

80 & Newer Full-Size Chain Cars

80 & Newer and 78 & newer GM metric cars allowed. No Hearses

General:

1. **NO passenger will be allowed!**
2. Open hood inspection or 60% of hood cut out so we can see in.
3. No tranny braces, DP protectors, or mid-plates.
4. No pinning, forming, shaping, welding holes shut of the frame allowed.
5. No seam welding – this includes frame, front clip, cabin/drivers' compartment, trunk, NOT anywhere.
6. No tipping of any car frames.
7. Electric fuel pump, tranny coolers, headers, floor shifter/cable shifter, hotwire allowed.
8. Modified steering columns allowed
9. After market gas and brake pedals, slider drive shaft and pinion brake allowed.

Motor:

1. Motor – can change out to any motor. **Mounting motor, pick ONE of the following:**
 - A. Frame motor mount can be up to 6" welded in with (2) 2"x2"x1/4" gussets. The engine mount can be bolted/welded to the frame mount. Also 1 chain or strap (2" x 1/4") maybe added from motor to frame located behind pulleys and in front of carburetor. Chain can be welded or bolted to frame, no more than 3 links welded vertically to frame or welded (side to side) straight across top frame. Straps no more than 4" welded to frame vertically, or width of strap across top of frame.
 - B. OR Lower engine cradle and Pulley Protector allowed. MUST Be rubber mounted to factory OEM frame motor mounts. Factory mounts maybe moved to fit cradle and then bolted or welded to factory saddle. NO additional metal can be used to gusset mounts. You may use 1 chain off of front side of each head to the cradle only, NOT the frame. Must be chain, no straps. Pick **one** rule, A OR B. NOT Both or a combination of both!!

O3 and newer fords – must leave factory aluminum cradles in, NO changing out.

- A. You may fabricate a 6"x6"x 1/4" mounting pad to attach your stock OEM mounts to, must stay within a 6"x6" area on the aluminum. You can attach plate by bolts or wrapping a strap. Or use factory mounts to mount cradle, then use option B to mount motor. If you use a chain to hold motor, you can weld/bolt to cradle, but NOT to frame.
- B. If you use factory frame mounts, and NO cradle, you can have 1 chain or strap (2" x 1/4") added from motor to frame located behind pulleys and in front of carburetor. Chain can be welded or bolted to frame, no more than 3 links welded vertically to frame or welded (side to side) straight across top frame. Straps no more than 4" welded to frame vertically, or width of strap across top of frame.

Cooling:

1. Stock radiator in stock position or radi-barrel in radiator stock position. Radi-barrel to be 1" away from the frame rails, top to bottom of barrel. Radi-barrel may be 4" Thick max, may be welded to core support with angle iron (2 x 2 x 6) 1/4" max, 2 per side or 3/8" bolts.

2. If running radiator fan, hood must cover the fan.
3. ONE and only one - 1"x1" **MAX** square tube may be welded between frame rails directly under radiator or radi-barrel for support. NO extra metal or gussets on 1"x1" to frame. A 2" wide strap formed in a U shape welded to 1"x1" in the center to hold radiator or barrel in place is ok.

Frame/Rearend/Suspension:

1. Frame notching allowed, but cut must remain open, NO re-welding. Body creasing allowed at the frame notch area only. No body shaping, or dishing.
2. K-frames must remain free floating, and rubber must remain in stock position.
3. No tipping of any car frames.
4. Frame repair allowed. Max of 3 patches per frame rail, no more than 2" past bend either way, ¼" thick max material. Must have a min of a 2" gap between patches.
5. Fresh cars may have up to 1- 4"x7" by ¼" plate on each frame rail of a location of their choice. But ONLY 1 patch per rail!!
6. Tranny cross brace – factory cross member or up to a 2"x2" tube can be used. Up to a 6" 2"x2" angle can be welded to frame to set cross member on.
7. Rear end can be changed out. 4, 5, or 6 bolt rear end. No braced rear ends. No adding, changing package tray's, only what is factory. Welded or posi gears allowed. No chaining rearend to frame. NO watts conversion.
8. Factory A arms and tie rods, no reinforcement. May weld up suspension no more than 3" height.
9. Rear shocks in stock position or no shocks. NO pipe substitutes.
10. Leaf spring cars to remain stock, no adding springs. Can add 5 clamps per side.
11. Coil spring cars can wire or chain them. No double coils. Factory trailing arms remain stock.

Bumpers:

1. Bumpers – Must be an OEM factory-made bumper. NO homemade or stuffed bumpers. Can pound down chrome and weld. Leave ends open if you cut off. NO Chrysler V-bumpers. Front and rear bumper height of 16-22" from bottom of bumper to ground.
2. Bumper brackets – Must remain stock brackets for that car. Can weld to frame and to bumper and can collapse. If you don't have brackets or don't want to use them, you can weld factory bumper directly to frame. 2 - 4"x4" ¼" plate per frame rail welded to bumper and to frame to hold bumper on. Any extra will be cut off to run.
3. Rear bumpers can be chained on with up to 4 chains. 1 wrap. Or can weld on with a max of (2) 4"x4" plates per frame rail to weld on... Pick 1 way, not both. Chain or weld.

Cage/Doors:

1. Doors to be chained/wired shut. —2 per door seam. 2 door cars can have 3 on lower door seam. Chain/wire can go around frame and rocker. Chain is 1 wrap, wire is 3 max wraps per spot.

- A. Or patch weld doors with 2 – 3"x4" max size patches per door seam. 2 door cars may have 3 patches on bottom seam to rocker. Pick one method weld or chain. Can Not do both.
2. Drivers door may be welded shut or up to 8 spots with chain/wire. An exterior door bar is also allowed no further than 4" past front and rear seam.
3. (1 or 2) front windshield bars allowed, only 5" of weld on roof and cowl. Bars cannot connect to cage. Drivers door mesh allowed/recommended.
4. Front dash bar is recommended. 4-point floating cage allowed, 5" max heavy wall material, min of 6" above the floor and center hump. Door bars max of 60" long. Drivers door can have 2 bars for safety. A 6" x 6" x ¼" plate can be added at the corners for welding cage to body sheet metal.
5. NO down bars or kickers off of cage allowed.
6. Gas tank frame allowed off of seat bar. Max of 24" wide and must be min of 4" away from rear hump/package tray area (Area where back of back seat goes). Back of frame can have up to 3 vertical bars no more than 3" higher than gas tank, cap the uprights and kicker back to seat bar. All must remain within the 24" frame size. Or securely mount gas tank to floor. No plastic tanks, bungies, or strapping over tank.
7. Hood may be bolted or chained, but **not welded shut**. Six (6) chains (size 7/16" or smaller) or six (6) bolts (1" diameter max) may be used with 6"x6" max size free floating washers. Only (2) bolts or chains may go to/through the frame, in front of A-arms. **Must have 16" min hole over Carburetor**.
 - A. Up to (20) 3/8" max size bolts with 1" washers to bolt hood skins together. NO welding or stuffing hood ribs.
8. Trunk lid may be chained/wired shut –six (6) chain/wire with 4 to frame or rear bumper. Trunk lid can be tucked, but 50% must remain in stock position. May weld ½" max washers to sheet metal for wire. 2 of your 6 tie down spots, 1 per frame rail use a 5/8" max threaded rod welded to side of frame. Washers must be free floating up to 5" O.D.
9. 1 rear window bar allowed from roof to trunk lid. Only 6" of weld on roof and trunk. The window bar may not extend more than 15" past front seam. A 6"x6" pad can be welded to trunk lid to weld bar to.
10. Wagon tailgates – 4 chain/wire spots. Can NOT go around frame or to roof. 1 wrap chain or 2 wraps with wire.
11. #9 wire – 2 spots from cage to floor/frame/rocker. 2 wraps only. No wire from roof to anywhere.

Body:

1. Body mounts must remain stock bolts in stock position, except the 2 core support bolts if you choose to use them for the hood. All rubber mounts must remain, no replacing body bolts, period... Four (4) additional body bolts (3/4" max bolt size with 4" x 4" x ¼" plates free floating) inside car may be added. This is to cover broken or rusted body bolts.
2. Trimming of fenders allowed, 8 (up to 3/8") bolts can be added per fender.
3. Floor rust – can be patched with up to 1/8" Sheet metal. Welded to sheet metal only. Can NOT plate whole floor, just what is needed for safety. Drivers foot area may have a heavier plate welded in only.

Tires:

1. Diggers or aggressive tires ALLOWED on drive wheels. Homemade small center rims allowed with any ply tire and double stuffed. NO studded tires, wheel weights or foam filled on drive wheels. Foam in front tires allowed. Lip protectors allowed. No Bead locks.