

HOLLYWOOD MOTORSPORTS

2026 Semi Stock full size

PAWS For Cause Team derby, Singles Event & County Fair Circuit.

Please check your schedule to see if it's 80 and newer or open

WARNING: This is a Stock Class. If this is not up your alley, check out are Limited weld class dates.

VEHICLE PREPARATION questions call 9204102008

**NO CHRYSLER NEW YORKERS OR IMPERIALS BUMPERS OR SIMILAR TYPE
BUMPERS ALLOWED**

1. Remove all glass, chrome, plastic, moldings, headliner, flammable material, A/C coolant, antifreeze, trailer hitches and interior decorating
2. Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. Use proper rated fuel lines, Plastic tanks must be in a metal box. **NO EXCEPTIONS**
3. Electric fuel pump allowed but switch must be clearly marked on/off.
4. No more than (2) batteries allowed which must be relocated to the front passenger floor, secured and covered.
5. Floor shifter allowed. Ignition and wiring modifications (hotwire) allowed.
6. Hood must have a 12" x 12" minimum hole to easily extinguish fires. Extra hole(s) in the hood are not required if header holes are at least 12" x 12". Hood must be 5 inches away from any type of bolt on the header protector, in all directions. Officials discretion.
7. Cars and drivers qualify as a team for the feature.
8. Aftermarket steering columns allowed.

Bumpers:

Any bumper allowed except New Yorker, Imperial OR any replica type bumpers of that style. Homemade bumpers must mimic a stock bumper except a pointy New Yorker or Imperial bumper; 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 ¼ inches. You may hard nose bumper to frame 1/2" pass around the bumper to frame or shock. If your car comes with shocks, you may weld them. You may weld bumper brackets lightly in stock position so they do not slide back. Shock cannot go any farther back in frame than 8 inches from where you hardnose the bumper. No shortening frame unless stated in rules. Two strands 2 loops not to roof one per side to hold the bumper on. Or a 6-inch piece of ¼ flat stock 2 inch wide. (Refer to the frame section on shorting rule.)

Body Mounts and bolts

You must have a **rubber mount similar to the stock one. One inch high max. no shorter than ¾ inch high may be hockey puck, stock rubber mount metal cones must be in tacked NO metal spacers. Do not double stack rubber mounts** anywhere except the core support bolt cannot exceed 6 inches. Stock thickness between the body and frame. If you have damage or a broken bolt, you may change them. Keep bolts to no larger than ½ bolt size. If you cut bolts out **3-inch** washer max on top of body and inside of frame only, first and last body bolt does not need a mount in place.

EXTRA BOLTS

Fenders may have up to 3 3/8 bolts per fender, you may have up to 6 3/8 bolts per cut out hole in hood

HOOD

You must have it open for inspection. After you pass inspection, you may wire, chain or bolt your hood in 6 spots Bolts 1 inch MAX two may go to frame the other sheet metal to sheet metal the two that go to frame must be in stock position 1 one inch weld on each side of rod are allowed. You may weld washers to sheet metal for wire. No more than a 6-inch spacer 3x3 max, no welding of any kind on the spacer must be between top frame and bottom of core support.

TRUNK

4 spots; 3/8 chain max, 5 inch by 2 inch angle allowed with bolt in center. One chain per hole or 4 strands of 9 gauge wire per hole or bolt or 5 INCH X5 INCH ¼ Plates welded allowed. Nothing may go around the bumper or frame. Sheet metal to sheet metal. You may weld a washer on the fender (DO NOT CHANGE BODY LINES IN ANYWAY) hood, trunk for wire. Bolts 1 inch max two may go to frame the other 2 sheet metal to sheet metal you may weld the 2 to the frame vertical only. A 12x12 inspection hole is mandatory on the floor or trunk lid unless you do an open trunk inspection or see the speaker deck. **50% percent of trunk lid can be 90'd**

no dish***NO POUNDING ON STOCK 50 PERCENT**

Doors:

Doors must be chained, bolted, welded or wired shut in one spot per door seam. You may run 1 additional chain or wire around the window frame. 3/8 chain or 3 strands of 9-gauge wire per spot. Driver's door may be Wired for safety or welded solid. If you choose to weld the other three doors, **two plates per seam maximum, 5''x 3''x 3/16''** thick for each plate maximum. Window frame is a separate seam. May weld gas tank door, no added metal.

FRAMES

Frames must be stock if your car of choice has a front upward pitch it must have an upward pitch In this class. No tipping, cold bending, stretching, pressure whatever. Do not pound in frame humps above the rear end. If your frame is altered you will Put it back to that state or not run. You may shorten the frame on 80 and newer Lincolns and mercury's up to the weld of the most front of the body bolt tab where it is welded to the frame. Do not create the perfect frame [example caddy front stub on a wagon rear,70s Electra on a wagon body] not permitted.

80 & Newer ford/mercury/Lincoln/ frames must have some type of factory upward pitch do not cut and tip. 03 and newer complete factory upward pitch.

No chain or wire tying rear frame rails .

Safety Bars

6x6 max material. You may run a dash bar and a seat bar; they may be connected. Only 4 down legs are allowed 2 off back seat bar the other 2 can be off door bars behind rear most part off firewall seam where doors and firewall meet. All down legs need to be vertical, straight up and down, no angled down legs. You may also weld a plate on the driver's door 2'' past door seam; 1/4 max thick; 12'' tall. One chain can go from the seat bar or dash bar to body only. Roll bar recommended off back seat bar only must be in the middle of roof vertical only no angle to rear of car. Please bolt to the roof in 2 places. Back seat bar must be within 8 inches of the back of the driver's seat. 6 inches of seat on 2 doors. **Down legs to top of body only must be behind front door seam cannot pass through body to rest on frame 2 inches from any body mount bolt or plate.** Fuel cell box or protector or cage must be 4 inches away from anything behind it **and 3 inches off floor 24 inches max width where it comes to the speaker deck.** 6x6 max material. Door bars 60 inches max must be at least 6 inches from the wheel well. **NO BACK-WINDOW BARS**

Rear-ends

Use the rear end of choice but must be no more than 8 lugs. Welded or Posi-track highly recommended. braces are welcome. Braces must be **6 inches** away from the frame top,bottom,front ,side,etc. If it doesn't fit those measurements don't run it. Cannot be placed to strengthen the frame. Pinion brake allowed as long as it doesn't strengthen the frame.

GAS BRAKE COMBOS

Are Allowed - Do not pound or drive the interior floor to frame if there is no space you will cut it out, this is anywhere inside the car period.

REAR /FRONT SUSPENSION

REAR* Stock trailing arms may shorten to adjust pitch of rear end 2 inch overlap max no other welding or strengthen them. Do not add weld or any material around bushings. You may run up to one 3/8 chain in the rear per side to frame a single layer only bolt or weld one link NO threaded rod. **Leaf spring cars go to leaf spring section for specific rules on springs.**

FRONT No aftermarket springs NEW RULE ONE ½ BOLT,STRAP, 1/4 CHAIN MOUNTED BETWEEN the inside of the upper control arm BUSHINGS. Strap size 2 inch wide by 1/4 thick 6 inch long on upper A arm only, has to be mounted vertically. No horizontal straps welded to the frame. One of choice drivers side & passenger side. One per A arm .*Direct bolt on only NO alterations to make it bolt on. 2003 to 2011 fords, Lincolns refer to your section for additional rules. The rules above also apply to you. No truck parts.

STEERING BOX/TIE RODS

You may interchange tie rods as long as their car type and OEM Stock No racing aftermarket OR truck ,SUV parts No welding of any material or piling of weld sleeves may be welded lightly . 03 & NEWER Refer to your section. You may interchange OEM car stock type spindles with a direct bolt on only. Stock steering gear boxes for that make and model of the car you're running [ford to ford] no hydraulic steering.

1998 AND NEWER FORDS

You may bolt an upper control arm bracket to the package tray with 4 3/8 bolts or 4 one inch welds. The Maximum size of this bracket is 5x5. Lower control arms must be in the stock spot on frame the same place as a 97 and older also must be a stock bracket off a older ford or light material the same size and length you may weld it lightly.**Do not move to strengthen car in any way it will be cut off.** If using a watts conversion kit all original watts link arms must be removed. STOCK CONTROL ARMS no tubing NO welding on frame period anywhere else. Mercury & Lincolns may shorten front frame to the front of core support body mount on frame, to be the same as crown vics from the factory.

BALL JOINTS

No threaded rod or bolts may be used to replace ball joints. No screw in ball joints unless factory with that make and model car.[example Chrysler] No welding ball joints {unless stated below} direct bolt on car type only. 03 & newer may replace the lower ball joint with a stock crown vic ball joint & either press it back in or lightly weld it in the correct way to replace it with a car only no aftermarket spindle, upper joint may be replaced with a crown vic ball joint only press or bolt it in. **ANY OTHER YOU WILL GO BACK TO PITS TO REPLACE.**

RADIATORS

Stock or Aluminum only. No protectors. you may put a ¼ mesh in front of radiator 2 inches wider than the hole in front of the radiator or air condenser unit. Artistic logo or number guards allowed as long as they are in thickness and size of regulations

ROOF SIGNS

You must have a roof sign. **No Roof signs attached to the Roll over bar.** Nothing protruding front or back that is attached to the roll over bar judges discretion.

Body panels

Do not body crease or pound in quarters; this includes interior sheet metal. Don't even show up if you can't get them out completely.

ENGINE & Drivetrain:

Factory transmissions allowed. Steel bell, aluminum bell, manual bells allowed with these guidelines sheet metal must be cut out 3 inches past all the way around the bell area . Pump bolts only have no bracing of any kind, no welding to the pan or case in any way. stock rubber mount, 3 inch long maximum by 2 inch by 2 inch by ¼ in thick angle may be welded to the side of the frame to mount transmission crossmember. Angle not to be used as a gusset of any type. Officials discretion.

Tran's coolers allowed, lines must be safely protected, no bigger than 2x2 inch max tubing ¼ wall for cross members. 3-inch channel. Do not pressure your transmission into the tunnel there must be a significant space [1 inch or more] between your trans and tunnel. Do not design anything off your trans to catch crossmember. Stock bolt size for transmission mount 7/16. Older Cadillac cross members must have 3-inch space from frame forks Motors may be swapped, example: Ford to Chevy. Stock type driveshaft only, Slider driveshaft allowed you may weld stock driveshaft. Simple trans adapter plates allowed nothing more than 1 inch higher than trans. No mid plates.

BASIC LOWER CRADLE

May be used. Pulley protectors allowed. NO oversize. Judge's discretion and must remove the sway bar. No motor hallow bars. The only thing that is allowed is;

1. Wire from header to header
2. Two-inch-wide flat stock or angle from header to header.

Nothing can be any farther back than the back of the carburetor. Motor mounts of choice may not be any larger than 8x8 mounting surface must stay at least 3 inches from frame rails you may wire motor down to cradle only vertical.

Tires

No ply restriction; 30" max height double tires allowed, forklift and skid steer tires allowed. You may run any rim with full center up to a 1-inch bead protector allowed. No tire sidewall protectors allowed.

NO GRANDFATHERED CARS PERIOD ALLOWED UNLESS THEY PASS RULES ABOVE

REPAIRS **This section does not apply to Team derby in September**

This will be followed very closely. IF your frame is ripped or severely kinked you may due the following below any less than a kink or tear fire up the torch no exceptions. Rotted frame take picture leave rust ¼ overlap same thickness. Except safety rust holes like floor boards, you get up to four 8 inch by 8 inch sheet metal thickness to weld rusted sheet metal like loose quarter panels rotted body mounts trunk holes any more needs to be cut.

ON KINKED FRAMES. Ford products along with GM 77 and older old iron

May use up to 3 inch by 4-inch ¼ flat max in the front the same on the back section of frame. Drivers side passenger side. **Does not apply to team derby**

ON KINKED FRAMES 77 and newer metric gms and Chryslers

May have a 3 inch by 6 inch on front frame section and the same on back section. **Does not apply to team derby**

O3 and Newer Fords

Must run all stock rack n pinion and all other stock components in the front. A arm must be off of a 2003 to 2011 ford crown vic or Lincoln town car You may run an aftermarket steering column. No hydraulic steering. You will be allowed a ****SMALL**** mounting plate or small cradle [Grey area derby product allowed] for your motor must call. You may weld mount lightly to frame between the factory cradle bolt holes. Follow ball joint rules under ball joints. **NO LARGER** A arms or or Rack & Pinions. You may change the interchange car type OEM spindle. Any suspension part or tie rods that don't appear stock must have part number to verify. Strut spacer or welding bolt on the bottom to lock suspension is ok. Longer strut is also ok to gain height. It isn't physically possible to clip pressure a O3 & newer frame; all frames must be factory pointed up in the air.

1998 AND NEWER FORDS

Watts conversion allowed. You may bolt an upper control arm bracket to the package tray with 4 3/8 bolts or 4 one inch welds. The Maximum size of this bracket is 5x5. Lower control arms must be mounted in the stock location on frame, the same place as a 97 and older. **Do not move to strengthen car in any way it will be cut off.** Also must be a stock bracket off an older ford or light material the same size and length you may weld it lightly. If using a watts conversion kit all original watts link arms must be removed. **STOCK CONTROL ARMS** no tubing NO welding on frame period anywhere else. Mercury & Lincolns may shorten front frames to core support body mount be the same as crown vics from the factory.

ALL IMPERIALS

Hardnose bumper only no brackets. Stock tie rods,ball joints,steering cross member **EVERYTHING.** Must have factory rubber mount between subframes.

Leaf springs:

All leaf spring cars, 9 leafs maximum per side. 5/16 in. thickness per leaf max, max 2.5 in. wide, 3 in. stagger in front of rearend 5in. Stagger behind rearend. Stagger starts from center eyelet on main, no double mains. No flat stacks. No springs on top of mains. Must use factory leaf spring material. Must keep rearend in stock location on springs locator pins for make and model. Stock u- bolts. Must use factory location for front and rear mounting points for the make and model. All shackles must work and be stock part, no home made parts. Automotive type clamps no more than 5 **2 inches wide by 1/4 thick by 4 inches long must have 2 3/8 bolts max per clamp.

NOT ALLOWED:

- **Distributor protectors**
- **Reinforced tie rods**
- **Reinforced control arms**
- **Reinforced Trailing arms**
- **Creasing body**
- **Pounding in quarters, pulling in quarters with wire**
- **You may not pound the speaker deck down or quarter panels**
- **No cutting & rewelding to lower height of frame.**
- **No frame welding or modification unless it's specified in rules**

WIRE

2 strands of 3 loops per car per side fresh or used vertical Must go to window opening may go to body mount or around frame. This does not include hood or trunk hold downs or bumper straps. No designing wire to act as a kicker.

TEAM DERBY WIRE RULE

2 STRANDS PER SIDE TO FRAME TO WINDOW OPENING ONLY nothing to any cage or roof signs during heat race also NO wire from middle door post forward till after heat race is over. Feature unlimited wire body to frame only.

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TEAM DERBY

Up to **one** 1976 and older Cadillac ,71-76 GM Wagon, any year Imperial, any year Hearse. Any other old iron you may run up to 2 Only two old iron cars per team [non metric]. You may run up to 4 metric cars per team, **but only two may be 03 and newer Fords or Lincolns** Some metric makes started earlier. Example 1978 caprice.

**BOTTOM LINE DON'T JUST ASSUME YOU CAN DO THINGS
BECAUSE THEY'RE NOT LISTED IN THESE RULES BE SAFE AND
PICK UP THE PHONE YOU WILL BE SORRY IF YOU OVER BUILD IN
THIS CLASS. OFFICIALS DECISION IS FINAL**

This is a super-fast build for the guys who don't have the money or time, who want to just have a good time. Let's keep it this way. If this is not your style try our pro full-size class.

Questions:: 920-410-2008

