

Ancient Iron class

Any car 1959 model year or older.

Vehicle must remain factory other than the modifications specified below

Hood: Must have stock hood with hole cut over carb in case of fire and must be tied down after inspection. You may use wire, 5/16" chain or 2"x2" angle iron max 4" long. (3) spots of per side MAX. Must have a minimum of 12" x 12" hole over carb. Hood must be open for inspection.

Aftermarket parts allowed: Shifters, Pedals, slider, lower cradle W/Pulley protector , distributor protector, trans cooler, Pinion Brake. NO trans brace, axle savers or braced rear. No full cradle or carb protector.

Tanks: must relocate fuel tank to passenger compartment and securely mount/ self tapping screws and ratchet straps will not be allowed. All lines must be steel or copper or high pressure rubber and covered within passenger compartment. May use a tank protector that is Max 24" in width. May touch floor but cannot be welded or bolted to floor or frame. May run two bars 2" max size from halo to tank protector.

Doors: Drivers door may be solid welded outside seams only. All other doors Must be tied securely. Can use 5/16" chain, wire or (4) 4"x 4" x 1/8" patches on each vertical exterior seam may be welded. And (1) 3"x3"x1/8" patch per horizontal seam. 8 total per door. The vertical seam that is shared between front and rear door it may only have the 3 patches. If the driver's door comes open, you are disqualified.

Trunks: Must use wire or chain. No tuck, wedge or canoe. Must keep original shape

Frames: NO TILTING OR PREBENDING. You may shorten in front of rad support ONLY but may not move rad support. NO WELDING ON FRAME WHATSOEVER (except for bumper mounting). You may notch, or dimple rear frame notch cannot be welded no undercoating or painting of frames. You can chain the humps side to side chain must be single wrapped around the frame or bolted to frame 3/8" maximum chain.

Body mounts: Only 4 extra 1/2" maximum body bolts with washers that are free floating maximum size is 3/16" by 5". All other bolts may be replaced with 1/2" bolts. Body spacers may remain factory (if they do no altering to spacer or internal sleeve) or you can replace with hockey pucks must have minimum of 1" space between body and frame. The very front spacer ONLY may be replaced with a steel spacer up to 2" hollow round or 2"x2" hollow square material maximum of 4" long. NO PLATES! 2 pieces of 1/2" all thread allowed thru the front core support thru the hood

Cage and Down legs: a 4 point cage may be constructed for driver safety. Consisting of 2 side bars and a dash bar and seat bar. Max 6" diameter material. Must be 5" from firewall and 5" from floor. Side bar max 60" length. A halo is acceptable no more than 6" above roof line. 4 max 3"x3" square tubing vertical down legs from the cage to the rockers will be allowed. This can be welded to the side of the

frame or placed thru the frame whichever your car dictates. Down legs must be between front bar and seat bar.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use up to (5) 5/16" bolts per side to re-attach. Quarters and panels must remain in original position. NO CREASING, CANOEING, OR WEDGING!

Engine and transmission: Swaps between manufacturers is ok. Mount welding allowed, lower cradle is ok with a maximum thickness of 5/8". Slider is OK. NO CARB PROTECTOR. NO BRACES!!

Suspension: You may lock suspension for ride height purposes. **(REAR** You may use up to 1" all thread in place of rear shocks but it must be in the factory shock location. You may also use chain to lock ride height 5/16" maximum and it may not be welded to the frame. You may swap rear ends. 8 lug is ok. NO BRACED REARS. If car is originally leaf sprung, you may use 2 extra clamps per side 2" wide 3/16" thick two 3/8" bolts each. you may change front control arms and spindles from another vehicle however you may not cut frame to do so or add any material. You must adapt those parts to the current frame. Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded to engine cradle or frame. You may lock front suspension with torsion adjustment(if applicable) , (2) pieces of 2"x2"x1/4" (per side) welded from control arm to frame or chain going over top of a-arm welded to frame (5/16" max). Can only be welded by 1 link on frame.

Bumper and Mounting: any OEM automobile bumper or a homemade bumper 4"x8" max. NO points on homemade bumper. Bumpers may be loaded. Homemade bumpers must be capped on the ends. 3 plates per rail to mount bumper. 3"x8"x1/4" in size. Each plate must touch bumper Or you may use a combo of one new style bumper shock welded no more than 8 inches from the end of the frame and 2 plates. Plates and shock must touch bumper backing NO EXTRA ANYTHING ALLOWED

Rust repair as needed. Please send pics and leave all factory frame holes. No more than 1" overlap onto good metal.

Any situations that come up the promoters have the power to add or change rules required (2020). Just because it isn't in the rules, it doesn't make it legal. All vehicles are to remain factory other than the modifications allowed and spelled out in each particular section. NOTHING MORE!!!

For registration questions and Rule questions or approval call Tim Avants (570) 250-7556 or Jesse Darrow (570) 596-7877

All vehicles must be there no later than 6 pm for inspection.