2025 Blizzard Bash Limited Weld Team Rules

Any questions call: **Kenny Money -** (712) 631- 0437 or **Mike Smith -** (712) 370-0327

General Driver Rules & Expectations:

1. **ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN**
2. Drivers must wear seat belt, helmet, fire suit jacket and long pants while participating.
3. ALL drivers must attend the drivers meeting.
4. During event you are given 1 minute to make an aggressive hit or will be disqualified.
5. You MUST run a roof sign and may not strengthen the build/car in any way.
6. You MUST have halo/roll over bar.
7. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions. **ZERO TOLERANCE RULE!!!**
8. If the lift doesn't lift your car, you will not run!
9. At least one team member from the previous year must compete. The team captain (as put on the previous year registration form) will be the one in charge of the team. You are permitted any legal car combination on the team.

Show Rules

1. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
2. For safety, DO NOT HIT THE DRIVERS DOOR! You may not get out of your car for any reason during the heat until you are out.
3. You are given 2 fires - 1st one we put out and the 2nd one you are done for that round.
4. Rollovers - you may keep going as long as car is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.
6. No holding or pinning, you must back up and show day light.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement, please see driver's table for the driver to get signed up and fill out proper paperwork.
8. You must pass inspection within 3 times through or you will not be permitted to run.
9. A helmet, seat belt, fire jacket, and eye protection must be worn at all times on the track.
10. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
11. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.

NO PARALLEGLOGRAM PLATES FOR ANYTHING

NO FORMED PLATES- OTHER THAN WHAT IS STATED IN THE RULES THAT YOU CAN DO!

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T!

Bumper Height: All cars including wagons have to be a miniumum of 14" for every heat/ round.
Will be measured from the very back of the frame on the bottom, unless the bumper is lower than the frame.

Car Preparation:

NO PAINTING OR UNDERCOATING OF THE FRAME. NO BUFFING OR GRIDING FRAMES OR BODIES EXCEPT WHERE WELDING IS SPECIFICIALLY ALLOWED IN THESE RULES. NO PAINTING IN THE INSIDE OF THE BODY OR CAR. IF THIS IS DONE THE CAR WILL NOT BE INSPECTED.

1. Any American make car can run with the following exceptions: No 4x4, ambulance, hearses, trucks, limousines, frames or full cars etc. All cars must be fresh. No frame stubbing.

You cannot put a wagon body on a sedan frame, you cannot put a sedan body on a wagon frame. No manipulating wagons roof a sedan on a fresh car. You cannot cut the roof off at any time for safety reasons. No manipulating body mounts to get a body to mount on, if so, you WILL NOT RUN!!!!

2. All cars must be stock unless modification is specifically stated in these rules.

3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

4. All trailer hitches and braces must be removed.

5. **Batteries must be moved to passenger front floorboard. They must be properly secured, by bolted to the floor only, 1 ½" off the angled floor/firewall. If mounted off the cage, has to be 4" off the floor. Whichever way you choose to mount them you may not use it to reinforce. After market pedals are allowed and must be 1 ½" from back side angle of floor/firewall and only bolted to the floor. In no way may the pedals be used to reinforce the car in any way. To mount the pedals and batteries to the floor you are only allowed (6) ½" bolts. When mounting them to the floor you have to a 1" gap from all cage material and the trans brace, including the bell housing. The floor plate on the battery box can only be one and half inch bigger than the batteries. 2 batteries max. Can only have 3"x3"x1/4" plate under the floor for the washer. Nothing to the frame, rockers or cross member. Absolutely NO welding.**

6. All cars must have working brakes when you cross the hoist. If the car is not able to exhibit the ability to stop it will not be inspected.

7. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run.

8. All cars must be fresh- NO pre rans at Blizzard Bash.

Bumper:

Bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods. First way – factory bumper bracket that is legal to a car in your class may extend to the front side of A-Arm mount. You can weld bumper brackets to the frame (single pass only).

The bumper may be built to have a 14" point from the farthest point back from the back side of the bumper to the point. However, the point itself may be no more than factory Chrysler pointy itself and spanning over 36" span across the bumper. (Will have a cut out template to follow). They may be 8" tall unless loading an unaltered factory skin.
Replica bumpers are allowed.

You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4" wide x 3/8" thick plate it cannot have more than (2) bump outs or (2) 90-degree bends. The bump outs or bend can only be a 1 ½" tall off the top of the plate, extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it. Bumper Bracket can go to the front side of the A-Arm mount. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be reconfigured but must stay only 4" wide max. Do not bend plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule YOU WILL CUT.

You **may** reinforce bumpers on the inside of the bumper. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed **20"** to the bottom of the bumper. Cannot add anything to the bottom of the bumper, whatever the majority of the bottom surface is, that is what we will measure from. Must be a minimum of 14" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails 3 Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator. The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point over a 36" span and 8" tall. Rear Bumper Brackets must follow the front bracket rule, no longer than 14" on the frame. Wagons do not weld the bumpers to the body.

Rear Bumper: The only way you can weld bumper to frame is if it came from factory with brackets to the frame. Brackets must follow the front bracket rule, no more than 14" on the frame. **Do not weld the bumper to the body.** No pointy or wedge bumpers on the rear of any car.

If the brackets are mounted to the body only, they must stay to the body. Bumper must stay with those brackets. Do not move bumper to the frame. You may weld brackets to body. Bumper can weld to brackets and the body. Bumper welding to body is 5" on 5" off etc, you can use 3" x 5" x 1/8" strap to weld bumper to body.

No pointy or ramp bumpers on rear of any car. The rear bumper can not be built to ramp other cars. No exceptions! No skins are permitted to be welded on slanted bumpers.

Official's decisions are final!

ALL CARS INCLUDING WAGONS WILL HAVE TO BE MINIMUM HEIGHT OF 14" FOR EVERY HEAT/ROUND. WILL BE MEASURED FROM THE VERY BACK OF THE FRAME ON THE BOTTOM.

Frame Shortening:

You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run. 76 and older Cadillacs must measure 18 inches from the back of the bumper to the front of the spring pocket. FoMoCo 1980 – 2002 must remain 24" long, this will be measured from the front part of the bottom coil pocket forward off the bottom side of the frame. CALL IF YOU HAVE QUESTIONS!!

Frame Welding

You are allowed to seam weld the top side of the frame from the front side of the A-Arm bracket forward and from the firewall to the backside of the back A-arm bracket with ½" inch weld, single pass. Only the main frame seam is allowed to be welded. You may tilt a 2002 and older Ford at the side of the box on the front frame. That counts as your firewall forward weld. You can not weld to the side frame. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars to reweld the seams where the factory missed or any other factory welded seam. Do not weld the front frame or box to the side rail. No other frame welding, than what is stated. NO touch up.

You are allowed a 6" x 22" x 1/4" hump plate for a coil sprung car. You are allowed a 6" x 11" x 1/4" hump plate for a leaf sprung car. The hump plate must be on the outside of the frame, wheelside centered in the arch and can not hang below the frame more than 2". At no time can the hump plate touch the rearend.

Frame Tilting: No cars can tilt infront of the A-Arms. Questions-Call!

03 & Newer FOMOCO – Do not reweld the boxes. If you cut to tilt it has to be done in the side rails. Crossmember, bracket & downbars cannot support the tilt.

Only factory welded seams may be rewelded. Do not re weld brackets or cross memebers.

Rust Repair – Before fixing any rust on the frame and body, **call Kenny (712) 631-0437**.
Before Restubbing- YOU MUST CALL KENNY!!!

Frame Shaping – NO frame shaping is allowed.
Chrysler K-Members cannot be altered.

Front Suspension

Tie Rods and Ball Joints – Tie rod tubes may be reinforced, or tube may be used. Do not reengineer the way the steering components mount to the frame. Only stock car replacement tie rod ends are allowed; no pickup, hiem joints, or van tie rod ends. After market ball joints are allowed such as mp1004 mp1002 and so on NO homemade ball joints or bolts permitted.

A-Arms - A-arms may be welded or bolted down with up to a 5/8" bolt but may not be reinforced. If welded, it may only use up to (2)- 2"x4"x1/8" thick rectangle strap per a arm. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. No changing or modifying the a-arm brackets. Do not manipulate the a arm or the way it bolts on, if so you will have to change out the entire a arm. If you use a screw in ball joint, the collar can only be a ½" in diameter bigger and 2 ½" tall. Ball joint collar needs to be up in a-arm like factory, if just a piece of a-arm is touching the collar, you will have to re do them. Do not weld collar to the frame. If its welded you will have to cut it loose and take an A-Arm strap off.

Coil Springs – must be a factory car coil spring for a car that is permitted to run in this class. No doubling front coil springs.

Steering Box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement

Sway Bar – Sway bars are permitted for the same make and model of the car you are running. It must be bolted in the factory location. It can not come in contact with the pulley protector.

Front Shock – May be changed with 1" all thread with a standard nut and one 3" washer on top of the cone and can not be welded. Also, you are allowed one 4" washer on the bottom side of the control arm and it can not be welded if using all thread.

Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.

Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles

Spindles – must be stock for a car that is legal in the class you are running, with no modifications.

Rear Suspension

No rear end bolts bigger than 9/16" on coil and leaf cars.

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 5/16" thick and no wider than 2.5" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet. You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than ½").

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. Max chain link size 3¼" OD. You may use a 1" bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1" bolt to help hold rear end in car. Do not weld the chain to the frame.

You cannot leaf spring a factory coil spring car.

Watts Link Conversions

Watts Conversions are allowed on any factory coil spring car. and can be no larger than 3" x 3" x ¼" but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not shortened/moved to reinforce the car (Bottom control arm mounts cannot attach to package tray).
Lower Bracket: 7"x4"X1/4" to frame.
Top Bracket: 11"x4"x1/4" in factory location. Nothing on the top side. May use four 1/2" bolts plus the center bolt to mount the bracket.
Non watts cars cannot change their mounts. If doing a watts conversion, you have to do the full conversion, you have to move all the control arms like 97 and older FOMOCO cars.
Aftermarket control arms are allowed; 2"x3"x1/4" rectangle tubing, they must have a rubber busing- 9/16" bolt max.

Rear- Ends:

- Use rear end of choice, nothing heavier than an 8-lug rear end.
- You can tilt rear end if you wish.
- Welded or posi-track highly recommended.
- Back braces are welcome. Braces may not extend more than 5” from the center of the axle tube on the outer 10” of the axle tube, the remaining may be 10” off the axle tube. The end of the factory housing is where the backing plate for the brakes bolt on, not the axle, spindle or axle saver etc. 13” between the outer 10”, so all the protectors will be measured from the center of the axle tube.
    - No part of the rear end brace may go through the body it has to stay 1” from the cage.
- Pinon Brake protector is allowed, it may not stick out more than 13” from the front side of axle tube and no wider than 2” outside of brake caliper and rotor.
- No changing out rear package trays on frame. - You must use the factory brackets that came with the car you are running. No relocating brackets on the frame.
- Aftermarket control arms are allowed; 2”x3”x1/4” rectangle tubing, they must have a rubber busing- 9/16” bolt max. Must be able to pivot freely.

Tires/Wheels:

Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires are ok. No foam filled tires at the indoor events. Valve stem protectors are ok. Tires may be screwed to rims. Wheel reinforcements are allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are allowed but cannot be any bigger than 20” in diameter with bolts no smaller than ½” to bolt the bead locks together.

Motor:

- Use motor of choice, motor must be in stock location.
- Distributor protectors are allowed, but must be attached to engine or transmission only, backside must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. Mid Plates are allowed. The factory engine mounts are the only way of tying the motor down. Pulley Protectors are allowed. If running one it may extend 2” past the water pump and can only be 14” wide. If we feel that the car has been built for the pulley protector or any part of the protector is being used to support the car you will not run.
- The factory engine mounts are the only way of tying the motor down. After market motor mount factory style is allowed, no tubes or flat bar for motor mounts. Motor mounts may have an 8”x8”x1/2” thick pad to set mount on. The whole mount must be on the pad; motor mount and pad has to be 1” off the side of the frame rail and nothing can go over or under the frame rail.
- Your sway bar cannot come in contract with pulley protector ***(ever)*** and must mount in factory position.
- Header Protectors are allowed; Piece of 4”X4” ¼” welded around header ONLY and cannot connect to anything

Motor Mount

You are allowed two 8”x8”x1/2” pads on the frame engine saddle to attach your engine mounts to. The pad has to be underneath the motor mount. No making a gusset out of it or to extend the motor mount. It has to remain the top side of the engine saddle only. Motor mounts may only go to the frame engine saddle not into the frame or engine saddle has to remain 1” off of frame rail and brackets.

You get the factory style motor mounts, 1 on each side of the motor. You can also have (1) 6” long 3/8” thick plate from top side of engine saddle to the bottom of the oil pan protector, it has to be vertical up.

Transmission Brace and Skid Plate

You may run multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. Your trans brace can only be 12" were it meets the transmission cross member, measured from the center of the tail shaft 6" each direction. Trans brace may be no more than 2" off the transmission housing. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8" chain or two 5/8" bolts with 1.5" washers or welded to the cross member for 4" total. Transmission brace can be welded solid to the crossmember. You may run a steel bell and tail with the brace.

Transmission Cross Member

You must run the transmission cross member in the stock location for the car you are building. Stock location is under neath the tail shaft. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. If you pre-bend the frame, do not use angle iron to re-support the bent area. You may use the factory crossmember or it can be replaced with up to a piece of 2"x3" piece of steel. The transmission cross member must be one piece and must be straight from side to side (No arched cross members). The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area. Cars that have frame extensions need to stay one inch off the front side of cross member, nothing on top or under the cross member. The transmission crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" from the crossmember. Cross members have to stay between the side frame rails, nothing on the inside of the side frame rails.

Body

Body Shaping:

Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all.
No interior body seam welding, at all. If welded, you will have to cut through the body to fix it.
Rust Repair – Before fixing any rust on the frame and body, **call Kenny (712) 631-0437**.

#9 Wire & Cable:

- You are allowed (2) spots per window; 4 Loops of #9 wire or (1) spot per window 3/8" cable 12" turnbuckle max.
- Must stay in the interior of the car. Must go from the body to the frame, nothing can go to or around the drive train.

- You may run wire from frame rail underneath back of car, behind rear end with (4) loops of wire or (1) loop of 3/8" chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld (1) – 3/8" chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

Radiators:

- For mounting radiators, you may use (4)- ½" all thread. This may pass through the bottom of the core support. This must not pass through the upper core support. It may be attached to a 2"x6" 1/8" flat steel and must be welded to the core support they must be outside the fan.
- You may use 1/8" expandable metal or a sheet no thicker than 1/8", must have more holes than material. It may have (10) ribs in it, they cannot stick out more than 1" from the backside of the sheet or expandable metal. It can go past the radiator hole in front of the core support 3" on the sides, nothing on top or bottom. This may attach with (4) 3/8" bolts or (4) 1" welds.

Radiator/Core Support Mounts:

- May have 3”x3” spacer with 5”x5”x1/4” square pad on each end of the tube. The frame side may be welded to the frame. Do not weld it to the body. If you weld to the body, you will have to cut both sides loose.
- Radiator support mounts on the frame cannot be removed, you can suck the radiator support down solid. Core Support Spacers cannot exceed more than 3” tube material. The all thread may be welded to the side of the frame if not using a nut in the stock location. Chrysler K-Member cannot be altered.
- If the all thread is going through the frame at the body mount hole, do NOT sleeve the frame at any time.

Body Mounts:

- Body mount bolts can be replaced with 3/4” bolts 5” long, after the body mount bolts are tight on the fire wall, cut them off ½” above the nut on the body side.
- Body mounts can be replaced with steel or washers but must be 1” thick, 3” max in diameter. Bolts may extend through body and have up to a 4”x4”x ¼” washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 2”x3”x ¼” washer. If you choose to use a body mount hole for your hood ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3”. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a ¾” space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.

Hoods & Front Clips

- Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8” or less bolts and 1.25” diameter washer no more than a total of 10 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 bolts. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. All hood pins including the plate, has to be 3” outside of all the protectors. You may have up to 1” all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8” in length!
- All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4” square or 6” x1/4” round.
- Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same location that it came factory. Do not cut off the back of the fenders. They must remain stock length.
- You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 3/8” bolts or less with 1.25” diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8” bolts with 1.25” washers to bolt back to the core support of fender.

Window Bars – For safety, all cars must have at least 1 windshield bar extending from the roof/halo bar of the car to the top side of the dash bar using 2”x2”. Nothing can go past the front edge of the dashbar. You can have up to two 2”x2” pieces of square tubing that can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar. Rear window bar may have 2 bends, one at the top and one at the bottom. Top 6” where it mounts to roof. The bottom of the rear window bar may be mounted to the floor or trunk lid. It must be mounted within 6” from the front trunk seam and only 6” may be mounted. The area of the window bar that is in the window area must remain straight with no bends or angles fabricated in it.

Firewall- DO NOT ALTER FIREWALL!!! Besides what is mandatory in these rules!!

Doors

You may weld your doors and door handles shut with nothing larger than 3" by 1/8" strap and must follow the door seam. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. If you chose must be tied shut in six locations using ½" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points. You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

Cage:

All of the cage must stay in the interior of the car, nothing inside the doors.

- Side bars can be 12" tall. The side bars, including the dash bar and seat bars etc, must be 62 inches long. That is the furthest point forward and back, nothing in front of or behind. Mopar's are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2"x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment, and you may need to run the halo through the small back window, mainly Cordoba's, call first.
- All cage material must be no larger than 6" od, unless specified for specific rule smaller. It must be a minimum of 4" off the floor everywhere except the down legs going straight down that includes being 4" off the transmission/tunnel. No cage material may be within 6" of the firewall and any part of the engine or components and be minimum of 4" off the transmission tunnel which cannot be altered. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace you dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld (2) down bars per side from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3".
- You must have a halo bar behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. It must remain vertical. All material must be no larger than 6" od.
- You may also weld a steering column to the cage.

Gas Tank Protector

You **MUST** run a gas tank protector. Tubing for protector must be 6" or smaller. The protector must be no wider than 32" wide, must be at least 4" off of the floor, and must be in the center of the car. The protector may be tight into package tray and sheet metal, cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3" gap will be required between the protector and the package tray in order to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical. Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the tunnel.

Fuel Tank, Oil Coolers, & Transmission Coolers

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat use to be. No other source of gas inside the car at all. Engine coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

Trunks

You may remove the speaker deck.

- You may weld your trunk lid 5" on – 5" off (weld 5", skip 5") using up to 5"x5"x1/8" strap on the factory seam
- Trunk lids must be from the make of the car you're running and must be a trunk LID – no HOODS.
- You can fold hoods or trunk lid over, trunk lid must remain 60% in factory location. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Your trunk lid may be V'd in the center and must remain at least 10" off trunk floor. The 10" will be measured at the back body mount.
- The trunk must have (2) 6" inspection holes. Holes must be in the first 60% of the lid for inspection. May have up to (4) 3/8" bolts and 1.25" diameter washers bolting the 2 layers back together. If the 2 holes are placed where we cannot see in the trunk, you will be required to cut out more.
- (2) 1" All-thread may go from the trunk lid to the frame or trunk pan and must be straight up and down (if it goes to the frame it must pass through a factory body mount hole), If it passes through a body mount hole you must have a 1" spacer between the body and frame. If you chose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward, then the base of the hump, if quarter panel is sucked over to the frame rail the all-thread can only be welded on the inside rail. All thread must stay vertical and go through the trunk floor, not the quarter panel.
- Trunk lids may be chained, wired, or welded. Chryslers may weld all thread to side of frame, but the all-thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose.
- Short Trunk GM cars: If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.
- GM Wagons must remove all rear decking and seat components. All other rules above must be followed.
- All cars, including sedans and wagons: Rear quarter panels cannot be sucked over any further than the outside frame rail. (That is the wheel side)

03 & Newer Rules:

- Must use factory rack & pinon, no steering box conversions.
- Must run the factory aluminum cradle, NO added metal.
- May use aftermarket tie rods.
- Struts, spindles and a-arms may be switched to a direct bolt on. No cutting, welding, and fabbing to make it work.
- Strut spacers are allowed only big enough to bolt strut to, no taller than 3" and at no point may it reinforce anything.
- Engine Mounting, you may use a cradle like Grey Area or Budde cradle or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, can have (2) ½" bolts in the bottom of engine cradle with 3"x3"x1/4" washers and must remain ½ inch off the side rail. Cradle cannot go over or under the frame rails. Repair plates may not be used to tie cradle into the rails.
- Watts link conversions are allowed, look in watts link conversion section above.
- Must follow all other rules, any questions call Kenny or Mike before assuming it will be OK!!!!!

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR.
IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CANT.
JUDGES DECISION IS FINAL!!!

Cars may be re-inspected before any prize money is paid out. The cars will be inspected by Smash It Officials only, everyone will stay back until the cars are deemed to be legal. $250 Protest Fee: You must be a driver in the main event to protest another car. Driver must have cash in hand directly after the feature to protest. If car is found to be illegal it will be disqualified. Any complaints that a driver has about another car prior to the start of the first heat will to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.