2026 Stock Car Rules

ONLY DRIVERS present for inspection. Pit crew will be asked to leave inspection area.

Judges make ALL final calls.

These rules are what you are allowed to do to your car. Just because it doesn't say you can't do it, does not mean you can. Ask first before you do it.

All cars must be standard makes/models. No CONVERTIBLES, SEDAGONS, IMPERIALS, or IMPERIAL FRAMES.

No 9 wire or cable to frame.

Washers must be free-floating, not welded to anything.

Drivers cannot sit in car during inspection, you must get out.

FRAME

- No welding on the frame (unless specified in rules). No reinforcing, plating, or stuffing the frame, hood, trunk lid, or body panels. No tipping.
- May use one (1) [16" x 4" with ¼" thickness] plate per frame rail on top or side of the frame rail only. 16" starts from the front of frame rail, may not shorten frame.
- PRE-RUN cars only: Fixing your car, you are allowed three (3) 4" x 6" up to ¼" thickness per frame rail. Must be welded flat to the frame without bending over two sides. Fix it plates cannot overlap. Fix it plates must be welded flat to sides of frame.
- No painting frames or spraying on oxidizer.
- No seam welding the frame, you will not run.
- No preplating spring pockets, you will not run.
- Take pictures and ask before repairing rusty frames.

SUSPENSION

- Torsion bars may be turned up to gain height. Suspension may be welded up with one (1) 2"x6"x ⅛" flat strap from upper control arm to frame in front of control arm only.
- Leaf springs may have up to 7 springs per pack, must be car springs. 4 clamps per pack.
- Stock suspension and steering parts only.

DRIVETRAIN

- May use any motor and transmission of choice. Must be mounted in stock location. Factory mounts may be welded or chained.

- Lower cradle, front plate, pulley protector allowed. No Mid plate, distributor protector, transmission brace or carb halo allowed. Lower Cradle may welded to top of crossmember between stock motor mounts. Front plate may have one strap steel 4”x1/4” per frame rail with no gusseting. Straps must be in front of the carburetor and remain behind the front pulleys. This is to hold your motor in place, not reinforce your frame. If **NOT** using a cradle you may plate the top of crossmember with ¼ inch plate between stock engine mounts.
- No other bracing of engine, transmission, rearend allowed.
- Rearends must be five (5) lugs from any passenger car. May run slider shaft and pinion brake. Rearends may be chained over the top of the frame (not through it).
- Headers, tranny coolers, floor shifters, and electric fuel pumps may be used.
- You can run Radi-Barrels/Radiator Protectors, attached to the core support only in stock position. Radi-Barrel/Radiator Protectors cannot touch frame in any way or be welded to it, and you cannot cut out frame to fit it. Water Barrels are not allowed.

BODY

- **No altering sheet metal unless specified in Rules. No creasing or prebending fenders.**
- Firewall horizontal seam may be welded. No other seams may be welded. No added material.
- Stock body bolts may be replaced but must remain stock size. May replace factory rubber mounts with spacers (same size as factory).
- May add four (4) body bolts ~ ¾” x 9” long max with 5” x 5” x ¼” washers, from floor to frame anywhere in the car in cab area. Added body bolts must be welded to the side of the frame vertically, may not go through frame or will be removed. Diagonal body bolts will be cut and that body bolt will be forfeited.
- Driver’s door reinforcement may not extend more than 2” out from the body and no more than 6” past the door seams.
- Doors must be chained or welded. No seam welding – may use 4”x6” patches. Three (3) patches per door seam. If chaining doors, three (3) spots per door seam. One (1) loop per location and CANNOT go around frame.
- You may weld front inner fenders to frame in one (1) location per frame rail. Must be in front of control arms. 2”x2”x4” max angle iron.
- No window bars in the front window (windshield) opening.
- All aftermarket gear can be bolted to floor only or floating cage but not both, no welding. May not be welded to body bolt or washer, those welds will be cut. No bolts through the frame.
- You may trim and fold front and rear wheel area for clearance and may be welded/bolted back together with no added material.
- Fenders in front of core support may cut and welded/bolted together with no added material.

CAGE

- You are allowed a 4-point free floating cage. All floating cage material cannot exceed 4” x 4” material. Door bars not to exceed 60”. No down bars to frame or floor. Must be a floating cage. Dash bar 3” away from firewall.
- One (1) strap or chain may run from middle of door post from top of door bar up to roof. If strap is used, it may not be more than 3/16” thick x 4” wide and not welded more than 8” on the roof.
- Gas tank mount can be connected to cage but must be floating 6” off of the floor and 6” away from package tray.
- Halo may be attached to top of cage/door bars only, may not go to floor.

BUMPERS

- Any factory bumper is allowed. If building a bumper by using tubing, bumper cannot be made into a point. Max size is 4” x 4” and must be covered by a bumper skin.
- May add two (2) – 2” x 2” x ¼” angle iron per frame rail vertically to help weld bumper to frame.
- Rear bumpers only may be attached/welded to body. May be replaced with flat strap if rear bumper is removed.
- Bumper height Maximum: not to exceed 22” from the bottom of the bumper to the ground. Bumper height Minimum: not less than 14” from the ground to the bottom of the bumper or frame.
- All bumpers must be open on ends. If ends are closed you will cut them open.
- Shocks for shock bumper cars must be bolted to frames in stock location only, may not be welded to or inside of the frame. You are only allowed to weld the shock pad to the back of the bumper. Shocks are not allowed on non shocker cars.
- You may use stock bumper mounts in stock position. Bolted to frame only. Welded only to back of the bumper.

HOODS

- Must have 12” x 12” hole in hood in case of fire.
- Hood may be bolted or chained, but not welded shut.
  o If using bolts:
    - Six (6) bolts (3/4” max diameter).
      - Two (2) may go to the frame (welded to the side of the frame, or on top of frame, NOT through it) at the core support. Must remain vertical and not be used as a kicker
      - Other four (4) must only go to tin (8” maximum length), may use 6 x 6 x ¼” washers.

  o If chaining:

- Six (6) locations.
- Two (2) can go around frame at core support.
- Other four (4) locations are tin to tin.
- One (1) loop per location.
- Hood MUST be opened for inspection. If the hood is not off/open for inspecting, you will not run. You must bring up hood for inspection. NO EXCEPTIONS!!

TRUNKS

- Trunk lids may be chained or welded shut. Not seam welded.
  - o If welded:
    - Six (6) 4” x 6” patches.
    - May run two (2) bolts (1” max diameter) from trunk lid through or welded to side of frame. Max 6” x 6” washers.
  - o If chaining:
    - Six (6) locations, single loop per location.
    - May run two (2) bolts (1” max diameter) from trunk lid through or welded to side of frame, or two (2) chains from trunk lid down around frame.
    - Rear window bar may be run from top of rear window opening (in center) to front trunk seam. Window bar and mounting pad must remain within 6” of window opening and 6” of trunk seam. Max window bar size of 2” tubing.
    - Trunk lids may be folded down one bend. May not be bolted to floor or back to itself.