

Montana Class 2

1. ALL CARS MUST REMAIN STOCK UNLESS SPECIFIED BELOW!
2. ALL chrome, door handles, glass, body molding etc. must be removed. ALL interior must be removed. Removal of the dashboard and driver's door panel are optional. Original gas tank must be removed from the car.
3. Aftermarket parts allowed steel bell, steel tail, pedals, battery box, transmission cooler. Pedals, battery box, must only bolt she sheet metal only. Example your pedal bolts cant be bolted to frame or through cross member. Transmission cooler may bolt through sheet metal in floor or be elevated and attached to cage. Aftermarket steering columns are allowed. These can not strengthen the car in any way. Fuel tanks must be mounted securely inside the car, behind the driver's seat. 10-gallon max capacity. Must be an approved fuel tank (boat tanks are ok). MUST BE A METAL TANK! NO PLASTIC FUEL TANKS.
4. Electric fuel pumps may be used, but must be mounted securely inside the car and wired to a separate switch that is clearly marked.
5. You may have a minimum of 1 maximum of 2 bars mounted from the firewall to the roof in the windshield area (maximum of 3" material #9 wire or chain). If running bars you may only use 2 bolts per end of the bar.
6. Trimming corners of bumpers and fender wells is ok.
7. Hoods- Must be bolted, chained, or wired shut (maximum 1 wrap of 3/8" chains or 3 loops of #9 wire). NO WELDING SHUT. Maximum of 6 points, (front, back, sides), including front core support. Hinges DO NOT count as points. If bolting shut, you may weld 2"x2"x2" angle iron back to back to hood and fender with a 1/2" bolt to suck together in (4) spots, or use 1" all thread, through hood and inner fender well, or fender, 8" max length, max 5"x5" washer/plates on hood, 3"x3" washers/plate on hood underside. You may bolt your hood cut out back together using no more than 8 3/4 bolts total, Washers may be no bigger than 1.25 diameter, These bolts must not be attached to anything other than the hood skins.
- 7a Core support- You may have 1" all thread at core support (through factory core support hole up through hood) with (4) washers and (4) 1" nuts per core support hole. May use 2"x2" square, or round tubing, 4" long, at core support, welded to bottom of body core support hole, or top of frame core support hole, max 3"x3" washers for core support bolts, 5"x5" top of hood.
- 7b- If you wrap or fold your fenders around the front of the core support do not exceed (2) 3/4 bolts and 1.25" diameter washers to bolt back to the core support per fender.
- 7c- Front and rear fender wells may be bolted back together using 4 3/4 bolts with 1.25 diameter washers per fender well. No rolling your fenders and welding them.
8. Trunks - Maximum of 4 points per seam (front, back, sides). Single wrap chain, 3 loops of #9 wire, 3/8" bolt, or a 3"x3"x1/8" plate welded. Hinges DO NOT count as points. Bolts may be no longer than 5" in length with 1.25" washers.
9. Doors - Maximum of 4 points per seam. Single wrap chain, #9 wire 3/8" bolt, or a 3"x3" flat plate. An optional window "net" or "screen" made of metal may be used over the driver's side window opening ONLY for driver protection. May be attached at up to 2 points on the roof and 2 points on the door. Drivers' door may be welded completely shut using a 3"x1/8" flat strap. THIS IS NOT MANDATORY, BUT IS HIGHLY RECOMMENDED! Skinning drivers door is allowed, 3" overlap of front drivers, front and rear seam.
10. No chains may wrap around the frame except the hump chains.
11. Body bolts and mounts must remain stock and in stock location other than at core support. No adding extra body bolts
12. You may weld (2) 2"x2" a-arm straps per upper a-arm. These may only weld to a-arm and frame with a 1/2" weld. No other suspension modifications allowed. Overload springs must be removed. Aftermarket shackles must be removed or lowered to the lowest point. Steering and shocks may not be modified. You may tie coils in with 1 wrap of 9 wire around rear end. No clamping leaf's. Swapping components (spindles, a-arms ect.) is ok but must bolt on the vehicle in a factory manner. Aftermarket balljoints, spindles, hubs, centerlinks, swaybars, steering boxes are not allowed.
13. Engines and transmissions must remain stock and in stock location. Motors and transmissions may be a different family line to the make of car. Motors and transmissions must be mounted with factory stock mounts or an after rubber bushing style mounts with (1) bolt. Mounts may be 8"x8" max. May be fastened securely with chain only (1 per side) bolted to engine and a-arm or a-arm mount only. No welding of chains. Small lower engine cradle with front plate may be used. Aftermarket bell housings, and steel tail shafts are allowed, outside of bell housing must be 2" away from sheet metal, cage. Outside of bell Can be no larger than factory bell. No aftermarket tranny cases. 2"x2 max, crossmembers allowed, straight, frame to frame, cannot come into contact with 74 and older caddy spurs.
14. Radiators must remain stock and in stock location. Fans may be removed. No wire mesh between radiator and fan. NO OTHER COOLING IS ALLOWED! Expandable or spray in foam may NOT Be used to secure the radiator. Aluminum radiators are ok.
15. Transmission coolers may be used if they are mounted securely in the rear seat area. Cooler lines must be steel or hydraulic hose. NO FUEL LINE!
16. Carburetor linkage and transmission linkage may be modified. Carburetor may have a wire or cable running from the throttle on the carburetor to the inside of the car as a backup. Aftermarket throttle and brake pedal assemblies are allowed.
17. Exhaust must be cut a minimum of 3 feet from the manifold. Headers through the hood are allowed.
18. Batteries must be moved inside of the car to the front passenger floor area, mounted securely, and covered.
19. All cars must have working brakes.
20. No frame modifications or reinforcement.
21. Pre-bending body tin and frame notching or dimpling is ok. quarters only. Canoeed trunks are allowed, 6" dish on trunk lid, fenders must be factory height. no NO RE-WELDING NOTCHES IN FRAME. No cold tilting on fresh cars. Repairing and cold tilting on pre rans allowed. 4 spots, 3 strands of #9 wire allowed from sheet metal to frame.
22. Maximum of 16" wheel. No split rims. Any air-filled tire is allowed. Tire flaps are also allowed. Rims may have a bead lip protector welded to it. These may only be inside the bead lip and a max of an inch wide. You may also have an 8" weld in the center.
23. 2 holes must be cut in hood one on each side of the carburetor to aid in extinguishing fires.

24. Bumpers must be fastened securely with chain, wire, bolts, or weld. Rear bumpers must be 16" to bottom, all cars. (1 loop chain, 3 wraps #9 wire) in a fashion as to prevent them from falling off. Bumpers may be mounted with factory stock mounts and bolts only. If welding the bumper, you may only weld the bumper to the shock and the shock to the bracket and the bracket to the frame, no further back than 10" from the end of the front of the frame. Factory bracket may be no longer than 10 inches measured from the back of the bumper. Example- you may not extend a shock and run it further back than the 10 inches. If you choose to not run shocks or brackets you may weld the bumper directly to frame, and use a 4"X10"X3/8"s Flat piece of steel. Frame may be squared but no further back than an inch in front of the core support. CORE SUPPORT MUST BE IN STOCK POSITION. Bumper height must not exceed 18" to the bottom of the bumper. Stock bumpers only (tin may be beat down and welded to the main beam of the bumper). Bumper swapping is fine but it must be a factory bumper off of a passenger car. All welding may only be 1/2". May load factory bumpers, or run 5"X5"X3/8"s square tubing. YOU MAY NOT POUND A SKIN ON A REPLICAS AND CALL IT A LOADED BUMPER.

25. Any non braced rear-end allowed.. Locked, posi, or spool is ok. No axle savers. May be a different family line. You may have a slider driveshaft. You may have a bolt on pinion brake, but may not support or brace the rear end in any way. You may run a chain or wire around rear end, and frame for setting height (hump chains). No braced control arms.

26. For drivers safety a cage is not mandatory but highly recommended. Other than door bars, Cage can only be made out of 6 inch material max, welded to sheet metal ONLY. Side bars can go from 4" off the floor, to bottom of window opening max. Door bars may be no longer than 60". Gas tank protectors can be no larger than 36" I.D. You are allowed a halo bar. The gas tank mount may be attached to seat bar and must be minimum 4 inches from ALL sheet metal including the back of gas tank protector. You may run bars from halo to the gas tank mount to allow more securement. These bars may not touch the roof and must stay inside the car. 4 - 2"x3" down bars may connect vertically from bottom of cage to floor and may not connect to frame.

FEATURE/GRUDGE MATCH (CONSI) REPAIR RULE:

1. You may use (6) 5" x 5" x 3/16" plates. Plates cannot be cut, or stretched. These plates must be on the outside of the frame. Anything you cut off a plate can't be used elsewhere. If plates are thicker or bigger than what is allowed, you will be disqualified. Plates can overlap, or touch each other. Plates can also overlap or connect to anything existing I.E. bumper brackets, a-arm straps, etc. PLATES ARE FOR PRE RAN CARS-ONLY. AFTER YOUR FIRST HEAT YOUR CAR IS PRE RAN. Kicking the doors in in the garage does not make your car pre-ran.

2. If your frame is ripped, you must provide proof of rip before welding back together. You may not add material and may only have a 1/2" wide bead of weld.

3. If sheet metal on the body is ripped, you may patch it with sheet metal only. This may overlap existing sheet metal by a maximum of 2" and can only be welded on with a 1/2" bead of weld.

4. Gas tank protector must show daylight between the back bar and rear sheet metal all the way across.