

Grand Motor Crash, Inc.

2026 Super Stock Midsize

Wheel bases : Compact or Midsize cars (unibody only)

101" to 113". 4-6 cylinder engines: NO all wheel drives

NEW ENTRIES OF FRESH CARS
ARE NOT PERMITTED TO RUN IN SATURDAYS EVENT!

Vehicle Preparation: All glass/trim pieces and lights must be removed from the car before it is brought onto the fairgrounds. Glass cannot be rolled down into doors. Remove all flammable cloth/leather/vinyl/carpet/interior decoration, from vehicle interiors and trunks. A/C coolant must be removed. Stock gasoline tanks must be removed before entering the fairgrounds. No antifreeze allowed. No wheel weights allowed. NO all wheel drives. No wood, paper, tires, car parts will be permitted as reinforcements. Concrete is not allowed in any vehicles. Air bags must be removed completely. VEHICLES MUST DISPLAY A CAR NUMBER ON ROOF- MINIMUM SIZE OF 12"X12" VERTICAL SIGN LEGIBLE WITH LARGE PAINTED NUMBERS.

DUCT TAPE ON DOOR POSTS ONLY AFTER INSPECTION IS COMPLETED.
NO NINE WIRE AND CARS STAY IN INSPECTION LINE UNTIL CALLED TO
COMPETE.

- **NO NINE WIRE ALLOWED ANYWHERE ON THE CAR**
- **Track officials decisions are final. Must follow all of the rules or you will be loaded and forfeit your entry fee.**
- **You MUST make an aggressive hit every 60 seconds or you will be disqualified.**
- **No hitting dead cars or cars on the blocks.**
- **NO team driving**
- **When you are dead or not moving or on the wall PLEASE break your stick.**

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Frames and body:

- Body mounts may be replaced with up to 1" bolts. Must have a 1" spacer in all mounts except at the core support. K-frame cars are allowed to bolt the frame solid with no spacer (no welding). May have 1- 2"x3"x1/4" washer inside the frame and 1- 4"x4"x1/4" washer on top. Bolts MUST be up inside the frame. If you choose to use all thread for your trunk body mount, this does not have to be up inside the frame.
- Body creasing and peening is allowed but NO shaping of the body.
- Radiator support mount spacers can be removed and you can suck the radiator support down solid. If running a core support spacer, it must be 2"x2"x1/4" tubing, welded to either the frame or body, NOT both. Absolutely NO body mounts can be moved or added. The all thread at the core support can be welded to the side of the frame.
- NO STUFFING OR PLATING OF THE FRAME! Absolutely NO welding, bolting, pinning, screwing, painting, shaping of the frame, sharpening the corners of the frame, or squaring them off in any way. Frames will be scoped.
- Fix it plate : We are allowing TWO fix it plates. This will only be to repair a bent, broken, split or rusted out spot on the frame. ONLY two fix it plates per frame. Plates to be no larger than 4" tall by 6" wide and no thicker than 3/16". Must drill 1/2" hole in the center of plates and paint it orange so that the repair is visible. Each plate must remain in one piece. If both plates are to be used on the same side there must be 6" between each plate. REMEMBER THIS IS A REPAIR PATCH ONLY. If used for reinforcement it will be cut off.

Cage: MANDATORY

- 6"x6" max material. Dash bar mounting plates maximum 6"x6"x1/2". Seat bar mounting plate maximum 6"x14"x1/2". The door bar has to be no closer than 10" from the front lowest part of the rear wheel well. Dash bar must be a minimum of

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6” from the firewall. The rest of the cage must be 5” minimum from the rocker panel.

- A quantity of 4- 4”x4” max down legs may be used, welded or bolted to sheet metal. Down legs must be vertical no further forward than the front door seam. Down bars may have mounting plates no larger than 6”x6”x¼”. A roll bar is allowed but only mounted to the top of the cage. Must be in the middle of the roof vertically at no angle to front or rear of the car and can be attached to the roof in only two spots with 2- 1” bolts max and plates no larger than 4”x4”. The roof bar must not be connected to the roof sign. Tank protector is allowed, must be 4” from anything behind it and 3” off the floor, 24” maximum width using 4”x4” maximum material, no kickers or down bars. Two supports of angle iron or tubing can be used to support your fuel cell, and can only be mounted to the cage. Must be 4” from sheet metal and must be 4” off the floor. Do not mount anywhere else or it will need to be cut off! Tank protector is to be mounted only to the rear seat bar between the frame rails. This rule is designed for safety purposes only not for reinforcement.

Battery:

- Batteries must be 2 feet from the gas tank. If 2 feet of space is unavailable (compacts/midsized), battery and gas tanks must be covered up or individually wrapped. Duct tape and silicone are NOT acceptable coverings. (Rubber floor mats are recommended). You must choose one of the following methods: Battery box can be mounted to floor sheet metal, if mounted to the floorboard the battery box may not strengthen the vehicle in any way. or if mounting to the cage it may only be mounted to the dash bar (if mounting to the dash bar must be 3” from the floor). Choose ONE method only.

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Gas tank:

- All stock fuel tanks must be removed completely. Gas must be placed in a metal fuel tank/metal fuel cell. NO PLASTIC TANKS! Fuel cells/tanks must be vented. Use metal fittings and approved fuel lines. No fuel lines can run underneath the car; they must be inside the car. Fuel lines must be run through the dash with a protective coating- NOT through the windshield area. If you show up with unsafe fuel lines you will not run unless it is fixed. MUST be mounted to the cage(see cage rule). Tanks are recommended to be covered with nonflammable material such as rubber floor mats.

Shifters/Pedal:

- Cable shifter is allowed. You can run a bar for a cable shifter from the seat bar to the dash bar in the center; use the same material as the seat/dash bar. Only mounted to the insides of the seat bar and the dash bar. Cable shifters can also be mounted to sheet metal if you do not want to run a bar. Pedals are allowed but can only be mounted to the sheet metal not frame. Pedal plates must not be used to strengthen the car in any way. No excessive mounting plates. Pedal plate must remain independent of fire wall.

Hood and trunk:

- Hood may have 6- 1" hold downs total- bolts and chains. 4 may go to the frame and the other 2 must be sheet metal to sheet metal 5"x5" plates- 3 nuts max per rod.
- Must have 24"x24" inch hole in hood to put out fires
- 6- 3/8" bolts with 1" washers per hood opening are allowed
- Threaded rod must be in stock position and you may pull the rubber mount out- 1" max bolts
- You may weld 2 of your frame rods to the body to the frame vertical only
- Do not weld the frame to the body in the front
- Trunks can have 2 1" hold downs- bolts or chains- 2 may go to the frame vertically with only 5"x5" plates.

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- Trunk can be fully welded solid 3"x $\frac{1}{8}$ " flat strap on the exterior seam. No attachment point may come intact with the frame.
- Tucking of the trunk is allowed but 50% must remain in stock location
- NO rear window bars from trunk to roof
- Four inch dish max
- 6 inch hole in the trunk for inspection

Cowl:

- Two chains or flat stock/angle iron/square tube no larger than 2"x2"x $\frac{1}{4}$ " thickness MUST be attached from roof of car to cowl for safety purpose, front only. Sheet metal to sheet metal only.

Radiator:

- Radiators must be automotive only. The radiator must be in stock location or no radiators. Tanks and barrels are not allowed. No antifreeze allowed. Radiator guards are allowed, mesh or expanded metal only, $\frac{1}{8}$ " maximum. No further than 2" passed the radiator opening, and cannot be attached to the all thread. no lower than the bottom of core support. bolted or welded to the core support only. NO WRAPPING OF ANY SORT. HOODS NEED TO BE OPENED AT INSPECTION TIME.

Doors:

- Doors may be welded 3 on 3 off OR 5 on 5 off maximum $\frac{1}{4}$ " thick, can't do both, PICK ONE!!!!!!!!!!!!!!
- Drivers door: you are allowed a door skin or door plate, you may use up to $\frac{1}{4}$ " thick MAX steel, it may not exceed 3" passed the door seems.
- The driver's door can be fully welded.

Bumper:

- Any car bumper is allowed except New Yorker and imperial bumpers. Loaded bumpers are allowed. Homemade/ fabricated bumpers made of $\frac{1}{4}$ " materials

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maximum. Must mimic a stock bumper except a pointy New Yorker or imperial bumpers made; those are not allowed, do not change the configuration of a stock bumper. This means from point of contact with frame or shock to the front middle of the bumper cannot be more than 10- $\frac{1}{4}$ ". The frame may be cut to attach bumpers.

- You may weld 8" total of tube or pipe to your bumper.(front of car only) WE WILL BE DRILLING HOLES
- No more than 4- 2"x2"x6" angle or tube per side for filler. If desired a tubular bumper can be used. 4"x4" $\frac{1}{4}$ " wall and not to exceed the center of the tires and capped. Two chains may go to or around the bumper and be bolted to the core support or body to keep the bumper from falling off on track.
- It is also alright that your front hold down passes through the tube. This may run into your frame or body. Any longer than that get the torch out.
- You may weld the bumper to the body or bolt it on.
- Do not shorten the front of your car or move back past the body mounts hole, as your vehicle will not run.

Tires:

- No ply restriction.
- Must be a rubber tire- no homemade tires, max tire height 28"
- No split rims, no studded tires
- Foam filled or doubled tires are allowed
- Tires may be screwed to the rims
- Valve stem protectors are allowed
- You may run full centers and bead locks on the inside of the wheel ONLY.

Engines:

- No v8s
- Motor swaps are allowed
- Changing motors over to carb is allowed

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- Motor mounts can be replaced but must remain factory style. Reinforcing of the mounts is permitted but must still have ONLY one bolt, as a pivot point, no welding.
- Header protector/carb protector can be no more than 1” past the back of the header and MUST not be touching the firewall and must be independent of any cage components.
- Motor may be chained down with no more than 2 chains (no lacing)
- No pulley protectors and no trans protectors

Suspension:

- Struts must be OEM may be welded or clamped in max height position of the stock strut. Spring must remain on the strut in stock location.
- No reinforcing of the strut assembly`

Tie rods:

- OEM steering components with exception of after market steering column
- Tie rods may be reinforced but must have stock rod ends

Rear ends:

- No leaf spring or trailer axle conversions

BRING TOOLS/EXTRA SUPPLIES: In case of safety changes please bring your own tools, etc. A fire extinguisher is recommended and needs to be easily accessed.