

80's/ Old Iron Stock Rules

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

No 73 or older Imperial or Imperial Subframes, 1970 or older Lincolns.

03+ will be allowed with factory aluminum cradle and factory rack and pinion steering (No Hydro Steering). Absolutely no cutting and welding of the frame. May run motor mount pads but must be 1" away from frame in all directions and can not connect with each other. Must be 2 separate pads bolted to the factory motor mount hole.

1. Headers thru hood allowed. 4-3/8" bolts allowed per header opening OR 8 max.
2. Stock gas tank must be removed and a 15 gal. max fuel tank must be located inside the car strapped securely, no bungie 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). No gas tank halos or kickers going to halo bar or seat bar. Gas tank must be mounted to protector OR floor, not both.
3. You may alter ignition and starter wires.
4. Any Air filled and ply tire allowed. Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires are ok. You may run full centered rims with outer bead stiffener. The rest of the rim must remain factory and not reinforced.
5. 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.
6. 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.
7. Stock rear-end 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 rear-end to make fit. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or add 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 weld brackets onto a non-Watts housing to

fit a watts link car. If brackets are deemed excessive you will cut, no other bracing allowed! You may run driveshaft of choice (Sliders allowed).

8. 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. Shocks and brackets must be factory for the vehicle you are running. If you put shocks or brackets on your vehicle that aren't factory nothing can go past 4". If it does you will cut it completely off. 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. Bumper height for front and rear not to exceed 28" high. Replica bumpers are allowed as long as they follow stock dimensions.
9. 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 2" gap from window bar to roof sign (cannot re-enforce with roof sign).
10. May tuck trunks 50% only fastened on top of lid only. Trunks may be wired, chained, welded, or bolted in 6 locations in any combination of the following ways: 3/8" chain, #9 wire, 3"x5"x1/8" material, 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. May add 2- 3/4" threaded rod but must go through factory bolt mount and will count as 2 hold downs. You may also add 2 extra chains or wire from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent (no dishing), trunk lid and rear quarter panels can be pushed in 4" from its factory location, no double layers! If pinched tight in any area you will have to cut creases. Fenders must stay upright.
11. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, wire, 3/4" bolts 6" max length 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 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 folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed (4) 3/8" bolts per hood opening OR 8 total.
12. Driver's door may be welded shut, highly recommend reinforcing driver's door for safety reinforced no longer than 6" 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 5"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.

13. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails (must remain within bumper height rule), Cold Bending is only thing allowed. Must do at firewall or tranny crossmember. 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.
14. Suspension – You may weld your upper A-Frame only. This can be done by using a 2"x4"x1/4" flat strap from top A-Arm to the spring bucket only. You are allowed 2 straps per A-Frame, do not re-enforce A-Frame or you will cut! You may use any direct bolt on for A-Frame replacement. (Ex. 80's Vic on a 90's Vic.) Ball-joints 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.
15. Batteries must be placed on passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.
16. You may alter steering column to prevent steering loss, the rest of the steering components must remain stock. No changing steering boxes, no adapters –Aftermarket pedals are allowed. These pedals cannot be tight against firewall and may be bolted in with (4) 1/2" bolts per component to sheet metal only.
17. 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. Spacer can be welded to frame OR core support but NOT both. For all other body bolts and mounts you may use a 1/2" bolt with a max 2"x2"x1/4" washer for a plate inside the frame and inside the car. Body bolts must be up inside frame, not hanging below. If you replace body bolts you must use a 1" minimum spacer between frame and body. Spacer cannot exceed 3" Diameter (Hockey pucks max size).
18. No welding leaf springs or adding extra leaves. 7 max per pack with 2" stagger for mopars. 9 max per pack with 2" stagger for factory leaf gms. Will be allowed 4 total leaf clamps max size of 2x4x1/4 material.
19. No welding or bolting of any body seams. Must be stock appearing other than specified or it will be cut.
20. Cutting for tire clearance is allowed; you may cut slits and roll. 5 – 3/8" bolts allowed per wheel well.

21. Motor and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Aftermarket is ok as long as it is a rubber mount, nothing excessive. An aluminum ultra bell is allowed but if we feel there is any kind of pressure there will be cutting to do. Absolutely no midplate of any kind. Pulley protectors allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go directly down to factory engine cradle (saddle) and welded with one link of chain. Do not attach to frame rails! Do not use firewall as a brace or it will be cut, judge's decision final!
22. Cage – You must have a seat bar from door to door with a max 6" material for cage. 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 a minimum of 5" from the firewall. You may connect dash bar to seat bar with side bars - with 1 down bar per side bar may be welded to the floor, not to the frame, must be welded within the door. Rollover bar recommended, must be attached to floor and seat bar, not frame! Only (2) ¾" bolts to attach halo to the roof. Halo must be vertical, not angled. No excessive plates for reinforcement. No reinforcing 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 6" diameter material, and not to exceed 60" total length.
23. 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, or you may use a stock rubber transmission mount.
24. 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.
25. Repair plates can be a max of 4"x6" – ¼" thick or 6"x6"x1/8". 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.
26. Rust Repair – Call Ahead... we will work with you on a case by case basis.
27. Official's decision is final... if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!