

# 2025 Light Weld

## GENERAL RULES

- [illegible]

## CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the 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 and covered.
6. You must have a number in Bright colors on each front door and must have a 15x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. 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!!

9. All parts must come off vehicles that are allowed to run in this class.
10. Fix-It Plates! Fresh cars get four (4) 6x6x1/8 squares. Pre-rans get six (6) 6x6x1/8 squares. Plates can be manipulated but must start as a square.

## BUMPERS

1. Bumpers may be loaded. May use a Aftermarket replica bumper or a bumper approved by Nick. Do not abuse this rule.
2. You may hard nose your bumper right to the frame. Wagons must leave bumper in factory position in the rear.
3. If using factory shocks and brackets, they may not extend past 10" from your bumper. They may be welded solid to frame. All brackets and shocks must touch the bumper.
4. If you choose not to use factory shocks or brackets, you use (2) 10" 2x2 square tube mounted on frame, 1 per side. You may also use (2) 4x10" bumper straps on one side of the frame only. 1 per frame rail, 2 straps total. Square tubing and bumpers straps must touch bumper to the frame. This covers shocks/bumper straps. May cap the frame to mount your bumper.
5. **\*\*NO WELDING or Bolting further than 10" FROM BACK OF BUMPERS FRONT OR REAR\*\*** If you have questions about this, please call.
6. Bumpers can be no higher than 21" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper.

## FRAMES/SUSPENSION

1. 80's and newer is allowed to cut, pull, and re-weld with 14" of the weld. 80" and older get 14" of seem weld
2. Store bought twist in spring spacers are allowed but no metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car spring only.
3. Tie rods must be oem with factory ends. May weld the factory sleeves. No visible added metal.
4. Factory spindle swaps are ok – Ford to Chevy, etc.
5. You may use factory replacement ball joints with new stock ones. No Aftermarket. No welding. No aftermarket rings.
6. You may change a-arms from new style to old style a-arms. Must bolt on – No welding. You can weld you're a-arms down with (2) 2x2 1/4" straps. 2 per a-arm.
7. No all-thread shocks.
8. No welding, plating, or reinforcing of the frame or suspension.
9. All factory frame holes must be left open.
10. Any reinforcement of the frame found will result in disqualification
11. **CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAAIN IN FACTORY LOCATION.** You may shorten the front frame up to the front body mount, cannot remove the front body mount.
12. Aftermarket steering columns are ok. No Hydro Steering
13. Rear frame rails may not be shortened.

14. You may use 3/8 chain or wire from your axle to the frame hump. ONE PLACE PER SIDE. NO WELDING. This is the only thing that may hold your rear end in.
15. NO frame shaping. May only dimple rear rails to aid in getting the rails to role/bend top only.
16. May run doubled springs in rear.
17. Leaf spring must remain 100% stock, must be the same springs that are factory for the car you are running, no swapping or rearranging.

## ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 6" of the original engine. No part of the motor or motor accessories may lock in with any part of the fire wall or cage.
2. Lower engine cradles with front plate and pulley protector are allowed. Nothing can go past the middle of the block. If using a pulley protector, you MUST remove the sway bar.
3. Cradle cannot go past the center of the engine on the sides.
4. Factory/Aftermarket basic motor mounts and store-bought transmission mounts are allowed. Mounts must be rubber.
5. May weld 1 inch spaced on motor mount to raise engine.
6. HOMEMADE gas pedals and shifters are allowed but may not reinforce the car in any way.
7. OEM crossmember OR 2x2" a straight piece of square tube. May weld a piece of 3x3x4" angle to frame to aid in attaching crossmember only to side rails. Crossmember can only be bolted if using angle iron.
8. Can run aftermarket bellhousings or tail shafts. No aftermarket cases.
9. No locking tranny's into the crossmember to help strengthen the car.

## REAR END

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shafter is permitted.
3. You may have (5) places per side of #9 wire for leaf spring clamps (2) wraps per place.
4. Aftermarket or braced stock trailing arms are allowed. They must be a full stock trailing arm braced. Aftermarket trailing arms must be made out of 2x3" material max. They must have a bushing or at least a bolt and pivot unobstructed whatsoever.
5. No leaf spring conversions.
6. You may use 3/8 chain or wire from your axle around the frame/ hump. ONE PLACE PER SIDE. NO WELDING.

## BODY

1. May change 6 body mounts total that are already in a stock location to ½" all thread. All thread may only be 8 inches long. Core support all thread counts for 2 locations. If body mount is rusty/broken can replace with same size bolt and a 1" spacer.
2. 2 nuts, and 2 flat plates (3x3) to mount your body mounts in each location.
3. No body seams may be welded. No metal may be added.
4. No doubling of body panels allowed. No added metal allowed.
5. Doors may be chained/wired or welded. If welded – 3" on 5" off with 3x1/8" flat strap.
6. May cut any metal out. No welding on frame.
7. Rust Repair; the only rust repair will be in the interior of the passenger compartment for safety reasons only.
8. Wagons roof, pillars, and quarter panels all must stay 100% intact.

#### RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any automotive type of radiator can be used. Aluminum Radiators are LEGAL.
3. DO NOT MOVE CORE SUPPORT.
4. Factory condenser may be bolted in with (4) – 3/8 bolts
5. Core support spacer must be no bigger than 2x2 and must be free floating.
6. May change bolts for Core support to (1" threaded rod max). Cannot sleeve all thread. Max of 4 nuts per all thread.
7. (2) 6x3x1/8" flat strap with 4 pieces of 3/8 threaded rod to hold radiator in. Bolted or welded to the core support.
8. May swap front clips out but must bolt on factory like the car you are running.

#### HOODS

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) 3/8 bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in core support. May use a 3x3 washer to hold the hood down.
3. (4) LOCATIONS of #9 wire, 5/16 chain or angle 2x2x2" long weld to top of the hood and fender with a ½ bolt per location. (Only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)
4. You are allowed (2) locations of #9 wire from bumper to core support.

#### TRUNK

1. You may choose ONE of the following options for you (8) attachment points either (8) 3/8 bolts and washers through the rain channel or you may weld 8 3x3x1/8" flat strap to hold trunk down.
2. (2) Location s of 5/8 thread rod welded to the side of the frame 4" vertically and also continuously on each side 1 (3x3) washer OD & (1) nut per threaded rod, must go through trunk lid.

3. You may have a single 90-degree bend anyway in your trunk lid. Dishing and body lines are allowed.
4. 5 fender bolts/fender

## SAFETY CAGES

1. All cars must have a safety cage and rollover bar, the cage is meant for safety not strength. You cannot use any part of the cage for reinforcement for the car. All cage material must remain 4" away from any part of the drive train.
2. A 4-point cage is required. Your cage must have a dash bar that must be 4' from the firewall.
3. Your cage must have a bar behind the driver's seat.
4. You must have (2) side bars 1 per side and they cannot be longer than 60". 4" away from the wheel tub.
5. Roll over bar cannot be more than 8" behind the top of the head rest. Rollover bar cannot attach to frame. Weld or bolt it to sheet metal only. Cannot be attached to any body mounts.
6. Rollover bar can be bolted with 2x2x2" angle to the roof, not kickers coming off the cage or rollover bar.
7. The cage can be welded to sheet metal only besides down bars.
8. (4) down posts two (2) per side. Roll over bar counts as 2 if ran to the floor. Must stay behind the front inside door seam and must stay 4" ahead of the rear body mount inside the cab. Can only be welded to the top side of the frame or body, not both.
9. Cage can be made from nothing bigger than 6" material MAX.
10. All down tubes must be at or behind the dash bar, straight up and down and above the side rail.
11. Gas tank protectors 30" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST be a 4" gap between gas tank protector/gas tank and rear sheet metal which cannot be altered. Gas tank must mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle.
12. You may have a door plate outside of the car on drivers side only. Can only extend 3" past the door seam.
13. All down bars/bars/rear bars and halo must be withing the 60" door bars. Not in front or behind door bars.
14. Must have (2) 3 x 1/4" flat strap window bars. Must bolt in. No welding, **cannot re-enforce the car**. Sheet metal to sheet metal only.
15. Pedals and battery box may not be built to strengthen the car. They need to remain 2" off the fire wall and 1" gap from any part of the cage. Must only have a max of 6 bolts to attach to sheet metal only.

## TIRES

1. Any tires and wheel combo must have a tire – cannot run just a rim. With the exception of NO split rims or studed tires.

### 03 & NEWER RULES

1. 03 & Newer cars will be allowed to run, but must follow these rules along with the rest of the rules.
2. May swap spindles with old style spindles from a car allowed in this class. No aftermarket fabricated spindles allowed.
3. May swap a-arms from new style to old style. Bolt on only. No Welding.
4. Spring spacers are allowed but can be no bigger around than the spring itself. Bumper height rules still apply.
5. Must run aluminum cradle. You will be allowed to use a 6x6x12x1/4" angle iron to bolt on the top of the cradle using the top 2 a-arm factory bolt holes. This will be used to create a surface for you to weld your motor mounts to. These cannot attach to each other in any way.
6. Stock racks only. No aftermarket racks allowed.
7. You are allowed Watts conversion kits but must run Watts brackets with stock control arms. Upper brackets must bolt to package tray. No Welding. Must be at least 1' from frame rails. Lower brackets may be welded to side of frame (not top or bottom) where factory brackets are. All unused brackets must be removed. No gussets allowed on lower brackets.

**If you are found to be over built for these rules, you will be given 2 options:**

- 1. CUT OR REMOVE ILLEGAL PARTS.**
- 2. LOAD ON TRAILER AND GO HOME.**

**If you have questions, please call or text Nick (701)-892-4680.**