

2018 Super Stock Rules

July 26th 2018

General Rules:

\*\*\*If car does not pass inspection or driver is unwilling to change car to pass inspection absolutely no refunds!!

-All rules will be followed, or you will not run!!

-Any American make sedan or station wagon can be run. No 1970 or older Lincoln's! No 03 or newer Ford Motor Company Cars. No 1973 or Older imperials or Imperial sub-frames/frames, 4x4's, ambulances, hearses, trucks, limousines, etc...

-Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of ID. The person that signs in as the driver/passenger- must be the driver/passenger for that event!

-Driver must wear seat belt and helmet, along with eye protection.

-ALL drivers and crew members must attend the drivers meeting.

-DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your

door as a shield; it may cause you to get disqualified.

-Keep speed in the pits to an idle, there are spectators around.

-Any open driver's door or two fire's will cause disqualification. If in heat, you may fix it and come back in the consolation.

-NO sandbagging or holding!!! You will be disqualified! You are given 1 minute for aggressive hits, 1 minute for restarts and 1 minute

if you are hung up.

-No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.

-Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test.

-Any controversies will be taken up at the drivers meeting.

-Only the driver allowed with the car during inspection. NO MATTER WHAT!!

-Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!! Judges decisions are FINAL!!!

-Drivers must wear long sleeves or coat, helmet, and safety glasses during the event.

#### Car Preparation:

-All cars must be stock, unless modification is stated in the rules.

-All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

-All decking in station wagons MUST be removed!!!

-Tires no bigger than 16 inch, No split rims, No studded tires.

-Foam filled, Doubled tires, and Forklift tires are OK!!! Valve stem protectors OK. Tires may be screwed to rims.

- You are allowed small centers in wheels, NO full centers.

-You must use a radiator and it must be in stock location. All cars must have working brakes.

-A-arms, ball joints remain stock OEM ball joints.

-All trailer hitches and braces must be removed.

-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. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust.

-Place fuel cell behind driver's seat or in the center of the car where the back seat, use to be.

-Transmission coolers will be allowed, but must be safe and properly secured.

-Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

-You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

#### Car Building:

-NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules.

- If your car is found with any weld, other than what's allowed, you will not run!!

-Doors may be chained, wired or bolted shut up to 4 spots per seam and must be sheet metal to sheet metal or doors maybe welded with 3" strap material 5" on and 5" off.

-For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front

door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. If you have a passenger you may weld a plate across passenger's door not to exceed 6 inches past each seam. This plate cannot exceed 1/8" thick. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount behind back seat. Mopars can only be in front of spring mount.

-You will be allowed 2 down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame only, no added metal! Down tubes can only be maximum 2"x 3" tubing

- Dash bar may not be no far forward than 6" in front of front door interior door seam. Call if you have any more questions on this.

-Gas tank protectors must be NO wider then 24inches across the back- 6inch tall on back with 1 inch gap between all sheet metal around back side of gas tank protector. Tank Protector can only be attached to back seat bar with nothing attaching up or down to body/frame/ cage.

-You may gusset to back seat bar only. Must be 4 inches off floor and stay below where speaker deck attaches to floor!

- You are allowed a loop up off your gas tanks protector, but must be straight up and not angled. Nothing higher up than 6 inches above speaker deck. Loop can't attach to anything but the tank protector.

-\*YOU MUST HAVE A BAR/PIPE FROM DOOR POST TO DOOR POST WELDED MINIMUM, IN ORDER TO RUN.

- Maximum material width is 6" material

#### TILTING:

- You are only allowed to cold bend between your firewall and transmission cross brace. One place only!!! ABSOLUTELY no added material for your cold bend. For clarification please call

#### BUMPERS:

Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be used on any car. Bumper brackets not to exceed 12".

- Bumpers can be reinforced inside of skin and factory backing

or

- You may build a bumper out of a single piece of square tubing no larger than 4x4 with a point on it that does not exceed no more than 4 inches over 32". This bumper must be wrapped with a factory bumper

skin or it will not run. Do not show up with just square tubing welded to the frame it will not pass. Must have bumper skin. If you have any questions or need any clarifications on this call first.

-You may trim bumper ends or fold them around. Bumpers and brackets may be welded to the frame. Bumpers may be stuffed inside of Original bumper only. Bracket can be welded solid but can only be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way.

- You may run a 4" wide x 3/8" thick x 12" long flat metal bumper bracket instead of a automotive bumper bracket. This flat metal bracket can only be welded to one side of the frame. Must start at back of bumper and go back 12 " maximum no splitting up. You may wrap in a " L " shape around front of frame 4" to give yourself a solid welding platform for your bumper.

-You may have 4 spots of wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid.

-Front brackets on front only – Rear brackets on rear only!!!

#### HOOD/TRUNKS:

-Hood must have at least a 12-inch square hole cut out in case of fire.

-You will be allowed 8 spots to hold the hood down (bolts, chain or wire); you MUST have at least 4 spots holding hood down. Hood hinges don't count! You may have up to 1" all thread –2 may be used from the hood down to the frame, but must go through the front body mount hole. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material

-Hood hold down spots must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/4 inch. Hood bolts can be up to 1 inch in diameter.

-You can fold hoods or trunk decks over. No tucking of wagon roof!

- 2 - 1" All-thread may go from the trunk lid to frame, MUST go thru body mount hole if going to frame with 1" spacer between body and frame, otherwise you may go to the body only with all-thread.

-You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH.

-Trunk lids and tailgates may be chained/ wired/ bolted from sheet metal to sheet metal, in 8 spots by using #9 wire (2 loops), 3/8" chain (1 loop) , or 3/8" bolts not to exceed 3" in length. This doesn't include your 2 spots of all-thread.

- Or you can weld trunk lids or tailgates 5 on and 5 off with 3" wide material that is 1/8" thick.

#### BODY MOUNTS:

- you may replace body bolts with 5/8" bolts. Must have factory style rubber body bushing in car with bolt through it. In the area you are using your all thread in your trunk or core support you may use a 1" ID washer but it must be inside of frame. Nothing on the outside of frame and must be able to spin freely. If you choose to keep factory body bolts and one is broke or rusted, you can replace the bolt with a new 5/8" bolt. Bolt must be up inside of frame as factory. With nothing up inside frame except washer.

- No added body mounts allowed!

-If you use all-thread in hood or trunk, the body mount rubber may be replaced with a 1" spacer, core support and body mount in front can be replaced with a spacer no longer than 5".

### SUSPENSION:

- Front A arm you may only use 3 ways to secure A Arms down. These descriptions are per A Arm. 1st way 9 wire with a maximum of 4 loops. 2nd way you may weld 1- 5/8" diameter bolt with a maximum length of 3". It can only have half the bolt welded to the frame. 3rd way is you may use 1 - 5/8" bolt no longer than 3 " going through the frame and bolted together.

- You may change out your coil springs to a stiffer spring if you choose to. But they must be a coil spring or coil twist in spacers. No wood blocks, no solid all thread shocks.

-Leaf springs must be stock, NO adding springs. -Stock springs only!

- You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.

### REAR ENDS :

-Rear end control arm must be stock but they can be reinforced, NO shortened or made longer

-Rear ends can be from other vehicles, and can be braced - reinforced!! Yes this means 8 lugs are fine

-You are allowed watts conversion, all brackets must be like stock. If you have questions call before you do it. Brackets must be minimal and only welded to 1 side of frame. Uppers watts bracket must be bolted in with maximum of 4 bolts per bracket.

### ENGINE MOUNTING:

-Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. You may run aftermarket engine mounts but they must have a working bushing in them and the maximum surface weld area on factory engine cradle can be no larger than 4" x 6"

- You may use an engine cradle but if it has a distributor protector or mid plate the firewall must be cut out wider than the DP or mid plate. **AT NO TIME MAY IT COME IN CONTACT WITH SHEET METAL.....**

-Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame).

-You may have a 2-3/8" chains from the motor head to frame and must go around frame next to A-arm on front side of motor.

- You may run a steel bell and a steel tail or a transmission protector but all of the transmission tunnel must be removed all the way from the engine block to the tail shaft bolts. If you run A UNALTERED FACTORY transmission, you may leave transmission tunnel in if you choose to. If you need clarification on this CALL!!!

-Any drive shafts will be allowed, including slider, or PTO style shafts

- Cross members must be a stock cross member. If you run a Chevy drivetrain in a ford and need to slide your cross member forward then you may use a piece of 2x2 angle iron , 1/8" thick and it can only be 3 " long. It can be welded to the frame but must not in no way be touching where you could bend your car or you will not run.

#### STEERING:

-Steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, etc. are. ALLOWED.

- May run aftermarket tie rods as long as they have factory style ends

#### FENDERS:

-You may cut wheel wells for tire clearance.

- Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

#### MISC :

-For safety, \*\* Hardtop cars may have a 4 inch wide strap welded at the door post to the roof.

- You must have 2 bars, wires or chains in windshield from roof to dash for safety reasons. This bar will consist of 3/8" thick plate that is 4" wide

-You can run shifter through floor and you can have a switch panel.

-You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

- You are allowed 2 spots with 4 loops of wire in each window opening and may go to the frame.
- No welding washers around holes on car body.
- You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this cannot be bolted to the frame.
- Aftermarket gas pedal and brake pedals are allowed as long as not used to re-enforce car!!!! Must be mounted to cage, body, or transmission. Not to frame or used as a gusset to re-enforce the car in any way.
- No frame shaping except to beating in the sides only of rear arches over tires. Nothing else.

#### RUST REPAIR/ FRAME REPAIR:

- You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.
- BENT** frames may be repaired with 3/16 "metal, patches can only be 4 inches x 6 inches and only welded to 1 side of the frame ONLY.
- The patch may be welded solid, but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. You are only allowed a total of 8 patches total. If we can't tell the frame was bent, patch will be cut off!!!
- Must have 1 inch gap between welds

After Heat Races in Owensville you will be allowed unlimited 9 wire for repairs !!!!!