

Boos bros promotions

Street Stock 2025

call Justin 763-772-5296 or Jordan 763-350-6595 with any questions

Car Preparation:

1. Any American make car can run with the following exceptions: NO 1970 or older Lincolns and NO 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4, ambulance, hearses, trucks, limousines, frames or full cars etc... You cannot put a wagon body on a sedan frame, you cannot put a sedan body on a wagon frame. No manipulating wagons roof a sedan on a fresh car. You cannot cut the roof off at any time for safety reasons. No manipulating body mounts to get a body to mount on, if so, you **WILL NOT RUN!!!!**
2. All cars must be stock unless modification is specifically stated in these rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to the passenger front floorboard. They must be properly secured, by bolting to the floor only, 1 ½" off the angled floor/firewall. If mounted off the cage, it has to be 4" off the floor. Whichever way you choose to mount them you may not use it to reinforce. Aftermarket pedals are allowed and must be 1 ½" from the back side angle of floor/firewall and only bolted to the floor. In no way may the pedals be used to reinforce the car in any way.
6. All cars must have working brakes when you cross through tech. If the car is not able to exhibit the ability to stop it will not be inspected.
7. 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/Bumper:

bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods. First way – factory bumper brackets that are legal to cars in your class, they may not extend any further back than the first 14” of the frame starting at the bumper. You can weld bumper brackets to the frame (single pass only).

The bumper may be built to have a 14” point from the farthest point back from the back side of the bumper to the point. However, the point itself may be no more than factory Chrysler pointy itself and spanning over 36” span across the bumper. (Will have a cut out template to follow).

They may be 8” tall unless loading an unaltered factory skin.

Replica bumpers are allowed.

You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½” bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4” wide x 3/8” thick plate it cannot have more than (2) bump outs or (2) 90-degree bends. The bump outs or bend can only be a 1 ½” tall off the top of the plate, extending from your bumper down either a side, or the top, or bottom of the frame choose only one, you cannot wrap a corner with it and cannot be any longer 14”. 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 reconfigured but must stay only 4” wide max. Do not bend plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule YOU WILL CUT.

You may reinforce bumpers on the inside of the bumper. 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. Bumper height not to exceed 20” 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. 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, the 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 the bumper (not frame). These cannot be placed in front of the radiator. The bumper may be built up to have a 14” point from the farthest point from the back side of the bumper to the point over a 36” span and 8” tall. Rear Bumper Brackets must follow the front bracket rule, no longer than 14” on the frame. Wagons do not weld the bumpers to the body.

Rear Bumper: The only way you can weld bumper to frame is if it came from the factory with brackets to the frame. Brackets must follow the front bracket rule, no more than 14” on the

frame. Do not weld the bumper to the body. No pointy or wedge bumpers on the rear of any car.

If the brackets are mounted to the body only, they must stay to the body. Bumper must stay with those brackets. Do not move the bumper to the frame. You may weld brackets to the body.

Bumper can weld to brackets and the body. Bumper welding to body is 5" on 5" off etc, you can use 3" x 5" x 1/8" strap to weld bumper to body.

ALL CARS INCLUDING WAGONS WILL HAVE TO BE MINIMUM HEIGHT OF 14" FOR EVERY HEAT/ROUND. WILL BE MEASURED FROM THE VERY BACK OF THE FRAME ON THE BOTTOM.

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. 76 and older Cadillacs must measure 18 inches from the back of the bumper to the front of the spring pocket. FoMoCo 1980 – 2002 must remain 24" long, this will be measured from the front part of the bottom coil pocket forward off the bottom side of the frame. CALL IF YOU HAVE QUESTIONS!!

Frame Welding:

A total of 14" of welding allowed behind the a-arms. All welds must be marked with orange paint. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars to reweld the seams where the factory missed, or any other factory welded seam. Do not weld the front frame or box to the side rail.

Top side front side of A-Arm bracket forward- frame seam can be welded 1/2" weld, single pass.

Only factory welded seams may be rewelded. If you choose to cold bend the car do not support the cross member. These are the only ways to bend a fresh car.

Rust Repair – Before fixing any rust on the frame and body, CALL -NO RESTUBBING-

Frame Shaping – NO frame shaping is allowed.

Front Suspension:

Tie Rods and Ball Joints – Aftermarket tie rods allowed (no "Big Chiefs") with stock size ball joints. Do not re-engineer the way the steering components mount to the frame. Only stock size car replacement ball joints and tie rod ends are allowed, no pickup or van tie rod ends.

Ball Joints – Use factory style ball joints to the a-arm you are using. The only way to have a screw in ball joint is if the a-arm you are using takes a screw in ball joint from the factory. No aftermarket parts to get a screw in ball joint to fit in an a-arm that didn't come that way from the factory.

A-Arms - A-arms may be welded or bolted down with up to a 5/8" bolt but may not be reinforced. If welded, it may only use up to (2)- 2"x4"x1/8" thick rectangle straps per a-arm. 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. Do not manipulate the-a arm or the way it bolts on, if so you will have to change out the entire a-arm.

COIL SPRINGS- must be a factory car coil spring for a car that is permitted to run in this class.

Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running.

Pitman arms- must remain stock or stock replacement.

Idler Arm – Idler arm 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 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.

Rear Suspension:

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 5/16" thick and no wider than 2 1/2" wide.

The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4".

Eyelets must be in the factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

No bolts bigger than 9/16" to bolt your leaf springs in.

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to the rear-end and frame to prevent springs from falling out, do not go through the body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than 1/2").

You can loop chain or wire or weld 2 links to the side of the frame- wheel side, not the top or bottom (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 the frame, do not bolt the chain to the frame. Max chain link size 3 1/4" OD.

You may use a 1" bolt or all thread from your rear end housing to the package

tray. You may use both the chain and the 1" bolt to help hold the rear end in the car.

You cannot leaf spring a factory coil spring car.

WATTS LINK CONVERSIONS

- The upper brackets can be no bigger than 11"x4"x3/8" and must be at least 1" away from frame rail. Do not weld on, must bolt to the package tray, (4) 1/2" bolts and no gussets on the brackets.
- The upper trailing arms must angle off the factory mounting point on the rear end and mount to package tray in the factory mounting location of the car you are running 98 – 02 fords mount the same way as a 97 and older ford.
- Lower frame brackets may be 4"x4"x1/4" rectangular tubing 7" long welded to side of frame (not to top or bottom of frame in any way) where the factory brackets are located. No gussets may be used on these lower brackets.
- All unused brackets must be removed from the frame.
- Aftermarket control arms are allowed; 2"x3"x1/4" rectangle tubing, they must have a rubber bushing- 9/16" bolt max.

Rear- Ends:

- Use the rear end of choice, nothing heavier than an 8-lug rear end.
- You can tilt the rear end if you wish. **(as in pinion angle)**
- Welded or posi-track highly recommended.
- Back braces are welcome. Braces may not extend more than 5" from the center of the axle tube on the outer 10" of the axle tube, the remaining may be 10" off the axle tube. The end of the factory housing is where the backing plate for the brakes bolt on, not the axle, spindle or axle saver etc. 13" between the outer 10", so all the protectors will be measured from the center of the axle tube. No part of the rear end brace may go through the body it has to stay 1" from the cage.
- Pinion Brake protector is allowed, it may not stick out more than 13" from the front side of axle tube and no wider than 2" outside of brake caliper and rotor.
- No changing out rear package trays on frame. - You must use the factory brackets that came with the car you are running. No relocating the brackets on the frame.
- Aftermarket control arms are allowed; 2"x3"x1/4" rectangle tubing, they must have a rubber bushing- 9/16" bolt max.

Tires:

Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires are ok. Valve stem protectors are ok. Tires may be screwed to rims. Wheel reinforcements are allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are allowed but cannot be any bigger than 20" in diameter with bolts no smaller than 1/2" to bolt the bead locks together.

Motor:

- Use the motor of choice, motor must be in stock location.
- Distributor Protectors are **NOT** allowed.
- Mid Plates are **NOT** allowed.

- Lower Cradles with front plates and pulley protectors are allowed but must be attached to a factory style engine mount, with rubber bushing, attached to the frame. No part of the cradle/protectors can go past the center of the block from the front of the engine.
- The factory engine mounts are the only way of tying the motor down. Aftermarket motor mount factory style is allowed, no tubes or flat bar for motor mounts. Motor mounts may have an 8"x8"x1/2" thick pad to set mount on. The whole mount must be on the pad; motor mount and pad has to be 1" off the side of the frame rail and nothing can go over or under the frame rail.
- You are allowed a distributor cap clamp.
- Your sway bar cannot come in contact with pulley protector (ever) and must mount in factory position.
- Header Protectors are allowed; Piece of 4X4" 1/4" welded around header ONLY and cannot connect to anything

Transmission Brace, Bell Housing & Plate:

You may run a transmission brace with the following guidelines:

- Transmission brace must follow the contour of the transmission and never extend more than 2 inches off the case.
- Transmission brace may only be attached to the engine by the bell housing bolts. Nothing to the heads, spacer plate, or underneath.
- You may run a steel bell and tail with the brace.
- Transmission must have 3 inches of unobstructed slide before "locking " in. No bolting, welding, or chaining to hold the transmission tight.
- Transmission tunnel must be slit length ways the distance of the transmission if running a brace.
- Trans mount area may be up to 12 inches wide, but has to maintain the 3 inches of slide throughout
- If using an aftermarket case, it must follow the same rules as the transmission brace rule.
- You may run an aftermarket bell housing, but no other modifications may be made to the transmission. 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 factory tail shaft cone, however you mount your transmission it must be able to slide 3" freely before locking into cross member.
- May run a bell housing spacer if you have a short bell. May only be attached thru the bell housing bolts. Must stay below the heads and a maximum of 2 inches wider than the bell housing itself and not allowed to come in contact with the sheet metal or cage at any time.
- You may use an adapter plate for a BOP transmission, it cannot be more than 2" past the bellhousing. Nothing may go up to the heads of your engine.

Transmission Crossmember:

You may use a factory cross member for mounting transmission. This can be out of another car legal for this class, but only if you are not running tranny brace or aftermarket case. If running a brace or aftermarket case, see option below.

OR

If you are running a tranny brace or aftermarket case you must use a straight piece of 2"x2"x1/4" tubing, no contours and must be mounted in the stock location on the transmission.

NO HOMEMADE TRANNY CROSS MEMBERS!!

- Tranny cross members must mount in the factory location for the car only and may use (2)- 2"x2"x1/4"x 6" long angle iron to set crossmember on.
- The transmission cross member must be one piece and must be straight from side to side. The transmission crossmember is the only method which the transmission may be tied in.

Body & Body Shaping:

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.

No interior body seam welding, at all. If welded, you will have to cut through the body to fix it.

Rust Repair – Before fixing any rust on the frame and body.

#9 Wire & Cable:

- You are allowed (2) spots per window; 4 Loops of #9 wire or (1) spot per window 3/8" cable 12" turnbuckle max.
- Must stay in the interior of the car. Must go from the body to the frame, nothing can go to or around the drivetrain.
- You may run wire from the frame rail underneath the back of the car, behind the 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.

Radiators:

- 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 1/8" expandable metal or a sheet no thicker than 1/8", must have more holes than material. It may have (10) ribs in it, they cannot stick out more than 1" from the backside of

the sheet or expandable metal. It can go past the radiator hole in front of the core support 3" on the sides, nothing on top or bottom. This may attach with (4) 3/8" bolts or (4) 1" welds.

Body Mounts:

- Body mount bolts can be replaced with 3/4" bolts 5" long, after the body mount bolts are tight on the fire wall, cut them off 1/2" above the nut on the body side.
- 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 the body and have up to a 4"x4"x 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 2"x3"x 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". 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.

Radiator/Core Support Mounts:

- May have 2"x2" spacers with 5"x5"x1/4" square pad on each end of the tube. The frame side may be welded to the frame. Do not weld it to the body. If you weld to the body, you will have to cut both sides loose.
- Radiator support mounts on the frame cannot be removed, you can suck the radiator support down solid. Core Support Spacers cannot exceed more than 2" tube material. The all thread may be welded to the side of the frame if not using a nut in the stock location. Chrysler K-Members cannot be altered.
- If the all thread is going through the frame at the body mount hole, do NOT sleeve the frame at any time.

Hood & Front Clip:

- 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 6 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 6 bolts. 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, 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" x1/4" round.
- 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 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 4 – 3/8" bolts with 1.25" washers to bolt it back to the core support.

Windshield Bar & Firewall:

Firewall- **DO NOT ALTER FIREWALL!!!** Besides what is mandatory in these rules!!

- Window Bar- For safety, all cars must have at least (1) window bar for safety, but you may have up to (2)
- Must be 2"x2" square tubing, goes from roof/halo bar to the top side of the dash bar. No part of it can go past the front side of the dash bar.

Doors:

- You may weld your doors solid with nothing larger than 3" by 1/8" strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. 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.
- You are allowed to 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. Door plates may be up to 1/4" thick and may only be 6" past the front and back door seams.

Cage:

All of the cage must stay in the interior of the car, nothing inside the doors.

- Side bars can be 12" tall. The side bars, including the dash bar and seat bars etc, must be 62 inches long. That is the furthest point forward and back, nothing in front of or behind. 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 2"x3" 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.
- All cage material must be no larger than 6" 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 that includes being 4" off the transmission/tunnel. 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 the 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 (2) down bars per side from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side of the frame. These bars cannot exceed 2"x3".

- You must have a halo bar behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. It must remain vertical. All material must be no larger than 6" od.
- You may also weld a steering column to the cage.

Gas Tank Protector:

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 may be tight to the rear 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. Can be 6" above factory positioned speaker deck but must be vertical and must stay in the interior of the car. Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the tunnel. If it is welded to the sheet metal, you will have to have a 3" gap from the sheet metal. No part of the cage may go through the body at any time.

Fuel Tank, Oil Coolers, & 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 the fuel cell behind the 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 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:

Do not remove the speaker deck or cut loose.

- You may weld your trunk lid 5" on – 5" off (weld 5", skip 5") using up to 5"x5"x1/8" strap on the factory seam
- Trunk lids must be from the make of the car you're running and must be a trunk LID – no HOODS.
- You can fold hoods or trunk lid over, trunk lid must remain 60% in factory location. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Your trunk lid may be V'd in the center and must remain at least 10" off trunk floor. The 10" will be measured at the back body mount.

- The trunk must have (2) 6" inspection holes. Holes must be in the first 60% of the lid for inspection. May have up to (4) 3/8" bolts and 1.25" diameter washers bolting the 2 layers back together. If the 2 holes are placed where we cannot see in the trunk, you will be required to cut out more.
- (2) 1" All-thread may go from the trunk lid to the frame or trunk pan and must be straight up and down (if it goes to the frame it must pass through a factory body mount hole), If it passes through a body mount hole you must have a 1" spacer between the body and frame. If you chose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward, then the base of the hump, if the quarter panel is sucked over to the frame rail the all-thread can only be welded on the inside rail. All thread must stay vertical and go through the trunk floor, not the quarter panel.
- Trunk lids may be chained, wired, or welded. Chryslers may weld all thread to side of frame, but the all-thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose.
- Short Trunk GM cars: If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.
- GM Wagons must remove all rear decking and seat components. All other rules above must be followed.
- All cars, including sedans and wagons: Rear quarter panels cannot be sucked over any further than the outside frame rail. (That is the wheel side)

03 & Newer Rules:

- Must use factory rack & pinion, no steering box conversions.
- Must run the factory aluminum cradle, NO added metal.
- May use aftermarket tie rods.
- Struts, spindles and a-arms may be switched to a direct bolt on. No cutting, welding, and fabbing to make it work.
- Strut spacers are allowed only big enough to bolt strut to, no taller than 3" and at no point may it reinforce anything.
- Engine Mounting, you may use a cradle like Grey Area or Budde cradle or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points and must remain 1/2 inch off the side rail. Cradle cannot go over or under the frame rails. Repair plates may not be used to tie cradle into the rails.
- Watts link conversions are allowed, look in watts link conversion section above.
- Must follow all other rules

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T. JUDGES DECISION IS FINAL!!!