

80's/Old Iron Stock-Mix

For questions about rules contact Jacob Pruismann at (515) 297-3048

1. Headers through hoods allowed. 4-3/8" bolts allowed per header opening or 8 max.
2. Stock gas tank must be removed and a 10 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). Gas tank must be mounted to protector OR floor, not both.
3. Any American made car can run with the following exceptions; No 1973 and older Chrysler Imperials, No Suicide Lincolns, no 4x4's, ambulance, hearses, trucks, or limousines.
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 up to an 8" weld-in center in any rim but the rest of the rim must remain factory and not re-enforced.
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 rearend 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 rearend to make fit. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or adding 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 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. No extending shocks to make longer than stock, if you choose not to weld shocks they may be bolted, wired, or chained to the frame up to 4 inches back from front of frame. 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.
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 5" 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, or bolted in 6 locations in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square.), 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. You may also add 2 extra chains or wire from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent, trunk lid and rear quarter panel can be creased max of 2" from its factory location, no double layers! Fenders must stay upright maximum 6" crease at tuck.
12. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square), 3/4" bolts 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 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 four 3/8" bolts per hood opening or 8 total.
13. Driver's door may be welded shut, highly recommend re-enforcing driver's door for safety re-enforced no longer than 4" 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 3"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, absolutely no tilting or cold bending (do not touch the flaps!) 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 you upper A-Frame only. This can be done by using a 2" flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! Balljoints 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 from gearbox to steering wheel to prevent steering loss, the rest of the components must remain stock. No changing steering boxes, no adapters – No full floor double gas/brake combo's – Aftermarket individual pedals are allowed. These pedals cannot be tight against firewall and may be bolted in with (3) ½" 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 ¾" bolt thru the core support that can be used as a hood pin. All other body bolts and mounts must remain stock and in position between the frame and body. If you have a rotted mount you may wire from floor pan to frame to repair or you may use a ½" bolt with a max 2"x2"x1/4" washer (stock rubber must remain in place!). Only 8 locations throughout the entire car will be allowed to go from body around frame.. this includes door bottoms so if you need to repair a body mount you must remove one from door bottom.
19. No welding leaf springs or adding extra leafs. No added leaf clamps, if factory band is broken you may use 2 strands of #9 wire to repair. Max 3 per leaf pack. Repair only, not additional.
20. No welding or bolting any body seams. Must be stock appearing other than specified, no creasing or pinching of sheet metal for body enhancing , or will be cut.
21. Cutting for tire clearance is allowed, you may cut slits and roll. No bolting or welding fenders.
22. Motor and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Pulley protectors allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go around frame rail or directly down to factory engine cradle and welded with one link of chain. Do not use firewall as a brace or it will be cut, judges decision final!
23. Cage – You must have a seat bar from door to door with a max 12"x12" plate on ends. 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 no down bars to the floor (other than drivers door for safety, you may have one in middle of drivers door to floor not frame!) 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 re-enforcement. No re-enforcing 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 4" 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.
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. 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.

Limited Weld

For questions about rules contact Jacob Pruismann at (515) 297-3048

1. Any American made car can run with the following exceptions; No 1973 and older Chrysler Imperials, No Suicide Lincolns, no 4x4's, ambulance, hearses, trucks, or limousines. 2003+ Ford's allowed with stock cradle and components.
2. Stock gas tank must be removed and a 10 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). Gas tank must be mounted to protector OR floor, not both. Electric Fuel pump is allowed.
3. Batteries must be placed in passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.
4. Aftermarket shifter allowed, gas and brake pedal allowed, trans cooler allowed, aftermarket steering column allowed.
5. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed four 3/8" bolts per hood opening or 8 total.
6. 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 28" max to top of bumper.
7. Bumper Brackets: Must be stock (Chrysler shocks may not be extended) OR you can weld (1 per rail) a 14" long 4" wide 1/4" thick flat plate on one side of the frame (Top, Bottom, Inner, Outer) must not be inside the frame. You may bend the plate into an (L) on the front to weld to bumper. You can weld your brackets (Stock or plate style) 14" from the end of the frame max., no welding beyond that. Do not move your core support or core support mount.
8. Body Mounts – You must have a 3/4" spacer between body and frame (Y-Framers without spacers are exempt from spacer rule) either use factory spacers or solid spacers. Body bolts can be replaced with up to 3/4" bolts, must be up inside frame only, can use nothing bigger than a 5" washer inside body, body bolt washer inside frame can be size of body washer (5"). Core support spacer can be removed and sucked tight or you may use up to 3" diameter 1/4" thick material as a spacer.
9. Hoods must be open for inspection. Hoods may be fastened in 6 individual places, you may use #9 wire, 3/8" chain, or 3/4" bolts. If bolting, 4 points must be sheet metal to sheet metal, front 2 can go down to core support or side of frame with 3/4" threaded rod with a 5" washer. If bolting you may weld a 3"x3" angle iron to sheet metal and bolt with 2-3/8" bolts per angle iron.
10. Doors – Drivers door can be welded solid and re-enforced 4" past the seam. All other doors can be wired, chained, or 5" skip welded using 3" wide 1/4" thick flat strap. You may add a strand of #9 wire from roof in rear door area around frame (4 loop maximum).
11. Trunk-Lid/Tailgate – Trunk lid can be wired, chained, or 5" skip welded. Trunk can be tucked, you may run (2) 3/4" threaded rods thru front trunk body bolts up thru decklid with a 5" washer. You must have an inspection hole in the trunk unless it opens. Tailgates can be wired, chained, or 5" skip welded.
12. Body – Light body creasing will be allowed behind the rear doors to the rear bumper only! You will be allowed (5) 3/8" bolts per fender opening to bolt the inner and outer fender together.
13. Frames – Frames must be stock unless otherwise stated. You may shorten frame in front of core support mount only. You may weld the top seam from the A-Frame forward with a 1/2" bead maximum. Frames with a "Y" may close in the "Y" or add a piece of 1/4" cut to the size of the hole only, no overlap! If a factory seam weld is missing or a spot was missed you may weld a total of 6", this spot must be painted for inspection and photo evidence must be sent prior to the show. You can run a 3/8" chain from frame rail to frame rail side to side behind rear humps. You may COLD BEND a frame but no tilting!
14. Suspension – You can tighten up torsion bars on Mopars, you may weld down upper A-Frame with nothing larger than 3" flat strap 1/4" thick. This may go from the top of the A-Frame straight down to the spring bucket only. You may weld one on the front side, one on the rear. You may run 3/8" chain or #9 wire around the rear hump to the rearend housing. This may not go thru the body on a full-frame car. You may replace A-frames with a direct bolt on (Crown Vic to crown vic etc.) Watt's link conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car. Brackets may not be any thicker than 1/4" material.

-Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can't exceed 2x4x1/4".

15. Rearends – Any rearend with bracing allowed, axle savers ok. Pinion brakes ok, bracing on rearend may not strengthen the structure of the car in any way. You may stuff stock trailing arms, they can be lengthened or shorted for pinion angle and be re-enforced, must start as a stock trailing arm!
16. Drivetrain- Sliding driveshafts allowed, Steel bellhousing and tailshaft housing with no braces OR a stock transmission with a skeleton type brace (Topside only) will be allowed. Transmission must be mounted in a way that it can slide back if the mount breaks loose. Lower engine cradle with front plate is allowed, pulley protector allowed with removal of sway bar. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.
17. 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.
18. Cooling – Radiator must be in stock location, no foam on the sides (Core support must be visible)
19. Wheels and Tires – You may use wheel and tire of choice, full centers allowed with a 1" lip guard on the outside, valve stem protectors ok. No other re-enforcing allowed.
20. Steering – Stock parts must remain on the car unless otherwise stated. You will be allowed to run tube type tie-rods with aftermarket ends (stock size) or you may weld up stock tie rods.
21. Cage – You may run up to 4" diameter cage material. You may run a dash bar, back seat bar, driver's door bar, and passenger's door bar. You will be allowed a total of 4 down bars from your cage to the top of the frame, all down bars must be behind the firewall mounts and no further back than the rearward most part of the cage. Halo allowed, if it goes to the frame this will count as 2 of the 4 down bars to the frame. Total cage not to exceed 60" length (excluding gas tank protector.)
22. Window Bars - Must have 2 windshield bars (3" max width, 3/4" 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, 3/4" 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 5" gap from window bar to roof sign (cannot re-enforce with roof sign).
23. Repair plates can be a max of 4"x6" – 3/4" thick. Maximum of 8 plates per car (outside of frame only) 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.
 - FRESH CARS – You will be allowed 2 plates in position of choice (outside of frame only) on a fresh car.

COMPACT RULES

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

For questions about rules contact Jacob Pruismann at (515) 297-3048

1. All doors and trunk lids may be fastened shut by 5 inch skip weld, #9 wire, or 3/8" chains on the outside of the door seams and top of trunk lid only. Drivers door may be re-enforced for drivers safety.
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.
3. Bumpers may be old iron, 80's, or a manufactured bumper. Manufactured bumpers may be up to 4" x 4" tubing with a 4" point. No Chrysler Pointy 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 crease the truck 4 inches max in the middle from the stock location. Fenders must stay upright, body creasing and tuck may be done, no more than 50% of the panel.
6. Hoods may be fastened in 6 locations. You may use up to 3/4" bolts sheet metal to sheet metal (Core support mounts count as 2 of 6), #9 wire, or 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) 3/8" bolts per opening or 8 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 re-enforce motor mounts, header protectors and carburetor protector will be allowed but must mount to the engine or upper (front) engine mounts only.
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. No re-enforcing the strut.
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.
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. One battery allowed and it 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 1/4" 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 13" long 3" x 1/4" thick flat plate welded to the bumper and the frame. Do not exceed 13" on the frame or you will cut!
18. If the rules do not say you can do it, don't! Officials decision is final.