2024 Blizzard Bash Super Stock Rules

Any questions call: **Kenny Money -** (712) 631- 0437 or **Mike Smith -** (712) 370-0327

General Driver Rules & Expectations

1. ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN
2. Drivers must wear seat belt, helmet, fire suit jacket and long pants while participating.
3. All drivers must attend the drivers meeting.
4. You must run a roof sign. You cannot use the roofsign to strengthen the car.
5. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions.

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 CANT. JUDGES DECISION IS FINAL! ALL CARS ARE SUBJECTED TO REINSPECTION AT ANY TIME!

NO PAINTING OR UNDERCOATING OF THE FRAME. NO BUFFING OR GRIDING FRAMES OR BODIES
EXCEPT WHERE WELDING IS SPECIFICIALLY ALLOWED IN THESE RULES. NO PAINTING IN THE INSIDE OF THE BODY OR CAR. IF THIS IS DONE THE CAR WILL NOT BE INSPECTED.

1. At least one team member from the previous year must compete. The team captain (as put on the previous year registration form) will be the one in charge of the team. No 1970 or older Lincolns, No 1973 or older Chrysler Imperials or Imperial Sub Frames. You are permitted any legal car combination on the team.
2. Any American make car can run with the following exceptions: No 4x4, ambulance, hearses, trucks, limousines, frames or full cars etc. All cars must be fresh. No frame stubbing.
3. You cannot put a wagon body on a sedan frame, and you cannot put a sedan body on wagon frame. No manipulating a wagon's roof to create a sedan on a fresh car. You cannot cut the roof off at any time for safety reasons.
4. All cars must be stock unless modification is specifically stated in these rules.
5. All cars must be fresh. No pre-rans allowed at Blizzard Bash.
6. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
7. All trailer hitches and braces must be removed.
8. Batteries must be moved to the passenger front floorboard and must be properly secured and covered.
9. All cars must have working brakes when you cross the hoist. If the car is not able to exhibit the ability to stop it will not be inspected.
10. No welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run.

Show Rules

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! You may not get out of your car for any reason during the heat until you are out.
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 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 day light.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement, please see driver's table for the driver to get signed up and fill out proper paperwork.
8. You must pass inspection within 3 times through or you will not be permitted to run.
9. A helmet, seat belt, fire jacket, and eye protection must be worn at all times on the track.
10. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
11. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.

Bumper

Bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods.

1st way: Factory bumper bracket that is legal to a car in your class may not extend any further back than the first 14" of the frame. You can weld bumper brackets to the frame (single pass only).

The bumper may be built to have a 14" point from the farthest point back from the back side of the bumper to the point. However, the point itself may be no more than factory Chrysler pointy itself and spanning over 36" span across the bumper. (Will have a cut out template to follow). They may be 8" tall unless loading an unaltered factory skin. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

or

2nd way: Instead of using bumper brackets you are allowed to use one 4" wide x 3/8" thick plate extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it and cannot be any longer than 14". You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. The plate may be reconfigured but must stay only 4" wide max. Do not bend the plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule or you will cut.

You may reinforce bumpers on the inside of the bumper. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a

minimum of 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.

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.

The bumper may be built up to have a 14” point from the farthest point from the back side of the bumper to the point over a 36” span and 8” tall.

Replica bumpers are allowed. Homemade bumpers have to be a replica bumper to a car that is legal to run in this class.

Rear Bumper: The only way you can weld bumper to frame is if it came from factory with brackets to the frame. Rear bumper brackets must follow the front bracket rule, no more than 14” on the frame. Wagons do not weld the bumpers to the body.

If the brackets are mounted to body only, then they have to stay to the body. The bumper has to stay with those brackets. Do not move bumper to the frame. You may weld brackets to body. Bumper can weld to brackets and the body. Bumper welding to body is 5” on 5” off etc. You can use 3” x 5” x 1/8” strap to weld bumper to body.

No pointy or ramp bumpers on rear of any car. The rear bumper can not be built to ramp other cars. No exceptions! No skins are permitted to be welded on slanted bumpers. Official’s decisions are final!

ALL CARS INCLUDING WAGONS WILL HAVE TO BE MINIMUM HEIGHT OF 14” FOR EVERY HEAT/ROUND. WILL BE MEASURED FROM THE VERY BACK OF THE FRAME ON THE BOTTOM.

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. Remember you can only weld main frame seams no fingers, brackets or engine cradles. Cadillacs must remain 18” long from the front side of the spring bucket lip forward, must be measured with a straight line from the front to the back of the car not diagonal. Fords must remain 24” long. This will be measured from the front part of the bottom coil pocket forward off the bottom side of the frame. Call if you have questions.

Frame Welding

You are allowed to seam weld the top side of the frame from the front side of the A-Arm bracket forward and from the firewall to the backside of the back A-arm bracket with ½” inch weld, single pass. Only the main frame seam is allowed to be welded. You may tilt a 2002 and older Ford at the side of the box on the front frame. That counts as your firewall forward weld. You can not weld to the side frame. This will allow the FoMo Cars to cut and tip the box and reweld with 14” of weld and the old iron cars to reweld the seams where the factory missed or any other factory welded seam. Do not weld the front frame or box to the side rail.

You are allowed a 6” x 22” x 1/4” hump plate for a coil sprung car. You are allowed a 6” x 11” x 1/4” hump plate for a leaf sprung car. The hump plate must be centered in the arch and can not hang below the frame more than 2”.

03 & Newer FOMOCO- Do not reweld the boxes. If you cut to tilt it has to be done in the side rails. Crossmember, bracket & downbars cannot support the tilt.

Only factory welded seams may be rewelded.

Rust Repair – ALL RUST REPAIR MUST BE APPROVED BY KENNY. SEND PICTURES TO 712-631-0437 and Kenny will tell you how to repair it.

Frame Shaping – No frame shaping is allowed.

Front Suspension

Tie Rods and Ball Joints – Aftermarket tie rods allowed (no "Big Chiefs") with stock size ball joints. Do not re-engineer the way the steering components mount to the frame. Only stock size car replacement ball joints and tie rod ends are allowed, no pickup, hiem joints, or van tie rod ends.

A-Arms – A-arms may be welded or bolted down with up to a 5/8" bolt but may not be reinforced. If welded, it may only use up to two 2x4x1/8" thick strap per a arm. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. No changing or modifying the a-arm brackets. Do not manipulate the a-arm or the way it bolts on. If you do, you will have to change out the a-arm.

Coil Springs – Must be a factory car coil spring for a car that is permitted to run in this class.

Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement

Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.

Sway Bar – Sway bars are permitted for the same make and model of the car you are running. It must be bolted in the factory location. It can not come in contact with the pulley protector.

Front Shock – May be changed with 1" all thread with a standard nut and one 3" washer on top of the cone and can not be welded. Also, you are allowed one 3" washer on the bottom side of the control arm and it can not be welded if using all thread.

Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles

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

Rear Suspension

No rear end bolts bigger than 9/16" on coil and leaf cars.

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 5/16" thick and no wider than 2.5" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than ½").

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. Max chain link size 3¼" OD. You may use a 1" bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1" bolt to help hold rear end in car.

You cannot leaf spring a factory coil spring car.

Watts Link Conversions

They must bolt to package tray with four ½" diameter bolts or weld the upper brackets to package tray.

The upper brackets can be no thicker than 3/8" and must be at least 1" away from frame rail.

The upper trailing arms must angle off the factory mounting point on the rear end and mount to package tray in the factory mounting location of the car you are running 98 – 02 fords mount the same way as a 97 and older ford.

Lower frame brackets may be ¼" X 4" X 4" box tubing 7" long welded to side of frame (not to top or bottom of frame in any way) where the factory brackets are located. Top frame brackets may be ¼" X 11" x 4".

No gussets may be used on these lower brackets.
A watts conversion kit is permitted and can be no larger than 3" x 3" x ¼".

Rear Ends

Use rear end of choice, nothing heavier than an 10 lug rear end.
You can tilt rear end if you wish.
Welded or posi-track highly recommended.

Back braces are welcome. Braces may not extend more than 5" from the center of the axle tube on the outer 10" of a factory housing. The end of the factory housing is where the backing plate for the brakes bolt on. Not the axle, spindle or axle saver etc. 13" between the outer 10". All braces and protectors will be measured from center of axle tube. Rear end brace has to be 1" from frame & cage. Brace cannot go through the floor.

No changing out rear package trays on frame. You must use the factory brackets that came with the car you are running. No relocating brackets on the frame.

Tires/Wheels

Tires can be no bigger than 16 inches. No split rims or studded tires. No foam filled drive tires for the arena shows for safety reasons but doubled tires are ok. Valve stem protectors are ok. Tires may be screwed to rims. Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are permitted in this class. Bead locks may be no more than 20" in diameter and can be on inside of tire only.

Motor

Use motor of choice, motor must be in stock location.
Distributor Protectors are NOT allowed.
Mid Plates are NOT allowed.
Lower Cradles are allowed but must be attached to a factory style engine mount. Chambliss Welding motor mounts are permitted. The factory engine mounts are the only way of tying the motor down. - No full cradles are permitted! You are allowed a front lower cradle (nothing past the center of the block), pulley protector and a distributor cap clamp protector. This is only to protect the cap and can not reinforce the car in any way.
Header Protectors are allowed with a piece of 4"x4"x ¼" welded around header only and cannot connect to anything.

Transmission Brace, Bell Housing & Skid Plate

You may run a transmission brace with the following guidelines:

Transmission brace must follow the contour of the transmission and never extend more than 2 inches off the case.

Transmission brace may only be attached to the engine by the bell housing bolts. Nothing to the heads, spacer plate, or underneath.

You may run a steel bell and tail with the brace.

Transmission brace can be welded solid to the crossmember.

Trans mount area may be up to 12 inches wide.

If using an aftermarket case, it has to follow the same rules as the transmission brace rule.

You may run an aftermarket bell housing, but no other modifications may be done to the transmission. You are allowed 1 loop of 3/8" chain to the cross member with one link welded per side or bolt it down with two 5/8" bolts with 1.5" washers using the factory holes in the factory tail shaft cone.

May run a bell housing spacer if you have a short bell. May only be attached thru the bell housing bolts. Must stay below the heads and a maximum of 2 inches wider than the bell housing itself and not allowed to come in contact with the sheet metal or cage at any time.

Transmission Cross Member

If you are running a tranny brace you must use a straight piece of 2"x2" tubing, no contours and must be mounted in the stock location on the transmission.
Tranny cross members must mount in factory location for the car only and may use two 2"x2" x 8" long angle iron to set cross member on.

The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in.

The transmission crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" from the crossmember.

Body

Body Shaping: Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the truck, or inside the engine compartment at all.

Rust Repair: You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. If your frame is rusted through call for instructions on how to fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.

#9 Wire: You are allowed 2 spots per window with 4 loops of wire or one loop of 3/8" cable with nothing larger than 12" turnbuckle (turn buckle is only to tighten cable not reinforce car). 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, it may go through a factory frame hole, or you can weld one 3/8" chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

Radiators

For mounting radiators you may use four ½" all thread. This may pass through the bottom of the core support. This must not pass through the upper core support. It may be attached to a 2"x6"x1/8" flat steel and must be welded to the core support they must be outside the fan.

You may use expanded metal no thicker than 1/8" or a factory air condenser on the core support in front of the radiator. This may be attached with four 3/8" bolts or four 1" welds.

Body Mounts

Body mount bolts can be replaced with 3/4" bolts 5" long and can only be 5 inches long.
Body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 4x4x ¼" washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 2x3x ¼" washer. If you choose to use a body mount hole for your hood ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3". If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a ¾ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.

Radiator support mounts can be removed, and you can suck the radiator support down solid. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run. You are allowed a 2x2" square tube for a core support spacer and it may have a 5"x5"x¼" inch flat plate and it may be welded to the top side of the frame. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all thread may only be welded to the side of the frame in this location. Chrysler K-Member cannot be altered.

Hood & Front Clip

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 10 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 bolts. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length!

All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5"x5"x1/4" square or 6"x1/4" round.

Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came factory.

You may cut wheel wells for tire clearance. Fenders may be bolted back together with five 3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

Firewall – Do not alter the firewall besides what is mandatory in these rules!

Window Bars – For safety, all cars must have at least 1 windshield bar extending from the roof/halo bar of the car to the top side of the dash bar using 2"x2". Nothing can go past the front edge of the dashbar. You can have up to two 2"x2" pieces of square tubing that can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar. Rear window bar may have 2 bends, one at the top and one at the bottom. Top 6" where it mounts to roof. The bottom of the rear window bar may be mounted to the floor or trunk lid. It must be mounted within 6" from the front trunk seam and only 6" may be mounted. The area of the window bar that is in the window area must remain straight with no bends or angles fabricated in it.

Doors

You may weld your doors and door handles shut with nothing larger than 3" by 1/8" strap and must follow the door seam. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. If you chose not to weld, they must be tied shut in six locations using ½" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.

You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

Cage

All cage material must be no larger than 6" OD, unless specified for specific rule smaller. It must be a minimum of 4" off the floor everywhere except the down legs going straight down that includes being 4" off of the transmission/tunnel. No cage material may be within 6" of the firewall and any part of the engine or components and be minimum of 4" off the transmission tunnel which cannot be altered. You must weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you must also have a single bar (with no extensions), across your dash area to replace you dash. You must run a bar connecting the dash bar and seat bar inside of the front doors only. You must

weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3". You must have a halo bar loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. The halo side bars must be straight up and down and go over the car, absolutely no angles. You may also weld a steering column to the cage. Side bars including roll over may be a max length of 62 inches long. Mopar's are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba's, call first. The door bars may be 12" max. The 62" is the farthest point forward and back. Includes dash bar and seat bars. Etc.

Gas Tank Protector

GTPs are allowed. Tubing for protector must be 6" or smaller. The protector must be no wider than 32" wide, must be at least 4" off of the floor, and must be in the center of the car. The protector may be tight into package tray and sheet metal, cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3" gap will be required between the protector and the package tray in order to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical. Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the tunnel.

Fuel Tank, Oil Coolers, & Transmission Coolers

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat use to be. No other source of gas inside the car at all. Engine coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

Trunks

You may weld your trunk lid shut 5" on 5" off using up to 3"x5"x1/8" strap on the factory seam. Trunk lid must be from the make of the car and must be a trunk lid (no hoods). You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Truck lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Your trunk lid may be V'd in the center and must remain at least 12" off of trunk floor. The 12" will be measured at the back body mount.

Two 1" All-thread may go from the trunk lid to the frame or trunk pan, if it passes through a body mount hole you must have a 1" spacer between the body and frame.

GM Wagons must remove all rear decking and seat components.

03 & Newer Rules

Must use factory rack & pinon, no steering box conversions.
Must run the factory aluminum cradle, No added metal.
May use aftermarket tie rods.
Struts, spindles and a-arms may be switched to a direct bolt on. No cutting, welding, and fabricating to make it work.
Engine Mounting, you may use a cradle like Grey Area or Budde cradle or you can grab your own. Still must use a stock style mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points and must remain ½ inch off the side frame rail. Nothing on top or under the frame. Repair plates may not be used to tie cradle into the rails.
Watts link conversions are allowed, look in watts link conversion section above.
Must follow all other rules, any questions call Kenny or Mike before assuming it will be ok!