

80s Wire Rules:

Rule questions call Greg at 217-714-9997. No calls after 7pm.

CAR PREP:

- ANY 80s & newer car or station wagon only.
- Sedagons on pre-ran cars only.
- All cars must be completely stripped.
- Cars must have a seat belt and working brakes.
- Battery must be moved and securely fastened and covered in the car. Max of two batteries are allowed.
- All cars must have a roof sign with a clear car number.
- No painting or undercoating of the frame.

GAS TANK:

- Remove the stock gas tank from its original position.
- All tanks must be steel or aluminum and have a secure cap. Tanks must be mounted in the backseat area centered in the car.
- Electric fuel pumps are allowed.
- All lines must be run inside the car.

GAS TANK PROTECTOR:

- Tank protectors can be no wider than 36" max. Gas tank/protectors must be centered between wheel wells and be a minimum of 4" away from the package tray. Cage/ protector must have a 4" gap off the floor.
- Gas tank mount may have a halo behind the tank no higher than 4' above the tank. Halo must remain 4" from all sheet metal. You may have kickers going from your roll over bar to your gas tank protector halo.

RADIATOR AND CORE SUPPORT:

- Radiator, core support and factory mount cannot be moved.
- Factory condenser or $\frac{1}{8}$ expanded metal / rad guard are okay (Radiator guards must remain flat steel without bending). They can be bolted in with (4)- $\frac{3}{8}$ bolts.
- Core support space/spacers can be 5" long max and no wider than 2"x2" OD tube or $\frac{3}{4}$ threaded rod max. Spacer must remain between bottom of core support and core support mount on the frame in factory locations.
- (2) 6'x3' x $\frac{1}{8}$ flat strap with 4 pieces of $\frac{3}{8}$ threaded rod through the bottom of the core support to hold radiator in.
- Core support may be shortened for radiator clearance by cutting and overlapping using single pass weld.

BODY:

- Cannot swap frames. No body bolts can be touched besides the ones listed below. Must have stock rubber / hockey pucks on the ones you change (no metal). 1 Hockey puck max.
- May change 8 body mounts total including core support, that are already in a factory location to $\frac{3}{4}$'s bolts. Bolts may only be 6" long with (2) 4"x4" $\frac{1}{4}$ " washers.
- Can have 2 locations of wire in the rear seat area of the car from frame to roof sheet metal.
- Nobody seams may be welded.
- Rust repair on floor pans can be done with the same thickness metal.
- Doors can be:
 - Wired shut in 12 locations per side of the car. Sheet metal to sheet metal only.
 - You can weld doors shut with 36" of 3" wide x $\frac{1}{8}$ " thick strap per side on the outside of the car.
- No pounding or body creasing allowed.
- May bolt inner and outer wheel lips together with 6- $\frac{3}{8}$ s bolts per wheel opening.

HOODS:

- Hood must be open at inspection.
- Hoods must have (8) $\frac{3}{8}$ bolts total may be used to hold sheet metal together.
- Hoods may be secured by the 2 pieces of all thread in the core support with a 5"x5" max washer to hold the hood down.
- 6 locations of #9 wire with 2 strands to secure the hood. Angle iron pieces 2"x2"x3" welded along the top of the hood and fender with a $\frac{1}{2}$ inch bolt per location.
- You are allowed (2) locations of #9 wire from bumper to core support.

TRUNK:

- 8 places of #9 wire. Must be sheet metal to sheet metal only. 2 strands per location only.
- You may weld washers 2 $\frac{1}{2}$ O.D. Max to the sheet metal only for your #9 wire.
- May weld the trunk shut with 8- 3"x3"x $\frac{1}{8}$ " plates. Must have a 3" gap between plates.
- (2) Locations of $\frac{5}{8}$ threaded rod straight up and down welded to the side of the frame with 4" weld. Must go through the trunk lid and can only fasten with (2) 4"x4" washer.
- You may fold the trunk lid down 90 degrees. This means you can tuck it, not wedge it.
- NO creasing or shaping

SAFETY CAGES:

- All cars must have a safety cage and roll over bar.
- A 4-point cage is required. Dash bar needs to be straight and not radiused.
- You must have (2) side bars 1 per side and they cannot be longer than 60' and 4' away from the wheel tub. (Driver side only you may stack door bars but can only be the 60" and must be 4" off the floor.)

- Rollover bars can be bolted with 3"x3"x3" angle to the roof, no kickers coming off the cage or rollover bar.
- All cage materials can be welded to sheet metal only.
- (4) down bars 2"x4" max (2) per side.
- Down bars must be vertical and can be no further forward than the front door seam and a minimum of 4" away from the wheel tub. Down bars can only be welded to the door bar and to the floor sheet metal only.
- You may have a door plate outside of the car on the driver's side only.
- All down bars / Dash bars / rear seat bars and halo must be within the 60" door bars. Not in front or behind door bars.
- Window bars can be wired or 4" flat strap.

FRAME:

- No welding or plating of frame other than what's noted. All factory frame holes must be left open. No cold bending or tilting frames.
- 2-4"x6" 1/8 Patch Plates can be used for rust repair. Plates need to be square, not a rhomboid or diamond. Whatever is cut from plates cannot be added to another location.
- 4-6"x6"x 1/8 Patch Plates your choice of placement. Plates or welds can touch or overlap.
- Must show rust holes.
- Core support and core support mount must remain in the factory location. You may shorten front frame up to where the 5/8 all thread fits through the front body mount hole without modifying the hole.
- Rear frame rails cannot be shortened.
- May dimple rear rails behind humps to aid in getting the rails to role/bend.

STEERING AND SUSPENSION:

- Steering and suspension units must be factory OEM passenger car style only but don't have to be from the make or model you are running. Must bolt directly on without modification. No aftermarket parts
- You are allowed to have an aftermarket steering column. No Hydro Steering
- No after-market tie rods. You may weld factory sleeves shut.
- Factory spindle swaps are ok- Ford to Chevy, etc.
- Spring spacers are allowed. Must be factory passenger car springs only
- You can weld your A-Arms down with (2) 2"x4"x1/8" Straps. 4 total
- You may use replacement ball joints with new OEM style replacements. Nothing aftermarket.
- May have 1" all thread shocks in rear with a 4"x4" 1/4" washer.
- Can use a 3/8 chain to go around the axle and through the frame hump. One loop per side or car. NO welding to the frame.

BUMPERS

- Aftermarket or built bumpers are allowed but HAVE TO replicate factory appearance. Bumpers may not exceed an 8" point from the face of the bumper and must have a minimum of 32" taper. Overall height cannot exceed 8".
- Hard nose right to the frame. Use the factory shocks for that make, model and year in the factory position. You can collapse the shock and weld it solid.
- You may have (2) 4"x6"x1/4" front bumper strap on one side of the frame only. 1 per frame rail, 2 straps total. The 2 rear bumper straps can be 4"x8"x1/4" long.
- Front bumpers can be no higher than 22" from the ground to the bottom of the bumper.

ENGINE AND TRANSMISSION

- 03 and newer may run a basic bolt in a cradle that fastens to aluminum cradle only. Cradle must be a minimum of 1" away from frame rails and not overlay frame rails at all. You cannot box around the aluminum cradle or protect the rack.

- Lower engine cradle with front plate and pulley protector are allowed. If using a pulley protector you must remove the sway bar. May also have header protectors and a halo to protect the carburetor. Nothing can go past the back side of the carburetor.
- Lower cradles cannot go past the center of the engine on the sides. No higher than the valve covers.
- Nothing can be used as a kicker from the engine to the firewall.
- Engine must be rubber mounted . Mounts cannot exceed factory size
- Aftermarket gas pedals and shifters are allowed but may not reinforce the car in any way.
- OEM trans crossmember OR 2'x2'x1/4" straight tube. Crossmembers can be welded in. Crossmember must bolt in using a max of (4) 1/2" bolts May weld a piece of 3"x3"angle 6" long to frame to mount crossmember to (only to inside of rails).
- No transmission protectors or mid plates but you can run aftermarket bellhousing and tailshaft . Must cut (8) 6" long slits in floor above bell if aftermarket.

REAREND:

- Factory passenger car C-clip rear ends only. No bracing allowed. No axle savers. No C-clip eliminators.
- Slider drive shaft is permitted.
- May shorten trailing arms with a 2" overlap to correct pinion angle.
- May run watts link conversions. Brackets must be in the factory locations and cannot be oversized. Single pass weld only on lowers. Uppers must bolt in and cannot be attached to sheet metal. Uppers must be separated, not solid across. If you do the conversion you must remove all Watts brackets and control arms.
- No leaf spring conversions
- You may use a 3/8 chain or wire from your axle around the frame / hump.

TIRES:

- Any wheel and tire combo is fine.