CDDA LIMITED WELD RULES 2022

Street Stock for Bud Blowout

(NEW RULES ARE IN RED)

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. PLEASE CALL FIRST. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED. YOU WILL HAVE 45 MINUTES TO MAKE ALL CHANGES AFTER YOUR INSPECTION. NO EX CEPTIONS.

FULL SIZE CAR CLASS ONLY:

Any Car, Age or Model may be entered as long as it is not a Pickup, Truck, El Camino, Ranchero, Conve rtible, Van, SUV, Ambulance, Hearse, Limousine, Se-dagon, pre- 1974 Imperial car or pre- 74 Imperial fra me, 1970 or older Lincoln, Suicide Lincoln or 2003 or newer.

The Following Rules Apply to ALL CDDA Shows:

A. Pre-ran or fresh cars allowed - 03 and newer - front suspension must remain stock - including steering.
B. All flammable material located in the interior of car such as the dash, head liner, seats, door panels, insulation and carpet must be removed.
C. All glass must be removed from the car including the head lights, side glass, front and rear glass, tail lights, and all broken glass must be removed.
D. The original fuel tank must be removed. A metal container or plastic fuel cell will need to be located in the interior of the car, the tank must be mounted in the back-seat area (mounting the fuel cell up off the floor to the seat bar is highly recommended). Do not bolt the fuel cell to any frame or uni-body components, must be floor sheet metal tin only. If you choose to use a plastic container it must be a fuel cell, PLASTIC OR STEEL GAS CANS WILL NOT BE ALLOWED, IT MUST BE SAFE. No creative tanks to reinforce the car allowed, period. Plastic fuel cells must be protected in a steel container on all 4 sides except for the top side. All fuel cells must be covered to prevent the splashing of fuel in the car (rubber inner tube or other non-flammable material is highly recommended for a fuel cell cover). 8 gallons of gasoline fuel cell will be the maximum permitted size. The fuel cell must not leak. (No Exceptions). All fuel lines located in the interior of the car must be covered for your safety. (No Exceptions, Officials decision is final).
E. All cars must have a roof sign.

Engines:

Engine swaps allowed. Lower cradle allowed. May not reinforce car in any way. May not be any higher than bottom of heads or more than 3" wider than engine block. Pulley protector allowed.

Engine Mounts:

May use mount of choice. May not be any larger than 8" X 8" mounting surface at engine saddle. Must stay at least 3" from frame rails. May have two additional chains from engine to frame. May retain chains at frame on top side only with 2.5" X 2.5" X .25" thick X 4" long angle. Only 2 tie downs allowed.

Transmissions:

Stock aluminum transmissions or with after market bell housing. Transmissions must be period correct for cars allowed to run in this class. Aftermarket bell housings/aluminum ultra bell allowed. May only attach with front pump bolts. No welding allowed. No other form of tranny brace or reinforcement will be allowed.

Simple skid plate on the pan allowed. Coolers allowed. Mid-plate/tranny adapter allowed. Must not extend more than 3" out from all transmission bolt holes. May attach to front cradle. Must start with minimum 1" gap between firewall, sheet metal and mid-plate. After market bell may have 3 sheet metal pieces, cut 12" long.

Transmission Cross Member:

Unaltered factory cross members allowed. 2" X 2" X .25" tubing allowed. This will be drilled. You may weld 8" X 2" X 2" angle to frame rails to bolt or weld cross member to. These must not reinforce car or frame in any way.

Rear Ends:

Open to any 5 lug or 8 lug single wheel. Axle protectors allowed. Bracing must not reinforce car in any way at the start or end of the derby. Pinion brakes allowed. Call with any questions.

Rear Suspension:

No aftermarket coil springs. Double springs allowed. May chain springs around frame, but not to be welded. 3/8" Chain Maximum.

Leaf Springs:

7 Leafs max. 2" stagger, measured from one end. 5/16" max thickness. No flat stacks. You may use 6 clamps (FLAT STRAP ONLY – TWO 5/16" BOLTS PER CLAMP), three in front of housing and three in back. Max size 2" X 4" X .25". You may run one wrap of chain from frame to rear end, 3/8"chain max. Mopars are allowed to fabricate leaf spring hanger brackets out of .25" thick 2" wide X 6" long to reposition the leaf springs underneath the rear sub (NO shortening the factory length of leaf springs.).

Rear Control Arms:

Must be stock to make, model and year of car. No homemade allowed. You may reinforce all rear control arms with maximum of 2 pieces of 1/8" X 3" X length of control arm flat strap max. Do not wrap control arms.

Watts Link Conversion:

You may convert a watts link to a standard 4 link system in the following way: Use the upper an d lower trailing arm brackets off an older Ford. No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump or upper package tray. Must mount in the stock location or you may use upper mount tray out of older car **but must remove all of original factory package tray, the older style package tray you install must not be welded any more than a factory package tray and must stay at minimum 3⁄4" away from hump seam**. **Do not re-weld seam.** Welds may only weld to package tray. Or if you leave in the stock package tray, you can use 4 piece bolt-in watts link conversion kit.

Front Suspension:

Must be stock for cars allowed in this class. No alterations of frame mounts allowed. Zero aftermarket components. Replacement ball joints allowed. No welding of ball joints. No screw in ball joints. No double springs. No aftermarket springs. A arms may be welded down or chained. If welded, two 5/16" chains may be used with no more than two links welded to spring bucket area/or Two 2" X 4" X 1/8" flat strap allowed per upper A Arm. May not reinforce frame and go only to spring bucket area. Two per side allowed. 03 & newer must remain original stock.

Tie Rods:

Tie rods must be OEM for car allowed in class. May be reinforced on 1 side only with 1/2" rod or flat strap. Reinforcement may be welded full length.

Bumpers and Brackets:

May load/reinforce any bumper that has front and rear skins. Do not reshape, pound flat or mold front or rear bumper skin. Must look identical to factory bumper. Only reinforce inside of bumper.
May plate over turn signal holes on front skin. Bumper skin may be welded to backing liner. An 8" X 8" flat plate may be added to bumper backing, to weld bumper to frame. Factory bracket or 4" X 3/8" plate may be used. May be welded to one location of frame only (top, bottom or side). May not extend any further than 14" onto frame (MUST be flat to frame). May make an "L" at bumper to weld bumper onto frame. **Homemade bumpers no taller than 8" and cannot extend more than 10" from front to back. Must be 30" long. Homemade bumpers must meet these requirements including replicas.**

Hood: HOOD & HOOD FASTENERS (8 total)

A. Stock hood hinges do not count as 2 fasteners.
B. Front all-thread 1" maximum may go through the frame and hood along radiator core support on each side and is counted as two fasteners.

C. The other 6 hood hold down bolts must be sheet metal to sheet metal only and a minimum size/max of 3/4" all-thread only. You may use a 5”x5”x1/4” plate welded in the front corners of core support and fire wall corners under the hood to thread your hood bolts to. Or a 3”x12”x1/4” strap in the corners to thread your hood bolts to. Bolt may only be welded vertically to this plate for a more secure hood bolt mount. This was originally intended for cars that did not have inner fenders, or only had plastic inner fenders and now all cars may do this.

D. Plates may be used as washers on the top side of the hood for hood bolt down bolts. The maximum size of hood washer or plate is 6”x6” on all eight of the hood hold down bolts.
E. You may weld a 5” long piece of 3”x3”x1/4” thick angle iron to the hood and fender in place of all thread. These angle irons must be welded the top side of hood and fender only. These two pieces of angle iron may be bolted shut with a maximum of one 3/4” bolt per angle iron bracket and this method counts as one hood fastener. You may use 6 angle iron mounts, stock hinges and two all thread at radiator support (8 fasteners total allowed) or 8 all thread and stock hinges with not angle iron (8 fasteners total as well). Use any of the above explained hood fastener methods but 8 is the maximum allowed per hood.

F. IF YOU CHOOSE THE ANGLE IRON METHOD TO HOLD HOOD SHUT YOU MAY NOT USE A 5” PLATE TOO, JUST ANGLE IRON.

DOOR FASTENERS:

Drivers doors can be welded inside and outside seams for safety and may also have outside door brace on the door skin. Outside door brace must be flat steel only and must conform to the shape of the door skin. This door brace may be welded or bolted to the driver door skin (welding is highly recommended). This door brace may not be more than 1/4” thick and must not extend more than 6" ahead or behind door seams max. (No grader blades, round pipe, square tubing or C channel allowed for outside door brace it must be flat metal only.)

All exterior door seems may be welded solid. Must use no larger than 4” wide x 1/8” thick flat strap maximum welded per door seam.
No extra bolts inside doors. Top of door seams may be folded and welded. No added material.

Windshield Bars/9 Wire:

Must have one windshield bar 2” X .25” max. Only 6” attached to dash and roof maximum of 2 bars.
Two spots of 9 wire per side window. Four wraps may go around frame.

Fenders:

May be pre-cut and bolted back together with eight 3/8” bolts per fender, but no re-welded.

Trunk Lids:

Exterior Body creasing is allowed. Do not weld, wire, bolt or screw the body crease and no other exceptions.
Trunks and tail gates on fresh cars and wagons may either be tucked with the 50/50 rule or wedged as

explained below but not both. 50% of lid must remain in stock location if you tuck. The tuck will be measured from the front most seam to the first rear seam to determine the 50/50 rule.

If you wedge your trunk lid it may be beat down. Nothing that is torn away from stock location can be welded or bolted back. A 12" inspection hole will have to be cut in the top of trunk lid for inspection and rear quarters must remain in 100% stock location if you choose a wedge. Trunk lid must remain 10" off of floor pan above frame rail - that is the lowest any part of trunk lid may be. Wedged sedans and hard tops must have nothing bolted or welded from the deck lid to the floor pan or frame other than your 2 sticks of all thread.
May weld to side of frame, 100% vertical only and 1" max all thread. May go through trunk lid only (not roof or speaker panel).
Lower Excess rear quarter panels may be folded in towards trunk lid/pan and bolted with four 3/8" bolts - no longer than 3" long. Tucked trunk lid may be bolted not welded to the floor pan with six 3/8" bolts only. Trunks can be welded solid using 1/8" X 4" strap.

Body Mounts:

A. The front two radiator mounts may be removed and have up to 1" maximum all-thread installed through the frame along each side of the radiator core support to replace these mounts.
Must have minimum of 1" space between frame and radiator support and body to frame. (You may remove the factory spacer and replace with a solid spacer but the spacer must be the factory width), radiator support cannot be pulled down contacting the frame without a spacer and no welding radiator support to the frame. Tilted cars will naturally have a taller than factory core support spacer and a max of 2 1/2" in diameter x 1/4" thick square or round spacer may be used. May only weld this spacer to the top side of the frame and must not be welded to the core support or vertical edges of the frame. You may weld 3" of core support all thread to side of frame.

B. Two mounts in rear trunk lid or wagon can be installed with up to 1" all-thread maximum size allowed. These two trunk lid mounts or wagon all thread may go down through the frame and be bolted only. May weld 100% vertical to the frame.
C. For safety all other body mount bolts may be changed with up to 3/4" maximum size bolts and may not go all the way through the frame, just bolted to the factory location inside the frame. These bolts may only replace the original factory bolts. Do not weld body bolts to the frame, body or spacer. Don't be surprised if we ask you to loosen body bolts to ensure they are not welded to the frame. No adding of body bolts where there were not bolts before, except for 2 extra bolts in the speaker deck above the humps of rear frame rails. These 2 additional bolts may only go through the shock tower area of the frame and car body sheet metal where from the factory on most cars where there was only a body isolator but not a body bolt.

D. The body spacers must be at least factory thickness, if original spacer is not useable a 1" minimum thick body spacer that is 2 1/2" in diameter max may be used only. Rubber hockey pucks, washers etc. are all ok. (Welding body spacers to frame and/or body is not allowed). The only bolts allowed to go through the frame completely are the two 1" all thread at the radiator core support and the two 1" all thread going through the trunk lid.

E. 5” square or round maximum sized washers allowed to the hold body mounts to the interior floor. 5” square or round washer max for all thread hood bolts and trunk lid and wagon all thread bolts as well. Do not weld these body washers to the floor tin, frame or mount any interior brackets to these body washers.

DRIVERS DOOR & WINDOW NET:

A driver’s door window net is allowed for safety (this is optional and a steel window net is highly recommended but not required). The window safety net may only cover the driver’s door window area. This window net must be sheet metal to sheet metal only connecting to the top of the window on the driver’s door and the edge of the roof.
The driver’s door seams may be completely welded shut for safety on the exterior seams and extra door plate may not extend more than 6” past driver’s door seam front and back of the door. 1/8" X 4” wide flat strap or 1/2” rod is the maximum sized allowed for welding driver’s door seams. Sedan cars may weld the driver’s door window bracket to the post/pillar and roof. (Officials decision for safety of the door is final, it must be safe)

Firewall:

Firewall may be cut out, but not reformed or relocated.

Brake/Gas Pedal/Battery Box: May not reinforce floor pan in any way or come in contact with body mounts.

Cage/Rollover/Gas Tank Protector:

You are allowed two sidebars 60” long X 8” diameter max. One dash bar and one seat bar 6” X 6” max material. Two down legs per side to sheet metal or frame. Must be inside of inner door seams.
One rollover bar required. 4” max diameter material. May weld to top of frame only. Must be minimum of 8” away from any body mount bolt.

Gas tank protector 4” max diameter, 30” wide, straight back off of rear seat bar. NO EXCEPTIONS.
May extend upwards, must be a minimum of 8” from roof. May extend one bar forward to halo bar, no larger than 2” X 2” tubing may touch rear sheet metal (do not reshape sheet metal). Must be in straight line. If sheet metal is moved or reconfigured in any way, you will be required to have a 2” gap from package tray. NO EXCEPTIONS.

Wheels and Tires:

Wheels may have valve stem protectors and oversized lug nuts are allowed.
TIRES ARE UNLIMITED- any ply, meaning fork lift, tractor tire, skid steer tire and double side wall are all ok.
15" tires maximum.
All wheel weights must be removed from the rims before running. Weld in wheel centers are allowed on rims but may not exceed 8” in total diameter and up to 1/2” wide bead protector. Solid rubber or foam filled tires are allowed, along with valve stem protection. 1” oversized lug nuts are allowed. Full wheel centers will be allowed - NO bead lock.

Frames/Welding:

Frames may be shortened up to very front side of core support bolt hole. If any shorter...you will NOT run. No weld anywhere on the car or frame may exceed 1/2" wide. NO EXCEPTIONS.

You may bolt, chain or 9 wire behind rear end frame rail to frame rail - in ONE spot only. You may bolt through the frame.

You may weld the top seam frame from the A arms forward.
A 14" long bumper bracket may be welded to one side of the frame only.
12" of weld behind A arms/for tilting or repair of seams. Zero homemade seams. Do not reform the tabs on Ford boxes...they will be cut.

Eight plates allowed, 6" X 6" X 1/8", allowed. Must be 3" from any other bracket, plate or strap that was placed on the frame.

Rust Repair: Maximum of SIX 10"x10" total spots of sheet metal per car.

ALL OTHER COMPONENTS MUST REMAIN STOCK. THIS IS NOT A CAR BUILDING COMPETITION. DO NOT TRY TO READ AROUND THESE RULES. IF YOU HAVE A QUESTION ASK! WE ARE UNABLE TO INCLUDE EVERYTHING THAT YOU MAY THINK OF...CALL BEFORE YOU TRY IT!

Call Chad Markley: 785-479-0996 with Tech Questions

CDDA
CHAMPIONSHIP DEMOLITION DERBY ASSOCIATION