# 2025 Old School Motor Swap Full Size RWD

## **Twisted Metal Motorsports**

Car Choice Any 1971 - 2011 cars. No hearses or limousines are permitted.

## General

A 12 in. X 12 in. a roof sign is mandatory for all cars at all times. A roof sign must be mounted on the car when inspected and also clear and legible. Cars must be stock unless stated below in the rules. if they are not identified directly in these rules. All welds on the car can be a maximum of 1/2 in. wide and 1/4 in. tall, single pass only. No clipping or re-stubbing of frames will be permitted. Body Swaps will not be permitted. All rust repairs MUST be approved before they can be fixed. Will be required to send pictures

## **Stripping Car Rules**

The following must be removed prior to entering inspection: the windows, headlights, taillights, all the chrome, and the mirrors. The interior must be swept clean of debris and glass. You must remove all glass, plastic, and fiberglass on the outside of the car including the plastic bumper covers. ALL AIRBAGS AND PUCKS MUST BE COMPLETELY REMOVED Under the hood you may take the plastic fender wells out. The battery must be moved to the passenger floorboard.

## Front Frame

No welding on frame period unless it's stated in the rules. NO PITCHING OR COLD BENDING WHATSOEVER. IF YOU DO YOU WILL BE LOADED POINT BLANK! Pre run cars will be allowed to pull down but anything crazy will be turned away. FRESH CARS ARE ALLOWED (2) 6"x4"x1/4" PLATES Pre run CARS ARE ALLOWED (6) 6"x4"x1/4" PLATES . Plates must stay one piece and can't be manipulated. Can be bent with the frame.

## **Center Frame**

No frame shaping will be permitted. No modifications on center rails beyond what is allowed to mount the crossmember. 03 up must run the aluminum engine cradle.

## **Rear Frame**

No frame shaping will be permitted unless otherwise stated. No welding of frame seams anywhere. Rails cannot be squeezed together or narrowed. Rails will be measured from side to side and compared to factory measurements. The top of the rails can be dimpled or cut for bending purposes only and cannot be re-welded. You may have a 6" x 22" x 3/8" hump plate on the outside of the frame towards the tires on coil spring cars and may be straight across or contoured to the frame and must be centered in the hump. On leaf sprung cars, you may have a 6" x 11" x 3/8" hump plate straight across or contoured on the outside of the frame towards the tires on coil spring cars and must be welded on the outside of the frame towards the tires on contoured on the outside of the frame towards the tires on contoured on the outside of the frame towards the tires on contoured on the outside of the frame towards the tires and it must be welded on the outside of the frame towards the tires.

# **Front Suspension**

Solid suspension is permitted. You may use (1) strap per a-arm 3". X 6". X 1/4 in. thick to make it solid. A-arm strap must stay complete, do not cut it up. Front springs (1 per side) must be factory OEM car springs, you may add screw in spring risers or Strut risers. Nothing will be permitted beyond this. A-arms must be an OEM factory from passenger car origin. A-arms are interchangeable but must be a direct bolt on to factory configuration with no modifications. Upper and lower ball joints must be for factory OEM cars but can weld in. Front bumper height FROM BOTTOM OF BUMPER TO THE GROUND MAX 22". IF IT OVER 22" YOU'LL CUT UNTIL you meet the 22" ride height.

## **Rear Suspension**

You may chain rear end "WITH MAX 3/8" CHAIN" Either wrap chain around rear end & weld two links to center of the hump only OR wrap chain around rearend to package tray for ride height. ONLY CHOOSE ONE WAY!

Rear suspension must be working. No solid rear suspension. Stiff is ok. You may stuff rear shocks with a rag for stiffness or change rear springs to factory OEM car springs and wire springs to the rear end to help hold them in. You may use (2) strands of doubled wire per spring. 98-02 CARS you can use watts brackets that bolt in. No welding at all on upper brackets. Can only have 4 bolts per bracket. No air bag rear suspension. No leaf spring conversions. Back bumper height FROM THE GROUND TO THE BOTTOM OF THE FRAME RAIL 16". ANYTHING UNDER YOU'LL CUT UNTIL you meet the 16 inch ride height!

#### **OLD IRON suspension**

Leaf spring cars may run 7 staggered Leafs per side with (4) 2" -wide clamps per leaf pack. Leaf packs must mount in factory location to the factory hanger and brackets.

#### Steering

Unless stated in rules, steering components must be of factory car origin, remain stock and mount in factory location. Aftermarket tie rods will be permitted but must have factory appearing ends! no hydro steering. No aftermarket spindles are allowed. Spindles must be stock OEM car spindles. Spindles cannot be reinforced in any way. An aftermarket steering column will be permitted. 03 up must run the factory rack with no rack support bracket bolted in the factory location. No hydraulic steering.

#### **Rear-End**

You can run any BRACED REAR END with a pinion brake. 2 piece Watts-Conversion are allowed. Control arms can only attach in 4 spots. The rear end, control arms or brackets CAN NOT BE USED TO STRENGTHEN THE CAR IN ANYWAY. 98-02 CARS you can use watts brackets. No welding at all on upper brackets. Can only have 4 bolts per bracket. Aftermarket rear end braces must stay 5" from the frame.

#### Cage

A Simple (4) Bar cage will be permitted. No cage material may be bigger than 4". X 4"., unless specified. You are permitted a maximum of (1) 24". long gusset per corner of cage. The front dash bar and center bar must be 6" from the firewall and Tranny tunnel.

The rear seat bar cannot be further back than 12" from the b-pillar. Side bars cannot run inside the doors except the driver's side. (2) down legs per door bar may go straight down and be welded to the top side of the frame. Down legs can not be any further forward then the inside of the front door opening. (4) Total. Door bars can be no bigger than 4". X 4". X 1/4 in. wall or 2". X 6" X 1/4 in. wall. Door bars can touch but not protrude the firewall but must be 6 in. from the rear wheel well. 60" max total length. You must have a rollover bar, but it must run straight across and can only be welded to the top side of the rear seat bar or door bar. Rollover bar may be bolted to the roof in (2) spots within 2 in. of the rollover bar using 3/8 in. hardware. You are permitted a gas tank holder off the back bar that can be no wider than 36 in. and must be 4 in. away from FLOOR sheet metal.

**Gas Tank Protector**: It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide. It can angle in from your roll over protection. Gas tank protector can touch sheet metal but can not be pressured in changing the shape of floor sheet metal. Gas tank protector must be on all 4 sides of the tank, front, back, both sides. May extend 6 inches above the speaker deck. On a 71 – 76 GM wagon gas tank protector cannot exceed 36" wide and must be straight up and down. Gas tank protector may touch the sheet metal and only touch the front side of the rear end tunnel but can not be pressured in changing the shape of floor sheet metal. No exceptions or you are not permitted to run. All cage material must be at least 4". higher than the body bolts. You're allowed 4 spots to wire with #9 wire from body / cage to frame. 3 strands only ANYMORE THAN THAT You'll CUT THEM OFF. No cables or turn buckles. Battery and Gas tank must be mounted securely and pass inspection.

## Tires

Any tire and rim combos are permitted. NO Foam filled rear.

## Body

Creasing of the body is permitted but it must be behind the back door on the quarter panels only. The quarter panels must stay the stock height of the car. You can fold the rear quarters under but do not squeeze them in or attach them to the rails or trunk pan. You may bolt the rear quarter around the rear wheel well in four places per side using  $\frac{3}{6}$  bolts.

#### Shifter / Brake Pedal / Trans cooler

Bolt in shifters, aftermarket pedals and transmission coolers are permitted.

## Hood

hoods can be Secured down with #9 wire in three locations per side. YOU CAN DRILL YOUR HOLES & WELD 3" <sup>1</sup>/<sub>8</sub> THICK WASHERS ON SO THE WIRE DOESN'T RIP THROUGH YOUR SHEET METAL. OR you can use 6 total 3 locations per side 2"x2" 1/4" angle with one bolt to hold the hood down. Hood may have (10) 3/8 bolts with standard washers holding inner and outer skin together. You must remove the hood latch. Hoods must be open for inspection.

#### Trunk

## Doors

Doors can be welded in 2 spots per vertical seam with 3"x3" plates. So, if you have a 4-door car you can only have 6 plates on one side. Drivers FRONT DOOR and passenger FRONT door may be welded solid & can have a door plate. No more than 3" overlap fender and door gap. No window net welded over the driver door window.

## **Body Mounts**

Body mount bolts can be replaced with 5/8" bolts and can only be 8-inches long, body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through the body and have up to a 4"x4"x  $\frac{1}{4}$ " washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 2"x3"x  $\frac{1}{4}$ " washer. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a  $\frac{3}{4}$  space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight. You can change core support body bolts out with A piece of 1" all thread. All thread may go through the hood and use a 5"x5" hood plate 1/4 thick max. Can use a piece of 2 1/2" x 2 1/2" x 5" tubing MAX for core support spacers. Can be welded to the bottom side of core support and top side of the frame only.

## **CORE SUPPORT**

Radiator guard is permitted and may only attach to core support between body mounts . 1/8 flat sheet metal. Weld or bolt in 8 spots using  $\frac{3}{6}$  hardware. Pick one. You are permitted an aftermarket aluminum radiator, radiator may be mounted using all thread from bottom of core support to the top of the core support in 4 places max using  $\frac{3}{8}$  max all thread or held in with (2) ratchet straps or (2) strands of #9 wire. Pick one!

## Fuel Tank

Fuel tanks must be mounted securely inside your gas tank protector. Only fuel cells will be permitted, no boat tanks or stock fuel tank.

## **Drive Train**

Can run whatever motor you'd like with LOWER CRADLE. Lower cradle may have a pulley protector and front plate. HEAD PLATE AND PLUG WIRE PROTECTOR ONLY. No DP! Carb protectors are ok but can only attach to the front plate and header protectors. This can't strengthen the car in any way. Engine must be mounted 2 inches from the factory location. Distributor cap clamps are ok. Brian's Machine shop lower engine mounts with poly bushing are ok.

## 03 Up Engine Mounts

You are permitted to run an aftermarket engine 6"x6" mounting plates from NLR or equivalent (SEE PICTURE) This can not be attached or touching the frame in any way. 6"x6" mounting plates can only bolt to the aluminum cradle. This can not alter the factory steering or cradle.

## Transmission

Skeleton protector on transmission with stock bell OR STEEL BELL / ULTRA BELL and no transmission brace. Pick one Only one not both.

Factory trans cross member or a piece of  $2^{x}x^{2x}1/4^{x}$  MAX. You may weld a piece of  $3^{x}x^{3x}6^{x}$  1/4". thick angle to mount your crossmember.

No bracing, plates, protectors below the transmission of any kind.

No belly bars

No angled or contoured crossmembers. Must go straight across.

Slider shafts are allowed.

Trans coolers are permitted to be mounted inside the car. Fan blades must be covered to prevent the driver from sticking fingers into the fan.

# Firewall/Window bar

You may cut the center of the fire wall away or cave the fire wall back RIGHT BEHIND THE DISTRIBUTOR ONLY!!! You can NOT run your front window bar down and connect them in any way to add strength because you cut the firewall. Both front and rear window bars are to be centered in the window areas. Front Window bar is to go from top 3 in. of the roof to the top side of the firewall. Rear Window bar is permitted to be welded the first 3 in of the roof and the first 3 in. where the package tray meets the trunk, going towards the bumper. You are permitted a maximum of (2) 3 in. wide flat stock no more than 3/8 in. thick in the front window in an A-FRAME manner. Connect to the roof in one spot.

You are permitted a maximum of (1) 2" x 2" <sup>1</sup>/<sub>4</sub> thick tubing rear window bar.

# Bumpers/Bumper Mounting FRONT BUMPERS

Loaded Factory OEM car bumpers or aftermarket replica bumpers will be permitted. No Chrysler Pointy or Chrysler Replicas will be permitted. These bumpers are not permitted to have any embellish points or slants period. All bumpers may be seam welded only with the outer skin being beat down to the inner skin only. No sharp or jagged edges allowed anywhere on the bumper for safety reasons.

"Revision" on Front Frame and Bracket Mounting

All Cars will have 3 options:

(A) You can use a 12" long 2"x2"x1/4" square box tube as bumper shock. (measured from bumper plate)

May be placed inside frame and extend through the frame and welded where it protrudes out of the frame (single weld pass only). You may also plug weld the tubing in two spots, no more than 1/2" plug weld per spot.

 $\cdot$  If you choose this method, you can NOT use any other brackets. Only exception is a 73-76 Chevy or Cadillac. You can keep those brackets but the factory shock tube must be removed.

Tubing must stay in tubing/square shape and can NOT be opened up or manipulated.
(B) Use a 12"x1/4"x3" wide flat plate on top of frame only. Will be measured from backside of bumper or bumper mounting plate (6"x6"). No other shocks or brackets may be used...UNLESS it's a factory bracket welded to the frame. (i.e. Chevy 73-76) or a 73-76 Cadillac. If you are running one of these cars, and choose this option... you MUST remove factory shock tube.
(C) You may use any 1971-2011 "FRONT" factory OEM bracket and weld on outside of frame only (towards tire). Yes, it can be molded around the "S" curve in the frame and welded all the way around. This CANNOT be manipulated or UN-ROLLED to make longer.

If you choose this option, you can NOT use the plate (B) or square tubing (A.)

• AGAIN, Do not relocate to gain length. All cars will be limited to 12" max from bumper/plate.

· If you choose this option, you can run the factory shock tube.

All cars (except Cadillacs) may "FLUSH" cut the front of the frame to aid in mounting the front bumper. You must have 3" or more (DO NOT LENGTHEN) of frame forward of the core support mount...measured from the center of the core support bolt. The frame on the CADI is already flush.

· If you are running a CADI and do NOT understand these options, please call Mike

## **BACK BUMPERS**

Must run a factory back bumper. The back bumper cannot be any lower than 16 in. This will be measured from the ground to the bottom of the frame rail. ANYTHING UNDER YOU'LL CUT UNTIL IT'S RIGHT! You may use a bumper flip plate or bumper shock - not both. Bumper flip plate can be welded and must only mount on the outside of the frame and can only go 1 in. past the bumper shock mounting bolt. 1/4 in. thick max. After your rear bumper is mounted you can weld a 3"x6"x1/4" bumper strap from your bumper to frame or the bumper to the body. Not both!

# OLD IRON

If you choose to use stock bumper brackets "for that car" it can only be welded 6" back max. If you abuse this rule you'll lose it!!!

If your helmet comes off you're out!

Any questions please contact the head inspector (Robby 859-393-5703) either call or text

