



STREET STOCK FULL SIZE

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! All official's decisions will be final! Use common sense! Contact Dave Fulton (740)213-7550 or Alex Stephen (740) 213-0902 if you have any questions on any of these rules through text message.

THE BUILD

1. Any gear is permitted. You must run the stock housing and axles for the make and model of the car. Rear end bracing is not permitted.
2. Cars must be 100% stock 80s & Newer! No cross breeding the entire drive line. It must be the same make as the car (Chevy to Chevy, Ford to Ford, etc.). It must have the factory engine of that specific make and model of car. The exhaust may be cut off and headers maybe ran.

3. The engine must be mounted with the stock mounts in the stock position. No welding of mounts. They must be bolted in. No homemade cross members. The cross member must be stock and bolted in, not welded. You are permitted to use an aftermarket aluminum radiator, but it must be bolted in like factory or held in with ratchet straps or #9 wire. No radiator protectors or holders are permitted.

4. You must remove stock fuel tank from car and must use a fuel cell or boat tank. No stock fuel tanks are permitted inside of the car. Must be secure and tight. **MUST REMOVE STOCK FUEL TANK.**

5. The following must be removed prior to entering the fairgrounds: the windows, headlights, taillights, all the chrome, mirror any other debris etc. The interior must be swept clean of debris and glass. You must remove all glass, plastic, and fiberglass on the outside of the car including the plastic bumper covers. **ALL AIRBAGS AND AIRBAG ASSEMBLIES MUST BE COMPLETELY REMOVED**

6. Under the hood you may take the plastic fender wells out. You must move the battery to the floor of the car and use a battery box or tray, MUST BE COVERED. You may lengthen the cables to reach the battery on the floor, but not the wiring harness. This will be strictly enforced.

7. A simplified wiring harness and Simple Solutions computer is permitted. If the car has a wiring harness in front of the core support, you may move it behind the core support. You cannot remove the body mount bolt to do this.

8. An aftermarket shifter or park lockout are also permitted.

9. All body mount bolts must be factory stock. No altering is permitted.

10. The doors must be chained or wired in no more than **EIGHT** places per door and no more than **TWO** double strains of wire per spot. The wire for the bottom of the doors may go around the frame. You may use 5/16" chain or **TWO** strands of #9 wire per spot. You can weld the driver's front door only for safety using 3" x 3" x 1/4" strapping and you can have a door skin no thicker than 1/8" or similar material. No other doors may be welded, have washers or angle iron welded to them.

11. Trunks must be chained or wired in no more than **EIGHT** places and no more than **TWO** double strains of wire per spot. The wire cannot go to the floor. It must be to the top of the quarters. **TWO** of these may go around the bumper and/or the frame. The deck lid and tailgate must be in the factory position on the car or it must be completely removed from the car. If you removed the deck lid you are not permitted any wire for your trunk. A 12" inspection hole must be put in the deck lid. You cannot remove the speaker deck from the car. No welding or adding metal is permitted. If the deck lid is welded or bolted you will not run or you will cut the deck lid completely off with no exceptions. The deck lid is being measured 12" from the top of the rear quarter panels in the center of the deck lid in **THREE** spots starting from the back of the deck lid up. If you don't have a deck lid, you are not permitted any #9 wire for your trunk.

12. Hoods may be wired or chained in **EIGHT** spots and no more than **TWO** double strains of wire per spot. No exceptions! You may use 5/16" chain or **TWO** strands of #9 wire per spot. It must be sheet metal to sheet metal only. No welding washers for holes. There must be a 12" hole in the hood in case of a fire.

You must remove the hood latch. Hoods must be open for inspection. A double strain of #9 wire in the center of the front windshield is mandatory.

13. Creasing of the body is permitted but it must be behind the back door on the quarter panels only. The quarter panels must stay the stock height of the car, this be enforced.

14. Any tire and rim combos are permitted. Doubled tires are permitted. No foam filled tires or bead locks.

15. You can have a 4-point cage that must be no bigger than 6" x 6" x 1/4". The door bars can't be any bigger than 60" long. You may have a rollover bar, but it must run straight across and can only be welded to the top side of the rear seat bar. You are permitted a gas tank holder off the back bar that can be no wider than 32" and must be 6" away from all sheet metal. No exceptions or you are not permitted to run! These may be no bigger than 2" x 2" and the mounting plate can be no bigger than 6" x 6" and must be mounted no farther than 6" behind the driver's seat. You may also reinforce the driver's door as you see fit for driver safety. This may be done from door seam to door seam only. Must have a front window bar.

16. The car's factory springs and shocks are to be used and in the factory location. No solid suspension. Screw in spring risers are permitted. Factory tie rod sleeves can be welded with no added metal. No #9 wire, chains, seat belts, or any welding on the rear ends or the rear spring pockets. The car must bounce. Only 1 factory shock per side is permitted. The front bumper cannot be any higher than 21" from the bottom of the bumper. The back frame rails cannot be any lower than 14" from the bottom of the frame. This will be measured behind the back body mount hole of the bottom of the frame.

17. On 03 and newer Fords, factory tie rod sleeves can be welded with no added metal. You must run a factory strut for the make and model of the car you are running. Absolutely no rack and pinion protectors are permitted. No exceptions!

18. Any car bumper is permitted **except for Chrysler pointy bumpers.** They must be bolted and/or welded in the factory location. You may collapse the shocks, weld all the way around the shock to the mounting plate of the bumper and there must be a 1/2" gap between the frame and the factory bumper shock plate. The shock must be bolted in the factory location. If the car did not come with bumper shocks, you cannot add them. You can use 4" x 4" box tubing that is 1/4" thick as a bumper that is no more than 5 feet long with **no point.** The ends of the bumper must remain open. No metal added to the bumper is permitted. If the car has no shocks, the bumper may be welded directly to the frame with no metal added. On the back side of the bumper where the shock mounts you may use a 1/4" x 6"x6" piece of flat metal to create a flat mounting surface. Adept Products bumpers are permitted. Simple Solution 1/8 bumpers & SMW light 11ga bumpers approved. no thicker than 10ga. Hardnosing is permitted but there must be a 1" gap between the front of the core support mounting bracket and the bumper plate. This will be measured from the front of the core support mounting bracket to the bumper plate.

19. You may weld the spider gears in the rear end. You must use factory rear end housing for the car you are running.

20. No wire or straps can be attached from the roof to the floor in the rear seat area.
21. You are permitted a detachable steering wheel, but must use the factory steering column.
22. You are permitted ONE 4" x 6" x 1/4" rear bumper bracket per frame rail.

FIX IT PLATES, All fresh cars are permitted four 4"x4"x1/4" square fix it plates. There must be a 1" gap between the welds of these plates. Fix it plates may not connect the body to the subframe or K-member