

Full size Super Stock

❖ Frame

➤ Seam Welding/Tilting-

▪ You are allowed 14" of frame seam welding firewall forward, you may tilt the car but if you choose to do that it will count as your 14" of seam welding. ➤ 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 the front side of the spring pocket lip to the front of the 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 the 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. If your car is bent fresh, find a new car!

▪ Pre-run vehicles are allowed. Cars are allowed (4) 4"x4"x1/8" plates, but you must have proof of bend. These must remain (1) piece and there must be a 1" gap between plate welds. These can only be welded to the frame of your vehicle.

➤ Engine Cross Member-

▪ Engine crossmember must be completely stock. Only welding allowed is the engine is mounted to the crossmember.

➤ Engine Attachment-

● **You are allowed a lower cradle only!**

▪ Engine can be attached to the frame in one spot 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 say 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 4"x4"x1/4" plates and (2) 3/8" chain (4 links) to secure your engine to the crossmember. These can be welded to the crossmember and lower engine mounts only.

➤ **Transmission, Cross Member and Transmission Attachment-**

- Transmissions can only have a steel bell and steel tail housing
 - You must run the factory transmission cross member in the stock location for the car you are building.
 - 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 with outer frame rails.

Factory crossmembers only.

- 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.

➤ **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).

- Bumpers can be mounted to the frame/bracket only, not to the body other than the 9 wire or chain mentioned previously.

➤ **Bumper Brackets- You get 1 choice, pick 1 or the other, not both!**

- You can use the stock bracket that came factory on the car. The position of the shock 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 the 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 1/4" thick flat strap to attach the bumper to the frame. This plate and the welds holding it cannot exceed 6" long OR 1. This bracket can only be on one side of the 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.

➤ **Rear Frame Rails-**

- Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together. ▪ Rear frame rails cannot be tied together besides the rear bumper.

➤ **Rear Bumper Brackets- You get 1 choice, pick 1 or the other, not both!**

- Must be stock to the vehicle you are running, and the position of the shock must be completely factory, you can weld the shock together, and weld shock to frame. You are not allowed to lengthen the shock to give you a strategic advantage. ▪ You may use (1) 4" wide x 1/4" thick x 6" long flat strap, only 6" can attach to the frame.

❖ **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 16" 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 21"!

➤ **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 rear end to the 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. 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.

- **Leaf Sprung Vehicles-**

- Leaf sprung vehicles cannot restack their pack. The leaf pack must be completely stock and in the factory location. You can add (2) 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, (2) 1/2" bolts may be used to clamp these together.

➤ **Tires and Wheels**

- Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we do not want any flats! ▪ Foam filled are **not** allowed on drive tires, they will be allowed on steer tires.
- Valve stem protectors are ok. Tires may be screwed to rims. You may run weld in wheel centers.
- Outside of the outer rim edge CANNOT be reinforced.

➤ **Rear-Ends & Mounting-**

- Use OEM rear end of choice 8 lug max,. You can change the internals of the rear end with aftermarket parts (gears, axles, etc.). 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 rear end. This is simply to mount the rear end; nothing can reinforce the car!
- Rear End bracing is allowed. Can be no larger than 4" off the axle tube for the first 10" measuring from the hub or axle mounting surface. All other bracing will also not be more than 4" off the rear end housing in any direction. Pinion brakes, disc brakes, drum brakes are allowed and must be operable.

▪ **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.

▪ **Steering Columns**

- Modifying steering columns by adding joints or the ability to slide is allowed, aftermarket steering columns are allowed. These are not allowed to 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! You may connect the springs to the lower control arm to hold it in place in 4 spots only using 1/2" bolts, 3/8" chains, or 9 wire (4 strands max). Screw in spring spacers are allowed, insert 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!

▪ **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 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 4" 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!

❖ **Body**

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

➤ **Doors-**

- Driver door seams can be welded solid with steel strap no wider than 3" x 1/8" strapping, this is for driver safety, if anything is done excessively you will cut!

- CHOOSE ONE! You may patch weld 5"on/ 5" off, chain or #9 wire your doors in (8) locations per door using 2"x3"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. Driver's 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-**

Body lines/shaping may be pounded on the outside of the car, no shaping other parts of the car (firewall, transmission tunnel, package tray sheet metal, etc.) Any shaping of these areas will result in a load situation. Fenders must stay completely upright!

- Body cannot be pounded over and welded or bolted together.

➤ **Body Mounts-**

- Bolts can be replaced with up to 1/2" bolts, bolts must be up inside of the frame as factory and may not exceed 8" long. Washers inside the frame cannot exceed a standard 3/4" washer. Bolts may extend through the body and have up to a 3"x3"x1/4" square or 3"x1/4" round washer on top. Do not weld body bolt washers to the body.

- Body mounts can be replaced with steel spacers or washers but must be 1" thick and have the same diameter as stock spacers. Body spacers can not be welded to the frame. 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.

- Absolutely no body mounts may be moved or added, unless otherwise specified.

➤ **#9 Wire in Window Openings-**

- No #9 wire is allowed in this class on fresh cars. On pre rans #9 wire is ok but will be on a case by case basis per car. DO NOT ABUSE THIS RULE. ➤ **Hoods and Front Clips-**

- Hood must have at least a 12-inch square hole cut out in case of fire. You can cut slits and fold material around to make a hole. 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 the 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.

- For cars without a factory core support mount, if you choose not to cut a hole through the frame you may weld this threaded rod to the top of the frame at the core support. No extra material is allowed when welding besides a 3/4" nut at the base of the rod. All other rules above must be followed. Anything more added will be cut!

- 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.

- 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 go 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.

➤ **Trunks/Hatch-**

- You can do a simple 90-degree tuck to fold the trunk lid over. Do not slide your trunk forward or back, the 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 be V'D or canoed slightly in the center, but the center of the trunk cannot exceed 6" past the factory location of the trunk. If the trunk exceeds this measurement, you will be required to lift it back up or not run.

- (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 a 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), or angle iron (2" long, 2" x 2", 1/4" material with a bolt through it). 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 the firewall.

➤ **Wheel Wells-**

- You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.

➤ **Miscellaneous-**

- GM Wagons must remove all rear decking and seat components.
- No fresh or pre-run sedagons allowed, the roof must be in the 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 the 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 the side 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.

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- 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 with 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.

➤ **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 a 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 seam 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-**

- Tubing for the protector must be 6" diameter or smaller. The protector must be at least 1" narrower than the inside of the frame rails at the package tray/hump. Protector must be at least 4" off the floor and must be in the center of the car. Protector must have a 3" gap between the rear package tray and sheet metal and cannot be attached to it in any way. No protector components can extend past this point. If you are caught attaching your gas tank protector to the package tray, sheet metal, or frame, a 3" gap will be required between the protector and the package tray to fix the problem. If you extend the gas tank protector above the package tray it must

be perfectly vertical and not extend more than 6" above the speaker deck or 2" away from the roof.

➤ **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. 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 the 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 driveshafts are allowed.

➤ **Motor-**

- Use the motor of choice, motor must be in the stock 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 the 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.

➤ **Engine Protectors-**

- You are allowed a simple lower cradle with front plate and pulley protector. The pulley protector cannot extend further than 2" past the water pump. No part of the cradle can extend 3" beyond the heads. A plate that spans down the oil pan is allowed to protect the pan, this must conform tight to the oil pan, this cannot be connected to the transmission/bellhousing or frame in any way. This is to protect your engine, not strengthen your car.

- No distributor protector, mid-plates, or full cradles are allowed.

➤ **Transmission Equipment**

- Aftermarket bellhousing and tail housings are allowed only. Skid plates, transmission braces, or aftermarket cases are not allowed.

➤ **Transmission Cooler, Battery, Pedals, Shifters, 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.

- Equipment cannot be attached to floor sheet metal and cage, one or the other. 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, and any plate attached to it must be at least 2" away from any engine or transmission protectors or body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame or cross member in any way. No Larger than ½" bolts and standard washers may be used to mount items (No full plate washer's underneath). ➤ **Gas Tank-**

- 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.

❖ Factory aluminum engine cradles in 2003 and newer FOMOCO cars may NOT be changed. You may run a steel adapter pedestal to mount your engine crossmember in the car. This may bolt to the 4 main cradle bolt locations and to the

2 aluminum stations on the factory cradle. It may run from passenger rail to driver rail with a max of 8" wide and ½" material thickness. No welding to the frame at all. Follow the general engine mounting rules for this class to the adapter.

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 be cut or be loaded!