sliding forward or backwards.**
 - It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
- If you wrap or fold your fenders around the front of the core support do not exceed (2) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
- Radiator support mounts can be removed, and you can suck the radiator support down solid.
- If running a core support spacer, it cannot be welded, it must only be held in by the threaded rod!
- Core Support Spacers cannot exceed 3" square material and cannot extend up any further than the bottom of the core support.



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➤ Trunks/ Hatch-

- You can do a simple 90-degree tuck to fold the trunk lid over. Do not slide your trunk forward or back, trunk must remain on hinges. This is the only trunk manipulation you are allowed!
- Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, you cannot have any bolts holding the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes.
- Your trunk lid may NOT be V'D or canoed in the center.
- (2) 3/4" All-thread may go from the trunk lid to the frame or trunk pan. Threaded rod must either pass through a body mount hole if connecting to frame, and you must have a 1" spacer between the body and frame, or if welding to frame rod must be welded vertically and no more than 4" of weld. Threaded rod must pass through trunk lid and not through fender or roof. There may be single 3/4" nut inside the trunk to tighten the floor to frame, and a single 1-1/2" flat washer. Nothing else inside the trunk is allowed. You will be allowed (2) washer on the trunk for the threaded rod not to exceed 5"x5"x1/4" square or 6"x1/4" round.
- Washers cannot be welded to the body.
- Trunk can be fastened shut in (6) other locations then the threaded rod previously mentioned to bind the seams. You can use either chain (3/8" max), 9 wire (4 strands), 6- 1/8th 2x2 patches. You must have a minimum of (2) tie down spots.

➤ Firewall-

- You can cut or remove firewall for distributor to pass through. Absolutely no pounding or shaping of firewall for a strength advantage. You cannot use your firewall as a brace. If the firewall is deemed to be enforcing car, you will have to remove it to judge's discretion.
- You will be allowed (4) 2"x 1/4" straps to attach dash bar to firewall, no more than 2" of welding or material on firewall.
- These must be outside the hole cut in the firewall, none of these can be connected to any protector or window components.

➤ Miscellaneous-

- GM Wagons must remove all rear decking and seat components.
- No fresh sedagons allowed, the roof must be in factory location at the start of the event.

➤ Sheet Metal Rust Repair-

- DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal. Picture evidence is required.

Cage

A 4-point cage and some sort of rollover protection is mandatory; this is a non-option. Safety is our #1 priority.

A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from thenside bars, and connects with a bar across the top of the roof will be sufficient for rollover protection.

➤ 4 Point Cage-

- All cage material may be no larger than 6" diameter.
- Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
- Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
- All cage components must be on the inside of the vehicle.
- The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
- Cage may be gusseted at each joint and one on each side of the gas tank protector.
- All bars must be straight bars nothing contoured to the body.
- All cage components must be a minimum of 4" off the floor, except for down legs that you will be allowed. Dash bar will be measured at the transmission tunnel; all other bars will be measured at body bolt elevation (This includes the gas tank protector).
- No cage components may be welded to the frame.
- All cage components must be at least 6" away from the firewall at the start of the event.



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➤ Down Bars-

- You will be allowed (4) down legs total that can attach to body sheet metal only. Down legs can be no bigger than 2"x3"x1/4", unless being used as halo bar, welded to the door bars, and they must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62". Legs must be attached to the main 4-point cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts. Front down legs cannot extend further past the INTERIOR front door seem and rear seat down bar cannot extend any further backward than the rear of the door bar based the door bar criteria above.

➤ Halo/ Rollover Bars-

- Must be attached to the 4-point cage following the length of bar rules above. Can be welded to sheet metal only (see down bar rule above!) with no larger material than 6". Must be vertical, not angled forward or back. The bars may be welded or bolted to the roof. This counts as (2) of your down bars.

➤ Gas Tank Protector-

- Gas tank protector cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 32" wide. It can angle in from your roll over protection. It must be a full 3" away from all sheet metal, which cannot be removed or hammered to get you closer to the frame. 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. Gas tank protector may extend 6" above the speaker deck.

➤ Rear Window Bar-

- Rear window bars will not be allowed.

➤ Front Window Bars-

- For safety, all cars must have (2) windshield straps centered in the car extending from the roof of the car to the firewall/dash. If welding front window bars, you can weld it to the factory sheet metal only. If choosing to bolt, you are allowed a 4"x4"x1/4" plate that can be welded to the bar top and bottom, this cannot be welded to the car in any way. Straps cannot be any larger than 3"x1/4" flat strap and must be 14" apart at firewall. You are not allowed to connect these straps in any way. No more than 6" from the front window opening of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over the 6" or you will cut.
- Front window bars can only be attached to sheet metal, not any cage components.
- If not using a strap, you must have either 3/8" chain or 9 wire (4 strands), in the front window opening, sheet metal to sheet metal only to prevent the hood from coming into the driver's compartment.

Drive Train, Braces, Aftermarket and Interior Equipment

➤ Drive Shafts-

- Slider drive shafts are allowed.

➤ Motors-

- Use motor of choice, motor must be in a stock like location.

➤ Radiators-

- Any automotive or aftermarket radiator is allowed, when mounting the radiator, you must NOT reinforce the core support in any way. Radiator must be mounted in core support in factory location.
- No radi-barrels or additional cooling capacity devices allowed.
- The radiator can be spray foamed in place to protect the radiator, but if we feel there is weld being hidden by the spray foam you will need to provide evidence there is not.
- No radiator enclosures or fan protectors allowed.
- The only thing allowed to be in front of your radiator is a stock automotive air conditioning condenser, (4) bolts maximum.



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➤ Engine Protectors-

- Distributor Protectors, Midplates, Distributor Cap Protectors, or Full Cradles are NOT allowed! A midplate is a plate that goes between the engine and transmission. Only exception is if using for a BOP transmission (stock bell adapter nothing over inch taller than stock bell) do not think this is a gray area because you will sit on the trailer!
- You are allowed a front lower cradle with pulley protector. Cradle must attach to a factory style engine mount; this is the only way to tie the engine down. No part of the lower cradle can extend any further back than 3" from the very last boss on a stock engine. Carb halos are allowed, nothing can extend past the last spark plug hole on the block. No pan protectors, side bars, carb halos, etc. can go back towards the transmission to tie it in. Header protectors are allowed, this can be accomplished with a piece of 4"x4"x1/4" welded around header or to carb halo only.

➤ Transmission Equipment-

- Only a stock style aftermarket aluminum bellhousing is allowed. Skid plates, transmission braces, aftermarket tail housings, or aftermarket cases are not allowed or permitted in this class.

➤ Transmission Cooler, Battery, Pedals, Shifter, etc-

- All equipment must be fashioned tightly to the vehicle! * We do not want to see anything come loose during the event, if it does, your stick will be pulled. Ratchet straps will only be sufficient as a backup.
- You cannot use any interior equipment to strengthen the car in any way. If any equipment is deemed to strengthen the vehicle, you will be required to relocate it.
- All battery boxes and gas pedal/brake pedal must be bolted to sheet metal only; they cannot be attached to the frame or cross member in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).

➤ Gas Tank-

- 15-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders". Fuel lines must be secured.
- Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it is a secondary device.

This is meant to be an easy build that you can put together in a week with a few buddies. If you are spending a significant amount of time to build the car or read into these rules, you are most likely over built and will cut or be loaded!

Rules Questions? Contact Jon- 715-222-9368