

2024 Colusa Stock Rules

This Class is open to any American made hardtop model stock car or station wagon. No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive or foreign type car. No pre 1973 Chrysler Imperial's or LeBaron's. 1974 and newer are allowed

Remove all glass, plastic, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats and flammable material. All preparations must be done prior to coming to event.

No silicone, undercoating or painting of frames, interbody panels, inside trunks or tailgates, paint may only be on outside of vehicle body and bumpers.

Safety Bars

1. Two Side bars may be no bigger than 12" X 2" C channel, must be 3 inches from firewall and may touch rear hump/wheel wells. Must have a 4" gap from the floor. Side bars are mandatory.
2. Three Cross bars may be no bigger than 6" X 6" square or circle tubing. All crossbars must remain 4" from floor/ tunnel/ transmission bell housing. Front cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory. Middle cross bar must be behind the driver's seat and within 6 inches of the seat. Middle cross bar is mandatory. Rear cross bar must be placed behind gas tank straight across and may extend no further the front edge of the rear wheel well vertically (floorboard and wheel well). May only be welded to the side bars.
3. A gas tank protector is allowed in place of third cross bar. Gas tank protectors may only be welded or attached to the safety cage and halo. Gas tank Protector max width of 36" and must have 4" clearance from any and all sheet metal. Vertical portion may NOT be angled to the rear. Protector may not provide strength or have contact with any other part of the car including window bars. THIS IS NOT A BRACE!!!
4. Halo bars are allowed and must be placed between the driver's seat and no further back then twelve inches in front of the rear wheel well. Halo bars must be in vertical position (90°) and Horizontal bar must connect in a direct line between uprights. Halo bar may be welded to cross bar only, not to the floor. 6-inch maximum material may be used for halo. Two bars from the halo bar may go behind the driver's seat and must angle down towards the 3rd bar of the cage and only, welded to the top of the 3rd bar or side bars. Must be 2" X 2" X ¼ inch square tubing. The bars must angle to halo bar and cannot be welded in a vertical position (90°). No welding halo to roof. Two bolts one inch in diameter and washer 3" max diameter may be used vertically through the halo bar to bolt the halo to the roof sheet metal only.
5. NO welding cage to frame and floor of car. No Bolting accessories such as gas/ brake pedal, Shifter, battery box ect through frame or crossmembers or sub frame
6. Two front window bars are mandatory. Two bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2-inch maximum material may be used. You may use 3-inch gussets (4 per bar) to mount the window bars and may not be welded to trunk seam. Front window cowl cannot be altered.
7. Driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under driver's seat.

Batteries

1. Two automotive type batteries are allowed for the motor. Motor batteries are only allowed on front passenger floor. Batteries must be properly covered.
2. Third battery may be used for transmission cooler or electric fan only.
3. Batteries must be securely bolted to the floor in a battery tray.
4. No welding battery tray to door bars, safety cage or covering body bolts. No bolting batteries trays to cross member, frame, or sub frame.
5. Battery trays cannot be welded to the firewall. Must be at least 4 inches from vertical section of firewall and may not be used as a brace.

Gas Tank

1. Gas tank may be bolted or chained securely to the floor or safety cage, but not to the frame.
2. Gas tank must be place behind the driver's seat.
3. Gas tank platform may be no bigger than gas tank size.
4. Gas tank must be bolted in securely before inspection or you will not run. SAFETY!

Body and Frame

1. Body to frame hardware and brushing must be stock for that year/make/model, in stock location and present. No changing or moving body bolts or mounts.
2. No frame repair is allowed. No seam welding or plating to the frame. No pinning the frame or running bolts through existing holes.
3. Frame notching is allowed.
4. Front frame rails may be trimmed back to OEM core support mount location.
5. No hammering of the frame is allowed.
6. No hammering or moving of the body is allowed. Cars must remain stock appearing. (exception- front fenders and hood may be folded over if frame is trimmed no reattaching)
7. No flattening of trunks, speaker decks, or tailgates.
8. No tilting of any vehicles or pre bending of the frame
9. No painting/ undercoating frames or under side of vehicle.
10. Roof signs are allowed but must have 2" gap from roof if connected halo.
11. You may have 16"x4"x 1/2" material frame repair that can be used anywhere on the frame, plate can only be broke up width wise.

Fenders and Quarter Panels

1. Fenders may be cut out.
2. Quarter panels may be cut out and rolled over rear tire.
3. No bolting fender or quarter panels.

Doors

1. Driver door may be welded solid with 1/2 inch thick filler rod or 2" X 1/4" inch thick flat strap.
2. All other doors may be welded a maximum of 12 inches per line using 1/2 inch thick filler rod or 2" X 1/4" inch thick flat strap.
(only 4 lines per door)
3. No extra metal or plate is allowed on the outside of the doors.
4. No welding the inside of the doors or window seam

Suspension

1. No re-enforcing suspension or steering Unless noted. No swapping suspension/ steering. Must be original OEM to that car year/make/model.
2. Upper A arms may be welded down in OEM location a maximum of 8 inches per side of vehicle using 1/4 X 2 X 4-inch flat strap or 2 chains per A arm no longer than 7 links of 3/8" chain with only the end link welded to the A arm and frame no other links can be welded. Strap/ Chain must remain in the footprint of the upper A-arm.

3. 03 and newer may use strut spacer if upper A arms are not welded (rule#2). Spacers may be used on top or bottom of strut and may only mount in OEM locations using OEM size and grade hardware. Spacers may provide no other support (official discretion is final)
4. No welding metal in the springs to raise the front of the car. Leaf springs must remain stock. No after-market springs.
5. No shortening or modifying of leaf springs. No tape or welding on springs
6. Two additional spring clamps per spring pack are allowed in addition to the two factor straps, no wider than 2 ½ inches. No welding clamps to the frame. (Total of 4 per side 2 stock, 2 homemade)
7. No coil leaf conversions.
8. Leaf spring cars may re-shackle leaf springs using factory shackle from that car or bolt leaf springs directly to frame using a maximum 5/8" diameter bolt. In Factory location.
9. Bump stops are allowed (one per side) and may be welded to the rear end (center/ top) and bottom of the frame or subframe only in a vertical position (90*). Only 2" material max may be used. No gussets or bracing.
10. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body.
11. No welding K-frames on Chryslers.
12. Homemade, aftermarket steering columns or steering knuckles are allowed.
13. Tie rods may be strengthened using a single piece of 3/8" rod (only no other material) welded on one side.
14. 68-72 Cadillacs and like may attach control arm support rod bracket the bumper. May have no more than 1" of surface contact and may only be secured to the bottom of the bumper with 2- 1" welds no added material. (Call if you have questions)

Bumpers and Brackets

1. You can use any 5-mph bumper or homemade bumper on any car. Bumpers may be trimmed and/or flipped. No welding bumper seams. Bumpers may be installed using 6" L X 6"W X ½ inch thick flat mounting plates, must be welded to the bumper
2. Homemade bumpers may be made of 4" W X 6" H X ¼ inch mild steel square tubing, must be hollow (no exceptions on size or material). You must (mandatory) cap the end of the tubing on each side with ¼ inch metal. Must have a one-inch hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. No point may be welding in the center/ middle.
3. Bumpers (front and rear) may be no higher than 20" and no lower than 12" from the bottom of the bumper. Used car bumper height; will be at official's discretion.
4. Stock and homemade bumpers with or without mounting plate (Rule #1) maybe welded directly to the end of the frame rail (only) with no added material (hardnosed).
5. OEM brackets front and rear (no swapping front and rear) for that specific year/make/ model vehicle, are allowed to be welded in the OEM configuration and location. bumper shocks may be collapsed and welded, no filler
6. Homemade brackets may only be 10"L X 4"W X ½ inch thick flat plate or 10"L X 2" X 4" X ¼ inch thick square tubing/channel or 10"L X 4" X 2" X 3/8 inch thick angle iron. Max length on any homemade bracket is 10". Homemade Brackets may be mounted on any single exterior side of the frame rail top, bottom, outer (tire side) inner (motor side). They may not be mounted inside (center) the frame. No angle/corner gussets.
7. If a factory bracket is used and relocated, it may be no longer than 10" total length and may only be mounted on a single exterior side of the frame rail (same as rule #6)
8. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
9. No part of the bumper may be connected or welded to the suspension or suspension parts
10. GM Impala/ Caprice or like may weld single, ½" width pass around "shock bucket" If using rule #5.

Rear end

1. Rear end swaps are allowed. Rear ends must be stock and may be any year/make/model. Must be passenger car rear end, no truck rearends, 5 lug is maximum. Factory mounts and hardware must be used. No homemade or aftermarket mounting brackets or hardware allowed (exception: two upper trailing arm mounts on housing only and may be no larger than factory dimensions). Rear end housing and axels must remain stock.
 2. No rear end braces are allowed.
 3. Locked rear ends and gears and pinion brakes are allowed.
 4. No re-enforcing trailing arms.
 5. Rear ends may be chained to body/ frame. Single chain per side looped from rear end to body/frame. Chain ½” maximum must be bolted together. No welding chain or re-enforcing body.
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Tires and Wheels

1. “No tire rule”. Any ply and mud grips are allowed. Wheel size may be no bigger than 15 inches.
 2. Valve stem protectors are allowed. Valve stem protectors must be welded securely. SAFETY
 3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
 4. Lug nut size may be no bigger than 1 inch.
 5. Wheels must be factory car wheels.
 6. Wheels may not be reinforced.
 7. No full center on rims. Universal centers are allowed, must not exceed a half inch past bolt hole, may be welded in with no filler rod or added metal.
 8. Wheel seams may be welded and shorten down to 5 inches with no filler rod or added metal.
 9. AIR ONLY NO foam filled tires.
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Trunk lids and Tailgates

1. Trunk lids, tailgates and decklids may be welded a maximum of 12 inches per perimeter seam only (only 4 lines per), with ½ inch thick filler rod or 2” X 1/4” inch thick flat strap. No welding decklid section seams or trunk lid inner seams.
 2. Trunk lids may be tucked (50% in stock location) and welded to the floor of the trunk or creased with a single line across truck to a depth no greater than 6” from original location. All hammering must be done before Tech.
 3. Trunk lids and decklids must have a 10” X 10” hole for inspection. No cutting or folding quarter panels in behind the tuck must remain stock in the upright position. 4. You cannot weld/ bolt the inner to the outer of the trunk lid.
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Hood

1. Four Bolts or Four chains must be used to secure hood (4 total).
 2. Bolts may be 1-inch maximum diameter, gussets may be 6”x6”x1/4” maximum. 3-inch maximum washers may be used to secure hood bolts. Bolts and or gussets may be welded to sheet metal only and may not attach to the frame in any way.
 3. Chains ½ inch maximum may be no longer than three feet around bumper and two feet around hood and fender with one loop. Chains may go from the hood to the bumper. No welding washers to the body for the chain to go through.
 4. 2”x2”x4” angle iron ¼” may be welded to fender and hood then bolted together to secure hood (4 total).
 5. A hole is required in the hood above the carburetor in case of a fire.
 6. No welding or bolting the inner to the outer of hood. Hood must be OEM.
 7. Hood must open for inspection.
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Radiator and AC Condenser

1. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
2. No homemade steel radiators or steam tanks.
3. Radiator must be in stock position. Radiators may not be welded in.

4. Ratchet straps, bailing wire or bolts may be used to secure radiator.
 5. No radiator protectors.
 6. You may use one AC condenser in front of the radiator only.
 7. The AC condenser may be bolted with four, 3/8-inch-thick bolts, with washers no bigger than 1 inch or may be wired in.
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Engine, Cradle and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Rear most spark plug (SBC #8) may not pass firewall.
2. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails.
3. Aftermarket engine cradles are allowed. No full-size engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. ½ inch header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed, no part of the lower cradle can go past the middle of the oil pan.
4. You may cut a hole, 12" L X 12"W in the fire wall for the distributor. Hole must be properly covered.
5. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed.
6. If no cradle is used, motor mounts may be welded to the frame not to exceed 3" X 3" square tube. No rear motor mounts or head straps.
7. Electric fuel pumps are allowed, must have a shut off/kill switch for fuel pump.
8. Transmission coolers are allowed.
9. Homemade transmission cross members are allowed 4"x2" maximum material. No bolting or welding the crossmember to the body or frame except for mounting location (4"). Cross members may only mount in factory location (center to center or frame to frame) for that year/make/model. Cross members must be point to point.
10. Transmission adapter plates may be used to bolt different transmission on and may not connect to the cradle or header flanges and must not be used as a mid-plate. Must not exceed two inches past bell housing bolt holes. Adapter plate may not touch firewall.
11. No transmission skid plates are allowed. No external reinforcing of transmission. Transmission pans may be homemade with metal no thicker than a ¼ inch and may not extend past the transmission bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2 inches from the cross member.
12. If you run a stock transmission with no ultra-bell, you may run 3/16 X 1 ½ inch flat strap from the oil pan to the transmission pan, may be welded (2 inches to each pan) or bolted on, one per side is allowed.
13. No transmission braces are allowed.
14. You may use a steel or aluminum ultra-bell and a steel tail shaft. Ultra-bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the oil pan.
15. If steel or ultra-bell are use, Officials must be able to slide a #9 wire between bell/ transmission housing and body, you must also make a relief cut on center/top of trans tunnel (length) where bell will contact body. Relief must be at least 12 inches (one clean torch or grinder cut).
16. Slider drive lines are allowed.
17. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolted/welded to the floor. Cable shifters may be bolted/welded to the floor.
11. 03 and newer cars with aluminum cradle may use a plate that is secured by only the two factory motor mounting locations. The steel may not secure to or contact frame rails.

Safety

1. Minimum of 1 lap belt is required. Four-point harnesses are allowed.
2. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.
3. You must have a fire extinguisher on hand in pits.

Disqualifications

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned first time with flag; second time will result in disqualification.
3. Driver door hits are not allowed, first warning will be with a flag, and second time will result in disqualification.
4. We have a 2-fire rule. Will be discussed at driver's meeting.
5. If cars do not pass re-inspection after main event, it will result in disqualification.
6. If you time out for more than 1 minute, you will be required to shut off and break your stick.
7. **Driver and/or Pit Crew consuming alcohol OR fighting in pit area at any time will not be tolerated. Driver and pit crew will be escorted off grounds without refund.**
8. Unsportsmanlike conduct to any officials or drivers will NOT be tolerated. Driver and pit crew will be escorted off grounds without refund.
9. All Drivers must review Driver rules prior to participating