

Shawano County Fair

Full-size Street Stock Open

6 September 2026 / 1:00 PM Start / 12:00 PM Inspection Closes

If it isn't in the rules you cannot do it! Ask first!

Question on rules call or text:

(715)-851-2120

General

- Any year automotive vehicle 1960-2013 is allowed
- **Except the following: No 1974 and older Chrysler Imperials**
- Safety: Functioning seatbelts, Helmets, Eye Protection, Long pants, sturdy shoes or boots are mandatory. Racing Suit recommended . All air bags and charges must be completely removed before arriving to track for competition. Vehicles must have operable brakes.
- Preparation: All glass, headlights, tail lights, chrome, fiberglass header panels, carpeting, antennas, hubcaps, wheel weights, and garbage must be removed before coming to the track for competition. Trailer Hitches must be completely removed.
- **ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN**
- **ALL drivers must attend the drivers meeting.**
- **You MUST run a roof sign.**
- Drivers or anyone occupying pits are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions. ZERO TOLERANCE RULE!!!
- **THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU SPECIFICALLY CAN DO SOMETHING THEN YOU CAN'T! CALL AHEAD AND ASK FIRST!!!**

Bumper

- Max height is 21" from ground to bottom of bumper
- Any completely factory front bumper is legal. Can be reinforced internally and skin welded down, and patched. No adding to factory dimensions of bumper when reinforcing, All bumpers may be hard nosed to frame.
- **No Amish Point style bumpers.**
- Any Manufactured bumper is legal as long as it follows OEM/Manufactures specifications or is a replica of a stock bumper. (With the exception of Chrysler pointys.) NO CHRYSLER POINTY REPLICAS

- Aftermarket bumpers must follow specific dimensions. 6" by 6" outside diameter by 3/8" thickness maximum. No wider than the car, No sharp edges on the ends of the bumper. If using a point, it must be gradual and total width from backing plate to tip is no more than 10".

Rear Bumper

- 15" Minimum Height bottom of bumper or frame
- Any automotive factory bumper may be used on the rear of vehicles with exception of Chrysler Pointy. Can be reinforced but cannot increase the dimensions of the bumper.
- Aftermarket steel tubes 3" deep x 6" tall 3/8" maximum with **no added points** may be used.
- Factory bumper brackets are allowed but only welded up to 8" forward of rear body mount.
- Bumpers may be tipped up to a 45 degree angle.
- May use 2 spots, chain or 9 wire from bumper to tail light area to assist bumper from falling off.
- Rear must have bumper or capped rails. No exposed rear frame rails to start.

Front Bumper Bracket

- Any factory automotive front bumper bracket is legal, or choice of using a plate 8" long x 4" tall x 3/8" thick can be used. 1 side of frame only, cannot wrap frame.
- Front brackets may be welded completely around the bracket a maximum of 8" back from the center of the core support hole.
- Rear brackets may be a factory bumper bracket which are only allowed to be welded up to 8" forward of rear body mount OR (1) 8" long x 4" tall x 3/8" thick metal plate can be used and only allowed to be welded up to 8" forward of rear body mount. One side of frame only.
- Same rule applies to welding bumper shocks to the side of the frame only.

Core Support

- 1" Threaded rod max. Rod must pass through the front body mount hole.
- The front frame must not be shortened too far that the 1" all thread cannot pass through the factory stamped hole.
- The all thread may be welded to the side of the frame in this location or bolted.
- No welding on core support.
- Core Support Spacers cannot exceed 3" maximum material (round or square)
- No height limit for spacer but must stop on the bottom of the core support and top of the frame.
- Core support spacer must be free floating and not welded to frame/bumper or core support.
- Core support can have 2 spots of 9 wire (4 strands) to the front bumper to assist bumper from falling off. 9 Wire can only wrap core support, cannot go around threaded rod or be tied to all thread in any way.

Radiator

- Factory radiators, or aftermarket aluminum radiators are legal.
- No auxiliary coolers. Water only, no antifreeze.
- May be held in with stock mounts OR (2) ratchet straps OR (2)- 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 using a total of (2) 2"x6" 1/8" flat steel and must be welded to the core support they must be outside the fan.
- **Max 2 radiator hold downs.**
- You may use an expanded metal protector or ⅛" flat sheet of metal or condenser in front of the radiator. Bolted in (4) spots with ⅜" bolts or (4) 1" welds to core support only.
- Radiator protector cannot be welded to core support or bumper.
- Protectors must follow the dimension of the radiator. **Max 2" wider than radiator.**
- Cannot be used to reinforce anything, just protect the radiator. ⅛" max thickness.

Fenders

- Fenders may be trimmed.
- MAX (3) ⅜" bolts with 1" washers to bolt outer and inner skin of the fender.
- Rear bottom quarter panels may be tucked under and bolted to trunk pan only with (2) ⅜" bolts with 1" washer max per side of car.

Steering

- Steering box must be make to make (Ex. Ford/ford, Chevy/chevy)
- Aftermarket Tie Rods allowed but must have OEM or equivalent ends and be within reason on size
- Aftermarket steering columns allowed.

Frame

- Frames must be stock.
- If your car has a front upward pitch it must have upward pitch.
- **NO** tilting, tipping, cold bending, or pressuring.
- Frames can be shortened to the front of the core support/front body mount hole.
- Do not move core support or alter/move core support mount. No forming of frame.
- You may notch the frame in rear, or heat and dimple but do not pound in humps or weld anything

Hood

- You may have 4 additional points to hold down the hood. 1" threaded rod, chain, or wire may be used. Sheet metal to hood only. Another choice would be to use 2 spots per side of 4" angle iron. May be welded to the hood and fender. 1 3/8" bolt to secure the angle together.
- **You may use a combination of choices as long as you are at 6 spots per hood maximum.**
- Hood webbing may be bolted around cut offs with a maximum 12 bolts per hood. Hood hold downs may be max 6x6 by 3/8" plate steel.
- Minimum 12" hole for fires if running inner wheel wells.

Engine & Transmission

- Engine Swaps are legal.
- Engine may use any protector that doesn't reinforce the car, such as lower cradle, pulley protector (Cannot touch sway bar) , front plate, (no wider than engine,) tubes around air cleaner, header, (must cut hood back 4" from protector.) Header to header, (just above air cleaner).
- Factory frame mounts may be swapped for aftermarket, but must be bushing style not solid mounts. Not oversized. Maximum 1/2" motor mount bolt. **No additional mounting points if using an aftermarket cradle.**
- You may use 2 chains to hold factory mounts, 1 per side, to the spring bucket area only if not using a lower cradle.
- **No distributor protectors.**
- Transmissions must use factory cases, No transmission protectors, No mid-plates, unless strictly to change bolt pattern. IF RUNNING MIDPLATE IT CANNOT BE ANY WIDER THAN 1" ON EACH SIDE OF TRANSMISSION AND CAN ONLY EXTEND 1" TALLER THAN TRANSMISSION BELL HOUSING.
- Transmission adapter cannot be connected to anything.
- May use any bell housing, but if tight in the tunnel you must put 3- 3" relief cuts in the tunnel. **No forming tunnel sheet metal or being tight in the tunnel.**
- Crossmembers must be factory or 2" square tubing by 3/8" maximum diameter (Cannot reinforce in any way). Bolted or welded to the frame. You may use a singular 6" piece of angle iron per side of the car to mount crossmember, cannot be within 6" of crush box, or s curve on GM's.
- Aftermarket transmission mounts must be free floating on crossmember. You may weld 2 pieces of angle on the crossmember to keep the trans from going side to side(MINIMUM 1" AWAY FROM TRANS ON EACH SIDE), as long as it doesn't prevent it from sliding back.

Cage

- 4 point cage. Material not to exceed 6" diameter tubing or pipe.

- Dash bar mounted above steering column, at least 8" above tunnel, (If running shifter bar off dash bar, shifter must be 6" above tunnel)
- Door bars cannot go further forward than dash bar, or back more than 12" of front seat. May have (4) total (2 per side) 4" max width down bars off door bars to sheet metal of floor, May weld chain off 1 down bar to frame. Rear most down bar must be within 16" of the center post of the car.
- Rear seat bar must be mounted within 6" of center of seat, Rear seat bar may be contoured to accommodate taller/bigger drivers for additional space.
- Roll loop/Halo bar, must come off rear seat bar only. Roll loop to go straight up to roof. (2) 3/8" bolts and (2) 3" pieces of angle to bolt roll loop to roof for added roof support. No welding to the roof.
- Gas tank protector, Mounted off rear seat bar, Protector can be mounted tight to sheet metal. No more than 30" wide, 18" tall. 6" Min. Off floor, In station wagons 1" off rear end hump, any gussets off rear seat bar must not reinforce rear doors. No altering sheet metal.

Window bars

- Firewall to roof vertically. (2) Max- flat/square material 3" max width.
- No more than 6" of strap material is allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut.
- (1) horizontal bar may be used to connect to 2 vertical bars.
- NO REAR WINDOW BAR

Car Interior

- 2 batteries max or 1 larger style (semi) style is acceptable.
- Battery mounted to cage or front floor in a battery box. Steel box only, no larger than 4" in diameter than the battery. Do not reinforce the floor with a battery box.
- **No factory gas tanks.** Steel tanks only. Tanks with fittings only. Fuel line approved for that use only. **Any rubber lines going through sheet metal must be encased in a larger hose of some type of protection.** Tanks mounted off the rear seat bar. Bolted or minimum of 2 ratchet straps to mount.
- Gas pedal of choice, engine mounted or cable, No excessively large pedal setups to reinforce floors and car.
- Shifters must be mounted to keep drivers safe. Cutting out firewall for distributor clearance is OK
- You may put relief cuts in tunnel but No cutting out tunnels completely for safety.

Body Mounts

- 1/2" Max diameter body bolt
- Body mounts may be replaced, No adding mounts or moving mounts. **MUST PASS THRU FACTORY BODY MOUNT HOLES.**

- Cannot extend through the bottom of frame
- The body mount can go through sheet metal with 4"x 4" maximum washer and a nut.
- You may replace body spacers with 1" steel mounts or leave factory ones in.
- Must have steel spacer left in factory mounts.
- Do not find a way to suck body down tight. Must be 1" gap between frame and body with exception of very front and very back mounts.
- **Cannot weld spacers to frame or body.**

Doors

- May be welded or chained/wired.
- The Driver's door is unlimited for welding or chaining.
- You may weld your doors 5" on 5" off with nothing larger than 3" wide by 1/8" thick strap and must follow the exterior door seam.
- Do not overlap strap or you will cut the strap off.
- 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 1/2" 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 1" from the door and may not have any sharp edges.
- You are also allowed to carry the bracing up to 3" past the exterior door seam either forward or backward.

Wheels & Tires

- Minimum 14" wheels, maximum 16" wheels allowed.
- Wheels may have full or 7" centers to change patterns.
- No homemade wheels, **must start as a factory wheel.**
- Bead lip protectors/stiffeners and lug nut protectors are ok.
- Valve stem protectors okay, just enough to accomplish the job, no more.
- No beadlocks.
- 23" minimum 30" maximum sized tires. Any ply. Doubled tires are ok.
- No foam filled or solid tires.

Front Suspension

- A-arms can be interchanged, must be from a car that is legal to run in this class but cannot be altered from factory or reinforced in any way.
- You may add a screw in component to run over the counter part numbered ball joints. **No aftermarket ball joints.** If using a weld in ring for the ball joint it can not be any bigger than 2 1/2" tall by 3" in diameter, do not weld to the frame only the a-arm.

- No aftermarket spindles.
- A-arms may be welded but may not be reinforced. If welded, it may only use up to 2-2x4x1/8" thick strap per a arm, these straps are the only way your a-arms can be welded down. 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. All a-arms must bolt through the factory holes like they came factory on that car. COIL SPRINGS must be a factory car coil spring for a car that is permitted to run in this class.
- Sway bars must be made for make in the factory position. Cannot be used to reinforce car. **Cannot come in contact with any pulley protector at any time.**
- Sway bar bushings can be removed at lower a-arm and bolted with 3/8" bolt maximum.

Rearend/Rear Suspension

- **Max 8 Lugs.**
- Use rearend of choice, nothing heavier than an 8 lug rear end.
- You can tilt rearend if you wish. Welded or posi-track highly recommended.
- Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing.
- No changing out rear package trays on frame. - You must use the factory brackets that came with the car you are running unless Watts Link then see the Watts Link rules.
- No relocating brackets on the frame. The rear end and any bracing must all stay 4 inch from the frame, including the package tray.
- **Rear ends may be braced as long as it doesn't reinforce the car in any way.**
- Leaf springs must be stock and made of stock spring material, with a 2" stagger and no springs can be as long as the main leaf.
- You can only have a total of 7 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" 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 2" stagger.
- You can clamp springs, 4 homemade clamps per leaf pack. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in the factory location of the car you are running. 2" positive arch one direction from center of eyelet to eyelet. Springs have to be factory length to the car your running. No short sprung or longer springs. If you do one or the other you'll have to change them out. The front and rear bracket has to be the factory bracket. You must have a working shackle throughout the event.
- Pinion brakes are allowed as long as it does not strengthen the frame.
- You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), do not put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above.
- You can 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 can loop chain or wire (1 loop of 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 the chain to the frame.

- We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.
- This is a standard chain link do not use long 3/8 mooring chain links **OR** you may use (2) 1" all thread going from your rear end through the package tray to hold your rear end in. You are allowed a 4x4 washer on top of package tray. **This may not go through the body.**
- Use all-thread or chain not both!!
- You may run wire from frame rail to 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 1 – 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 CANNOT pass through the trunk floor.

Watts Conversion

- **Watts conversions are legal** if using 1/4" style components, on cars that are not 4 link.
- Upper watts bracket max size 5"x5"x 1/2" held in with (4) 1/2" bolts or (4) 1" welds per bracket.
- Lower watts brackets must be in the stock spot on the frame. 4"x4" max can only be boxed on one side, welded lightly.
- If using a watts conversion kit all original watts link arms must be removed.

Trailing Arms

- You may use loaded factory trailing arms or you can manufacture homemade trailing arms out of 2"x3" square tubing, both styles must pivot on both ends and have rubber bushings. They must attach in stock configuration for the suspension setup you are using. The upper control arms may be lengthen or shorted but the lowers must be factory length.

Trunk/Tailgates

- **8 spots Maximum.**
- Trunk lid may be tucked up to 50% but must be in factory position. No moving trunk lid forward or backwards.
- 2 spots maximum to frame using 1" threaded rod.
- May be welded to the side of the frame vertically between body mounts or go through a body mount hole, with 6 additional spots 6"x3"x 1/4" material to weld down the lid.
- Chain and wire are also acceptable ways to secure the trunk lid.
- Trunk lids cannot be dished over 8", do not create a wedge with your trunk. Cut an 10"x10" inspection hole in the lid for inspection.
- Hold down plates can be jack stand bases or 6x6x 3/8" flat plates to hold down the lid for threaded rods.
- Tailgates can use up to (8) plates 6 x3 x 1/4".
- Trunk or tailgate plates cannot attach to bumper or frame.
- **SHEET METAL TO SHEET METAL ONLY**

Hump Plates

- **1977 and newer GM vehicles only** may have hump plates
- 24" long x 3" tall x ¼" max thickness straight or contoured to frame
- Must be centered in hump

Rust Repair

- (4) total 4"x 4" x 1/8" plates- (2) per frame rail **on pre-run cars with frame damage only.**
- You may repair the area by using a 4"x4"x 1/8" fix it plate.
- Plates must be 1-inch apart including the weld; 1/2" weld max.
- They cannot touch or be attached to the driveline components or body at all.
- Must be welded on the frame rail only.
- May manipulate plate, contour or bend plate around the frame but used on the frame only, not body.
- Rust repair is legal to fix rusted floors, roofs, frames etc. Tin repair take a pic of spot prior, leave rust, replace with exact thickness tin with maximum ½" overlap.
- Frame repair, take a pic of area, use exact same thickness steel, must be butt welded or ¼" overlap at most. **This is strictly enforced.**

9 Wire

- May have 9 wire from window opening (1) spot per window opening to body mount or around frame.
- Window opening only on top (Ex. **NOT** to cage, halo bar, rear window bar or number sign.)
- Cannot be tied into cage, driveline, or crossmember at all, may bank off them freely but cannot attach to cage in any way.
- Must go through the window opening and must be tied to the body mount or within 8" of a body mount
- All 9 wire must be in front of humps with the exception of 9 wire on rear frame rails found in rearend section.
- 3 loops max

Miscellaneous

- Any drive shaft including sliding shafts are legal. No bent shafts will run.
- Body shaping/creasing is legal.
- No creating a wedge effect, or narrowing of the car. No doubling over of tin.
- Speaker decks must remain in stock position but can follow trunk dish rules.

- Roof signs must not reinforce cars.

03+ Rules

- Must run all stock rack and pinion and all other stock components in the front end.
- A arms 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.
- A small homemade mounting plate or small cradle [Grey area derby product allowed] for your motor.
- Homemade or aftermarket cradle may only bolt to stock cradle in 2 spots.
- Cradle may be welded to frame rails using a 1" weld only between the factory cradle bolt holes.
- NO LARGER A arms or or Rack & Pinions.
- May replace the lower ball joint with a stock crown vic ball joint & either press it back in or lightly weld it in.
- Upper joint may be replaced with a crown vic ball joint only press or bolt it in.
- NO OVERSIZED OR AFTERMARKET BALLJOINTS ALLOWED ON 03+
- You may change the spindle to a car type OEM spindle. No aftermarket spindles.
- 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 allowed or a Longer strut is also ok to gain height.
- All frames must be factory pointed up in the air.