

2023 Semi Stock Full-size Rules:

All drivers must sign the driver's paperwork, or they will not drive in the event.

Driver must wear a seat belt, helmet, FIRE SUIT JACKET highly recommended.

All Drivers and Crew Members must attend the drivers meeting.

No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.

You are given 1 minute to make an aggressive hit. After 1 minute that car will be disqualified, not the team.

You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.

No drivers are allowed alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol you will not run -

Cars will be re-inspected before any prize money is paid out

Judges decisions are FINAL!!! 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.

Any year of car allowed (no Imperials, hearse, ambulance, trucks, vans, no 03 or newer, no sadagons fresh or preran).

Car needs to remain as close to stock as possible. If it doesn't say you can do it in these rules DON'T!

NO carb/DP's or protectors of any kind!!

Engine/trans swaps ok. You can weld a factory lower frame mount for the engine you are running to the frame with no added metal. You may use 2 chains or 2 4x4x1/4" plates to keep your motor from "flopping around" the plates can only be welded from factory motor clams to the frame. if you use the chain 1 link may be welded to the frame anywhere within the head area of the motor You may use a lower engine cradle, however if you do you must still use stock lower motor mounts that match engine being ran. This cradle is only to protect your block. If the inspection crew deems that the cradle is being used to reinforce the car in any way you WILL NOT run!

No truck rear ends, must be a stock car rear end (gears are fine, after market axles NOT allowed) bolt in watts links allowed, slider type drive shaft may be used (there are cheap ways out there to do this without spending lots of money.

Bumpers, You may weld on any bumper, (must appear automotive and no points beyond factory spec). You may weld bumper bracket (IN FACTORY LOCATION) to frame 4" x 10" x 1/4" from the back of bumper. This plate must be flat no teepee plates and on wheel side of frame.

In addition you may put (4) 1" welds on back side of bumper bracket or to weld shock inside frame (example crown vic's). WE WILL HAVE A TEMPLATE OF A STOCK POINTY BUMPER AT ALL SHOWS. IF YOUR BUMPER IS OUTSIDE OF THIS TEMPLATE YOU WILL BE MADE TO CUT.

ONLY welding allowed is doors, a cage, plates, bumpers, bumper brackets.

May use a trans mounted shifter, after market gas/brake pedals ok and mechanical steering column from wheel to box. ALL OTHER STEERING MUST BE 100% stock for that car.

May use up to 1" core support bolts thru the hood but only thru the top of the frame. A spacer may be used between the core support and the frame not to exceed 6" but it cannot be welded.

CAR MUST HAVE A DRIVER'S DOOR BAR

Cage:

Four-point cage, NO larger than 6" diameter. Must be 6" away from firewall and must be a minimum of 4 inches of the floor. Allowed one down bar per side to top of frame. Down bar must remain in between door seams. May have a Halo bar no further back then 10 inches behind drivers' seat, may be welded to top of frame. Gas tank protector is allowed no wider than 24 inches. Must be at least 1 inch away from rear package tray. Must run straight back center of cage and must be a minimum of 4 inch off floor. All cage material must be inside drivers compartment. NOT INSIDE OF DOOR SKINS/BODY PANELS. Cage material cannot extend past halo.

Suspension:

You may change coil springs to a stiffer oem passenger car spring. Front springs in the front, rear in the rear no swapping locations. Rear control arms need to be stock.

All suspension remain stock. You may change upper A-arms to stamped steel from the cast arms on Fords, but ford upper arms and factory hardware must be used from the car being ran. This means cut the bar out of the arm and run individual bolts if the car you are running came that way.

Upper A-arms only may be welded down with 2" strap max and only 6" of strap per A=arm to hold it down. This strap cannot extend further than 2" past A-arm mount onto frame.

Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines recommended. Factory fuel tank may not be re-used. Battery must be re-located inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered.

No steel gas "cans" or plastic gas "jugs" allowed. A steel boat tank is recommended, however any metal tank deemed safe by the officials is acceptable. The fuel tank must be securely fastened inside the passenger compartment. 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. No other source of gas inside the car at all. Official's decision is final.

Cars must have some type of working brakes.

Oil coolers, engine and transmission, are allowed. IF air coolers (fans) are used, a shield

must be located between the cooler and the driver. High-pressure hydraulic lines and fittings are recommended. No gas hose is allowed. It must be compatible with transmission oil. If oil hose is used, minimum of two hose clamps per fitting. Non high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure

Electric fuel pumps are allowed, must have high pressure fuel line, All fuel hose must be covered. And be safe!

No wheel weights or balance weights allowed on wheel rims.

Radiator coolant overflow tubes must point straight down.

Door's:

You may weld doors 5 on 5 off, Driver's door may be welded solid. 3" x 1/8" strap max. Inside of driver's door needs to be padded.

Trunk lid:

You may weld 5 on 5 off and the (2) 5/8" threaded rod if you change trunk body bolts, nothing beyond the trunk or in the tail light area. Must have a 10" hole for inspection.

Hood:

Hoods get one hood clip 3" long 2" x 2" x 3/16" with one 1/2" bolt and nut per side, (2) 5/8" bolts total thru hood in firewall area and 2 core support rods any combination sheet metal to sheet metal only.

No re stubbing of frames or cutting and tilting of frames. YOU MAY "COLD TILT" but that's it!

Must have 2 bars welded or bolted in the windshield area.

Body creasing is ok but rear quarter panels must remain upright. Humps may be shaped a total of 12", No squaring a frame.

TIRES/WHEELS Any tire allowed as long as it is no bigger than 16" no studded tires. No built wheels. Small wheel centers fine.

Wheel well openings may be trimmed and bolted with no more than 8- 3/8th bolts per opening with a max 1.5" fender washer

Body bolts may be changed to 3/4", may only go thru top layer of frame. Do not add body bolts.

Pre-ran and fresh cars may have 3 plates (4"x 6"x 1/4") per frame rail. Plates must not touch each other. This does not count as your bumper bracket.