

2023 Semi Stock Rules:

Promoted by Oklahoma Boys Promotions L.L.C.

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

No driver substitutions, only one driver per entered car.

Drivers 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.

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

Judge's 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.

1. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total.

An aggressive hit is solely at the discretion of the officials.

2. For safety, DO NOT HIT THE DRIVERS DOOR!!

3. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.

4. Rollovers- you may keep going as long as the car is deemed safe.

5. Watch the officials. If they are trying to get your attention, there is a reason.

6. No holding or pinning, you must back up and show daylight.

Any year of car allowed (no Imperials, hearse, ambulance, trucks, vans, no 03 or newer, no sedagons 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! THIS IS NOT A LIMITED WELD CLASS, IT IS SEMI STOCK!**

Cars 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. The 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 is recommended. The factory fuel tank may not be re-used. Battery must be re-located inside of the 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. The fuel cell must be mounted in the center of the car where the back seat used 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.

The only welding allowed is doors, cage, plates, bumpers, bumper brackets.

CAR MUST HAVE A DRIVER'S DOOR BAR

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, a 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 a high pressure fuel line, all fuel hose must be covered and be safe!

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

Aftermarket gas/brake pedals ok

Engine

Engine/trans swaps ok.

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

Radiator coolant overflow tubes must point straight down.

Mounting-

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.

Engine Cradle

You may use a lower engine cradle, however if you do you must still use stock lower motor mounts that match the 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!

Transmission

May use a trans mounted shifter. No Transmission Protectors of any kind. No aftermarket trans (crusher, jw trans etc.) Stock crossmembers. Must be bolted to angle iron mounts. Angle iron mounts can be no bigger than 2x2x1/4 8 inches long. Ultra-bell allowed with at least 1 in gap around sheet metal. Can run a spacer in between the engine and

transmission, but **MUST NOT EXTEND FURTHER OUT THAN THE BELL HOUSING**. If it does you have to cut it!

Rearend

No truck rear ends must be a stock car rear end 5 lug max (gears are fine, after market axles 31 spline max) bolt in watts links allowed, slider type drive shaft may be used. 2 chains only 1 per side, may go around axle housing and top of frame (chain cannot through frame or be welded or bolted to frame).

No allthread can be used to hold rearend down or to set ride height. **SPRINGS ONLY!** Simple back brace allowed (2"x4"x1/4") Brace must start 4" from outer flange, back brace and top truss for welding upper mount on only. No top or bottom braces or axle savers allowed.

NO AXLE SAVERS ALLOWED. If we question if an axle saver is being hidden, we will pull wheels to check!

Bumpers

You may weld on any bumper, (must appear automotive and no points beyond factory spec). 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.

Mounting

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

In addition you may put (4) 1" welds on the back side of the bumper bracket or to weld shock inside the frame (example crown vic's).

Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

Cage:

Four-point cage, NO larger than 6" diameter. Must be 6" away from the firewall and must be a minimum of 4 inches above the trans tunnel. All cage material must be inside the driver's compartment including gas tank protector. NOT INSIDE OF DOOR SKINS/BODY PANELS. Cage material cannot extend past the halo or outside of the car. Gas tank protector and cage material must remain inside of the driver's compartment.

Down Bars

Allowed one down bar per side to top of frame and must be completely behind front interior door seams (Front to back)

Halo

May have a Halo bar no further back than 10 inches behind drivers' seat, may be welded to top of frame and must be vertical. Can attach halo to roof using 2 ½ inch bolts OR weld with 2- 2x2x1/4 6" long pieces of angle iron running along halo, CANNOT extend forward or back from halo. Halo cannot have any other material (angle iron, strap, extra tubing) off of it to any sheet metal outside or inside of the car body.

Gas Tank Protector

Gas tank protector is allowed no wider than 24 inches. Must be at least 1 inch away from the rear package tray. Must run straight back from the center of the cage and must be a minimum of 4 inches off the trans tunnel. Can run 2 support bars off the halo to gas tank protector to support it. MUST BE INSIDE THE CAR

Doors:

You may weld doors 5 on 5 off with 3" X 1/8" strap max; Driver's door may be welded solid. 3" x 1/8" strap max. Inside of driver's door needs to be padded. Aftermarket door skin allowed must not extend 3" from door seams (drivers side only).

Trunk lid:

You may weld 5 on 5 off and you may use (2) 5/8" threaded rod if you change trunk body bolts, the nuts must be inside of the frame. Nothing beyond the trunk or in the taillight area. Must have a 10" hole for inspection.

Hood:

Hoods get one hood clip 3" long 2" x 2" x 3/16" with one ½" bolt and nut per side, or 1 ⅝" bolt per wheel well as a hood bolt. (2) 5/8" bolts total thru hood in firewall area and 2 core support rods any combination sheet metal to sheet metal only.

Suspension:

All suspension must remain stock no aftermarket parts

Front

You may change coil springs to a stiffer OEM passenger car spring no aftermarket. Front springs in the front, rear in the rear no swapping locations.

Spindles must be stock for a car that is legal in the class you are running, with no modifications.

Upper A-arms only may be welded down with 3"x2"x1/4" strap per side to hold it down. This strap cannot extend further than 2" past A-arm mount onto frame.

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.

REAR SUSPENSION

Rear control arms need to be stock you may shorten with up to 2" overlap. These must start from a factory set and cannot be homemade. **NO REINFORCING OF CONTROL ARMS!**

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no

springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest with a minimum of 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in the factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

Steering

Tie rods must be factory! NO REINFORCED TIE RODS! Mechanical steering column from wheel to box. Hydro-Steering is allowed. ALL OTHER STEERING MUST BE 100% STOCK FOR THAT CAR.

Tires and Wheels

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

No wheel weights or balance weights allowed on wheel rims.

Frame

A total of 14" of welding allowed behind the a-arms. All welds must be marked with orange paint. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars reweld the seams where the factory missed. Do not weld the front frame or box to the side rail.

Cold tilting allowed

You may weld the A-arms forward top frame seam only 1/2" wide maximum bead.

Humps

May be shaped a total of 24", WHEEL SIDE ONLY!

Frame Shortening

You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

Core Support

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. May use 3"x3"x1/4" plate top and bottom of the spacer but the spacer cannot be welded to the top of the frame.

Plate

Pre-ran and fresh cars may have 3 plates (4"x 6"x 1/4") per frame rail. No teepee plates. Plates must not touch each other. This does not count as your bumper bracket.

Body

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, must use factory steel stamp washers. You must have at least a 1" body spacer and they cannot be welded to the frame. Do not add body bolts.

Creasing

Body creasing is ok but rear quarter panels must remain upright. **Speaker decks must remain intact and factory location.**

#9 WIRE

You are allowed 2 spots of #9 wire, 4 loops per window opening (no cables). You may run wire from frame rail underneath back of car, behind rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame or it may go through a factory frame hole.