

# ***2025 Christensen Promotions***

## **STREET STOCK LIMITED (Fullsize)**

- Any full size V8 car except 1973 & older Imperials, Imperial Sub Frames, 1970 & older Lincolns are allowed.
- Convertibles, hearse or limo body's and frames will NOT be allowed.
- 2003 & newer Crown Vic's allowed.

## **All Class General Rules**

### **NO GREY AREA BUILDING!!!**

- All drivers must be 16 years of age with a valid driver's license. Those under 18 must have a legal guardian's signature.
- No drugs or alcohol allowed in the pits
- All drivers must wear seat belts, full face helmet and eye protection
- No riders on cars or hot rodding in the pits at anytime
- Driver is responsible for all members of pit crew. Any rules found violated will result in disqualification of driver, crew and car. Forfeiture of any winnings, entry fees and/or trophies will be forced.
- Any mechanical work must be done in pit area only
- No displaying foul/profane language or decoration on vehicle

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- No displaying foul/profane language or decoration on vehicle
- Must remove all glass, plastic, mirrors, trailer hitches, chrome, wheel weights, door handles, stock gas tanks and speakers in the rear speaker deck etc.
- Must have a minimum of 2 working brakes
- Must have at least a 15"x15" hole in hood in case of fire
- This will be open hood inspection so have your chains/ wire/ bolts ready to take off when you get to inspection
- May weld window net on driver's door (don't get carried away)
- Driver's door may be welded solid using 3"x1/8" steel strap. If you decide to run an outer driver's door safety bar it must be welded no more than 6" forward/rear of the door seams.
- Must have 2 windshield strap/chain/#9 wires. 3"x3/8" strap maximum if using steel. 6" max welded to roof and 6" firewall
- Batteries must be on the passenger floor secured in a METAL box with metal straps to hold down. Limit 2 batteries. No milk crates or ratchet straps will be tolerated. No excuses. Must have a rubber cover over the batteries.

- Gas tank must be mounted behind driver's seat or in the middle of the back seat of the car. 15 gallon max. Must be STEEL, STAINLESS STEEL or ALUMINUM. No plastic boat tanks. No ratchet straps to hold to cage. No excuses. If you bolt to floor you must not tie into seat bar or tank protector. If you mount to rear seat bar/tank protector, it must be at least 4" away from all sheet metal.

- Must have at least a 15"x15" roof sign

- No self tapping screws!!

**- IF ITS NOT IN RULES DO NOT ASSUME YOU CAN DO IT!**

## **Build Rules**

### **FRAME**

- No painting or undercoating of the frame, no buffing, grinding on body or frame except where welding is specifically allowed. No frame shaping on any part of the frame except the rear humps. You may only shape 22" from the center of the hump. You may cut or dimple your frame in the rear, no rewelding the cut. No painting on the inside of frame or body. If done, the car will be disqualified/trailerred.

### **RUST REPAIR**

May patch rust with 3"x3"x1/8" flat steel. 1 inch past rust hole. This patch will act as one of your fix it plates if you decide to do so. If you think the car is too rusty to run, pick a different car. It is not our problem that your car is too rusty and that you have used all your plates to fix it. We will have a frame scope on site so do not get carried away! Call if you have questions and be very precise on what you plan to do! Official's decision is final!!

### **FRAME SEAM WELDING**

- You will be allowed to weld the front frame seam top side only a-arms forward. 1/2 in bead single pass only, one seam only If you have a k-member style car you may use

10" to weld k-member to frame in bolt area only NO ADDED METAL per rail. Y frame cars you may close the Y and weld top and bottom seam.

- A total of 14" of frame welding allowed behind the a-arms. All welds must be marked with orange paint. This will allow the FoMoCo cars to cut and tip the box and reweld with a 14" of weld and the old iron cars to reweld the seams where the factory has missed or any other factory frame welded seam. Do not weld the front frame or box to the side rail. -Only factory welded seams may be rewelded. If you choose to cold bend the car, do not support with the cross member. These are the only ways to bend a fresh car.

- You may shorten the front frame on a FoMoCo or GM on the front frame rail ONLY. You may cut the frame off flush with the front edge of the body mount hole. 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, this means core support must bolt back up in factory spot. 76 and older Cadillac's must measure 18" from the back of the bumper to the front of the spring pocket.

#### **BUMPER MOUNTING**

- Front bumper may be welded to shock or directly to frame. If you choose not to run factory bumper bracket you will be allowed 4"x14"x3/8" thick flat stock. Shocks may be collapsed and welded, may swap bumper brackets but cannot be longer than 14" on the frame no exceptions.

- Rear bumper may have a 4"x6"x3/8" bumper bracket to one side of frame only.

#### **PRE-RAN FRAME/BODY REPAIR**

- Pre-ran cars may have 8 total repair plates. Plates must be 6"x6"x1/8". Plates may be taco'd, formed or gusseted. Must be to frame only, not to cage or driveline components. Must have a 1" gap between welds, no stacking.

- Stubbing is allowed but may not interchange make/model. Must be butt welded, no overlapping.

- Holes in body panels from previous derby's may have a patch welded over them 1" past the whole with same thickness sheet metal. Any thicker you will cut it back off. Must not come in contact with the frame in any way.

#### **BUMPERS**

- Any factory front bumper may be used. Seam welded, stuffed or aftermarket are allowed. Pointy replicas, 74 and 76 chevy replicas will be allowed. Pointy replicas must be no further than 14 inches from the back of the bumper to the tip and must

spread over the same angle as a stock pointy bumper. Other homemade bumpers are to be no bigger than 8" material and the point is to be no more than 4" out from the flat front part of the bumper and must span over 32".

- Max bumper height of 27" to the top of the bumper.

- Rear bumper must remain flat and no bigger than 6" material and bumper height will be a minimum of 20" to the top. No exposed frame rails. **ROUNDBACKS** cannot hard mount rear bumpers in a way that connects the body to the rear rails

### **SUSPENSION/STEERING**

- Front suspension may run stiff suspension. 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 or van tie rods.

- A-arms may be welded or bolted down with up to a 3/4" bolt but may not be reinforced. If welded it may only use up to (2) 2"x4"x1/8" thick strap. This strap must weld to the a-arm and cannot extend farther forward or backward than 1" past the widest part of the a-arm. No changing or modifying the a-arm brackets. Coil spring must be a factory car coil spring for a car that is permitted to run in this class. Plate must be welded flat to frame vertically, cannot run front to back on the frame. Cannot be more than 2" on the frame and 2" on the a-arm.

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

- No hydro-steering allowed in any car.

- Must use factory rack and pinion on 03 and newer vics. No steering box conversions.

- 03 and newer FoMoCo cars must run factory aluminum engine crossmember and suspension

- 03 and newer struts, spindles and a-arms may be switched to a direct bolt on. No cutting, welding and fabbing to make them work.

- Leaf springs in the rear must have a 2" stagger and be made of stock spring material. Maximum of 9 leaf springs per side. Main leaf must remain the top spring in the spring pack and must go from longest to shortest.

- You may run 4 homemade spring clamps per side. Cant exceed 2"x4"x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from the 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 the rear end and frame to prevent springs from falling out, do not go through the body as this would be considered a body mount. You may weld leaf spring mounting bracket to prevent them from becoming unbolted with a single bead no wider than a 1/2" wide bead.
- You can loop 3/8" chain or 4 loops of #9 wire from rear end to frame in 1 spot on each side. Must go around the frame do NOT bolt or weld the chain to the frame. Max chain link size is 3 1/4"OD. You may use a 1" bolt or all thread from you rear end housing to the package tray or to the factory shock mount location. You may also use both the chain and the 1" bolt to help hold the rear end in the car.
- No leaf spring conversions on coil spring cars
- No WATTS LINK CONVERSIONS (factory watts link cars must run watts link, no package tray swaps)
- Rear end control arms may be reinforced. Must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using. NO HYBRID SETUPS.
- You may use rearend of choice, nothing heavier than 8 lug rear end, may be braced. Pinion brakes are allowed but cannot have any pinion brake protectors.
- Rearend bracing must be 4" away from any part of the frame before the show.
- Slider driveshafts will be allowed
- **WHEELS/TIRES**
- Any rubber or double stuffed tire allowed
- Full center rims will be allowed with 1" wide bead lip protectors
- Inside bead lock rims will be allowed

### **- ENGINE/TRANS/CRADLE/MOUNTING**

- Lower engine cradle will be allowed. Block saver style only. Cradle must not go back any more than 3" behind the motor mount tab.
- You may use a cradle/saddle like Grey Area or Budde cradle or you can fab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower. No other attachment points and must remain 1/2" off the side rail. Repair plates may not be used to tie cradle into the rails.
- Must mount engine in stock location with a bushing style/HD mount.
- Pulley protector allowed but must cut sway bar out. If you choose not to run a pulley protector the sway bar may stay intact.
- Carb protector/carb halo may be ran but cant run any further than 2" past the back side of the carb. Must mount to the head plate of the cradle, and be bolted to the the intake bolts or a cross bar connected to the headers/header protecotors
- Header protectors are allowed, must be tight to the headers, no more then 1 inch gap between the header and protecotor. **NO OVERSIZED HEADER PROTECTORS**
- No full cradles, no mid plates, no Distributor Protectors
- Steel/Aftermarket bell housing allowed. **NO TRANNY BRACES**
- A 2"x2" square tubing will be allowed as a trans crossmember, bolted/welded with no added metal.

### **BODY**

#### **HOOD**

- Hoods may be held down in 6 places with up to 1" all thread. 5"x5"x1/4" washers may be used. 2 places at the core support must be in stock location, bolted or welded to the side of the frame vertically. Other 4 of places must be sheet metal to sheet metal only can be welded/attached no more then 6". If you choose not to use threaded rod, you can use 1 1/2"x1 1/2"x3" long angle iron with 1- 1/2" bolt in these places. If you choose to use chain or 9 wire to hold hood down, 2 spots at core support can be around frame (not bumper) and other 4 spots are still sheet metal to sheet metal.
- Hood Skins may be bolted together with a max of 12 - 3/8" bolts

## **DOORS**

- Door seams may be welded 5 on 5 off exterior only with 3"x5"x1/8" flat steel. Top window seams may be smashed and welded together with no added metal. If chaining/9 wiring doors shut, may run up to 4 spots per vertical door seam, none on the lower door seams.

- May run #9 wire in 2 spots per window, a max of 4 loops per spot, cannot be wrapped around cage material.

Front windshield must have 2-3" wide max flat windshield bars, or 2 spots of chain or wire for drivers safety

## **TRUNKS**

- Rear window bar must be no bigger than 2"x2"x1/4" tube. Welded no more than 6" on roof starting at the window seam and 6" on the trunk but must touch front trunk/window opening seam. Window bar must be straight from point to the next and not angle inward in any way to touch or come closer to cage any components.

- Trunk lid seams may welded, chained or #9 wired in 6 spots total. If welding, must use no bigger then 3"x5"x1/8" flat strap. If using wire no more then 4 loops of #9 wire per spot. If using chain, no bigger then 3/8" chain per spot (not around the frame)  
Pick 1 of the 3 options

- You may tuck the trunk lid 50%. May pound corners in. May dish trunk in the center but must remain 12" from the trunk floor in the center with the speaker deck still in factory position, not re-welding in a lower location. No removing of the speaker deck. No wedging. Body creasing is ok. All cars must have factory rear quarter sheet metal (no removing)

- May use 1" all thread in 2 places to trunk lid. Must remain vertical and in the factory body mount with a 1" spacer or welded to the frame a max of 4". 5"x5"x1/4" washers may be used on body side only, not frame.

## **CAGE**

- 4 point cage recommended. 6"x6" max material. Door bars cannot exceed 60" long. May have 2 down bars per frame rail off the cage door bar, but must be no further forward than the inner door seam and no further back than the end of the door bar. Halo bar is highly recommended. If halo is attached to the frame, this counts as 1 of your 2 down bars. Halo bar cannot be any further back than the back side of the door bar. Dash bar must be at least 5" from any driveline component before each shows starting, this includes bell housings and tranny cases.



- You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can have gussets that angle in from your roll over bar. It must be 3" away from rear sheet metal which cannot be removed at any point. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area. Can be 6" above factory positioned speaker deck but has to be vertical (straight up and down, not angled back).

#### **BODY MOUNTS**

- Body bolts may be replaced with 1" max bolts with 3" washers. Must be 1" spacer between body and frame. Must be bolted to the TOP lip of the frame from the inside of the rail, or where they were bolted in from factory.

**Stick to the rules and put on a show!**

**Any questions call Aaron Christensen 507-476-2285**

**Good luck to everyone!**

#### **2025 Dates**

**White, SD- Sunday, July 20th @ 3:00 p.m.**

**Tyler, MN- Sunday, August 3rd @ 3:00 p.m.**

**Marshall, MN- Saturday, August 16th @ 7:00 p.m.**

**Pits/Inspection will open 4hrs prior to each show  
PLEASE be early so we can tech & start the show on time!!**