



2017 OLD SCHOOL RULES

Any sedan or wagon is eligible to compete except for 73 or older Chrysler Imperials. Any parts being swapped from cars must be from the same era and must be GM to Gm, Ford to Ford, Chrysler to Chrysler.

Body:

- A. Remove all glass, mirrors, chrome, plastic, and decking.
- B. No body pinching or creasing. Any creases will be torched.
- C. May use 5 bolts 5/16 in size, measured with a ½ inch wrench, on each corner of the car. This will be the only thing allowed to be used to connect rusted panels together.
- D. No welding or patching of body panels anywhere. Rusted out floor board may be patched for driver safety only. If trunk pan has a rusted out body mount. You may bolt in a fresh piece of metal. No welds, may use 5/16ths bolts to bolt in new metal. Stock body mount must be put back in or 9 wire.
- E. Body bolts must remain stock. Do not touch them. May replace core support mounts with 1 inch all thread. May use no more than 7 nuts. No spacers are allowed, the all thread is the spacer.
- F. Doors may be welded from the bottom of the window down. Doors may be chained or wired. Driver's door may have a door plate that is welded or bolted to the door. Door plate is mandatory if the car does not have a door bar!!
- G. Windshield bar or wire from cowl to roof that prevents the hood from coming through the windshield is mandatory.
- H. Core support can be wired to bumper in 2 spots only. Nothing in front of the radiator.
- I. No plates or washers to keep wire from ripping sheet metal.
- J. All trunks and hoods must be open during inspection. NO EXCEPTIONS!!

Hood:

- 1. Must have a hole cut in each half of hood for safety, header holes are good enough.
- 2. May use 10 zip screws to hold hood bracing and sheet metal together.

Trunk:

1. Must remain on hinges or run no trunk lid.
2. After inspection the trunk may be wired down in 6 places. The lid must stay on top of the rain rails. No more than 50% of the trunk lid may be bent down at a 90 angle toward the trunk floor.

Frames:

- A. Stock frames. NO WELDING ANYWHERE ON FRAME!! NO EXCEPTIONS!!
- B. No creasing or shortening of frames, front or rear. Example: Lincolns must leave the cross brace on the front.
- C. No tilting in any way.
- D. Frame can be notched but no pre-bending.

Drive Train:

- A. Any engine may be used in any make car.
- B. Mounts must be stock style.
- C. Frame mounts may be welded to the cross frame only. Plate may be welded to the cross frame in Chryslers and rear steer cars. Nothing welded to the frame no exceptions.
- D. No protectors of any kind on the engine, transmission, or rear ends. No ultra-bells of any kind. The only cradles that may be used are the ones that utilize no more than 5 bolts per half of the engine, go no higher than the header flange, do not go past the back of the heads, and do not touch the frame in any manner will be allowed. If your cradle has anything that goes under the front pulley, sway bar must be removed.
- E. Cross members **must bolt** into the car using no more than 2 bolts per half of car. Due to drive train swaps 1 piece of 6 inch angle iron may be welded to the frame to bolt cross member on each side.
- F. Rear ends must be stock 5 lug. No metal may be added to strengthen. Brackets may be adjusted. Cars that do not have a package tray may utilize the after-market bolt on mounts, but they **must allow the suspension to move**. NO WELDING!
- G. Trailing arms may be shortened or lengthened but may not be reinforced.
- H. No all thread on rear-ends.
- I. Coil springs can be wired to rear-end.
- J. Leaf spring cars must use only factory spring clamps and number of leaves.
- K. Radiators must remain in stock location. No mounts that strengthen the core support will be allowed.

L. Electric fans are allowed.

Driver's Compartment:

NO CAGE INSIDE OF DOORS!!

A. 4 point cage is allowed consisting of dash bar, 2 side bars, and a rear bar. 4 inch by 4 inch material maximum.

B. Down legs may be welded to the side rails of the frame only.

C. Side bars are to be no more than 6 inches behind the post of the car or door seam. 2 door cars will be measured from the back of the seat.

D. Cage can be welded to the door post, cowl, and steering column to secure it.

E. Gas tanks and batteries must be moved, secured, and covered.

F. Battery holder must be bolted to sheet metal or in seat. Size of battery holder must be reasonable.

G. Gas tank holders must be 8 inches from rear seat panel, do not beat back the metal to meet this requirement. 10 gallon maximum.

H. Steering Columns may be interchanged. No brackets to frame.

I. Roll over bars are permitted. May be bolted to sheet metal above driver's head.

J. Transmission coolers are permitted. May not strengthen car. Must bold down securely. Must be covered.

K. Floor shifters are allowed.

L. After market throttles are allowed, bolted to sheet metal or engine only.

M. After market brake systems are allowed. Maximum plate size is 17 inches long by 10 inches wide. Must be bolted to sheet metal only.

Bumpers:

A. Any factory car bumper is permitted.

B. Homemade bumpers are allowed with the following stipulations:

1. Single pipe design no more than 6 inch by 6 inch.
2. No more of a point than that of a 1974 Impala bumper and must follow the same contour.
3. Must be rounded on the ends. No rough or jagged edges.

C. Bumpers may be attached in any way to the end 4 inches of the frame. If the bumper attaches to the frame beyond the 4 inch mark, it must attach with all the factory mounting equipment. I.E. A ford may weld a plate to the frame on all 4 sides that go to the bumper, but can't weld the shock to the frame through the frame holes. May only use the factory bolt. GMs may weld the bumper bracket to the first 4 inches of the frame, it must be bolted after that.

D. After market bumper shocks are allowed, but may not go past the 4 inch mark on the frame.

E. Maximum bumper height is 20 inches. Minimum bumper height is 14 inches. On a fresh car if the bumper is less than 14 inches off the ground due to sagging springs, the springs must be changed to meet the minimum height.

Tires and Rims:

A. Any tire between 13 inches and 16 inches may be used.

B. Rims must be stock, car or truck. The only alteration that will be allowed is the center may be changed.

C. No screws in the tires.

D. 1 inch lug nuts are allowed.

Suspension:

All suspension will move front and back!!

A. Factory stock only.

B. You may kick front springs.

C. No strutting.

D. Stock steering components. I.E. Tie Rods

Repairs:

No patching of Bends (this may change after fair season)

A. A bent rail or clip may be replaced using the but-weld method. If replacing a clip, it must be done at the side rail or in the side rail. We will use a level to check for pitch.

B. Roof Repair- if the area that the roof attaches to the body is rusted out, you may weld a safety strap from the center of the pillar to the quarter. Must be sheet metal. Do not cover rust.

C. Cars may be straightened in between events. They may not be patched.

D. Frame rust- you may repair 2 spots 3in x 3in max with no thicker than 1/8th in material. **May only be welded on 2 sides.**

Notes:

- A. Any car that does not pass inspection on its first attempt will be charged \$30 to be inspected again. That money will be given to the “Wrecking Ball” at the end of the show. Tape measures will be used!
- B. No refunds!! Car will not be inspected until entry fee has been paid.
- C. If the rules don’t say it can be done, then that means it can’t be done!!!
- D. Never assume. Always ask to be sure!
- E. Only welds on the car should be on the cage, spider gears, doors, frame mounts to cross frame, bumper, and drive shafts. This class is for fun.
- F. Drivers have the right to look at all cars. Crew members do not!! If there is a complaint or question about a car it must be brought to the inspection team’s attention 30 minutes prior to the start of the show.
- G. Once a car passes inspection the hood and trunk will be allowed to be fastened down.
- H. Inspection will start approximately 3 hours before each event. Get there on time to look at other cars and to be inspected.
- I. Any car that fails to comply with these rules will not run and entry fees will not be refunded.
- J. Judges decision is final.

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