

Old School Class

Below you will find a list of options you have to build a car if you choose to alter the stock configurations. We absolutely will not work with a driver to get a car into the show. Do not read these rules trying to find grey areas and do not read between the lines because you are only setting yourself up to be pissed. We will enforce these rules very, very strictly and the Head Inspector's say is final!

Absolutely no: distributor protectors, radiator guards (other than stock A.C. condenser) or tranny protectors.

Frames:

- No seam welding, pinning, filling, stuffing or painting.
- Rust holes may be covered with a 4 x 6 x ¼ inch plate. They will count towards your 4 allowed plates.
- Pre-rans will be allowed 4 plates – 4 x 6 x ¼ inch max.
- No frame shaping other than 12 inches in the center of each hump.
- Only allowed method of pitching is to cold bend.
- You may #9 wire or chain the frame rails together behind the humps. No homemade washers.

Suspension:

- Steering box swaps allowed. No welding on frame, keep mounts minimal.
- Tie rods can be welded up, but no added metal or bracing.
- A-arms and spindles may be changed, but must stay Ford to Ford or GM to GM. No homemade or aftermarket parts with the exception of 98 and newer Ford cars may do the Watts Link conversion with ZTR style brackets. No additional metal may be added other than the brackets themselves.
- Aftermarket steering shafts allowed.
- A-arms may be bolted down with one ½ inch bolt per a-arm. No homemade washers.
- Rear trail arms can be shortened or lengthened but not braced. Single hardware washers may be welded around the rear hole of the upper trail arms.
- Rearend may be chained or wired around the frame in one spot per side.
- Factory size, number and stagger will apply to factory leaf spring cars. 5 clamps per side, 2 3/8 inch bolts per clamp. Clamps no wider than 2 inches. No welding of leaves.

Body Mounts:

- Core support mounts may be replaced with up to 1 inch althread and ran through the hood. May be bolted solid or you may use a free-floating spacer. Spacers not to exceed 2x2 inch tubing.
- 4 rear body mounts can be bolted solid. 2 of those may have ¾ inch althread ran vertically through the trunk lid. Wagons may go through the roof or pillars, but if you do that don't use 2 pieces to hold the tailgate shut.
- Core support and trunk washers may not exceed 4x4 inches.

- Mopars can either go through the frame or be welded to the side. Must be on the flat part of the rear frame under the trunk pan.
- No double nutting or sleeving the althread.
- Body mounts from firewall to the humps may be changed. Only in factory locations. Only allowable substitution is to use a bolt no bigger than ½ inch. Must have rubber bushing with steel sleeve or you may use a hockey puck. Hardware washers only on the mounts from firewall to humps.

Drivetrain:

- Any motor or transmission in any vehicle.
- Engine cradles are allowed, but must not go past the third spark plug from the front. All your basic Robbo, Big Rock, XXX cradles are allowed.
- If you choose to run a pulley protector you must remove the sway bar between the frame rails.
- Solid lower engine mounts are allowed. If you need to weld plates under your lower mounts because they won't sit on the engine crossmember that's fine, but they must not be attached to the frame rails.
- If you choose to chain your engine in, the chains must only be attached to the engine and straight down to engine crossmember.
- Skid plates must be just for the pan they are protecting and can't extend more than ½ inch from their pan.
- You may run an aluminum ultra bell on automatics. Manual transmissions may run a blow proof bell housing. No additional bolts or welding permitted.
- If you choose to not run the factory transmission cross member you may use 2"x2" tubing instead. It must mount in factory make and model location. No plates bigger than 4"x4" welded to the frame to weld your cross member to!!!
- If you're using a bolt on style transmission mount, it must be an O.E.M. rubber mount. If you choose to not run a mount, you may wrap chain or wire around transmission and cross member to hold it in place. NO WELDING and only one bolt if you choose the wire or chain route.
- If your car is factory equipped with a floating cross member (example: mid 70's Fords and 74 and older Cadillacs) you may add TWO 5/8" bolts and bolt it solid to the floor. Washers cannot exceed 4"x4" diameter!!! This will be strictly enforced!!
- Slider shafts are allowed.
- Any factory car or truck rear end is allowed. No rear ends bigger than a 3500 series pickup permitted and only one wheel per side of rear end. You may weld brackets on the rear end to accommodate the vehicles factory suspension style. Rear end brace cannot go past inside edge of lower trail arm mount or inside edge of leaf spring pad.

Bumper/Bumper Mounting:

- Homemade pointy bumpers must have tapered point that closely resembles Chrysler pointy bumper.
- Bumpers may be plated on the inside and on the backing of the bumper. No sharp edges.
- Any front bumper bracket may be used on any car. If you choose to, you may make your shocks out of 2"x2" tubing.

- Absolutely no bracket or shock may be welded past 6 inches behind the factory core support mount hole on the frame rail. If your cars factory shock or bracket goes farther than 6 inches back, it must remain completely factory beyond the allotted 6 inches.
- If you choose to hard nose or put your shock inside the frame you MUST have a 3/4" hole in the top center of your frame 6 inches behind the factory core support mount hole on the frame rail. (unless we can clearly see the shock stops where it is supposed to). You may weld a 3/4" hardware washer around the hole to make up for the missing metal. Single pass only!
- Suicide Lincolns and cars that have no core support mount must only go 6 inches past the vertical part of core support right above the frame rail when mounting the bumper.
- Rear bumper brackets may be welded, single pass only. Absolutely no rear bracket may be moved forward.

Cage:

- 4 point cages are allowed. Must be a minimum of 6 inches above the factory body mount height.
- 4 down legs are allowed to the **frame**, but must only be located in between the front door inner seams.
- Down legs off of the cage that attach to the **body** must be no further back than the rear spreader and no further forward than the front door inner seam.
- Roll over bars must be vertical and no further back than the rear spreader bar (maximum of 6 inches behind the seat). You will only be allowed to attach bar to roof with 2 bolts no bigger than 1 inch. Washers must not exceed 4"x4".
- Gas tank protectors are allowed but must remain 10 inches from the rear firewall and no more than 30 inches wide, and in the center of the car. It can be bolted to the floor if NOT attached to the cage.

Body:

- Sheet metal may be cut for clearance, but no bending, folding or reattaching anywhere.
- You may use five 3/8" bolts per wheel well opening. Hardware washers only. Absolutely no other bolting of the body other than the bolts allowed in the hood.
- You're allowed a maximum of 8 spots of double stranded #9 wire to hold hood and 8 spots of #9 wire to hold trunk lid down. You may weld a 1 inch hardware washer around each hole to keep from tearing. All wire must be body to body only.
- Wagons tailgates may have 8 spots of double stranded #9 wire and 2 pieces of 3/4 althread, but the althread must be through the body only and NOT the frame.
- The only acceptable rust repair on any car is allowed in the driver and passenger area. This is for safety purposes only, and if we think you used this to strengthen the car for anything other than safety purposes you will not be allowed to run.
- Doors may be welded solid with strap no bigger than 4" x 1/8". Tops of doors may be folded over and welded, but no added metal. Absolutely no other body seam welding besides doors!!
- Hood and trunk lid must be open during inspection.
- You may run double stranded #9 wire from quarter panel to quarter panel in trunk to keep the quarters from blowing apart. Single hardware washers may be welded around the holes.
- No wedged cars allowed in Old School Class.

- Sedagons will be allowed, but call for allowable tucking methods.
- In addition to the 2 pieces of althread in the core support, you will be allowed 4 more bolts to hold the hood down. Must be body to body only and the washers must not exceed 4"x4". Or you may use double stranded #9 wire in 8 spots.
- No more than ten 3/8" bolts to hold your outer hood skin to your inner hood skin.
- You will be allowed 4 spots of double stranded #9 wire from your hood/core support to your front bumper.
- Body creasing is allowed, but absolutely no bolting or welding to assist.