



For all questions call:
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SUPER STOCK & COMPACTS BUILD RULES:
 (With the exception of 112" wheel base or less, and 4 or 6-cylinder engines)
REMINDER: NO GRAY AREAS!
IF YOU DON'T SEE IT, DON'T DO IT!

(1) SAFETY CAGE: 6-point max cage is recommended. Cage cannot extend any further back than the beginning of the wheel wells. Halo bar is not mandatory, is BUT IS STRONGLY recommended. Halo must be vertical, and cannot be used for anything but roof support. You are allowed six (6) down tubes to the frame NO BIGGER THAN 3"x3"; front two must be even with or behind front door seam. Middle two must be beside the seats for safety. Rear two must be in front of rear body mounts on flat part of frame. Gas tank protector allowed, No wider than 24" and must be 1" from sheet metal. Front cage bar must be 6" above transmission tunnel or trans protector, and 6" away from center of dash. Side rails no wider than 12", and must be 6" minimum above floor. Cage can be bolted welded or chained in, BUT MUST BE SAFE! NO KICKERS ANYWHERE!

(2) DRIVE TRAIN: Any drivetrain is permitted. Engine and transmission protectors are allowed, BUT if you run protectors, the center of the fire wall MUST BE CUT OUT, the transmission tunnel MUST BE SPLIT DOWN THE MIDDLE. Any rear end is allowed 8 bolts or less, BUT nothing can protrude off of the rear end to support the frame in ANY way.

(3) TRANSMISSION CROSSMEMBER: You may run up to 3"x 3" 1/4" square tube ONLY if you are not running protectors. For mounting crossmember, you are allowed one (1) 6" long 2"x 2" 1/4" piece of angle, per side, to mount to the inside of the frame rail ONLY. Nothing else can be welded to the crossmember. (Example: Fingers/gussets) If you have protectors, you have the option of two ways: #1: You can run a stock car crossmember (NO ADDED METAL OR WELD TO STOCK CROSSMEMBER) chained or bolted solid/locked, OR #2: Run a piece of square tubing 2"x2"x1/4" thick and trans with brace must have slide unobstructed (THIS MEANS NO ANGLES, MUST BE FLAT AREA) Minimum 3". NO CHAINING/BOLTING/WELDING. Can't be locked in any way.

(4) REAR SUSPENSION: NO LEAF CONVERSIONS! Leaf sprung cars must have working shackles IN STOCK LOCATION and must be FACTORY springs for that car. No more than eight (8) springs with 2" stagger no thicker than 5/16, and are allowed four (4) 2" wide 1/4" thick x 4 1/2" long leaf spring clamps no bigger than 3/8 bolts. Watts link conversions are allowed, BUT cannot exceed factory. IF YOU HAVE ANY QUESTIONS ABOUT THIS, CALL FIRST! Struts/Shocks/Control arms can be stuffed or plated, or can use 2"x2" square tubing but must have pivot & travel. ALL-



THREAD STRUTS NO BIGGER THAN 1". You may chain the rear end around the packing tray or the humps. NO WELDING. Minimum rear bumper height 16" to the bottom of the bumper. HUMP PLATES 22"x1/4" THICK CENTERED MUST CONTOUR TO THE FRAME AND NO WIDER THAN FRAME ITSELF.

(5) FRONT SUSPENSION: Suspension MUST be stock other than aftermarket ball joints & tie rods, NO switching brackets, A-arms MUST be direct bolt on without welding modifications. You may have (2) 1/8" x 2" x 6" straps per side on A-arms 3" on outside of frame 3" on A-arm. NO BALL JOINT STOPS, NO ADDED METAL. Front bumper maximum height to the bottom of the bumper 20". (EXCEPTIONS on pre-ran bent cars.) On spindles you are allowed to add a piece of round or square stock to the back of the spindles between ball joints for support. You may also substitute your shocks/struts for 1" allthread.

(6) PROTECTORS: You can run your protectors (motor/ trans/rearends), BUT for the sole purpose of protecting your motor, transmission and rearend from damage. They cannot be in contact with ANYTHING that will help hold them in place or help the car in any way, other than your motor mounts. They cannot be welded in solid. They must have a working motor mount, meaning there must be rubber somewhere in the mount where the motor or transmission can twist. NO RADIATOR PROTECTORS.

(7) BUMPERS: You may run ANY stock style car bumper, you may load it, weld it, plate it, BUT YOU CANNOT CHANGE THE FORMATION FROM STOCK. Homemade bumpers are allowed, BUT CANNOT exceed 6"x 6" x 1/2" tubing, with no more than a 4" point over a 32" spread. You can do one of two options; hard nose to the front frame with a 10"x 4"x 3/8" strap from bumper back (EXCEPT ON COMPACTS THERE 10"X4"X1/4") OR be welded to the factory shocks. Factory shocks CANNOT be relocated. They can be cut off even at the frame and weld to both; NO OTHER COMBINATIONS. You may shorten front frame back to front side of body mount. You must be able to run your 1" all thread through the factory body mount holes WITHOUT manipulating it.

(8) FRAME: NO FRAME SHAPING! Pre-bending and tilting allowed. You can cut or notch rear frame rails, BUT CANNOT re-weld or plate your cuts. You are allowed one cut to tilt your frame and must be butt welded ONLY. You are allowed one pass of 1/2" wide weld on main frame seams ONLY. No welding of any brackets, or anything that's not a main frame seam (horizontal seams ONLY).

(9) REPAIRS: For any frame repairs due to rust, you must cut out the damage, cut out the exact piece and butt weld back in, same thickness as frame.

- SHEET METAL: You must cut out damage and only overlap 1" with same thickness of metal.
- BENDS: You are allowed up to six (6) 4"x 6" x 1/4" to repair, but must be visible damage. Repair plates must be a minimum of 1" apart, including welds. You may re-clip front end with a stock legal front clip. You may also re-stub frame in two spots; #1: Firewall forward, BUT must be same make/model/frame configuration, butt weld only, NO over lapping. #2: One under



doors and must be of same make (Ex: Chevy/Chevy, Ford/Ford, Mopar/Mopar.) THIS DOESN'T MEAN YOU CAN CADILLAC STUB A GM. IF YOU HAVE QUESTIONS, CALL FIRST.

(10) 03' & NEWER FORDS: Cradle swaps must be done with a newer style GM/Ford (car only) welded in a stock manner. Engine mounts cannot exceed outside of stock engine mounting point and cannot reinforce frame in any way. NO BOLTING/PINNING/REINFORCING/WRAPPING OF CRADLES. If welding in a cradle, it must be welded to top edge or inside wall of frame rail. You MAY NOT wrap over or under the frame rails. Must use stock top A-arm bolt holes; lower A-arm allowed two (2) 2"x 2" x 1/4"x 3" long bracket, per side, for back mount purposes only. You may fabricate a spring pocket, 6"x 6"x 1/4" max, BUT must be 1 1/2" away from ball joint, with 3"x 11" x 1/4" flange bolted ONLY to cradle bolts. No welding of this pocket to frame. STEERING: You may drill three (3) holes on drivers frame rail to mount steering box. You may sleeve these holes with no more than 5/8 o.d. round tubing. For passenger side, you may weld idler arm on only. NO BOLTING/SLEEVEING OF PASSENGER SIDE. All steering must otherwise be set up like a 02' or older Ford frame.

(11) BODY:

- HOOD: Must have 4" hole on each side of carburetor. You are allowed (10) 3/8" bolts with the max of 1" washer to bolt your hood skin back together. You are allowed 6 spots to tie your hood down, (2) 1" all thread that can go through the frame with no bigger than 3" x 1/4" thick washers on the frame. They cannot be welded in ANY way. The other 4 tie downs have to be sheet metal to sheet metal, 6" angle bolted together, OR all thread with washers NO bigger than 6"x 1/4".
- TRUNK: You can concave/dish your trunk lid down, but must be 10" off upper trunk floor above frame rails (NOT the low setting sump of the trunk). You are allowed two (2) 1" all thread through the frame washers NO bigger than 6"x 1/4". You may weld trunk seam 5 on 5 off with strap no wider than 3"x 1/8". You may have one (1) 2"x 2" x 1/4" square or round tube 6" on the roof bolted or welded, and 6" on the speaker deck bolted or welded.
- FENDERS: You are allowed (6) 3/8" bolts with washers no bigger than 1" per wheel opening. Creasing is allowed, but NO over lapping of metal.
- DOORS: Can be welded solid with 3" wide x 1/8" thick strap, BUT DO NOT load the door seams. You may plate driver and passenger front doors from seam to seam with 3/16" or less. THIS IS FOR DRIVER AND RIDER SAFETY ONLY!
- CORE SUPPORT: Must remain stock, NO PLATING OR STUFFING. Spacers for all thread, if needed, cannot exceed 3"x 3"x 1/4". You may weld the spacers to the front mount and top of frame ONLY, and can only go to bottom of core support where factory mount was NOT all the way to the hood.
- BODY MOUNTS: Body mounts may be removed and replaced with 3/4" or smaller all thread with washers no bigger than 3" MUST be though original body mount holes WITHOUT any modifications.

(12) WHEEL/TIRES: NO SPLIT RIMS, NO PADDLE TIRES (Tires with cups). Full weld in centers are allowed, as well as bead locks or screws, BUT must be on inside bead ONLY.



(13) RADIATOR: Radiator must be in stock location, no reinforcing of core support. NO RADIATOR PROTECTORS!

(14) WINDOW BARS: You must have a minimum of one spot of No.9 wire on each side from cowl to roof. You are allowed up to 2"x 2"x 1/4" square round tubing or 3" flat 3/8, 6" on the cowl, 6" on the roof. These MAY NOT come in contact with any protector at any time.

(15) NO. 9 WIRE: Unlimited No. 9 from bumper to core support and bumper to trunk lid. Wagons, you are allowed three (3) sets of three (3) wraps of No. 9 per window opening. You can add 3/4" washers to the body for No. 9 to go through. NOTHING in front of radiator, No. 9 can't be attached or come in contact with braces/motor/trans. You can use cable, but no bigger than 3/8" and no bigger than 12" turn buckle. You cannot tie No. 9 or cable into the cage. CABLE ISN'T UNLIMITED. You can have two (2) spots in your car to run cable.

(16) PEDALS/BATTERY BOXES: Must be 2" away from tranny tunnel and 2" from front body mounts. MUST NOT BE USED TO REINFORCE CAR BY ANY MEANS!

