



Dead Horse Stocks Rules

Effective January 1, 2026

Edited April 5, 2026

Changes made:

4.21 Halo bar

5.4 Driver seat location

10.27 Stock cylinder heads only

12.13 Powerglide transmissions allowed

21.7 Changed to allow pedal extensions. Stock pedal location required.

1. General

All competitors in the Dead Horse Stocks class must comply with all rules and procedures in this document, including:

- a) WISSOTA Safety Gear Requirements
- b) Point System
- c) Protest Rule
- d) Pumping Rule
- e) Any other rules and procedures referenced by the speedway

Dead Horse Creek Speedway reserves the right to refuse any car if it is not within the original concept or rules of this class, and to clarify any rule it deems necessary in order to manage technical inspection accurately.

Class Intent: The intent of the Dead Horse Stocks class is to provide an affordable, entry-level racing division using largely stock components. Any modification determined by track officials to be outside the spirit or intent of this class may be deemed illegal.

Rule Interpretation: If a modification or component is not specifically permitted within these rules, it will be considered illegal. All decisions made by track officials regarding rule interpretation, scoring, penalties, and race procedures are Final.

2. Cars

- 2.1 Minimum wheelbase of 100 inches.
- 2.2 No trucks, vans, or convertibles of any type.
- 2.3 All bodies, steering parts, bumpers, transmissions, and frames must remain stock OEM and in stock locations unless otherwise specified.
- 2.4 No add-on parts allowed unless specified.
- 2.5 The frame cannot be stretched to meet the minimum wheelbase requirement.
- 2.6 No shortening or lengthening of the frame to fit the body.

3. Body

- 3.1 Body may be lengthened or shortened to match any year frame of the same manufacturer, provided no alterations are made to the frame in order to fit the body (example: GM frame with a Pontiac body).
- 3.2 Ranchero and El Camino bodies are allowed.
- 3.3 No spoilers allowed.
- 3.4 The front firewall and floorboards must remain stock. No flat firewalls.

- 3.5 It is permitted to cut the floorboard behind the main hoop, but decking must be used to separate the driver from the fuel cell and trunk area.
- 3.6 The rear firewall between the driver and fuel cell must be steel or aluminum. No plastic.
- 3.7 All upholstery must be removed from the car. All body panels may be gutted, including fenders, doors, hood, rockers, roof, quarters, and trunk, but must remain original size.
- 3.8 Door skins and quarter panels may be replaced with stock OEM material or sheet metal of the same thickness, and must conform to the body and remain stock in appearance.
- 3.9 Wheel wells may be cut out and rounded.
- 3.10 The rear trunk floor may be removed for both full-frame and unibody cars.
- 3.11 The passenger-side and driver-side floor may be repaired only with sheet metal of the same minimum thickness as the stock floor, or thicker.
- 3.12 Closing in the passenger-side compartment is allowed (cockpit). It may be no higher than the top of the door bar or below the bottom of the window, and must remain flat and level from side to side and front to back.
- 3.13 All window openings must remain open.
- 3.14 Decking must be removable quickly so inspection can be made of the roll cage and interior.
- 3.15 If decking is not used, sheet metal must be installed from the top of the speaker deck down to the floor behind the bottom of the driver's seat in a straight line to cover any area where debris could enter.
- 3.16 It is recommended that a nerf bar or bumper be built no more than 14 inches from the ground, extending from frame rail to frame rail behind the fuel cell, to protect the rear of the fuel cell.

4. Roll Cage

- 4.1 The rear hoop of the roll cage may be no further back than 28 inches to the centre of the rear axle on a 108-inch wheelbase (e.g. G-Body), 33 inches to the centre of the rear axle on a 112-inch wheelbase (e.g. Cutlass/Chevelle), or 38 inches to the centre of the rear axle on a 116-inch wheelbase (e.g. Caprice).
- 4.2 Steel tubing for the roll cage must be at least 0.095-inch wall thickness (1.565 on micrometer) and 1.66-inch minimum outside diameter.
- 4.3 No pipe fittings or galvanized tubing allowed.
- 4.4 A 3/16-inch inspection hole must be provided in a non-critical area.
- 4.5 Offset cages are allowed, but may not protrude past or outside the body.
- 4.6 The driver's helmet may not extend above the top of the roll cage.
- 4.7 A four-point or six-point frame-mounted roll cage is mandatory and must have one continuous main rollover hoop extending from the frame up to the roof, across, and back down to the opposite side frame.
- 4.8 There must be two bars from the top of the main hoop going forward, bent approximately 30 degrees at the top of the front window and approximately 60 degrees at the bottom of the window, continuing to the front frame on both Sides.
- 4.8.1 An additional halo bar must be installed in accordance with WISSOTA safety requirements. The halo bar must be constructed of the same material and dimensions as the primary roll cage tubing and must provide additional protection above the driver compartment.
- 4.9 All other cross bars must be gusseted and butt welded.
- 4.10 A minimum 18-gauge door plate is mandatory. The door plate must be attached to the outside of the driver's door bars, extend from the top of the door bar to the bottom of the door bar, and cover the full seat area with a minimum of 6 inches in front of the seat area.
- 4.11 A minimum of three torso or kidney bars made of the same material standard as the roll cage must be welded horizontally and equally spaced between the window opening and the lower door jamb. These bars must be welded to the roll cage with 1/4-inch gussets along the inside of the driver's door.
- 4.12 Roof bar, front window bar, and front corner posts are required.
- 4.13 An Earnhardt bar is required in the middle of the windshield and must be the same thickness and material as the roll cage.
- 4.14 All bars must tie into the frame with gussets.
- 4.15 Full-size unibody cars must use a minimum 12-inch x 1/8-inch square floor plate bolted or welded to the floor for the roll cage.
- 4.16 Unibody cars must use a sub-frame connector: minimum 2-inch x 2-inch x 0.125-inch square tubing.
- 4.17 Full-frame cars may replace the rear frame rail from the centre of the differential back with 2-inch x 3-inch x 0.125-inch minimum tubing in stock location.
- 4.18 Any other frame repair must use 0.125 wall metal.
- 4.19 All doors must be bolted, chained, or welded shut.
- 4.20 All cars equipped with a sunroof must cover the sunroof opening with a 1/8-inch steel plate.
- 4.21 An additional driver protection (halo-style) bar is mandatory on all cars.
- This bar must:
- Be constructed of minimum 1 1/4-inch outside diameter steel tubing with a minimum wall thickness of 0.095 inch (13 gauge).
 - Attach to the halo bar at or in front of the driver's headrest.

- c) Extend outward and downward to the top door bar, or angle rearward to connect to the top door bar or B-bar that connects to the halo.
- d) Include one horizontal connecting bar from the added protection bar to the B-bar (this horizontal bar does not have to meet the 1/4-inch diameter requirement).

All bars must be securely welded and meet general roll cage material and construction standards.

5. Race Seat

- 5.1 Racing seats only. No homebuilt seats.
 - 5.2 Race seat must be mounted securely to the roll cage at four points, bolted only with a minimum of 3/8-inch bolts.
 - 5.3 No self-tapping screws.
 - 5.4 Driver seat location must remain in a forward position consistent with class intent.
 - a) The rear of the driver's seat (seat back) must not be positioned behind the centerline of the main roll cage hoop.
 - b) The driver's helmet must remain forward of the main roll cage hoop when seated in a normal driving position.
 - c) No part of the driver's seat or driver's body may be positioned behind the rear axle centerline.
 - d) Any mounting position deemed by track officials to provide a rearward weight advantage outside the intent of this rule may be deemed illegal.
- It is the responsibility of the competitor to ensure seat and driver position can be easily inspected and verified.

6. Crash Bars

- 6.1 No front or rear crash bars.
- 6.2 All bars must remain within the perimeter of the frame, except for door bars.
- 6.3 Bars allowed in front of the radiator must be flush, with a 1-inch tolerance.
- 6.4 No front or rear bars may extend past the end of the frame.
- 6.5 No sharp edges.
- 6.6 No excessive bars.

7. Bumpers

- 7.1 Front and rear bumper covers must be stock appearing and in stock location.
- 7.2 Front and rear stock bumper mounts may be replaced with 4-inch or 6-inch x 0.125 square tubing mounted at a right angle to the frame.
- 7.3 Maximum bumper mount length is 6 inches, whether bolted or welded.
- 7.4 No sharp edges.
- 7.5 Racing nose cones may be used with fabricated bumpers.
- 7.6 Fabricated bumpers are to be made from the same round tubing as the roll cage, with a maximum of two horizontal bars.
- 7.7 Bars must be rounded at the ends to avoid piercing through the sides of other cars.
- 7.8 Fabricated bumpers must be mounted like a stock bumper (Speedway Motors part number 910-54721 may be used as reference).
- 7.9 No excessive fabricated bumpers made of square tubing or channel iron.

8. Windshield

- 8.1 The windshield must be removed and either a heavy-gauge screen or a minimum of four 1/4-inch bars must be mounted in front of the driver in the windshield opening.

9. Hood

- 9.1 A hole may be cut in the hood directly above the carburetor.
- 9.2 No hood scoops are allowed, but a hood deflector is permitted.

10. Engines

- 10.0.0 Maximum 362 CI for Chevy, , 370 CI for Dodge and Ford
- 10.1 All engines must be eight-cylinder naturally aspirated engines.
- 10.2 Maximum displacement is 360 cubic inches.
- 10.3 The entire engine must remain OEM stock unless otherwise specified.
- 10.4 Only GM engines are allowed in GM cars, Ford in Ford, Chrysler in Chrysler, etc.
- 10.5 No modifications intended to enhance horsepower.

- 10.6 Air conditioning, alternator, pollution devices, and heater may be removed.
- 10.7 No engine setback allowed. Engine must remain in stock OEM location.
- 10.8 No racing or high-performance parts allowed unless specifically permitted.
- 10.9 Flat-top or dished pistons only.
- 10.10 Pistons may not extend past the top of the block.
- 10.11 Maximum camshaft lift, intake and exhaust, is 0.450 inches including stock rocker ratio.
- 10.12 Hydraulic camshafts only.
- 10.13 No roller rockers or roller lifters.
- 10.14 Aluminum intakes are allowed: Weiand - GM 7547, Ford 7515-8023-7516, Dodge 8022; Edelbrock - GM 2701, Ford 7121-7181-7183, Dodge 2176.
- 10.15 Cast iron exhaust manifolds or Hooker header part number 7543HKR and 2466HKR are allowed. No stainless, no ceramic, no merge collector, no X-pipes, no 2-into-1, and no heat tape. The three-bolt flange may be removed. A manufactured muffler and a turn-down are required on each exhaust pipe. Exhaust pipe must be 3 inches and must exit from the engine compartment and under the car. Exhaust length must be a minimum of 18 inches and a maximum of 24 inches including muffler, pipe, and turn-down. Length is measured from the weld on the 3-inch collector from the factory-spec header to the end of the completed exhaust pipe.
- 10.16 No centre dump or factory-tuned manifold.
- 10.17 No LT1 manifolds.
- 10.18 Stock-type ignition system for that make of car or HEI.
- 10.19 No performance ignition parts. Ignition must remain stock for the make of engine.
- 10.20 Maximum overbore 0.060 inch. Maximum compression 9.5:1.
- 10.21 Oil pan must have an inspection hole that can be accessed and removed at the track.
- 10.22 Cooling system: belt-drive water pumps only. Any radiator in stock location. Mechanical fans only. No electric cooling fans allowed.
- 10.23 Small-block Chevrolet 327 cubic inches and larger must use a cylinder head with a minimum of 72cc, with 1cc tolerance. No centre-bolt valve-cover heads (for example, Vortec).
- 10.24 Small-block Ford 351 cubic inches and larger must use a cylinder head with a minimum of 60cc, with 1cc tolerance. No Boss heads.
- 10.25 Small-block Chrysler 360 cubic inches and larger must use a cylinder head with a minimum of 72cc, with 1cc tolerance. No Magnum heads.
- 10.26 No Vortec heads allowed.
- 10.27 All cylinder heads must remain clearly identifiable as approved stock OEM heads.
- a) All casting numbers, part numbers, and identifying marks must remain legible and unaltered.
- b) Grinding, milling, coating, painting, or modifying any surface in a way that obscures or removes identification marks is not permitted.
- c) Any cylinder head that cannot be clearly identified by track officials may be deemed illegal.
- It is the responsibility of the competitor to ensure cylinder heads can be quickly and easily inspected and verified for compliance.
- 10.28 LS-style engines and any modern engine platforms not originally equipped in the allowed vehicle types are not permitted. All engines must be traditional OEM production engines consistent with the era and design of the vehicle.

11. Carburetor and Induction

- 11.1 A 1 1/4-inch carburetor adapter plate may be used.
- 11.2 Distance from intake to base of carburetor may not exceed 1 3/4 inches.
- 11.3 Only one 2-barrel carburetor is allowed; maximum 500 CFM.
- 11.4 The choke may be removed. No other work is allowed, including milling, grinding, or removal of the air horn.
- 11.5 Holley 500 CFM 2-barrel, part number 4412, is allowed. All components must be for a 500 Holley.
- 11.6 Holley carburetor must have a 1-11/16-inch throttle bore.
- 11.7 All carburetors must use Holley-style straight-leg or down-leg boosters only. 11.8 All carburetors must retain stock measurements.
- 11.9 Throttle shaft must remain round.
- 11.10 No addition of materials such as glue, silicone, or any other foreign substance is allowed.
- 11.11 Carburetor must be mounted with the float bowl facing forward.
- 11.12 Linkage may be welded to the end of the throttle shaft.
- 11.13 Devices below the carburetor designed to increase airflow are not allowed.
- 11.14 All air entering the engine must enter through the top of the carburetor.
- 11.15 No high-performance adapters allowed.

12. Transmission

- 12.1 Stock-type automatic transmissions only: GM with GM, Ford with Ford, Chrysler with Chrysler.
- 12.2 No standard transmissions allowed.
- 12.3 Powerglide transmissions are allowed.
- 12.4 No in-and-out transmissions allowed.
- 12.5 Stock-type torque converters only, with a minimum diameter of 10 inches.
- 12.6 Car must be able to idle in gear at 1000 RPM or less.
- 12.7 No torque-converter lock-ups.
- 12.8 All ranges must work, including Park, Reverse, Drive, Second, and First.
- 12.9 Any size transmission cooler is allowed.
- 12.10 Transmission cooler must be mounted away from the driver so it cannot spray on the driver if ruptured.
- 12.11 Cooler lines may not run through the driver cockpit. They must be steel or high-pressure rubber hose. If rubber hose is used, it may only be used for a flex section and may be no longer than 12 inches.
- 12.12 Only one piece of steel or high-pressure rubber hose cooler line may pass through the passenger side of the Interior.
- 12.13 All cars equipped with a Powerglide transmission must use a torque converter equipped with a drain plug.
 - a) The drain plug must be accessible for inspection at the track.
 - b) Track officials may require the torque converter to be drained at any time for inspection.
 - c) The torque converter must be of stock type construction and must not be modified to enhance performance.
 - d) Failure to provide access for inspection, or refusal to comply with inspection procedures, may result in disqualification.
 - e) Any torque converter deemed to be outside the intent of a stock-type converter may be deemed illegal.

13. Differential / Rear Axle

- 13.1 Stock passenger rear ends are allowed. GM with GM, Ford with Ford, Chrysler with Chrysler.
- 13.2 Ford 9-inch rear axle or rear end is allowed.
- 13.3 Disc brakes are allowed.
- 13.4 No moving of mounts to fit.
- 13.5 Steel mini-spools are allowed.
- 13.6 C-clip eliminators are not allowed.
- 13.7 Differentials may be locked or welded.
- 13.8 Rear end must be OEM for that make of car unless otherwise allowed above.
- 13.9 Any stock gear ratio allowed.
- 13.10 No traction control devices.
- 13.11 If a part did not come factory/stock with the differential for that make and model, it is not allowed unless specifically permitted.
- 13.12 Aftermarket C-clip eliminators are not allowed.
- 13.13 Full floater rear axle assemblies are allowed.

14. Drive Shaft

- 14.1 Drive shaft must be painted white and must have a front continuous loop around the drive shaft within 6 inches of the front universal joint.
- 14.2 A second loop at the rear is recommended.
- 14.3 Loop must be made of steel at least 1/4 inch thick by 2 inches wide.
- 14.4 No chains.

15. Battery

- 15.1 Only one battery may be used in each car.
- 15.2 Battery must be securely mounted and contained or shielded.
- 15.3 An approved shut-off/disconnect switch within reach of the driver is mandatory.
- 15.4 Battery must be mounted either in the front passenger floor area or the trunk area in a marine battery case only, and securely fastened with a hold-down strap such as a seat belt.
- 15.5 AGM battery is highly recommended.
- 15.6 No lithium batteries.
- 15.7 Only 12-volt batteries are allowed.

16. Steering Column

- 16.1 Steering column must be collapsible.

- 16.2 Aftermarket steering columns are allowed, but must have a slip joint or a double U-joint.
- 16.3 No solid shafts allowed.
- 16.4 Quick-disconnect steering wheels are allowed.
- 16.5 Steering quickeners are allowed.
- 16.6 No Sweet boxes.

17. Suspension

17.1 Front Suspension

- 17.1.1 All components and mounts must be steel, unaltered OEM, in stock location, and must match the frame.
- 17.1.2 Steel lower A-frame bushings are allowed, but must be in OEM location with no offset.
- 17.1.3 Stock passenger spindles and hubs only.
- 17.1.4 OEM or OEM replacement ball joints allowed.
- 17.1.5 No screw-in or rebuildable ball joints.
- 17.1.6 Sway bars are allowed.
- 17.1.7 Non-adjustable spring spacers are allowed on top of front coil springs only.
- 17.1.8 No chains or cables.
- 17.1.9 OEM upper A-frame may be replaced with an aftermarket tubular upper A-frame, including steel or aluminum cross shaft, but it must maintain stock OEM measurements.
- 17.1.10 Upper A-frame mounts must remain OEM and may not be moved.
- 17.1.11 No suspension stops of any kind are allowed.

17.2 Rear Suspension

- 17.2.1 Stock OEM rear links in stock OEM locations and stock length only. They may be boxed in for added strength.
- 17.2.2 No manipulation of mounting locations on the rear end of the car.
- 17.2.3 No lightening or grinding of any suspension part.
- 17.2.4 OEM rubber or steel control-arm bushings are allowed. The bolt hole must be centered in the bushing and not offset.
- 17.2.5 No adjustable shims allowed.
- 17.2.6 No added traction devices.
- 17.2.7 Leaf springs must be stock or replacement and must use original mounts and remain non-adjustable.
- 17.2.8 No multi-hole shackles allowed.
- 17.2.9 Lowering blocks are allowed on leaf springs only.

18. Shocks

- 18.1 Only one shock per wheel, stock mounted in stock location.
- 18.2 No preloaded shocks; shocks must fully collapse at any time.
- 18.3 No coil-over shocks allowed.
- 18.4 No adjustable shocks.
- 18.5 No coil-over eliminators.
- 18.6 No internal or external bumpers or stops.

19. Springs

- 19.1 One steel closed-end spring per wheel only, in stock location.
- 19.2 Minimum 4.5-inch outer diameter.
- 19.3 Maximum 13-inch free height. Non-progressive coil springs only.
- 19.4 Rear spring heights must match within 1 inch tolerance.
- 19.5 No spring rubbers allowed.
- 19.6 Any spring rate is allowed. No spring-rate adjusters.
- 19.7 No weight jacks or screw jacks of any type.

20. Fuel System

- 20.1 Pump gasoline only; no racing fuel. Maximum 10 percent ethanol. No nitro, alcohol, or additives allowed.
- 20.2 Fuel cells are mandatory.
- 20.3 Mechanical fuel pumps only. No electric fuel pumps allowed.
- 20.4 Maximum 3/8-inch steel fuel line is recommended inside the car.
- 20.5 No excessive fuel line or oversized fuel line allowed.
- 20.6 No filler spouts on fuel tanks.

21. Brakes / Pedals

- 21.1 Four-wheel working stock steel OEM-equivalent brakes are mandatory and may not be lightened.
- 21.2 No scalloped or ceramic-coated rotors.
- 21.3 No anti-lock brake systems.
- 21.4 Steel brake lines only.
- 21.5 No aftermarket brake pedal assemblies, brake shut-off, bias adjuster, or pressure-sensitive devices.
- 21.6 Master cylinder must be mounted in the factory location on the firewall.
- 21.7 Pedals must be mounted in stock position.
- 21.8 No bending of the brake pedal.
- 21.9 No aftermarket master cylinders.
- 21.10 If the driver is too short for the pedals, shortening the steering column is allowed.
- 21.11 All four brakes must lock up and will be checked at the track.
- 21.12 No adjustable brake-bias valves.

22. Tires and Rims

- 22.1 Maximum tire size is 275/60 series radial tires only.
- 22.2 No off-road, recap, or snow tires allowed.
- 22.3 Used Hoosier racing tires are allowed and may be grooved and siped.
- 22.4 No new tires allowed. DOT all-season M+S tires are allowed.
- 22.5 No M+S tires allowed.
- 22.6 No defacing of any tires.
- 22.7 Tread must measure 7/32 inch or less in one of the grooves as marked in the original rule illustration.
- 22.8 Steel rims only, maximum 8 inches wide.
- 22.9 5/8-inch wheel studs only.
- 22.10 No rims with bead locks allowed.
- 22.11 One-inch wheel spacers are allowed; 5/8-inch wheel studs are required when using wheel spacers.

23. Weight Rule

- 23.1 Minimum weight is 3200 pounds with the driver after the race, with no allowance for missing body parts.
- 23.2 Cars that cannot meet the 3200-pound rule may add weight mounted anywhere on the car using a minimum of two 1/2-inch diameter bolts.
- 23.3 Lead weights must be painted white and display the car number.
- 23.4 No ballast allowed.