

STOCK Big Car 6in Class 23

Any Year But please read rules specific to your car!!

- Bumpers:** Max height **20in** to bottom of front bumper. Any factory car loaded bumper or homemade 8in max with 8in point spread over 32in no sharp points. May be mounted to frame. You may shorten frame to core support mount or front of factory core support no shorter than 20in from front of A-frame mount. You may hard nose bumper to frame using anything in **1st 6in** from where bumper mounts to frame no welding of frame of any kind period past that point unless in rules or you will not run or it will be cut zero exceptions. You may chain bumper to core support or taillight housing in 2 places with 3/8in max chain or 4 loops of #9 wire or 2 straps 3x1/4in each strap 18in long max on front and 18in long in the back. Welded to core support or taillight housing. Rear bumper no lower than **14in** where bumper mounts to frame on a fresh car. Please weld bumpers on good I don't want to pick bumpers up all day!
- Doors:** Drivers door may be welded shut or steel may be added for driver's safety only **6in** past door seam max nothing to frame. (**Same may be done to passenger side in extreme cars or passenger cars only**) We do not allow **intentional** door shots but we understand they do happen. Please re-enforce your driver's door for safety. All other doors may be chained with up to 4 chains 3/8 max per door and only 1 chain may go around frame per door. Or **18in** of weld 4x1/8th in strap per seam. May not weld bottom seam if you put a chain around frame. Window net allowed on Driver's door only **6in** past seam max. Must have driver's door bar or you will not run.
- Trunk:** You may tuck trunk may body shape on rear and front fenders trunk must be minimum of 4in off floor. **Option 1** you may chain shut with 8 spots using chain 3/8 max. **Option 2** you may use 8 bolts 3/8th in with a 2in max round washer per bolt per seam. **Option 3** 24in of 3x1/8th of strap to weld. You may use **1 option never all 3**. You may also have 1 bolt per rail 3/4in max through factory body mount must be up inside frame in factory location and have a max 4x4x1/4in washer on trunk floor and trunk lid. No welding of any kind anywhere on washers. You may have 1 3/8 chain from frame rail to

frame rail wrapped around frame and bolted only not pin through frame in trunk floor body mount area. Rear window bar 2x2in max and 4x4x1/4in mount on roof and trunk

must be in speaker deck and lid lip area; this will not count as a trunk attachment. Must be 6in minimum away from the gas tank protector.

4. **Hood:** You may bolt or chain in 8 places with only 2 of these going to frame in the core support area only. Core Support bolts may go through frame and bolted or welded to side of frame must be in factory location with up to 1in bolt with 4x4X1/4in washer and bolt may be welded to core support with weld only no added metal. All other bolts must be 3/4in max with 4x4X1/4in washer or 3/8in chain max. You may weld 2x2x1/4in angle iron 6in long to the fender and hood with 2 bolts per angle iron will count as 1 of the 8 places. All bolts must be in the engine compartment and may be welded to tin only 6in max under the hood anything more will be cut. 16x16in min hole for fire header holes will count; you may use 6 bolts with 2in max washer per cut out 18 bolts total per hood attached to hood only. May have two 2x2x1/4in windshield protector bars mounted 4in on roof and 4in on dash or cowl and must be 6in minimum from the outside of your headers or engine and must not touch any engine component at any point. May weld a 2x2x1/4in from dash pole to windshield protector and may connect the 2 windshield bars to each other.
5. **Fenders:** You may use 4 bolts with 2in washer per fender. May have 2 extra per side of the car to bolt fender to core support.
6. **Interior:** Rust repair plate floors with factory thickness where rusty and leave rust in and only 2in past rust **no rust repair allowed within 4in of transmission**. 4 point cage welded to door posts only and must be **6in away from any engine or transmission component and must never touch at any point**. May have halo welded to floor tin only not frame and no further back than 60in from front most part of cage and 6x6in attachment point max.. May have gas tank protector 4in off floor and 24in max wide and 6in minimum from roof and 2in minimum from back seat tin on fresh cars. But no part of protector or any of the cage may be any closer then 4in from floor tin besides halo. Battery box or seat or fuel tank may be bolted to tin floor or cage only never both or to frame. Battery box or Trans cooler or anything must be mounted minimum of **6in behind body mount bolts** at fire wall.

7. **Engine Transmission:** Any engine or transmission no Distributor Protector you may use any front and lower brace or carb and header protection and any **steel or aftermarket bell**. Must be mounted in a factory location with a factory sized mount. Motor may be welded to mount in factory mount area only with 8x8x1/2in mount plate

a 4x4x1/4in max strap along with bolt to engine cross member only. Transmission may be mounted to factory mount or allowed to lay in the mount area with factory sized mount and or 3/8in chain. Factory cross member bolted or welded to frame with up to 6x6x1/4in angle. Or a straight 2x2x1/4in tube with 6x6x1/4in angle welded to frame both ways must be in factory location and angle iron must be centered in cross member mounting area. Your **transmission must slide** and must **never be locked** in or you will not run. No part of your brace may strengthen the car at any point. Headers and or protectors must be away from firewall or window bars or dash poll at all times. And must not be used to strengthen your car. If you choose to use an aftermarket transmission bell floor must be cut to allow it to pass through and the back side of the bell must have a minimum of 4 relief cuts. Tin will be cut from the engine of steel or aftermarket bell must never be tight.

8. **Frame Plates Or Repair:** 2 plates 6x6x1/8thin in front of tranny cross member per rail an 1 plate 6x6x1/8thin behind of plate per rail at bend on per rans must not attach to anything but frame you may shape plate to frame or bend to strengthen but may not be used as a gusset or angle in the boxes. Only **rust repair with factory thickness leave rust in place 2in** past max; this is not to be abused. The judge's decision is final!

9. **Rear end:** Any rear end mounted to factory mounts only. These arms may be shortened or lengthen and welded. You may chain rear end in place with 3/8in chain only and 1 chain per side. Heavy springs are allowed. Factory leaf cars may run but no more than 7 factory springs and must have 2in minimum stager clamps must be factory springs to that car with 2 extra 2x2x1/4in per pack. Watts link conversion is ok must be factory position same as prior to 98 location and 4x4x1/4in max box welded to frame not to hump in factory watts location. **14in** to bottom of bumper min and 26in to where bumper mounts to frame max. No part of a rear end may be closer than 4in and no part of the rear end may brace or support the frame in any way. You may use a pinion brake and the brace may touch tin no wider or longer than brake this is for pinion brake protection only..

10. **Front End:** You may bolt with 1in bolt 3in round washers in spring pocket no welding of washers or bolt or 3/8th chain or use screw in spring spacers no over sized spring spacers in spring pocket no welding allowed on any option. 2 straps of 4x8x1/4in flat steel may be used on top a-frame only and vertical and no further out then a-frame mount not be placed to strengthen the frame. **20in** to bottom of bumper max height. You may brace steering parts or use aftermarket steering parts in factory location and aftermarket ball joints and weld in cups but cup may be welded to a-arms or a-arms straps only not frame.
11. **Frame:** You may weld bumpers on per rules. You may cold bend or tip and weld at a **factory seam 18in max 1/2in bead** flap must remain factory shape no manipulating. Or tip at trans cross member vertical weld if tipped at cross member you may use 18in max 1/2in bead of seam welding on frame seam. **Body Mounts** must use factory sized body mount bolts and spacers or replace with 3/4in bolts and factory sized or 1in minimum thickness 3in round spacers with 4x4x1/4in washers. Must be inside the frame in the factory location. Pre-rans must have trans cross member forward spacers minimum. Top side of frame seam A-arms forward 1/2in max single pass may be welded.
12. **Radiator:** Any radiator or aftermarket cooler must be in stock location. You may have 3x3x1/4in angle iron top from fender to fender welder and 3x3x1/4in on bottom of core support between core support mounts welded to core support and bumper with 1/4in plate between 3in max per side outside of frame rail straight up this is for radiator protection only don't over do or you will cut.
13. **Tires:** No tire rules I don't want flat tires! Nothing unsafe!
14. **Newer metric GMs only rules** 79+ body style or newer metric frames only. Yes you may run 77 metric style cars but no 78 and older monty or Malibu style if you don't understand please call. If you choose to use one of these years you are allowed 1 fix plate per frame rail 6x6x1/8th in on any fresh cars this will not count towards pre-ran plates on rule# 8. If you choose not to replace any body mounts you are allowed 6 straps of 4x1/8th in per rail welded 4in on frame and 8in on tin. No part of this strap is allowed to be a kicker and only 1 strap is allowed at the fire wall and must be vertical only and no part of the strap is allowed 4in from top of frame to end of strap. Or 6 spots of #9 wire

from frame to roof not both and minimum of 1ft between each strap or #9 wire on frame. This is intended to make build easy and not change mounts, don't abuse this rule.

15. **03+ Newer Ford** Engine may be mounted to factory aluminum engine cross member only nothing to frame. Any stock suspension may be used that bolts to factory bolts and factory aluminum cradle spring spacers may be used aftermarket ball joints are ok and braced or aftermarket steering is ok. You are not allowed to weld or tie aluminum cradle

to the frame in any way. No bracing of aluminum cradle other than allowed engine mount plates. You may tip the frame in one direction only factory seam at firewall or transmission cross member or pie cut in front of a-arms with 1 cut and re-weld only no added metal or overlapping of frame this will count as your 18in of seam weld.

16. **Imperial Cars** All years whether it came with it or not must have a 3in round 1in thick body mount spacer. You are allowed to replace body mounts with 3/4in bolts and 4x4x1/4in plates inside the frame in factory location interior plates must be to tin only and a minimum of 2in around free from any seating, gas/brake or battery box or cage; this is zero exceptions. No welding of the engine cradle other than motor mount plates and they may not touch the frame in any way. No welding engine cross member to frame or gutters or anything. Factory torque bars but aftermarket steering or bolt on or ball joints are okay.

17. **THIS IS A STOCK CLASS IF IT DOESN'T SAY IT IN THE RULE'S DON'T TRY IT! NO EXTRA WELDING OR FRAME PLATING ALLOWED PRE RANS MUST MEET ALL RULES** see rule #8 for plate rules. Cheaper Fair Fun!!!!!!!!!!