

Limited Weld 80's and Old Iron Rules

General Rules

1. All glass, plastic and pot metal must be removed.
2. Nothing may remain in the bottoms of the trunk or doors.
3. All outer hardware must be removed – door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
4. No added weight to any car.
5. Rear seats in all cars and all decking in station wagons must be removed.
6. Front seat must be securely bolted to the floor; however, these bolts may NOT go through the frame.
7. You must have a functioning seat belt.
8. All flammable materials must be removed from the inside of the vehicle other than safety padding and the driver's seat.
9. Brakes must be functional.
10. Vehicles may have a roof sign, minimum 15"x15," maximum 24"x24" contrasting colors, but may not be positioned in such a way to strengthen the car.
11. No '73 or older imperials or imperial sub frames, ambulances, hearses, carryalls or limousines allowed, no 1970 and older Lincolns.

ENGINES, TRANSMISSIONS, AND COMPONENTS.

1. Engine cross breeding is allowed.
2. No engine oil coolers allowed.
3. Head straps may be placed one on each corner of the engine if running **without** cradle, or if you **are** running a lower cradle, just 2 straps in front, 1 per side will be allowed. Head straps must be no larger than 2"x1/2" material. It can be bolted to head and welded to the frame 3 inches max top side only.
4. Cannot use firewall as a brace to stop car from bending
5. All cars must use stock engine cradles for the year of the car
6. Engine cradles are allowed only with firewall cut out 1 inch larger for protector to be able to pass through cannot be used to strengthen car. Distributor cap protector CAN NOT come in contact with cage, window bars, dash straps, or hood pins.
7. Ultra bells and mid-plates can be used if not deemed to reinforce body or frame in any manor or you will be cutting sheet metal or mid-plate.
8. If a transmission brace is run, the trans tunnel must have slits 2 inches apart length of tranny brace
9. If a transmission brace is run you CAN NOT lock the trans in tight must have a minimum of 2 inches of play
10. You may use 2"x2"x1/4"thick 6"long angle iron to mount cross member on can be welded to frame and crossmember.

11. Cross-member can constructed of 2" x 2" ¼" max. thickness square tubing or any STOCK crossmember, cannot be reinforced internally
12. If a Transmission brace is **not** being used, the tail shaft can be secured with a ¾" bolt and ½" thick mount
13. Hot wire switches may be run for the starter and ignition. Must have an air cleaner at the start of the event over the carburetor or air intake

Radiators

1. Radi-barrels are not allowed.
2. Radiator must be in stock position in front of the motor.
3. Radiator supports must remain in stock positions.
4. Radiator should contain water only. NO anti-freeze allowed.
5. You cannot have any kickers from the core support to the frame.
6. NO radiator protectors will be allowed of any kind.

FUEL AND FUEL DELIVERY SYSTEMS

1. Marine tank or metal fuel tank will be allowed. No plastic tanks allowed.
2. Original gas tanks must be removed from car.
3. You must have the gas tank securely mounted behind the driver's seat and it must be covered. Bolt may not go through the frame.
4. Fuel lines must run inside the car, not under the car along frame.
5. Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and clearly marked in large letters.

TIRES AND BRAKES

1. No studded or 100% steel wheels.
2. Valve stem protectors are allowed but may not stick out of the rim.
3. Wheel weights must be removed.
4. Any tire allowed. Double stuffing is allowed. You can foam fill your tires only, no concrete.
5. Homemade rims are acceptable. Bead locks and guards are ok. Split rims must be welded at least 4 places around the rim with a 4" long bead in each spot.
6. Brake systems must be operational.

-BATTERIES

1. Battery must be moved to passenger front seat area and securely mounted and covered. They may not be attached to the frame in any way.
2. A maximum of two (2), 12-volt batteries may be used.

BUMPERS

1. Bumpers are interchangeable. Any automotive car bumper may be used on the front or the rear of the vehicle. Bumpers can be stuffed, but metal must stay inside stock automotive style bumper chrome without changing angles in any way. No Sharp edges.
2. Bumper may not be welded to the body at any time.
3. You may weld the bumper brackets or shocks to the frame. You may not weld or attach anything further back than 6" behind the core support to the frame unless the factory mounts for that make, model, and year of car go farther than that. Must use factory equipment for that model in factory place.
4. You may use a 5"x 20"x ¼" maximum strap **instead** of bumper brackets or shocks, but **not both**.
5. Bumper holes can be welded shut.
6. You may weld the bumper to the frame with no extra metal unless specified in class rules.
7. Bumpers may also be bolted or chained on.
8. Bumpers maybe cut to keep them out of the tires but no sharp points.
9. Bumpers may be installed upside down.
10. Maximum bumper height is 28" to the top of the bumper
11. Chrysler "Y" frame cars will be allowed to weld a 5"x9"x ¼" plate on the top or bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used. Or can collapse y and weld top seam only and use bracket rule.

CAGES, DOOR BARS AND HALO

1. 1 Bar down to floor per side. Bar must connect to sheet metal only. No cage components may attach to or conceal a body mount. No angling forward, or kickers.
2. You may use channel iron or tubing up to 6" diameter for your cage component (door bars, seat bars and dash bars).
3. Door bars must be 6" from the fire wall at the center, and end 6" in front of the rear wheel house.
4. Dash bar may have 8"x 8" x ¼" plates on the ends to weld it in place. Plates may not attach to the firewall.
5. Rear seat bars are mandatory and can be attached to 12"x12"x ¼" end plates. Bars may be welded or bolted in.
6. Halo can only be attached to the seat bar.
7. No parts of the cage go outside driver's compartment, other than halo bar.
8. Seat bar may be no further than twelve (12") behind the driver's seat. You are allowed one angled bar off of your seat bar to the floor sheet metal only that runs across the car from driver's side to passenger side.
9. No kickers, angled or otherwise.
10. All horizontal cage bars must be at least 12" off the floor of the car, measured at the body bolt elevation.

11. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's door. This door bar may be inside the door to allow more room for driver's safety.

12. Gas tank protectors are allowed. They may not be more than 24" wide and centered in the car. It cannot be attached to rear seat pan/divider. It cannot be attached to door bars. It can be attached to seat bar and angle back from there. 3" tubing maximum. Must have 1" clearance between gas tank protector and floor sheet metal. No pounding sheet metal.

13. You may add a halo bar. Six inch (6") diameter maximum.

14. Halo bars must be in a direct vertical line and no farther than twelve (12") behind the rear of the driver's seat.

15. Halo bar must be in the interior of the car. The top of the halo bar may go over the top of the roof and be welded or bolted to the roof sheet metal in two (2) spots. Five inch (5") long welds allowed for this and 1/2" bolts max.

16. Your halo must attach to your back seat bar or to your door bars.

TRUNKS

1. May have Two (2) one-inch (1") pins can either be welded vertically along the frame or bolted through the frame. Pins must run vertical all the way through the trunk lid with maximum 6x6x1/4" free-floating washers

2. Trunks may be welded 5 on 5 off with 3"x1/4" flat strap or 3"x3"x5" long angle iron welded to sheet metal with 2 3/8" bolts per angle iron with the 5 on 5 off rule or unlimited chain or wire to sheet metal only.

3. Trunks may be tucked but no pre-bending of sheet metal will be allowed besides this.

4. You can V your trunk lid and speaker deck down no more than 6 inches from stock location.

5. Chains and wires may not be dragging.

HOODS

1. Six (6) hold-downs are allowed on the hood in any combination with no more than 2 to the frame

a) two (2) one-inch (1") pins are either welded down vertically to the side of the frame OR through the frame, A-arms forward with max 6"x6"x1/4" washers, not welded (floating).

b) May weld 3"x3" 1/4" thick 3" long to sheet metal and weld maximum 1" bolt to angle and use 6"x6" 1/4" thick free floating plates.

c) Angle iron no more than 3"x3" 4" long x1/4" thick welded to sheet metal only with 3/8" maximum bolt.

d) #9-Wire – two loops sheet metal to sheet metal.

e) Chain 3/8" inch max sheet metal to sheet metal

2. You must have at least two (2) 10" holes for fire access.

3. Chains and wires may not be dragging.

DOORS

1. Doors may be chained, wired or welded shut. 2 chains or wire loops per seam or welded 5" on 5" off with 2" wide by 1/4" straps. Straps may not go to frame. Chains and wire may go around frame, not cage components.
2. Driver's door may be welded solid.
3. Driver's door plate recommended maximum 24" wide welded across driver's not to exceed three inches (3") past front and rear seams.
4. Tailgates on wagons and hatchbacks maybe welded 5" on-5" off with 2" wide by 1/4" thick steel. These plates may not be welded to the bumper or frame.
5. Only one wire or chain may go around the frame.
6. NO wire or chain may go from the door to the top of the frame.

WINDOWS

1. Driver's side may have window netting. Netting may go from the A pillar to the C pillar.
2. You must have a minimum of 1 bar or max of 2 bars, 3" maximum, chain or wire running from the roof to the Firewall in the windshield area for driver's protection. May not attach to the cage in any way. 77. You may have two bars in rear window up to 2"x2" square running four inches (4") past the window jamb top and bottom. Components must remain at least 6 inches from Distributor protector at all times.

SUSPENSION and STEERING

1. No suspension modifications will be allowed other upper a-arms may be pinned through center of arm, chained, or welded down to get your bumper height. (Welding)- 2 straps, 3 inches wide max, 1/4" thick, welded 2" on frame and 2" welded on upper a-arm vertically. Also, you may modify rear end control arms, but must start as factory set.
2. 1998 and newer Ford products may convert to standard 4 link system in two ways. 1) Completely replacing the package tray to that of a 4 link car, or 2) Using conversion (ZTR) brackets. No doubling package tray. No larger than 6"x8"x1/4" plates on upper mounts, and no larger than 6"x6"x1/4" on lower mounts. Mounting plates with in factory location of OEM lower trailing are location.
3. Suspension components can be interchanged from car to car. Stock OEM parts only. This includes A-arms, spindles, shocks, and other suspension parts. you may alter your steering column to prevent loss of steering, steering knuckles, homemade steering shafts (box to steering wheel)
4. Nine (9) automotive leaf springs are allowed maximum with a 2 1/2" stagger. Four (4) leaf spring clamps per spring allowed.
5. Stock OEM automotive type steering and components only. Components can be interchanged. No homemade or custom spindles or ball joints. (moog direct bolt/ press-ins are allowed) No bracing or reinforcing steering components. No ball joint savers of any kind.
6. Welding of spider gears is allowed.
7. Use rear end of choice braced or unbraced, but must be no more than 8 lugs.

FRAMES

1. No shortening of frame rails past stock location of the core support mounts.

2. You may chain or wire your axle around the frame rail, but do not bolt this chain through the frame. You may not use any strapping of any kind. 3/8" chain maximum. You may not weld the chain links together to create a bar effect. Uni-body cars may use 1 bolt per side for this to bolt through the uni-body. Do not weld the bolt or any washers to the uni-body. 3"x 3"x 1/4" washers will be allowed.
3. Frame seams may be welded from in front of the front A-arm mount forward with a 1/2" wide bead only.
4. 3-5x5x 1/4" plate will be allowed per frame rail -- outside of frame rail on used cars only. If the frame is plated without a visible kink, the plate(s) will be cut off completely.
5. You may re-stub your frames either just in front of the front A-arm mount or at the transmission cross-member location. This must be a butt weld only, no over lapping allowed. 1/2" wide bead allowed.
6. NO stuffing, heat treating or foam filling of frames is allowed. All factory holes must be present.
7. 80's and Newer Fords, Lincolns, and Mercury only may cut crush box flap to tilt, and then re-weld front flap only. No more than 1 inch from stock location of flap. No other seam welding on crush boxes.
8. 80's Gm's cold bend at location of choice.
9. No cold bending, pitching, tilting of non 80's cars
10. 2003 and newer fords must run stock aluminum cradle and suspension.
11. Chrysler "Y" frame cars will be allowed to weld a 5"x9"x 1/4" plate on the top or bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used. Or can collapse y and weld top seam only and use bracket rule.
12. 80s only: you are allowed a 1/4" thick by 22" long hump plate, this must follow the contour of the hump centered and welded with one pass of 1/4" weld. This plate must be welded to the outside only no plug welding is allowed, must match the factory hump and not span the center of the hump. Do not weld any seams on the rear of the car!

BODY

1. Pounding, shaping, and creasing of sheet metal is allowed. No doubling affect, and must remain within 6 inches from stock.
2. May have 4 locations of 4 strands of 9 wire any were in car except for in front windshield opening. Can go around frame or sheet metal only. NOT around any cage components.
3. Floor sheet metal maybe patched where components will be mounted or for driver's protection. Sheet metal only. NO other patching is allowed unless it's a safety issue. Call first. You must leave the rusty floors in place. DO NOT cut them out.
4. Body mount bolts can be changed. 1" maximum diameter maximum. These can only go through one layer of frame. All body mount holes must be open. Must have a 3/4" minimum body bolt spacer, 2" maximum spacer. No larger than 3"x3"x1/4" plates on body mount bolts. No more than 8 inch spacer on core support.
5. You may not add any extra body bolts.
6. Wheel opening may be trimmed for tire clearance. No sharp edges.

7. 6 wheel well or fender bolts will be allowed. No further than 5 inches from stock wheel well opening.
8. No doubling of body panels allowed, no added metal allowed.
9. NO body seam welding allowed except for the exterior of the doors.
10. Holes may be cut in floor and firewall to accommodate the shifter, fuel lines and transmission lines.

Call Deryk Evens at 641-832-0520 with questions

If the rules don't say you can do it don't assume you can call first.