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## Stock Rules Vehicle Requirements

- Any American made (106" wheel base or more), front engine, hard top car or station wagon. Factory stock as possible. NO CHRYSLER IMPERIALS. All cars must have the original stock frame.
- Auxiliary transmission coolers are permitted they must be covered and securely mounted and covered.
- Safety belts, approved helmet and approved eye protection are required and must be worn until heat is completed.
- All glass, including windshield, headlights, tail lights, mirrors, etc. must be removed. Car must be swept clean of any glass, dirt and any loose objects. All work to be done prior to entering Fairgrounds. No tucking or wedging of trunks or tops of cars before heats. On pre-ran cars you may tuck the deck lid a little to repair body damage
- A fuel cell or boat tank is strongly suggested. Original tanks must be removed, portable tanks are recommended. Tanks must be secured and covered and bolted solid. No gas tank protectors allowed of any type.
- Batteries must be moved to inside of car and covered. Must be bolted solid with no bigger than 1/2" bolts. No restriction on size of batteries, but a limit of 2 batteries per vehicle.
- No special bumpers, trailer hitches or reinforcements permitted. Cutting offenders and bumpers only for wheel clearance is permitted. No chaining up or down, or welding, bolting any springs, spring support, shocks, shock tower, etc. Wiring may go around front and rear bumpers in two locations only with a maximum of two wraps in each location to secure bumpers to frame. No rear-end protectors allowed.
- Body-to-frame hardware and bushings may be replaced with stock bolts, or 1/4" maximum all-thread with 1" top and bottom metal washer. Washers not to exceed 2" x 2". All thread not to exceed 1/2" through the nut. Not less than 1" spacing between body and frame. Not less than 1" rubber "flexible" spacing between body and frame.
- Any tire permitted. No valve stem protectors. Tires, doors and body of car may not be loaded for extra weight. Doubling of tires permitted but tires must be able to maintain air pressure for inspections.
- All doors, trunks and tailgates must be fastened shut with wire, straps or spot welded. Welds limited to 24" per door (12" vertical and 12" horizontal) maximum. Metal strapping not to exceed 2" wide by 1/8" thick metal. Driver's door may be welded solid with the same size strap or just a solid weld.
- Front hood must be tied down in 6 different places with a maximum of 2 wraps of #9 wire (twisting permitted) in each location. Deck lids and tailgates may be wired same way.
- A 12"x12" hole must be cut in center of hood and rear deck for inspection and fire safety.
- No X/wire will be permitted in window or door areas. Double #9 (twisted) wire may be used from top of car to crossbar or dash area in center of windshield area. (One location only.) Mild steel strapping up to 2-1/2" wide and welded 3" on each end may be used. NO SPRING STEEL MAY BE USED.
- Safety bar must be welded and padded behind seat from side to side inside driver's door. Side bracing must not exceed front windshield port to 6" behind driver's seat. Safety bar and crossbar bracing cannot exceed 4" in diameter. A 12" wide plate or a steel bar may be used on driver's door only. A bar may be welded or bolted on the passenger side of car from dash bar to bar behind seat. The bar shall not exceed 2 1/2" pipe or square tubing and it may be welded in to the metal behind the door panel after interior panel has been removed. No kicker bar from behind seat bar or dash bars will be permitted. Dash bar must be 6" from firewall.
- If dashboard of removed, side to side brace is allowed in dash position .NO OTHER BRACING IS ALLOWED!!!!
- External headers may be used straight up through hood only. Radiators may be removed but cannot be relocated in the vehicle. Radiator overflow must be pointed down to the ground. Sub-bracing of hood is permitted if hole is cut in hood but shall not exceed four 1/2" bolts in hood.
- Cars must have functioning brakes at all times, at least on one axle.

Bumper shocks must be welded. Bumpers can be welded but brackets may only be welded to the first 6" of the frame and no additional metal may be used. No welding of bumper to body. Distributor protectors will be permitted. This may not strengthen car in any manner. No extra brackets, bracing, of any type permitted on body of car.