

Stock Old Iron 78' and Older
Goodhue County Fair
Saturday, August 10th 2024

Information:

- ⇒ Limited to 30 cars
- ⇒ Entry fee \$200, call Todd Jackson if you want to sign up (507) 951-0513
- ⇒ Payout \$4,000, \$3,000, \$2,000, \$1,000, \$750- pay top five places along with trophies
- ⇒ Mad dog payout \$1,000
- ⇒ **Any questions in regards to the rules contact Zach Anderson (402) 640-3488**
- ⇒ **IF ITS NOT SPECIFIED IN THE RULES, DON'T DO IT**

General Rules:

- ⇒ No imperials 73 and older
- ⇒ The driver that preregisters must be the driver or pay another entry fee!
- ⇒ **NEW RULE- MANDATORY** for safety the driver's door must have a plate on the outside of the center of the door 24" tall by ¼", 6 inches past door seams. The plate can NOT be welded to the rocker in any way.

Body:

- ⇒ Driver's door may be welded solid. All door seams may have 2 – 6" welds per vertical door seam, 2- 6" welds per window frame where applied. The metal can be no larger than 3" wide x 6" long x ¼" thick, same for rules for trunk lid and station wagon tail gates. 2- 3" wide x 16" long x ¼" thick from trunk lid to back bumper (or tailgate on wagon to back bumper). No changing of body bolts must have rubber pucks in stock locations. If body bolts are rusty, you may change the bolts and washers by using the same size washers and 1/2" bolts.
- ⇒ Hoods can be bolted in 6 places. ¾" bolts or threaded rod no larger.
 - (2) bolts for radiator support, can be welded vertically 4" max to the side of frame- can NOT be welded to core support.
 - (2) bolts may go through the side fenders up through the hood and can NOT be welded in any way.
 - (2) threaded rods may be welded to the fire wall, only the threaded rod may be welded. 8" rod max and must run vertically and can NOT touch the frame.
- ⇒ Trunks can have (2) ¾" threaded rod, can be welded vertically to the side of frame- 4 inches of weld max. Same for station wagons. Can weld to the frame and up through roof, half way between back bumper and the rear humps on the wagons. Can use up to 5" plates/washers for hood & trunk bolts.
- ⇒ Anything mounted to the floor bolted to tin only. No tucking of trunks or body shaping. You can cut your fender wells for tire clearance and bolt them. You can bolt fenders 6 bolts, no larger than 3/8".
- ⇒ Chevy's can bolt upper A-arms only with 1- ½" bolt per upper A-arm, but no welding. No notching of the frames. No shortening or cutting of frame on front or back is allowed. No cold bending of frames.
- ⇒ Rust repair
 - Body rust repair no thicker than 16 gauge, no removing the rust, repairs must only extend 1" past the rust.
 - Frame rust repair must only extend 1" past the rust, rust must stay, can only use 1/8" thick and must have ½" inspection hole in EVERY rust repair plate. Please have pictures available during inspection.

Cage:

- ⇒ (2) side bars no longer than 70". (1) dash bar must be 4" back from firewall. (1) rear seat bar. Cage must be at least 4" off of highest point of floor under cage material
- ⇒ **NO DOWN BARS, NO WINDOW BARS**
- ⇒ Gas tank protectors must be welded to the rear seat bar. 36" wide max. No higher than 4" above the tank. The 4" off the floor will be measured on the sides not the middle. Must be a 4" gap between gas tank mount and or gas tank and package tray.
- ⇒ Nothing touches floor, gas tanks and/or cage must not touch any BODY METAL
- ⇒ Halo bar is optional, purpose is safety. Halo bar must only be welded to the top of the side bars of cage.

Drive Train:

- ⇒ Any motor or transmission and headers. Lower cradles with pulley protectors, slider driveshafts, distributor clamps, spark plug wire protectors, after market shifters, foot pedals, gas/brake pedals, battery boxes, transmission coolers, electronic fuel pumps have to have switches for fuel pump shut off/on are allowed. Any transmission as long as there are no braces on it. No aftermarket cases on transmissions. Aftermarket aluminum bells only. Any aftermarket tails okay, no braces. Use stock transmission mounts of just chain it.
- ⇒ You may weld motor to bottom cross member only. Do not touch frame. You may use stock or aftermarket mounts. May be welded to bottom crossmember only, not to side or top of frame. Or weld cradle to bottom of cross member.

Steering/Suspension:

- ⇒ **No aftermarket steering/suspension parts what so ever.** Only exception is steering column, you can use whatever you want for steering column. No crossbreeding of suspension parts.
- ⇒ Any tire, wheels may have small centers and valve protectors only
- ⇒ Any 8-lug rear end may be used. No bracing allowed. Pinon brakes may be used but mounting can't strengthen the rear end. "Postal" style brackets are allowed, using (4) ½" bolts per side. You can wire or chain the rear humps to rear end.
- ⇒ Max of 7 leaf springs with 1 ½" stagger, 6 leaf clamps per side. Leaf clamps can be no bigger than 2"x 5"x 3/8" material and may only use up to ½" wide bolts. Coiled cars can chain coils in, no welding.
- ⇒ If you run S&S springs, the factory clamps on the springs count towards your leaf clamps.

Bumpers:

- ⇒ Front bumper can be any factory car bumper, no solid bumpers. Holes may be welded shut with 3/8" flat steel. **No pointy bumpers.** You can use a 4" x 4" x 3/8" steel tubing instead of a car bumper, ends must be open. No wider than the car.
- ⇒ You may have (3) plates- 3" wide x 6" long x ¼" and (1) plate 3" wide x 12" long x ¼" to weld to front bumper and to the frame so all four sides are welded and plates must be touching the front bumper. No welding the plates together, one plate per side.
- ⇒ You may use stock shocks/brackets in factory location (with factory bolts in factory bolt holes) or allowed 1- 3"x12"x1/4" flat plate per frame rail, welded on 1 side of frame only. Hard nosing must be done by cutting shock/bracket flush to frame. We will measure plates. Back bumper just weld stock brackets/and/or shocks to the bumper and the frame in stock location. No changing rear bumpers.