



LENGENDS STOCK RULES CLASS 2024 **WWW.TRIPLEDENTERTAINMENTLLC.COM**

General Rules

There are no grey areas in these rules – This is an old school class and will be inspected like the era these rules apply to. Cars will be loaded like they were in that era for anything excessive not directly addressed in the rules.

No black cars. No re-stubbing of frames. No painting or undercoating frames. No Body swaps. No sedagon or wedge cars allowed prior to the heat. All interior and exterior hardware and bolt ins must be removed from the car. The car must be stripped free of all debris. For competition and event rules please refer to the document.

Car Choice

Any RWD sedan or station wagon - 02 and older only. No Imperials or 03 and newer fords. (All cars must be fresh)

Core Support/Radiator

Core support bolts may be 1" and go through the hood and count as 2 of your 6 hood bolts. You may sleeve the 1" with 2" by 2" by 1/4" square tubing. This may be attached to the core support with 1/4" strapping. 2- 4" by 4" max pieces. The radiator must be in stock position in front of the motor. OEM style radiators only.

Front Fenders

May be creased with no metal added.

Firewall

You may cut the firewall and floor to accommodate engine and tranny if necessary.

Hoods

Hoods must be off for inspection and will be part of the inspection process. You may bolt, wire, or chain the hood shut only. You may use 6 – 1" bolts (6" tall max) only. The front two bolts at the core support may go through the frame but not welded to the frame. The other 4 must be sheet metal to sheet metal only. If you use chain or wire, you may weld up to 5" by 5" washers to the hood. If using bolts these

washers must be free floating. You may have a max of 3 hood cut outs and install up to 12 – 3/8ths bolts per cut out. These cut outs can only be for headers, breather, and radiator cap. All hood springs must be removed.

Doors

Doors may be welded solid with 4" wide by 1/8th thick strap max. You may weld the inner and outer skins of the doors with no metal added.

Doors may be welded solid, outside only, 4" wide x 1/8" strap maximum. You may also use a rod to fill the gaps in place of strapping - you may NOT use both. Drivers' door only may have a window net. Both front doors can be reinforced with (3/16) inch thick metal max. Driver's door is mandatory. Metal plates cannot extend more than (3) inches beyond the door in any direction.

Wagon tail gate may be welded using the 5" on and 5" off method with 4" wide and 1/8th max steel.

Quarter Panels

Body creasing is permitted. No folding metal over to create a double effect. This will be cut out if found. No metal may be formed into multiple layers. No doubling of sheet metal and no metal may be added. Quarter panels must remain vertical.

Body

Floor sheet metal may be patched where interior bolt ins will be mounted or for drivers' safety, sheet thickness metal only. No other sheet metal patching is allowed unless it is a safety issue. You must call first. No seam welding.

Trunk

Trunk lids must remain 50% in the stock location and remain on the hinges. You may not remove the speaker deck. You may v the trunk lid in the center. Trunk lid must remain 10" off the floor. You get all 3 ways to fasten the trunks.

1. You weld the trunk seams 5 on and 5 off with 4" wide by 1/8th strap max.
2. You may weld 4 pcs of 3/4" all thread vertically to the rear frame rails and run them thru the truck lid. 30" max length per piece of all thread. No double nutting. You may use a 5" washer on the trunk lid bolts.
3. You may use 8 – 3/8ths bolts in the drip rail area of the trunk lid.

There must be a 12" minimum hole in the trunk lid for inspection. The taillight panel must remain vertical.

Windows

You must have 1 of the following options per front and rear window. 1 bar - 4" wide max by ¼" thick max or 2 strands of #9 wire or 1 – 3/8ths chain. Each window opening may have 2 loops, 4 strands of #9 wire in each window opening. This wire may go to or around the frame. Wagons cannot have this in any window beyond the rear passenger door.

Cage/Halo/Gas Tank Protector

No cage component, including halo bar and down legs can be larger than (6) inch total material (round or box tubing). If you stack cage material, it must conform to all cage specifications. Your front bar cannot be mounted any closer than 5" from the firewall or tranny tunnel. Door bar length not to exceed 60". This bar may not be more than 18" behind the center post on 4 door cars and 10" behind the door seam on a 2-door car. The back seat bar can go no further back than the kick panel. All cage material must be 10" off the floorboard (measured at body bolt elevation) except for your down legs. All cage components except for the halo bar and driver's side must be inside the car. No cages in the doors except for driver's door bar and halo on driver's side. You may add 4 vertical down bars, attached/welded to door bars and sheet metal only. These bars may not attach to or conceal a body mount. No cage components may be welded to the frame in any way. You must have a roll over bar. Rollover bar be vertical not angled. Roll over bar may not be any further back than the kick panel. On 4 door post cars this can be attached to the seat bar. On 4 door none post cars this may attach to the floor sheet metal only. Halo bar can be bolted in 2 places. Halo bar cannot be attached to window bars or 9 wire.

Sedans only; will be allowed a gas tank protector tight to the package tray. No sheet metal may be removed. The gas tank protector must adhere to cage specifications and be no wider than 24 inches, centered in the car. This may not be attached in any way to the package tray. Wagons will be allowed a floating gas tank, but it must be 4 inches from all sheet metal. This must conform to all previously stated gas tank and cage rules unless otherwise stated.

Body Mounts

All body bolts may be replaced with 3/4" bolts, max 8" long. 3" OD store bought washers may be welded over each body mount hole. 5" by 5" by 1/4" thick washers may be used for all body bolts. No washers can be welded to anything. Must maintain a ¾" space between body and frame. You may add 2 additional body bolts. If your station wagon came with bolts in the humps, then these are your 2 additional body mounts. You can bolt your coil springs in place through your package tray, but these will count as your two added mounts. Wagons can run 2 of the 4 rear mounts through the rear pillars. Pillars only not the roof. Chryslers can run 1" all thread behind the core support and they can drill a hole in the frame but can not weld anything for this.

Interior Bolt ins

Aftermarket gas tanks are mandatory and must be located behind the rear seat. Fuel lines must run inside of the car. Aftermarket gas/brake and shifters are allowed but must not strengthen the car in any way. Steel braided line must be used for all fuel lines. Two batteries max may be used and must be moved to passenger floorboard. They must be securely mounted and cannot strengthen the car in any way.

Front Frame

Top frame seam may be welded with ½" single pass only. Boxes forward. BOP cars may fill the large hole in the frame behind the core support. Must be butt fit with 1 single pass only and factory thickness used.

FOMOCO 80 and newer cars may be tilted at the boxes only. You can reweld all these seams.

Center Frame

You can use a 5" long piece of angle iron to mount cross member to.

Rear Frame

Rear frame rails cannot be shortened. You may notch the rear frame but do not weld the cut. You may run a chain/cable or #9 wire from rail to rail behind the rear humps. 3/8ths max chain. Chain cannot be welded. You may also chain or wire your axle to the frame. Unibody cars may use 1 bolt per side through the frame for this.

Front/Rear Bumpers

Any factory automotive bumper or bracket may be used on any car. You may weld the bumper seams, shocks and brackets to the frame. You may not weld any bracket further back than 4" behind the radiator support. If you choose to hardnose, your bumper you may not add or weld any steel 4" behind the radiator support mount. Any steel added to connect bumper to frame in this area may not be thicker than ¼". You may weld the outer skin to the inner skin. Compression shocks may be drained, compressed and fully welded. You may use a ¼" strap from the bumper to the frame to help keep the bumper on. 1 strap per rail and this strap may be 4" tall and 12" long and can only be placed on 1 side of the frame.

You may run 4 loops of #9 wire from the radiator support to the bumper in 2 locations outside of the radiator. You may run 2 pieces of all thread 3/4" x no more than 14" thru the body pan to help hold the bumper on. 5" by 5" by ¼" washer maximum for this bolt. Bumper height minimum 16" to the bottom of the bumper. Bumper height maximum 22" to the bottom of the bumper.

Front Suspension

Suspension must be original factory suspension for that car. You must have working suspension and car must bounce freely. You can not remove shocks and put tubing/pipe or all thread in their place. You can use tires and coil spring spacers to raise the car's suspension only. Shocks must be factory replacement for that year, make and model of car. No oversized shocks or truck shocks. Shocks can be cut open after the show and if it is not a stock shock then you will forfeit all winnings. No working air shocks.

Steering

Aftermarket steering columns are allowed. Tie rods can be reinforced but must start as a factory OEM tie rod. We must be able to identify factory adjusting threads. No tubed tie rods. The steering wheel to gear box may be modified. No hydraulic setups. Nothing may strengthen the car in any way and everything must mount as factory intended.

Rear suspension

Suspension must be original factory suspension for that car. No coil to leaf conversion or vice versa. You must have working suspension and the car must bounce freely. You cannot remove shocks and put tubing/pipe or all thread in their place unless otherwise stated in the rules. 98 and newer FOMOCO may use a watts link conversion kit. You can chain your humps, but you must leave enough room for the suspension to work.

Leaf spring cars – 9 leaf maximum with 5/16th max thickness, 2 ½" wide max. Spring length can be 58" min and 60" max with a 3" stagger behind the rear axle and 2" in front of axle. You may have 5 clamps per spring. 2 in front of axle and 3 behind the axle. Clamp material can not exceed ¼" thick by 2" wide. 2 – 3/8ths bolts may be used per clamp. U-bolts can be 7/16ths max. No flat sprung cars and no welding on the leaf pack period. Must have a minimum of a 2" arch. No duct taping springs prior in inspection.

Wheels/Tires

Nothing may be added to the wheel other than a small 3/8ths center max and a valve stem protector (5" by 5" by ¼" max) Doubled tires are welcome. Cars must have working brakes prior to your heat. You may not switch out tires after inspection. Tires will be marked. No tires taller than 30".

Rust

Rust repair may only be for safety only. No other rust repair may be approved.

Drivetrain

Any motor may be used in any car but must mount within 5" or original motor. A 10" by 10" by ¼ max plate may be welded to the cradle for mounting purposes. This can not be welded to the frame in any way. 3/8ths max chains may be used to but you must use an existing bolt on the frame. The chains

cannot be connected to the engine any higher than where the engine motor mounts are. Chains may be attached to the cylinder heads/header flanges or engine plate. 1 chain per side 3/8ths max thickness.

Distributor protectors are allowed, this may attach to engine or transmission only. Backside can be no wider than 12" and can not contact the cage before, during or after the event. This cannot connect to the body in any way. Lower engine cradles are allowed with pully protectors. These can not extend past the motor mount. Attaching DP and lower cradle to make a full cradle is prohibited. Cross members can be replaced with a 2" by 2" by 1/4" wall square tubing running straight across. Cross member must remain straight. Aftermarket bells and steel tail shafts may be used. No full tranny braces. Skid plates are allowed. They must be separate plates for the engine and the transmission and may not connect in any way. No bolting or welding the skid plated to the frame.

Any rearend may be used. Trailing arms can be reinforced by must be of factory car origin. Nothing on the rear end may be used to strengthen the car in any way.

Feature Cars

All feature cars will be allowed, unlimited #9 wire only. There were no fix-it plates back in the day, and we are going to keep it that way! Heating, shaping, beating will be allowed but you will be limited to a time frame.

