

80's Stock Rules

For questions about rules contact Kollin Lange at 507-766-5031

1. Metric Cars Only- 1977 and newer Gms, 1979 and newer Mopars, 1979 and newer Fords (No 03 and newer Fords)
2. Headers through hoods allowed. 4-3/8" bolts allowed per header opening or 8 max.
3. Stock gas tank must be removed and a 10 gal. max fuel tank must be located inside the car strapped securely, no bungee straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6" off the floor. Protector can be a max 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). Gas tank must be mounted to protector OR floor, not both.
4. You may alter ignition and starter wires.
5. Any Air filled and ply tire allowed. Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires are ok. You may run up to an 8" weld-in center in any rim but the rest of the rim must remain factory and not re-enforced.
6. Any radiator allowed (No Radi-barrels) in stock location and must be filled with water or anti-freeze only. You may run electric fans, may be strapped with seatbelts, strapping, etc.
7. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.
8. Stock rearend may be swapped from any automotive car, no bracing, 5 lug only. No aftermarket axles, must be stock. You may weld and swap the gears, you may weld brackets to rearend to make fit. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or adding a pair of flat straps to the end of the control arm to extend. Aftermarket pinion yokes allowed, pinion brakes allowed! No leaf conversions, no watts link conversions, no hump plates. You may run driveshaft of choice (Sliders allowed).
9. Bumper may be welded to shock or directly to frame, front frame may be shortened from core support forward. No relocating of core support brackets or mount holes, shocks may be collapsed and welded. No welding beyond 4" from end of the frame backwards, you may plug weld within the 4" limit. You may add 3/16" x 2" angle iron for mounting bumper to frame, may add small filler material between bumper and frame to fill gaps, anything deemed excessive will be removed. No extending shocks to make longer than stock, if you choose not to weld shocks they may be bolted, wired, or chained to the frame up to 4 inches back from front of frame. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" max point.
10. Must have 2 windshield bars (2" max width, 1/4" thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. You may run a single rear window bar in the center of the rear window track (2" max width, 1/4" thick – Flat, round or square) bolted or welded within 5" max of rear window track and no fasten plate any larger

than a 4" square. Any plate or bar beyond 5" of window track in stock location will not pass and will be removed. Must have a 5" gap from window bar to roof sign (cannot re-enforce with roof sign).

11. May tuck trunks 50% only fastened on top of lid only. Trunks may be wired, chained, or bolted in 6 locations in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square).), 2"x2"x3/16" thick angle iron welded to sheet metal with one 3/8" bolt, 3/8" bolt thru drip-rail with 2" max washer. You may also add 2 extra chains or wire from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent, trunk lid and rear quarter panel can be creased max of 2" from its factory location, no double layers! Fenders must stay upright maximum 6" crease at tuck.

12. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square)), 3/4" bolts welded to sheet metal with a 5" max washer free floating on hood, 2"x2"x3/16" thick angle iron welded to fender underneath for hood pin on or 1 welded on top of hood with 1 on fender with a 3/8" bolt bolt securing the 2 angle irons. You may add 2 additional locations of chain or wire from core support to frame or bumper. Hoods may be folder/bent over core support in factory location. You are not allowed to move hood forward. You are allowed four 3/8" bolts per hood opening or 8 total.

13. Driver's door may be welded shut, highly recommend re-enforcing driver's door for safety re-enforced no longer than 4" past door seam. Window netting allowed in driver's door only. Doors must be fastened in a maximum of 2 places per seam in one of the following ways: 3/8" chain, #9 wire (4 loop max.), or welded with a 3"x3" plate. The bottom door seams only may be chained or wired thru the bottom of the door and around the frame 2 per seam on a 4 door car, 4 per seam on a 2 door. Total of 8 locations may go around the frame – no using washers around holes, nothing in window openings other than one location in rear doors may go from roof to frame/door bottom and will count as 2 of your 8 locations.

14. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails, absolutely no tilting or cold bending (do not touch the flaps!) You may pound in rear frame hump outer contour 1" max depth a total of 12" in length each direction down from the center of the hump. No other frame shaping allowed.

15. Suspension – You may weld you upper A-Frame only. This can be done by using a 2" flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! Balljoints and tie rods must be stock. You may use spacers in coil springs to gain height but must not exceed 28" to top of bumper. You may double rear coil springs to gain height, you may wire them in to keep them from falling out. You may run 2 strands of wire or 3/8" chain from rear axle to frame in 2 locations, you may also run 4 strands of wire or chain from frame rail to frame rail behind rear axle.

16. Batteries must be placed in passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.

17. You may alter steering column from gearbox to steering wheel to prevent steering loss, the rest of the components must remain stock. No changing steering boxes, no adapters – No full floor double gas/brake combo's – Aftermarket individual pedals are allowed. These pedals cannot be tight against firewall and may be bolted in with (3) 1/2" bolts per component to sheet metal only.

18. Two front radiator bushings may be removed and bolted solid or you may use a 3" max diameter washer (spacer) with a 3/4" bolt thru the core support that can be used as a hood pin. All other body bolts and mounts must remain stock and in position between the frame and body. If you have a rotted mount you may wire from floor pan to frame to repair or you may use a 1/2" bolt with a max 2"x2"x1/4" washer (stock rubber must remain in place!). Only 8 locations throughout the entire car will be allowed to go from body around frame.. this includes door bottoms so if you need to repair a body mount you must remove one from door bottom.

19. No welding leaf springs or adding extra leaves. No added leaf clamps, if factory band is broken you may use 2 strands of #9 wire to repair. Max 3 per leaf pack. Repair only, not additional.

20. No welding or bolting any body seams. Must be stock appearing other than specified, no creasing or pinching of sheet metal for body enhancing , or will be cut.

21. Cutting for tire clearance is allowed, you may cut slits and roll. No bolting or welding fenders.

22. Motor and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Pulley protectors allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go around frame rail or directly down to factory engine cradle and welded with one link of chain. Do not use firewall as a brace or it will be cut, judges decision final!

23. Cage – You must have a seat bar from door to door with a max 12"x12" plate on ends. This can be welded or bolted to the body. You may also have a dash bar with no forward straps to the firewall but you may run 2 wires from dash bar to top of cowl. Dash bar must be 5" from the firewall. You may connect dash bar to seat bar with side bars - with no down bars to the floor (other than drivers door for safety, you may have one in middle of drivers door to floor not frame!) Rollover bar recommended, must be attached to floor and seat bar, not frame! Only 2 3/4" bolts to attach halo to the roof. Halo must be vertical, not angled. No excessive plates for re-enforcement. No re-enforcing trans or driveshaft tunnel, all cage material no further than 10" back of drivers seat other than gas tank protector outlined in gas tank rule. Cage material must not exceed 4" diameter material, and not to exceed 60" total length.

24. If you need to relocate trans crossmember you may weld a piece of 2"x2"x1/4" angle iron 6" long to frame to set crossmember on. Crossmember can be a max of 2"x2" box tubing and must be a single straight piece. Crossmember may be welded or bolted in place, trans may be wired or chained to crossmember.

25. Distributor protectors are not allowed! Lower cradle with a front plate are allowed (pulley protector allowed with no sway bar), Sliding driveshaft allowed. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.

26. Repair plates can be a max of 4"x6" – 1/4" thick. Maximum of 8 plates per car based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch, a gap is required between repair plates.