

# 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 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). No gas tank halos or kickers going to halo bar or seat bar. 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 full centered rims with outer bead stiffener. The rest of the rim must remain factory and not reinforced.
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 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).

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. 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.

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 2" 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, 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. Batteries must be placed on 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 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.

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. 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).

19. No welding leaf springs or adding extra leafs. 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.

20. No welding or bolting of any body seams. Must be stock appearing other than specified or it will be cut.

21. Cutting for tire clearance is allowed; you may cut slits and roll. 5 – 3/8" bolts allowed per wheel well.

22. 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!

23. 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.

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, or you may use a stock rubber transmission mount.

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" – 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.

27. Rust Repair – Call Ahead... we will work with you on a case by case basis.

28. 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!

# **GUT & GO TRUCK RULES**

**THIS CLASS IS SUPER SIMPLE... DON'T PUSH THE RULES OR YOU WILL NOT RUN!  
IF IT DOESN'T SAY YOU CAN DO IT... YOU CAN'T!**

**Please call ahead with any questions. Kollin Lange 507-766-5031**

1. Vehicle must remain completely stock. No modifications or swapping parts... no engine swaps allowed – chevy to chevy, ford to ford, mopar to mopar. All chrome, plastic, glass etc. must be stripped completely from the vehicle. Airbags must be removed. No aftermarket parts such as throttle pedal, shifter, cradles etc.
2. Anything can be cut out but nothing may be added such as notching frame rails, distributor holes in firewall, tire clearance.
3. All suspension must remain factory! This includes struts... no chaining or welding of suspension, must bounce. No extra leaf clamps can be added.
4. Any tire is allowed but rim must remain stock. You may add a valve stem protector but nothing else! Air inflated tires only!
5. Gas tank must be removed from below the vehicle and moved inside behind the driver's seat centered in the rear. Battery

must be moved inside as well, moved to passenger floorboard and secured.

6. Can relocate electrical boxes and move toggle switches to inside the car. Rod/ tranny mount shifter allowed. Headers allowed. These aftermarket parts are not allowed- cable shifter/pedal, brake pedal, sliders, steering, lower cradles/ motor mounts and so on and so forth.
7. You may weld driver's door solid and add metal to outside of door if you choose – up to 6" past the seam. All other doors may be #9 wired or chained in 3 locations per vertical seam. Box to cab may also have 3 locations.
8. You must have some sort of protection in the windshield area... you may use #9 wire, chain, or 2" flat material to do so.
9. Hood and rear hatch/ tailgate may be wired or chained in 6 locations. 2 of the 6 may go around the bumper. Hood must have a 10" hole in case of fire.
10. You must add a bar behind the seat from post to post. You may also add sidebars and a dashbar if you choose. Total length not to exceed 60". You may add a halo as well, this can attach to sidebars or box floor. Nothing to the frame.

11. You may swap front bumper out with a stock car bumper (no seam welding or stuffing) or a 4x4 square tube with a 4" point. No Chrysler Pointys.
  
12. Pre-Run vehicles will be allowed up to (4) 4"x6"x1/4" or 6"x6"x1/8" repair plates. You must send me photos of the bend and get prior approval!
  
13. 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!

## Limited Weld Trucks

- Any American made pickup, ext, crew cabs, and suburban are allowed. Older C-Channel trucks can not be taller than 7.25" tall. Nothing bigger than a 1 ton (F350, Chevy and Dodge 3500). Any Questions please call first. SUV FRAMES MUST REMAIN UNDER SUV BODY AND PICKUP FRAMES MUST REMAIN UNDER PICKUP BODYS. Frames must remain stock and unaltered in anyway. Shortening front frame rails up to front core support mount without moving core support mount or any leaf spring brackets will be allowed. NO SHORTENING MIDDLE OR REAR FRAME SECTIONS OF ANY KIND. NO MAKING LONG BOX FRAMES INTO SHORT BOX FRAMES. AUTOMATIC LOAD!! Call before cutting!! No welding other than specified!! NO adding extra braces in frame or engine cradles.
- Hood may be chained 3/8" chain, wired or bolted in 6 separate locations, two chains or wire may go from core support to bumper. You will be allowed two 1" max rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), you will also be allowed a 5x5" washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1" max hood pins, wire or chain must go from sheet metal to sheet metal only. Hood washers no larger than 5x5" and 1/4" thick, hood pins must be straight up and down 1" max length. You may use four 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3" or two #9 wires in windshield opening to prevent hood from entering driver's compartment
- Doors may be chained or wired in 4 locations per seam or welded 5 on 5 off weld outside only (1/8" strap no wider than 3") Driver's door may be welded solid and reinforced for safety (HIGHLY recommended) and can have a driver's window net. Tailgate must be ran in upright position, no removing, may be chained in 4 locations per side OR welded using 2x2" angle iron inside, or flat strap outside 5 on 5 off on the gate. Welded inside or outside not both. may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is used. If bumper is used may lower tailgate and weld to top of frame only (NOT bumper) and chained in two lower locations. Suburban & SUV back doors use tailgate rules to secure. Make sure tailgates are properly secured, if they fall off at any point of the show it could be means for disqualification. All box sides and tailgate should be properly secured before the start of each show, no loose/flopping panels when pulling onto the track. Interior box seams can be stitched welded 5" on 5" off to help secure box sides to box floor. No open frame rails.
- Front and rear bumpers may be changed to seam welded, loaded car bumper (rear bumper must remain flat and no bigger than 6" material) NO adding bumper brackets to frame. Factory appearing pointy replicas, 74 chevy replicas, and 76 chevy replicas will be allowed. Pointy replicas point must be no further than 14 inches from the back of bumper to tip of point and must spread over same angle as a stock pointy.  
Other homemade bumpers to be no bigger than 8" material, and point on them to be no more than 4" out from the flat front part of the bumper, and spread over a span of at least 32".



- Bumpers may be welded to frame plus added 2"x2" wide ¼" thick angle iron also to help secure to frame on all sides (DO NOT run lengthways down frame as a bracket- bumper attachment ONLY) Bumper height max 30" to the top of bumper- min 22" top in the rear. NO open frame rails  
  
Any ply tire allowed, stuffed, skid, ag, and split rims but ring must be fully welded. Full centers and 1" wide bead lip protectors will be allowed on rims.
- Suspension: Front axle non-leaf-spring trucks may install ¾" bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, no adding leafs, you may have 6 leaf clamps per leaf pack total (factory or aftermarket) . No coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8" chain. ½ ton may swap to ¾ ton rear ends, may be welded posi-traction, NO bracing on rear ends.
- May crossbreed engines and transmissions.
- For any truck with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2x6x1/4" thick tube max. You will be allowed to have a piece of the 2x6" tube 6" long welded or bolted in the C channel part of the frame, from there you can weld the 2x6" tube straight across off those pieces. This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the crossmember you will be allowed to box frame from front frame horns to this crossmember. Max thickness on plate will be 1/4", no internal reinforcement behind plate. Must have inspection hole in frame capping. Do NOT use firewall as a brace. May have two chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with two bolts not welded. Trans cooler allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to crossmember. Block saver lower engine cradles allowed with pulley protector. Distributer protectors, and steel tail shafts will NOT be allowed. Any driveshaft may be used, sliders okay. No radi-barrels, must use a radiator in factory location or loop hoses.
- You will be allowed an aluminum ultra or steel bell with no extra bracing or supports. Can not come in contact with floor in any way. NO MIDPLATES ALLOWED. Or you can have a skeleton brace for top of tranny only not welded to crossmember in any way. No pan protectors or anything on the bottom. Pick 1 of the 3 (ultra bell, steel bell, or skeleton brace)
- Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban, SUV, may only use 10 total throughout cabin compartment and 2 at core support). 1" diameter max size bolts with plate size no larger than ¼" thick x 8" square. Bolts may be bolted through top of frame like factory or may be welded to outside of frame, do NOT

ALL rule questions call/text Kollin Lange 507-766-5031

- pin frame. BODY MOUNT BOLTS MUST STOP AT THE BOTTOM OF THE FRAME. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included. If removed and bolted solid you lose option to use extra factory location.

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Halo bar (strongly recommended) mount in front of box, must remain 5" gap min away from top of cab, must stay vertical NOT angled. Can bolt or weld to box floor or to box washer plates or to frame (not as a pin).(1 of the 3) No wider than frame on uprights, no wider than cab on top. May have kickers two feet back from uprights to support welded to sheet metal or to box bolt plate. NOT TO FRAME, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to inner cage components OR You may attach a rollover bar from seat bar up and over roof and down to dash bar. (PICK 1 OF THE 2, NOT BOTH) Halo bars can't be any bigger than 4"x4" material.

Box may be bolted to cab in four locations 1" bolt size 5x5" plates AND may weld 12" strap per side (24 total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice. Cannot go to or around frame, four strands of wire MAX, no chains. NO folding box-sides over to create a wedge, may bolt fenders with 6- 3/8" bolts to bolt fenders together 2" washers max, threads must point inward. Outside fender creasing is allowed.

- Cage MUST run a bar behind seat (not further back than 10" behind seat) and across dash may use 6x6" plates on ends, may connect dash bar to seat bar. Dash bar must be a minimum of 4" away from firewall and transmission bell.
- For down bars you are allowed the following: two down bars off of driver's side door bar to floor OR may kick inward and attach to top of frame passing thru floor. For passenger side you are allowed two down bars from passenger side door bar to the top side of the frame only to protect the battery. Down bars can be 2"x3"x1/4" max material for down bars, no further forward than firewall sheet metal, can not angle forward or backward at all, must be straight up and down. These are the only down bars you are allowed. 2 of the 4 down bars can be welded off dash bar STRAIGHT DOWN to top of the frame. 5" max diameter on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburban & SUV may attach a floating gas tank protector off seat bar 24x24 protector must remain 4" away from any sheet metal. These are the only internal cage components allowed
- TWO batteries max allowed on passenger floor, properly mount, and covered. NO BUNGE STRAPS!! Gas tank(s) must be removed and one relocated in front of box, EIGHT gallons maximum. May use electric fuel pumps if well labeled FUEL SHUT OFF
- If your frame is bent, max of 8 plates. 4"x6"x1/4 or 6"x6"x1/8". Must stay flat and square shape. Can not overlap in any way. Plates must have gap between other plates.
- Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ignition, and starter wires may be altered.

# STOCK COMPACT RULES

Any 4 or 6 Cylinder FWD EXCEPT Pre-79 El Dorado, Toronado, ETC. RWD  
Cars must be 108" or less wheelbase

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1. All doors and trunk lids may be fastened shut by 3 pieces of 3x5 max plate, #9 wire, or 3/8" chains per vertical seams only. Drivers door may be reinforced for drivers safety. Trunk lid may be fastened with 6 of the previous option.
2. Two front cradle mounts may be removed and you may use 3/4" threaded rod or bolt to bolt solid, the rest of the body mounts must be stock with no added bolts, wiring, or welding. NO WELDING K-MEMBER FRAME TO UNIBODY FRAME.
3. Bumpers may be old iron, 80's, or a homemade bumper. Homemade bumpers may be up to 4" x 4" tubing with a 4" point. Tube Bumpers can not have any sharp edges or sharp corners or you will change it. No Chrysler Pointy bumpers or any replica bumpers.
4. Cutting of fenders for tire clearance is allowed, no bolting or welding of fenders.
5. Tucking the trunk lid is allowed, fastened on the top of the lid only. You may push the center of the truck 4 inches max in the middle from

the stock location. Fenders must stay upright. May pre bend rear quarters but absolutely no creasing.

6. Hoods may be fastened in 6 locations.

You may use up to  $\frac{3}{4}$ " bolts sheet metal to sheet metal (Core support mounts count as 2 of 6), #9 wire, or  $\frac{3}{8}$  chain. These 6 locations must not connect together. Hood must have a hole cut in case of fire, hood openings may have up to (4)  $\frac{3}{8}$ " bolts per opening or 8  $\frac{3}{8}$ " bolts total.

7. Engines may be wired or chained in 2 locations and can go around the frame one loop only. No engine protectors will be allowed. You may reinforce motor mounts, header protectors and carburetor protector will be allowed but must mount to the front of engine or upper (front) engine mounts only, cannot extend more than 2" beyond the protected component. If we feel you are reinforcing car with protectors you will be asked to cut! You may replace lower stock engine and trans mount with no larger than a 3" piece welded vertically to cradle below...this must be straight up and down, not angled creating a kicker or it will be cut off!

8. Stock axles with no bracing or modifying of brackets... all 4WD or AWD must be disabled.

9. Body mounts, suspension, and shocks must be stock only, you may weld the front strut shaft to gain height. **ABSOLUTELY NO REENFORCED AFTERMARKET STRUTS.**

10. Transmission Coolers are allowed, you may alter the transmission linkage, modify your ignition, headers allowed.
11. Any tire allowed, stuffed ok, stem protectors allowed. Wheel weights must be removed! You may add an outer flap (extra sidewall) to the outer side for protection. You may screw or glue beads to rims. Solid wheels on back ok, no bracing can extend outside the stock bead area.
12. Fuel tanks should be removed and located in the back seat area securely fastened and covered with a non-flammable material. If the fuel tank is in front of the rear axle you may run in stock location at the official's discretion. If this becomes a safety issue you will be disqualified! If running an electric fuel pump you must have a shut off clearly marked.
13. Batteries must be moved to the passenger side front floorboard and covered with a non-flammable item.
14. Safety bars in or on top of the dash and behind the seat are MANDATORY with a max 8" x 8" mounting plate. All cage material can be a max of 4" diameter. You may run side bars from the front to rear bar with a max of 2 down bars per side to the floor. You may run a roll-bar but it can only be attached to the seat bar unless it is being used as one of your downbars. All cage material can be no further rearward than the most forward side of the rear wheel well tubs.

15. You must run 2 front windshield bars for safety. These bars may be up to 2" max diameter and attach from the cowl to the roof. The attachment point may be welded or bolted, no more than a 5" square. You may also have a driver's door netting. No rear window bars allowed, no wire in any other window openings, no wire from roof to any location other than specified.
  
16. Stock cooling systems only.
  
17. FRONT BUMPER FASTENING: Can be done only 1 of the 3 following ways... You are allowed to cut out the crush zone at the end of front stubs and will be allowed to re-fasten factory bolting tabs by welding no more than 1" from end of frame.  
  
#1 – (HARDNOSE) You may use 1"x1" angle iron ¼" thick or less to weld one inch width of angle to frame and one inch width to bumper on 4 sides of the frame.  
  
#2 – (STOCK SHOCK) Bumper can be bolted to the shock and welded around the flange, shock bolted to the frame with one pass of weld around factory bolt tabs. Shock may be welded solid.  
  
#3 – (HOMEMADE BRACKET) You may use a maximum 4" long 4" x ¼" thick flat plate welded to the bumper and the frame. Do not exceed 4" on the frame or you will cut!
  
18. 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!

19. Pre Run Cars will be allowed up to (8) 4"x6"x1/4" plates or (8) 6"x6"x1/8" plates where frame is bent. Plates cannot touch!



# MINI-VAN, SUV, COMPACT TRUCK RULES

If you have any questions if your vehicle fits in this class or have questions about the rules please call/text ahead!!!

Kollin Lange (507)-766-5031

## **NO 04 AND NEWER DURANGOS.**

1. No all wheel drives, if you have a 4-wheel drive you must remove 1 drive shaft
2. Any motor/ transmission combo will be allowed but must be mounted within these rules or you will not run. No moving or switching out transmission cross members. Will be allowed lower engine cradles. Must be an OEM rubber motor mount (no aftermarket motor mounts). If you have to build a bracket to mount motor mount to must be done as stock as possible. Nothing can go from frame rail to frame rail, must be two separate mounts and bracket must be bolted to the frame rail and motor mount must be bolted to the bracket. Can only be mounted on 1 side of the frame. Only welding allowed is to make the bracket to set motor on. (Official decisions) if you have questions on your bracket please send me pictures to get approved first.
3. Push button and toggle switch for ignition allowed. Electric fuel pumps must have a shut-off.
4. You may run aftermarket pedals, shifter, pinion brake, columns, trans cooler, and slider.
5. Dash bars are optional, must have a back seat bar, 4" max material attached to door post. You may have a 6"x6" mounting pad to the pillar. 4 point square allowed around the driver with 1 down bar on each side going to the floor NOT the frame. A roll-bar is recommended, you may only weld this to the side bars or rear seat bar. You may run an additional bar directly behind fuel tank as a protector, may be welded sheet metal to sheet metal directly behind gas tank if you choose not to weld it off of rear seat bar.
6. You may weld the gears in the rear-end to create posi-track. Rear ends must remain factory to the vehicle, no swapping rear ends.
7. You may run any air filled tire only. Use rims of choice.

8. Vehicle must be totally stock appearing minus lights, chrome, plastic etc. You may cut fenders for tire clearance but no bolting of the fenders.
9. Gas tanks and battery boxes will be secured and covered inside the car, factory tanks must be removed if located behind the rear axle. If the stock gas tank is located in front of the rear axle, you may run it at the official's discretion. If it becomes a safety issue you will be disqualified!
10. You may fasten hood and tailgate/trunk with 6 chains or loops of wire plus the stock hinges. Chains or wire may not touch other fasten points in any way but can go around bumper OR frame. You may switch out the core support body mount and use it has a hood tie down with  $\frac{3}{4}$ " rod that cannot be welded anywhere.
11. Bumpers can stock for your vehicle, can run 80's or old iron bumpers. You may seam weld and stuff bumpers. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" point maximum. No Chrysler Pointy Bumpers will be allowed in this class.
12. To mount your bumper you may use a 4" x  $\frac{1}{4}$ " piece of flat steel 6" total length welded on the outside of the frame. There are 4 side's to the frame, you choose which side to put it as long as it is NOT INSIDE the frame. If your frame starts out shorter than the core support or sheet metal call the officials for further instructions.
13. Doors must be welded, chained or wired with 3 per vertical seam; driver's door may be welded solid with nothing bigger than 3" wide  $\frac{3}{16}$ " flat strap. You may re-enforce outside of driver's door for safety 4" past the front and rear seam.
14. If you have rusted out body mount you will be allowed one  $\frac{3}{8}$  chain loop or loop of wire per mount to re-connect. No adding/changing/moving body mounts allowed.
15. Front suspension may be welded solid with 1- 2x4x $\frac{1}{4}$ " strap per side upper arm only. You will be allowed 2 leaf spring clamps per side. Factory or aftermarket you choose.  
Non leaf spring vehicles will be allowed 1 loop of  $\frac{3}{8}$ " chain around rear end and around frame. Not to body. Or if you have a leaf spring vehicles you can either choose chain or leaf clamps, NOT BOTH.  
You must have 2 straps in the windshield area for safety. These straps may be up to 2" x  $\frac{1}{4}$ " flat strap or you may use #9 wire for safety bars.

16. Frame Repair – You may weld a 4" x 6" x ¼" thick or 6"x6"x1/8" plate past the bend on pre-run vehicles. You are allowed 8 plates MAX per vehicle. Plates must start with a gap between them, ½" bead max. Bend must be proven, contact me ahead of time with photo evidence.
17. IF IT DOESN'T SAY YOU CAN DO IT, DON'T!
18. Officials Decision is final.