

2023 Lucky Thirteen Promotions Super Stock Full-Size Rules

Any year full size car. No Imperials or Imperial sub frames. No 60's Lincolns. No trucks SUV, vans, convertibles, limos, or hearse.

Highly recommend a fire jacket. You must wear pants, shirt, shoes/boots.

Must remove all interior parts, glass, mirrors, trim, carpet, etc. No factory gas tanks may be left in the car. Remove all decking from station wagons.

You must have a roof sign on top of the car. Numbers must be visible on the front doors of the car.

You must obey the flags. You must make a hit every 60 seconds.

Two fires and you're out.

Just because it isn't in the rules does not make it ok to do it.

INSPECTOR DECISIONS ARE FINAL.

Body:

Body creasing is allowed on doors, fenders, and quarter panels. You are allowed to bolt your fenders with (5) 3/8 bolts with 3/8 washers. You are allowed to bolt your quarter panels with (5) 3/8 bolts with 3/8 washers.

NO SEDAGONS fresh or pre ran.

Quarter panels can be shaped, but must remain vertical. NO wedged cars.

Doors:

You must REINFORCE your drivers door. Material cannot overlap more than 3" past either seam. You cannot attach anything that is reinforcing your door to the frame in any manner. Only the Drivers door can be welded solid.

All other doors can be welded, chained, bolted, or 9 wired shut. You are only allowed one of these options.

Weld 5" skip 5". Nothing larger than 3"x1/8" strap per door seam

(5) 3/8" max chain, per door seam

(5) 1/2" max bolts w/ 1/2" max washers, per door seam

(5) strands of 9 wire, 2 loops max, per door seam

Nothing allowed to be welded to the frame, or wrapped around the frame in any manner.

Trunk:

Trunk lid must remain on hinges, in the factory location. You have the option to remove the trunk lid or tuck the trunk lid. If you tuck the trunk, the tucked portion must be free floating. You will not be able to attach the tucked portion to the trunk floor or quarter panels. Unless stated otherwise. Trunk lids can be welded, chained, bolted, or 9 wired shut. You are only allowed one of these options.

Weld 5"skip 5". Nothing larger than 3"x1/8" strap per factory trunk seam

(5) 3/8" max chain, per trunk seam

(5) 1/2" max bolts w/ 1/2" max washers, per trunk seam

(5) strands of 9 wire, 2 loops max, per trunk seam

You will be allowed to run (2) 5/8 all thread with a 2" OD washer max from the trunk lid to the floor. Must be sheet metal to sheet metal.

Wagon tailgate:

Tailgate can be removed completely. Tailgate cannot be slid all the way into the tailgate box. No wood, metal, or any other foreign object or objects can be placed inside the tailgate box under the car. We will be paying close attention to this area. Tailgates can be welded, chained, bolted, or 9 wired shut. You are only allowed one of these options.

Weld 5"skip 5". Nothing larger than 3"x1/8" strap per factory wagon tailgate seam

(5) 3/8" max chain, per tailgate seam

(5) 1/2" max bolts w/ 1/2" max washers, per tailgate seam

(5) strands of 9 wire, 2 loops max, per tailgate seam

Tailgate cannot be attached to the rear bumper in any manner.

Windshield and Rear window:

Mandatory 9 wire, chain, or 3"x3/8" max strap in the windshield area. Only choose one option. Max (2) pieces used or a minimum of (1). If you're welding strap, you may only weld it 6" to the roof sheet metal and use 4" of cowl/firewall portion car to attach it in place. Nothing can be attached to your dash bar or halo. Nothing can be positioned behind the engine in any manner to reinforce your car.

No rear window bars allowed.

Body mounts:

Body bolts and mounts must be the way they came from the factory. If a bolt is broken or missing you are only allowed to replace it with a factory size bolt and washer. And it must be done exactly the way in came from the factory.

You will be allowed to change (4) body bolts of your choice. May use up to a 1/2" bolt size. May not exceed 6" in length and may only go through the top side of the frame. Same washer rules apply as stated above.

We will allow you to replace the rear (2) body bolts, closest to the rear bumper. You may use a 1/2 bolt max and may not exceed a 2" OD washer.

Hood:

You will be allowed to replace the core support bolts with 5/8 all thread, and a 2" OD washer max. It can be ran only in the core support mount to the top of the core support. Nothing in front of the radiator. You will be allowed a core support spacer 3" square or round tube, 6" tall max. It cannot be welded to the core support mount, or frame, and it cannot be welded to the core support.

You are allowed (4) other spots to tie your hood down. 5/8 max bolt. Your core support all thread does not count against your (4) tie down bolts. You are allowed to 9 wire your hood down (2) loops max (3) spots per seam. You can also chain your hood down using (3) loops of 3/8" chain (3) spots per seam

Hood plates cannot exceed 4"x4"x1/4"

Hood cannot be welded down

Hood must be opened for inspections

You will be allowed (10) 3/8 bolts with 3/8 washers to bolt your hood around your header holes.

If you do not run headers, you must have a 10" hole for fires.

Cage:

4 point cage is highly recommended. 6" OD max square or round tube may be used for cage material. Side bars may not exceed 60". No cage material can be positioned in anyway to support the rear humps. You are allowed (2) down bars. Must be welded from side bars to the floor sheet metal only. Nothing can be attached to the frame unless specified. 2"x3" down bars may be used. No down bars allowed past the inside front door seams. Cage can not be connected any part of the drivetrain or you will be forced to make changes.

Gas tank protectors may be used. Must be attached to your back seat bar and or halo bar. 32" wide and 4" off the floor NO EXCEPTIONS. It must 3" away from sheet metal on a fresh car. No extra bars or gussets may angle back towards the rear wheel wells or any part of the frame. If deemed excessive you will be forced to make changes.

Halo bar must be vertical. You are allowed to weld your halo down tube bar straight to the frame. Butt weld only, no plate may be used. Cannot weld floor sheet metal around the halo down tube bar. May use up to (3) 1/2" bolts max to attach your halo bar to your roof sheet metal.

Interior parts:

You are allowed to run aftermarket pedal setups, floor plates cannot reinforce frame in any manner.

You must have seat belt that works.

You are allowed to run any aftermarket cable shifter and or floor shifters.

A well made fuel cell allowed or boat tank. Gas tank must mounted in the center of the rear seat area of the car. No factory gas tanks can be used.

Max of (2) batteries can be used. You must cover your batteries with a piece of rubber. Battery boxes cannot be used in reinforcing your frame in any manner. Battery boxes must be secured to the floor.

You are allowed to run an electric fuel pump, your switches must turn your pump off and be clearly labeled.

You are allowed to run a transmission cooler. It may be mounted to the cage. Recommend you use a high pressure hose with proper ends to protect yourself from being sprayed by hot transmission fluid. Transmission cooler may not reinforce car or it will be removed.

Frame:

No welding on the frame unless specified. **NO FRAME SEAM welding. NO plates on fresh cars.** Anything done to a frame in any manner that has been hidden and you are not able to fix it on the grounds will result in your car being loaded.

NO frame stretching, NO frame shaping.

You are allowed to notch or dimple your rear frame rails.

No wire, chain, or cable can be used to tie your rear frame rails together.

You are allowed to shorten your front frame rails to the front edge of your core support mount hole. On Formoco you cannot move the core support tab/mount. The frame rails cannot be any shorter than what is specified and you will be loaded and not able to make changes.

NO Fresh paint allowed on frames

YOU WILL BE ALLOWED TO COLD TILT THE FRONT OF YOUR CAR. DO NOT CUT AND TILT YOUR FRAME! Your crossmember mounts CANNOT support where you have tilted your frame. No welding allowed in any area of where you cold tilted your frame. Do not weld any rip, tears, or bends in the tilted area of your frame.

Rust Repair:

Body rust repair and Frame rust repair, Contact the numbers below before you repair anything. Be prepared to share pics.

Engine/transmission:

Engine swaps are allowed. But not mandatory. You are allowed to run a lower engine cradle and pulley protector. Pulley protector will not be allowed to be connected to the sway bar. NO DP, NO CARBURETOR PROTECTOR. If you run a lower cradle you must use a factory OE style rubber engine mount. The rubber cannot be removed from the mount and the mount cannot be altered in any manner. NO WRAPPING over the top of the mount. Engines

must be mounted in the factory location. You are allowed to weld, or bolt your engine mounts to the frame. You will not be allowed to tie you Engine or the lower cradle in with chain to the K MEMBER. You will be allowed to weld a **4"x4"x1/4" plate from your engine cradle/engine mount clam to the K member. Nothing else can be used in any manner than what is stated.**

The lower cradle cannot be connected to the transmission bellhousing in any manner.

You are allowed to run aftermarket transmission bellhousings. NO transmission protectors allowed. No down bars from bellhousing to the tail shaft.

You must run a factory crossmember from the make and model of car you are running. You will be allowed (1 on each side) 2"x4"x1/4" angle iron welded to your side frame rails to support your transmission crossmember. Your transmission can be chained with a 3/8 chain around your crossmember, the chain cannot be welded.

Radiators must be mounted in their factory locations, they cannot be relocated. You are allowed to mount an A/C condenser in front of your radiator and nothing else.

FIREWALL MUST BE CUT OUT BEHIND THE DISTRIBUTOR. YOU MUST CUT A 12"X12" HOLE. STARTING AT THE COWL DOWN TO THE TOP OF THE TRANSMISSION TUNNEL.

NO RADIATOR GAURDS

Sliders are allowed

NO MID PLATES IN BETWEEN THE ENGINE AND THE TRANSMISSION BELL HOUSING.

2003 and Newer Fomoco:

If you choose to swap engines with a GM you must use the factory Fomoco bolt in engine mount from an 03 and newer to the K-MEMBER. If this is done in an excessive manner you will be force to make changes. You will have to run the factory aluminum K-member, No 80-02 K-member can be welded in and you cannot wrap the aluminum K-member with steel. The engine must bolt in the way it came from the factory and using the factory 03 and newer Fomoco engine mount or you will not run. Don't push it. TEXT the numbers below if you need clarification.

Follow the rest of the rules for the build.

Steering:

Aftermarket steering columns allowed. NO HYDRAULIC steering column setups. Removable steering wheels are ok. Aftermarket steering U joints are ok.

No aftermarket tie rod tubes. No heim joint tie rod ends. Must be a factory style tie rod and tube setup. You will be allowed to weld the seam on a factory tie rod tube.

Sway bars can be used. Cannot be welded to the frame and cannot be connected to the pulley protector/lower cradle. Unless explained differently in these rules.

Front suspension:

No aftermarket spindles, No homemade spindles. Must use a spindle from a car that is legal to be running in the class you are running in.

Factory upper and lower A arms. Do not alter the A arm mounts to attach your A arms.

Upper A arms only can be welded down to the frame. You are allowed to use (2) 2"x4"x1/8" plate. (1) per side of the A arm to weld it down. The lower A arms cannot be welded to the frame.

Factory style upper and lower ball joints may be used for the make and model of the car you are running.

NO AFTERMARKET FRONT SPRINGS.

CAR MUST HAVE WORKING BRAKES

Rear end and rear suspension:

Rear differential must be a factory 5 lug set up. No bracing, no axle savers. Pinion brakes are allowed. NO 3/4 ton truck rearends.

SUSPENSION MUST BE STOCK AND REAR END MOUNTING MUST BE STOCK FOR THE YEAR MAKE AND MODEL OF THE CAR YOU ARE RUNNING.

No Watts conversions. No aftermarket parts allowed.

No aftermarket rear springs,(I.E. coil or leaf springs.) Must be OE to the car you are running. No added leaf spring clamps other than what is factory. NO added leafs. NO double mains. Leaf springs must be factory and factory stagger.

You will be allowed to chain your rearend to the frame. Use (1) loop of 3/8 chain max per rear wheel. Chain must loop over the hump and around the axle tube. Do not weld your chain the frame in any manner.

No coil to leaf conversions

Tire/wheel:

Any tire wheel combo allowed with small centers only. NO beadlocks. Bead lip protection is ok.

16" and smaller tires. No studded tires allowed. Tires can be doubled.

If you run a solid tire set up, must have a small centered wheel.

1" lug nuts are ok.

Bumpers:

Any automotive bumper or automotive replica bumper may be used. Your bumper may be loaded with a metal structure inside the factory backing, no concrete. Any replica bumper cannot exceed the dimensions of a factory automotive bumper. For example a replica Chrysler pointy bumper must be made with the exact dimensions.

Bumper chrome may be welded to the bumper backing. NO points on the outer sides of the bumper. Sides of the bumper must taper so it does not act as a spear.

Factory bumper shocks and factory bumper brackets can be used for the year, make and model of the car you are running. Front brackets on the front and rear brackets on the rear. You cannot switch the brackets up. Bumper shocks must be mounted in the factory locations per make and model of the car you are running. Bumper shocks can be collapsed and welded together. Bumper shocks cannot be extended in any manner. No pipe or rod can be used as a bumper shock. Bumper shocks can be completely removed and you can hard nose the bumper straight to the frame. Bumpers can be welded to frame or bumper shock, single pass only 1/2" wide pass.

Repair plates:

NO PLATES ON FRESH CARS

You will be allowed **(6) 4"x6"x1/8" plates. Using a total of (3) plates per side of the frame.** If you come with more than 6 total plates you will be forced to cut. Plates can be added after the car is ran in the heat or if the car comes to the derby pre ran. Plates on visible bends only. Pre ran car must also have damage. "Scatched paint and a few dents are not going to be considered a pre ran car."

Unlimited 9 wire on pre ran cars only. Nothing allowed stuffed inside anywhere it shouldn't be.

CARS THAT HAVE PLACED IN THE MONEY DURING THE FEATURE WILL BE SUBJECT TO A RE INSPECTION.

ANY RULES QUESTIONS CONTACT: PREFER TEXT FOR A FASTER RESPONSE

JAMIE FROST 913-526-2341 or RICHARD NEIS 785-979-3206