

2022 80s and newer limited weld rules

This class is also open to any car 1977 to 79 if the same make, model and body style was produced after 1980. This means 1977 caprice is the same car as a 1980 caprice, impala etc.. a 1977 Monte Carlo is not the same body style as a 1980 Monte Carlo so it is not legal.. so if you have question on if you're car is metric and legal please call tech..

GENERAL PREPARATION:

1. **BUILD TO THE RULES!** Do not over build and expect to be able to run. If your car is altered in any other way than what is specified in the rules, then you may fail inspection and not be allowed to compete.
2. The original passenger car frame, body, clip & core support must be used from the year, make, and model of that car.
3. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the trunk or doors. Rear seats in all cars must be removed. Additionally, all outer hardware must be removed. Including, but not limited to, door handles, mirrors, chrome, moldings, screws and fiberglass. All flammable materials must be removed from the car. This rule excludes your safety padding and the driver's seat. All trailer hitches must be removed.
4. Front seats must be securely bolted or welded to the floor. IF you choose to bolt, then the bolts **may NOT** go through the frame! You must have a functioning seat belt. **Head tech and his crew have finale call!!**

CAGES & DOOR BARS:

1. Cage material must **not** be inside the doors, but rather within the seating area of the car.
2. **Overall cage length may not exceed 62"**. The length includes side door bars, rear seat bar, dash bar and halo. a. All halo, door bars and down bars must be even with or inside of the dash bar and rear seat bar.
3. Dash bars must be a minimum of 6" from the fire wall at the center.
4. All bars must be straight.
5. Gussets are allowed on each corner.
6. There must be 4" between the cage and all floor sheet metal, including the transmission tunnel and with the exception of the down bars.
7. **You may have** a total of 4 down bars, two per door bar side. Down bars must be vertical without covering up any of the body mounts. Your halo bar if running to the floor is considered 2 of your 4 down bars.

- a. All down bars may only be welded to the sheet metal
- b. Maximum front down bar size is 2"x 2".
- c. All down bars must be within the 62" and attached to the side door bars and cannot go beyond the front dash bar.

8 You must have a vertical roll loop/Halo, rear seat bar, or uprights. They must be behind the seat above the rear seat bar. a. It is suggested that you attach the roof bar to the roof, if doing so no more than 12 inches may be attached to the roof in the middle of the halo bar.

b. Rear seat bar upright post must be attached to the roof by plate, welded or bolted in. Max plate size - 10"x10".

c. Rear seat bar upright post must be mounted vertically and in such a way that it will not bend. (Ex. Gusseted)

9. Gas tank protectors are allowed but they cannot be attached to anything other than your seat bar a. ALL gas tank bars must be 4" away from ALL sheet metal and rear window bars. Follow the angle of the rear seat sheet metal. Note that the sheet metal cannot be removed or altered to achieve this. And nothing can not extend over the rear speaker deck, wagons don't have a speaker deck so you cannot extend past where the front of the wheel well goes vertical.

b. You may use one 12" horizontal gusset, per side, that goes from the seat bar to the protector. If you have any questions about cage and safety, please contact one of the tech officials or need a diagram

Engines and Transmissions

1. Any engine is allowed, you are allowed to use a lower cradle with a pulley protector the protector may not extend past 4 inches of the balancer and cannot reinforce the car in any way, valve cover protectors are allowed but must mount to the back of the head and stay within an inch of the valve cover, if running valve cover protectors on a LS the fire wall must be removed behind them

a. you may swap engine between make and models but must remain within 5 inches of factory location

b. you may use a 6x6 3/8 plate to mount the engine mounts to the engine saddle, you cannot weld the lower cradle directly to the engine saddle, after market engine mounts are allowed as long as they don't exceed the 6x6 3/8 mounting rule.

c. no engine halos or distributor protectors are allowed, you cannot have a mid-plate but bop to chevy adapters are allowed as long as they are not more than 1/4 inch thick and do not extend out past the mounting surface

2. Transmissions, no aftermarket cases allowed Reid, Jw etc. you can have aluminum bells Jw, Nerat style no steel bellhousings

a. you can have a steel tail housing

b. No tranny protectors of any kind including skid plates or aftermarket transmission pans

c. you can run the factory crossmember that came with the car, or a piece of square tubing max size is 2x2 by 1/4 inch thick with two 6 inch 2x2 by 1/4 angle iron to mount it

d. all transmission lines must be double clamped or crimped fittings

Rear-end, wheels and tires

1. any rear end is allowed, no bracing within 8 inches of the axle flange and must not reinforce the body or frame in any way

2. Tires, no solid or foam filled tires must have air!

3. wheels, factory automotive wheels only, you can have centers welded in them 8 inch only, valve stem protectors are okay, bead lip protectors are okay as long as they are not wider than the lip

Suspension and steering

1. all steering must be factory from the car in this class! you can mount a chevy power steering box in a ford or a ford box in a chevy using a naret or nlr plate as long as it does not strengthen the frame

A. you can have an aftermarket steering column

2. Sway bars **must remain in stock position** and only bolted to the frame using factory hardware and bolted to lower control arm. 3. Only use stock leaf springs from passenger cars. c. No more than 7 - leaf's may be used per side. Leaf's must have a minimum of a 2" stagger decreasing from leaf to leaf on both sides of axle. d. 4 - clamps per leaf pack. Clamps **cannot** be wider than 2". e. Leaf's **may not** be shortened and must be mounted in the factory location of the car you are running.

f. **No leaf spring to coil spring conversion or vice versa**. g. Spring shackles may be homemade but must be stock size and thickness located in the original factory location. h. No duct taping of leaf springs.

7. Lower rear trailing arms **may be shortened**. The trailing arms **can be reinforced** but must start as factory trailing arms. 8. Coil springs **can only** be welded to the axle. 9. **In order to raise car suspension, you may ONLY use tires and springs spring spacers in the suspension**. **NOTHING** can be inside the spring bucket other than the spring! ALL spring spacers must be below the spring bucket/frame and **may not** be welded to the spring bucket or frame. **No solid wound springs** may be used.

10. **Chaining of humps is optional**, if doing so you may only use 1 chain single wrapped per frame rail. The chain may not be welded to the frame. The chain can go thru the body, but the chain or washers may not be welded to the body.

4. **Do not reinforce or modify** the front A-Arms. They must be a direct bolt on with no modifications. a. You can use chain or plate only to tie you're A-Arms down. b. If using plate, a total of 2 plates per upper A-Arm. This means one on each side of each upper A-Arm. The plates can be no larger than 3" x 3" x 1/4" plate to weld down you're A-Arms, and the plates must be square in shape. Any larger plate may be cause for immediate disqualification. c. If using Chain, a total of 2 chains per upper A-Arm. This means one on each side of each upper A-Arm. you can use no more than 7 links of 3/8" standard chain. Only the end links can be welded to the frame and A-Arm.

5. watts link conversion **is allowed** mounts can't be any thicker than 1/4 all factory mounting hardware must be removed, upper mounts **must be** bolted lower mounts can be welded on one vertical seam and one horizontal seam no more than 4 inches each seam and cannot reinforce the frame this is for mounting the lower trailing arms excessive mounts will be cut

6. 03 and newer fords **cannot** swap cradle or any steering component besides a arms you can bolt a 6 inch steel plate to the cradle to weld motor in

Body, hood and trunk

1. The original passenger car frame, body, clip & core support **must be used** from that year, make, and model of that car. **It must mount in the original position**. c. Factory or after-market body mount must be in place. There must be a min 1/2" space between the frame and body. If using aftermarket body mounts, they must be 1" tall and factory diameter. Absolutely no body mounts may be relocated, added, or welded in place.

d. You may remove all body mount bolts and replace with 1/2" bolts with 2 1/2" washers on either side. Bolts must be up inside of the frame. Nut and washer may be on top of the interior floor sheet metal. Core support body mounts and bolts **may be** removed for all thread. Max size core support spacer is 4 inch and can't be bigger than 2x2 inches in diameter and 1/4 inch thickness you **cannot** weld them e. Body **may be** creased, **but no** collapsing or wedging of rear quarter panels. **We will allow** a 6" inch well/dip from the top of the quarter panel to the trunk lid. The 6" rule also applies to dove tailing/canoeing, **you may** cut out sheet metal also

2. you may weld exterior door seam you can use a 2 inch by 1/4 inch thick flat strap or 1/2 cold rod as filler and **you can** add reinforcement to the exterior of the driver's door **but can't** exceed past 4 inches of the door seam

Hood must be open for inspection. You can fold the hood over. Any cut outs or folds in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer. You are not allowed more than a total of 14 bolts to pinch the hood sheet metal back together. iv. You are allowed to attach the hood in 6 places. These attachments DO NOT include the 1" all-thread to the frame. All other attachment points must be sheet metal to sheet metal only.

Bolting with a Single Through Bolt - Bolts 8" x 1" MAX with two 5" washers per bolt. These cannot be welded across the hood fender seam. b. **Bolting with Angle** - Up to 5" individual lengths of angle iron 2" x 2" x 1/4" may be welded to the body back to back and bolted together with one or two bolts. **These cannot be welded across hood fender seam.**

3. Trunks, Trunk may have up to 1" all-thread per frame rail or unibody vertically. Must be located on the straight part of the frame rail between the rear bumper and the first upcurve of the hump. All-thread may go from the trunk lid to the frame but must go through the body mount hole. OR the all-thread may be welded to the exterior of the frame or unibody. 1. If you choose to use a body mount hole for your trunk all-thread, this does not have to be up inside the frame. 2. One 5" washer per all-thread under the frame and top of trunk lid may be used and cannot be welded to the frame. Trunk may be tucked and/or dished. The top of the trunk lid can be no more than 6" below the top edge of the vertical quarter panel when measured anywhere from fender to fender. We will allow a 6" inch well/dip from the top of the quarter panel to the trunk. You may cut out this sheet metal also.

You may secure the trunk lid at 6 points not counting the 2 1" all thread using the following methods. 1. You may use a 6" piece of 2 inch by ¼ inch flat strap or ½ cold rod welded over the trunk lid seams every piece counts as a hold down so you can not split them up. You may also use 9 wire looped around the seam no more than 3 loops per tie down and you can also use this method for the hood tie downs.

Window bars

1. Rear window bar may not have more than 4 inches of contact and may not attach to anything except the body, it may not extend more than 4 inch past the front trunk lid seam and the max size diameter is 2x2 square tube or 3-inch flat strap or 2x2 angle iron by 1/4 inch thickness
2. Front window bar may not be any wider than 24 inches can only be attached to the body and fire wall no more than 4 inches of contact max size diameter is 2X2 by ¼ inch thickness square tube or angle iron or 3-inch flat strap

Bumper and frame

1. Any automotive bumper is allowed and can be loaded, manufactured replica bumpers are okay no homemade bumpers! You can use a 4x4 by 1/4 thickness square tube bumper but cannot extend past the width of the body
2. You can mount the bumper the following ways, use all factory hardware weld to frame and to bumper no more than 10 inches from

- back of bumper, you can cut frame off flush no more than the front of the core support body mount, you can hard nose bumper but must remove all factory hardware and can use 12 inches of 4 inch by ¼ inch thickness flat strap cannot be welded or extend past 10 inches of back of the bumper you can bend it in a L and weld onto the bumper, max bumper height is 20 inches to bottom of the bumper, bumper straps are legal cannot be longer than 36 inches can only be welded 4 inches at each point max size is 3 inch by ¼ thickness you can also use 9 wire no more than 6 wraps
3. Absolutely no welding to frame besides what is allowed to mount bumper or all thread or what is allowed in previous rules, you can have 4-inch core support spacer, but they cannot be welded max size is 2x2 by ¼ inch thickness
 4. No frame modifications besides what is listed, you can notch or dimple the trunk area in 4 spots but cannot weld them back up, no pre bending allowed, pre ran cars can dimple the humps to keep the from blowing out more.
 5. Pre ran cars are allowed 6 fix it plates 4x6 by 3/16 inch thick, you are allowed three per frame rail must be 1 inch apart weld to weld, you can also use 9 wire in two places to secure or tighten the body back up no more than three wraps. If you have multiple runs on your car and it may need something extra, please call tech

Competitive rules

1. Tech discretion is final, there is a limited time to tech cars so that means a limited time to fix, no more than a few tries through tech, and you may be asked to load this also depends on your attitude
2. fire rule! If we must stop the derby to put out a fire the second time, we will break your stick
3. Roll overs! If you get rolled and must be up righted, you are out! The person who caused the roll over can continue
4. No sand bagging! You must make a competitive hit every 90 seconds, a competitive hit is a full car length hit under power! Rocking back and forth does not count as a hit.
5. No team driving! No holding and folding
6. Drivers' door hits happen but if it is intentional or pure negligent you will be disqualified

