

2025 Old School Wire Class

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Any year American made cars, including Imperials. NO Hearses, Limos or Ambulances. NO 2003 and newer Ford, Lincoln or Mercury cars.

All cars must be FRESH for JUNE 28th!

Pre-ran cars are welcome JULY 5th!

READ THE RULES*FOLLOW THEM*ASK QUESTIONS

You will get a (6) maximum infraction inspection. If you receive more than (6) infractions, you will NOT be permitted to run.

Example:

12 inches of weld on the vertical door seams only, besides the drive door - PASS

All vertical door seams welded more than 12 inches BESIDES the drivers door - 4 INFRACTIONS

General Rules

1. Cars must be stock unless modifications are stated in the rules.
2. Trailer hitches and braces must be removed. No frame welding other than what is stated in the rules.
3. All cars must have AT LEAST 12inX12in mandatory roof sign. It cannot strengthen the car in any way.
4. Cars must have functioning brakes at all times.
5. No painting of the frames, inside of the body of the car, or underneath the car and inside of the trunk.
6. Helmet, seatbelt, and eye protection must be worn at all times while on the track.
7. If it doesn't say you can do it, DON'T DO IT!
8. Any controversies or protests must be brought up during the drivers meeting.
9. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules, you will forfeit all winnings and/or prizes you are due.

10. All airbags, plastic, and glass must be removed before arriving at the event.

11. The only aftermarket parts approved by the rules are stated below.

12. Officials decisions are final!

Front Bumper

1. Any OEM factory bumper OR a 10 gauge manufactured approved bolt together bumper. Bumpers may be loaded internally and seam welded. NO FABRICATED BUMPERS OR CHRYSLER POINTY BUMPERS.

2. Maximum front bumper height is 21 inches to the bottom of the front bumper.

Rear Bumper

1. Any OEM factory bumper or 10 gauge manufactured approved bolt together bumper.

2. Rear bumper cannot be loaded but may be seam welded.

3. Rear bumper height will be measured to the bottom of the very end of the frame in the rear. This measurement may not be lower than 14 inches. THIS WILL BE STRICTLY ENFORCED!

Frame

1. Trailer hitches and braces must be removed.

2. No frame welding other than what is stated in the rules.

3. No frame shaping or hammering is permitted.

4. No plating or pinning of the frame permitted.

5. NO TILTING OR COLD BENDING OF FRAMES.

6. NO FRAME RUST REPAIR PERMITTED.

Front Frame

1. You may mount the front bumper one of two ways:

a. You may weld the bumper to the bumper shock and weld the bumper shock where they collapse and to the frame. Must have at least a one inch gap between the bumper and the frame. Bumper shock and/or bracket must be in factory location. DO NOT SLIDE IT BACK ON THE FRAME. MUST BE FACTORY BUMPER SHOCK/BRACKET TO THE CAR YOU ARE RUNNING.

b. You may hardnose the bumper by completely removing the shock and bracket and welding bumper straight to the frame. You may square the end of the frame off but the factory core support mount hole/bracket must be 100% intact and unmanipulated. Do not cut into the hole!

■ You may have a 6 inch by 4 inch by $\frac{1}{4}$ inch flat plate to mount the bumper (Your 6 inch starts at the back of the bumper. One per frame rail)

2. You may not slide the bumper over the frame

Center Frame

1. NO MODIFICATIONS

Rear Frame

1. You may mount the rear bumper one way only. Factory brackets in the factory location to the car you are running.

2. You may weld the bumper tube/bracket to the frame. You may weld the bumper to the bumper tube/bracket. You may weld the bumper shock where they collapse.

3. You cannot hard-nose the rear bumper of the car.

4. You may tilt the rear bumper with no added material.

5. Bumpers on a 71-76 GM wagon must be welded in the factory location.

6. Bumpers cannot be welded to the body.

7. You can dimple or notch within the rear 12 inches of the frame to assist the car in rolling.

Body and Cage

No body creasing will be permitted before heats. Sedagons are not permitted fresh or after the Heat.

Doors

1. The Driver's door may be welded solid. The Driver's door may be plated inside and out with $\frac{1}{8}$ inch material. This may not overlap the driver's door seams more than 3 inches front and back.

2. All other doors may have 12 total inches of weld on vertical seams only.

3. Maximum strapping size: 3 inch wide by $\frac{1}{8}$ inch material

4. If you choose not to weld the doors, you may have 10 spots of nine wire per door. Double strand max. 4 spots per side of the car may go around the frame.

5. If you choose to weld the doors, you do NOT get any nine wire.

Cage

1. You may have a 4 point floating cage inside of the car only. All bars must remain inside the car, not inside the door.

a. 4"x4" max cage material and 2"x6" max side bar.

b. Door bars may be 60 inch max length and at least 6 inches off the floor.

c. Dash bar must be straight across and at least 6 inches from the furthest front edge of fire wall sheet metal.

d. Rear bar may be no further back then where the kick panel meets the bench seat area.

e. Front and rear bars must be welded between side bars, not the ends!

f. Roll over bar must be 4"x4" max material and must run straight up and straight across (parallel) with the B pillar, and can be no further back then the rear seat bar.

g. You may bolt roll over bar in 2 places with 2 standard ½" bolts within the 4" max cage. No kickers off the roll over bar at all.

h. Gas tank holder must be no wider than 24" period!

i. Gas tank holder must be 6" away from all sheet metal when the heat starts.

j. You are permitted 1 gusset per corner of the cage and gas tank protector. These gussets cannot be longer than 10"

k. You may have a center bar to help mounting the shifter, switch panel etc.

l. No down legs permitted anywhere.

m. All cage components must be sheet metal to sheet metal and 6" off the floor.

Trunk

1. Absolutely zero creasing or hammering allowed inside or out of the trunk, trunk lid, and quarter panels other then what is stated in this section.

a. Trunk lid or tailgate must remain in factory location on hinges and or tracks and 50% above the rain channels.

b. You may tuck the trunk but the speaker deck must remain in the car and in the factory location.

c. Trunk lid may be dished in the center, 6" max. This will be measured in 3 places from the front to the rear of the deck lid with a straight edge sitting on top of the quarters.

d. Quarter panels must remain in factory location and factory height.

e. You may weld the deck lid and tailgate with 6" of weld max per deck lid seam to the body. 3"x1/8" max material.

f. If you choose to wire the deck lid or tailgate and not weld it then you may wire the deck lid in 12 spots. Double strands max. 10 of these must be sheet metal to sheet metal only. The other 2 may go around or through the frame or bumper.

g. You must have (2) 8"x8" inspection holes. These holes must be within 2" of the rain channel and in the centerline of the deck lid.

h. On a wagon the tailgate may be slid down no more than half way and welded to sheet metal only, not bumper.

i. 71-76 gm wagon tailgate box inspection covers must be removed prior to inspection.

j. You may remove the trunk lid or tailgate completely. If you choose to do this, NO weld or 9 wire will be permitted.

k. All-thread in the trunk is not permitted.

l. Do not touch quarter panels.

m. Rear window bars are not permitted.

Hood

1. The hood is permitted to be held down by 9 wire only. (8 spots max. Sheet metal to sheet metal.

2. Hoods must be open for inspection. Hoods must be brought to inspection.

3. Holes for the headers are permitted to have (4) 3/8" bolts to hold the webbing together. Washers for these bolts cannot exceed 1" outside diameter.

Firewall

1. You can cut the center of the firewall out for distributor clearance. No welding or adding metal to the firewall.

2. You are permitted a max of (2) front window bars. 2" wide x 1/4" thick material max. These can only weld onto the first 4" of the roof and firewall sheet metal.

Body mounts

1. The only body mounts that can be modified are stated in these rules; all others must be 100% stock as they came with the car!
2. If you break a body mount that is outside of what these rules state then you must run 1 single strand of 9 wire only through that mount.
3. No body mounts may be added at all. EXAMPLE: If your Cadillac did not have one behind the hump, you must run it that way. Choose your car wisely.
4. You may change (6) body mounts from the firewall sheet metal to the rear two body mounts of your choice. All others must remain untouched as they come from the factory.
 - a. You are permitted (1) 5/8" bolt 5" long max per spot.
 - b. (1) standard 5/8" nut per spot.
 - c. (2) 4"x4" x 1/4" thick washers per spot. These cannot be welded.
 - d. (2) 5/8" washers per spot. These cannot be welded.
 - e. (2) 3/4" washers per spot. These cannot be welded.
 - f. A 1" thick body mount spacer must be used per location! 3 inch round or square and must stay full floating (steel spacer , hockey puck , factory bushing)
 - g. Everything must be store bought other than the 4"x4"x1/4" washers.
 - h. This is the only hardware you may use at each location you change.
5. You are permitted to change the front core support mounts with the following:
 - a. (1) 5/8" piece of all thread, 10" long max per spot.
 - b. (2) standard 5/8" nuts per spot.
 - c. (2) 4"x4" X 1/4" thick washers per side. No welding.
 - d. (2) 3/4" washers per spot. No welding.
 - e. (2) 5/8" washers per spot. No welding.
 - f. (2) 3"x3" by 3" tall full floating core support spacers. (1) per side. No welding.
6. All mounts including core support may ONLY go through the top side of the frame as factory intended.

7. All mounts must be in a factory location where a factory body mount came in that car, not a rubber spacer.

8. It will be at our discretion to pull a factory body mount that you did not change. All parts of the body bolt and mount must be as they came from the factory. Not cut down, no extra hardware etc. (we have a plan of attack, in the event of us breaking a bolt if we choose to remove one)

Quarter Panel / Front Fenders

1. You are permitted (5) $\frac{3}{8}$ " bolts per quarter panel and fender above tires. Washers for these bolts not to exceed 1" outside diameter.

Rust Repair

1. Rust repair is only permitted in the floor feet and seat areas.

2. 16 Gauge material max. You cannot overlap the rust more than 1". All rust repair must be stitch welded 1 inch on 1 inch off.

3. If you have questions, call first.

Suspension

Front suspension

1. All suspension components must remain 100% factory STOCK.

a. Spindle swaps are not permitted. If you want a ford spindle, run a ford car! No gm lift spindles.

b. You are permitted to run over sized spindle nuts.

c. No aftermarket hubs will be permitted.

d. 100% factory oem car tie rods.

e. Oem ball joints only, no aftermarket.

2. You are permitted to change coil springs for ride height. They must be a factory oem coil spring no aftermarket coil springs permitted.

a. Kicking the springs is permitted

b. Twist in spring jacks/ spacers will be aloud but nothing on top, around, or below the coil spring.

3. You may weld the front suspension down with (2) pieces of 2"x2"x1/4 thick square flat strap. This strapping may only be attached to the upper a arm and coil pocket, no more than 1/2 of a arm strap can be attached to the coil pocket.

4. You may run the oem factory sway bar to the car you choose to run. The sway bar must be attached in the factory location. Sway bar must be mounted in the factory manner and with the factory hardware and brackets. Lower sway bar mounts may be bolted to the lower control arm only, with a 7/16 bolt and nut.

5. No all thread shocks.

Rear suspension

1. Any rearend is permitted.

a. Rearend brace is to brace the rear end only. The rearend brace cannot strengthen the car in any way. Nothing larger than rearend backing plate.

b. Leaf spring conversion plates can not be larger than 6"x 10". These are permitted to be bolted together with a max of (4) 1/2" bolts.

2. Coil swaps will be permitted but must remain oem coils. No aftermarket coil springs permitted.

a. Coil springs may be wired or chained. The chain or wire can only run through the coil spring, through the package tray and back down to itself. Nothing is to be around or attached to the frame.

3. All leaf sprung cars must run the factory leaf pack with factory stagger. No adding of springs or clamps. Must be the factory spring pack to the car that you are running. Must mount with factory hardware and remain working, cannot be welded.

4. Watts link conversion is not permitted. You must run it how it came from the factory.

5. You may shorten trailing arms. If this is done, overlap is limited to 2" only nothing more.

a. Factory trailing arms only no plating or loading trailing arms.

6. You may use (1) spot of 9 wire to help set your height. (2) total triple strands of wire from center of humps straight down to rearend and twisted in between. (1) spot per side of the car. Nothing welded or bolted at all!

Tires

1. Any tire and wheel combo will be permitted. NO BEADLOCKS. If you choose to run a foam filled tire and it comes apart during the derby creating a safety hazard you will be disqualified.

Engine and Transmission

1. Any engine and transmission combo is permitted.
2. No chains off of the engine.
3. A front plate and lower cradle is permitted. A pulley protector will be allowed, it must have a 1" gap from all frame and or sway bar components.
4. Factory style or oem engine mounts are permitted.
5. No bar style or solid engine mounts allowed. Must have a rubber or poly bushing style mount factory size and configuration.
6. Trans brace, aftermarket bell housing, steel tail shaft and Reed style trans cases are not permitted!
7. You may weld the engine mount to the engine frame cradle and it must bolt as factory. Your engine can only be held in with the 2 factory attachment points that it came with.
8. Trans mount must be a factory oem trans mount or you may float your trans and loop (2) strands of 9 wire.
9. Crossmember must be a factory crossmember to the era of the car you are running. If you choose not to run a factory crossmember, you may have a single piece of 2x2x1/4 box tube straight across as a crossmember only.
10. Crossmember mounts on frame may be 2x2 1/4" angle 6 inches long and crossmember must be completely attached to it (2 inch coverage)
11. Crossmember and mounts must be within 6 inches of the factory location.

Permitted Aftermarket Parts

1. Aftermarket cable or rod shifter.
2. Switch box.
3. Trans cooler. Fan style or Ice box.
4. Fuel cell. Must be metal. No plastic fuel cells permitted. Must mount securely to the gas tank holder.
5. Battery box. Must mount securely on the passenger floor. 2 batteries max. Cannot strengthen the car in any way.

6. Aftermarket brake and gas pedal. Must mount securely on the driver's floor. Cannot strengthen the car in any way.

7. Pinion brake.

8. Aftermarket Steering Column and Steering Wheel.

Extras!

Options below are ONE OR THE OTHER NOT BOTH

9. Slider driveshaft. (IF YOU CHOOSE TO RUN THIS PART, YOU ARE NOT PERMITTED A DISTRIBUTOR PROTECTOR)

10. Distributor Protector. (IF YOU CHOOSE TO RUN THIS PART, YOU ARE NOT PERMITTED A SLIDER DRIVESHAFT)

After heat

1. After heats all cars will receive unlimited 9 wire.

2. Zero welding will be allowed unless it is cleared by one of the following:

Jordan Rutherford or Justin Buchanan.