

2019 MILD WELD RULES

GENERAL

1. You must pass inspection within 3 times through inspection or you will not be allowed to run.
2. Any American-made sedan or station wagon no 1966 and older imperials. A 12" x 12" roof sign is mandatory.
3. Cars must be stock unless modifications stated in rules. Cars must have functioning brakes at all times, at least on one axle. Helmet, seat belt, and eye protection must be worn at all times.
4. Any questions call first if it doesn't say you can don't do it. Cars must be stock unless modification is stated in the rules. No painting of the frames, inside of body of car, or underneath of car and inside of trunk.
5. Any controversies or protests must be brought up during the drivers meeting. We have the right to re-inspect cut or drill any car at any time. If you are caught breaking the rules set here forth you will forfeit any and all winnings and or prizes you are due. Judges decisions are final. If you stretch a rule you will lose that rule.
6. All glass, plastic, and interior must be removed before arriving to the event. Any tire permitted. Valve stem protectors are ok. doubling of tires permitted
7. Any aftermarket parts must be approved by smash it demolition derby's you must call and submit pictures for approval. Parts that are not approved before the derby will not be permitted to run.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. No welds on frame may exceed a single pass 3/8" max. No weave passes or building the weld up will be permitted. All unused bolts must be removed from frame. Do not paint frame?
2. You may seem weld frame from firewall forward top side only with a single bead of weld no weave passes or excessive welds will be permitted
3. For coil sprung cars you may use a hump plate they may be 1/4" x 6" x 22" centered in the hump they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plate must be at least 2" from rear end housing. On 77 and newer gm's you may use a 1/4" x 6" x 30" hump plate.
4. No frame creasing or hammering, or beating down the top/bottom or sides of frame in any way permitted. You can notch or crease the last 12" of rear frame this is to help rear of car roll not to strengthen the frame. Top Frame seams from firewall forward may be welded top side only with a single bead of weld no weave passes excessive welds will have to be removed No welds bigger than 3/8" permitted.
5. If a car has frame damage you must call first to repair it. Frame spacers for body can be no larger than 3" in diameter and must be 1" tall. These may not weld to frame in any way.
6. No welding washers, Plates, or anything else over top or inside of spring pockets. No kickers permitted
7. Cars may be pitched in 1 spot only.
8. All cars may have 4 – 3" X 3" X 1/4" patch plates these must be at least a 1" gap between plates.

BUMPERS

1. Homemade bumpers are permitted If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper. If using a factory bumper it may be loaded or stuffed full.
2. Bumpers may be no lower than 14" and no higher than 22" to bottom of bumper this will be strictly enforced. Rear bumper may be seam welded no metal may be added to rear bumper.
3. Bumper shocks and bumper brackets may be welded to the frame. You must use a factory front car type bumper bracket 13" long. The bracket may be welded and or attached to the frame. You cannot

bend the bracket over the top or bottom of the frame. Or you can use a 3/8" X 4" X 13" plate instead of bumper bracket You can hard nose the front bumper you may use a 2" x 6" x 1/4" plate to weld bumper the frame 2 per mounting point these plates must be on side of frame not permitted on top or bottom of frame. On 71-76 gm wagons you may use 6 of these plates to weld rear bumper to the body. If using a shock it must be a factory shock and must be inside of frame, brackets must only be on the side of frame where the factory bracket attaches not top or bottom

4. on 1980 and newer cars the front frame may be cut off in front of the front body mount at the core support body mount cannot be moved in any way.

SUSPENSION

1. Rear end of choice permitted. Tie rods may be reinforced. Bead locks may be used no bigger than 21" from edge to edge.
2. Upper a arms may be welded down by folding down the front side and rear side of a arm and welding to frame with a 1/4" X 2" X 6" piece of metal on front and rear side of A Arms. The strapping to weld down A Arms cannot extend farther than 2" from A Arm in any place. Lower A-Arms may not be welded. You can change out the new style A-arms for old style ones. Cars do not have to bounce solid suspension is allowed.
3. Rear end braces may be used but may not be used to strengthen car in any way.
4. Leaf spring cars may replace broken springs with 5/16 springs. No more than 7 springs allowed and must have a 1" stagger and mounted in factory location you cannot move spring mounting location.
5. Solid shocks permitted. you may use 1" all thread for shocks
6. Coil spring cars may use 2 x 2 square tubing for trailing arms they must be in factory location no relocating trailing arms permitted. Leaf spring clamps may be 2" wide 3/8" thick 4 per side allowed
7. If sway bars are used, factory sway bar brackets must be used on frame. No welding allowed.
8. On front coil springs you cannot use any spring spacers on top of coil going inside of frame. You cannot have any metal or any other material around, on top of, or in coil spring inside of frame.
9. The top edge of A ARM toward engine cannot be beat down to frame they must remain in factory shape and cannot be welded in any way.
10. Coil spring cars may be converted to leaf springs 7 springs maximum 5/16" thick 2 1/2" wide and no longer than 60" in length there must be a 1" stair step. Springs cannot mount farther forward than the body mount in front of rear end main leaf must be on top of springs and rear end must set on top of main. Front mounting bracket may be 3 1/2" wide X 5" long no thicker than 1/4" Rear shackle can be no bigger than 1/4" X 5" and must be a working shackle. If you add leafs you cannot use a hump plate.
11. On factory leaf cars spring may be moved to bottom of frame the front eye of spring must be no farther forward on car as the factory spring is mounted. On coil to leaf conversion cars the front eye of spring can be no farther forward than the body mount in front of rear tire.

BODY

1. Body-to-frame hardware and bushings may be replaced with 5/8 "bolts, with 3" top and bottom metal washer. Washers not to exceed 3" x 3". If body bolts are replaced there must be a 1" spacing between body and frame. No exceptions cars without a space will not be permitted to run. Do not weld the body washers to the floor or frame. All washers must be free floating body bolts must start and stop in factory location and cannot run to bottom of frame bottom of bolts must be inside of frame except for front two body bolts at core support these may run through frame. For inspection the front body bolt at core support on passenger side must be removed for inspection and replaced after inspection.
2. Doors may be welded all the way around on outside of body only with 1/4: x 3" wide strapping no excessive overlapping of strapping is permitted.
3. Deck lids and tailgates may be welded all the way around using 1/4" x 3" wide pieces of steel Deck lids and tailgates must be in original location deck lids may be folded down in the trunk, trunk lids may be dipped along with speaker deck. Speaker deck can be removed, but trunk lid can only be welded to quarter panels and tail light assembly only nothing may be welded inside of trunk. Two (2) 8" x 8" inspection holes must be put in all deck lids within 2" of trunk strapping in center of deck lid for

inspection and fire safety. . deck lids must be factory for make and model of car i.e.: ford to ford gm to gm no pre 1980 deck lids on 1980 and newer cars

4. Hood may be 9 wired in 8 places or bolted in 6 places bolts may be 5/8" in dia... Front 2 body mounts may extend through core support and used as front 2 of the 6 hood bolts 1" all thread max for the front two body bolts only you cannot sleeve the all thread with anything from bottom of core support and above. A 12" hole minimum must be in the hood. The front 2 body bolts must be straight up and down.
5. No x/wire will be permitted in window or door areas. Rear window bar are permitted in sedans only mild steel strapping 3/8" x 3" wide and welded 3" on roof at window area and 3" welded to deck lid at window area. There must be a 6" space from window bar to gas tank protector. Front window area you may use 9 wire from roof to firewall in 2 places to protect driver from hood.
6. You can tuck the center of trunk but you cannot roll quarters over the rear quarter panels must stay in factory location. No wedging of trunks or tops of cars permitted. On pre-ran cars you may tuck the deck lid a little to repair body damage body creasing permitted.
7. Core support may not be moved must be in factory position and be in line with body mount holes in frame. No welding on firewall of car permitted for any reason. No seam welding on body will be permitted.
8. A 1/4" x 6" wide plate may be used on driver's door only this must be on outside of door and centered and may run from door seam to door seam.
9. No extra brackets, bracing, of any type permitted on body of car.
10. You may plate drivers and passengers front doors with steel from door seam to door seam this is for added safety to drivers.

CAGE

1. You may have a cage surrounding the drivers compartment with a roll over bar. Bars 6" dia. max. must be sheet metal to sheet metal only you may use 10" X 10" X 1/4" plate to attach bars to sheet metal. On non-package tray cars the gas tank protector cannot go past the center line of rear end or you may have a rear bar on gas tank protector that go's from rear door to rear door against wheel tubs to be used as a gas tank protector the sheet metal cannot be removed.
2. The dash bar must be 5" from center of firewall the bar behind the seat can sit no further back than where the kick panel meets the bench seat and must be at least 5" off the floor.
3. roll over bar must be straight up and down no angling permitted you may use a gas tank protector they can be 32" wide and extend to sheet metal.
4. You may use a bar from roll over bar across roof and connect to dash bar this bar must be 5" from any sheet metal.
5. Door bars may be no farther forward than the firewall and extend into rear doors on 4 door cars they Must stop 2" from back of door on 2 door cars they must stop 3" from rear wheel well on the body the Rear of these bars must be free floating and may not attach to body. You may have gussets in cage at the corners.

ENGINE / TRANSMISSION

1. Engine swaps are o.k. no form of mounting engine and transmission may strengthen frame or body.
2. You must use a frame mount to attach engine to frame. Aftermarket mounts are ok (Overkill and ZTR and ski inc. bar style type mounts are fine). Engine can be welded in solid. No chains permitted to engine. Nothing may be welded to frame rails engine mounting must weld only to cradle under engine.
3. External headers may be used straight up through hood only. Radiators may be removed but cannot be relocated in the vehicle. Radiator overflow must be pointed down to the ground. Bolting of sub-bracing of hood is permitted if hole is cut in hood but shall not exceed 8 - 1/2 "bolts in hood.
4. Distributor protectors and engine cradles will be permitted. Mounting of these may not strengthen car in any manner. Nothing on engine may be wider than stacks.
5. Transmission protectors are allowed. They may not attach or brace to the cross member, frame, or any part of the cage components Trans blanket is recommended. OEM trans cross member or 2X 2 X 1/4" max replacement. Skid plates are allowed. They may be one piece from engine to transmission. They

may not extend past oil pan or transmission pan. Don't connect to transmission cross member. NO bolting or welding the skid plate to the frame. Trans mount may be bolted or welded in.

6. Original gas tank must be removed and replaced with a boat-type tank or fuel cell only. moved inside of car behind driver's seat but no further back than rear axle no ratchet straps may be used on fuel tanks they must be securely fastened with bolts and metal straps. No stock tanks inside of car batteries must be moved to passenger side floor board and securely fastened.
7. You may run an electric fuel pump but you must have a on and off switch clearly marked.
8. All fuel lines must be secure and leak proof. Any method of mounting tanks can in no way strengthen your car.
9. Any stock type radiator is allowed, and must be mounted in stock location. You may (float your radiator) using 9 wire, bungee straps, or anything of that nature, maximum of 3 spots. If using a steel fan it must be a clutch fan and covered with the hood. Plastic solid fans will be acceptable. Electric fans are permitted.
10. No chains to engine permitted. No water coolers permitted or overflow bottles permitted must be factory car radiator or an OEM replacement only. Auxiliary transmission coolers are permitted they must be covered and securely mounted.
11. No radiator protectors or fan protectors permitted.

***** If you hammer / shape / weld on frame in any manner not covered in the rules you will not be able to run there is no fixing this*****