

2025 TDDP V8 Motor swap/wire rules:

GENERAL

- 1) FULL SIZE any year, foreign or domestic, mass-produced 2 or 4-door hardtop or station wagon is permitted. No open roof cars. NO imperials 1973 and older. No Hearse, checkered cab or trucks
- 2) All cars must have the car number on both doors in a bright color so it can be seen from the announcers stand
- 3) STOCK MEANS STOCK! These cars are to be considered stock unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned below.
- 4) All decisions are final. If you have a question about specific concerns, please contact us before the event.

STRIPPING

- 1) All glass, plastic, chrome, flammable materials must be removed. No broken glass inside the doors.
- 2) The car must be clean and free of all loose debris in the driver's compartment and trunk.
- 3) All airbags must be removed. Drain AC unit and cut rubber hoses. All hitches must be removed. GAS TANKS & FUEL

1) Original gas tanks if not under the center of car. Fuel cell can be located behind the driver's seat and covered with metal; must be bolted in (No zip screws). Electric fuel pump may be used; you must have a kill switch. Max 10-gal gas.

BRAKES & STEERING

- 1) A working hydraulic brake system is required. You must exhibit the ability to stop, or you will be DQ.
- 2) You can run aftermarket steering column and wheel, but the steering box and/or rack and pinion must remain oem to that car along with inner and outer tie rods

TIRES & RIMS

- 1) Any Tire allowed. Small Weld in centers are allowed. Lip guards are legal, no bead locks, no full weld in centers.

- 2) All wheel weights must be removed.

BODY & FRAME

- 1) Body mounts must remain stock and in stock location. They must be positioned in the same place and with the same intent as the factory. Spacers must remain in place unaltered and remain as intended by the ~~DO NOT REMOVE~~ factory. Do not relocate or add any extra body mounts. Factory bushings must remain in place and intact. (DONT MESS WITH THE BODY MOUNTS)
- 2) Core support mounts can be changed to 3/4 "threaded rod up through the hood this will count as 2 hoods hold down locations. must maintain a 1-inch gap in between frame and core support. you cannot sleeve the threaded rod; threaded rod can only have 4 nuts and 4 3"x3"x1/4" plate per side to mount, no welding anything.
- 3) 2 notches per frame rail in the rear will be allowed. You may pre bed rear frame. Do not weld notch back together.
- 4) Welding and lowering of trunk area are NOT allowed. Trunk lid can be cut, tucked at a 90-degree angle in center or removed.
- 5) No creasing, squeezing, no folding or manipulating quarter panels in any way.
- 6) Do not paint or undercoat frames. Inside or out, do not grind or buff frames.
- 7) No welding on frames!

HOOD, TRUNK, & DOORS

- 1) Hoods must have at least a 10" X 10" hole on each side of air cleaner. Hood and trunk cut out bolts may be used. Max of 12 per hood/trunk, no larger than 3/8" bolt. The hood must cover from radiator support to carburetor. Hood may be secured in 6 spots with 3/8" chain, or #9 wire may wrap around bumper in 2 of the 6 locations
- 2) Doors can be welded shut by using 3-3"x3"x1/4" plates on vertical seams only, Driver's door may be fully welded for drivers' safety, if using 9 wire or 3/8" max chain you may secure using 5 spots on each vertical seam. if using chain or wire do not wrap around the frame in any location
- 3) All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection, whether it is a used car that is bent or a fresh car. All trunks need an inspection hole.
- 4) All hoods MUST open on stock hinges or removed completely for inspection, regardless of the cutout size.

5) Trunks can only be welded on each outer seam with 3-3"x3"x1/4 plates or 4 spots of 9 wire or 3/8" chain per seam. If tucked wire, plate or chain cannot be tied into frame and or body mounts

BUMPERS

- 1) Aftermarket is allowed but pointy replicas are not allowed, must be a caprice/impala replica 74-76 or equivalent if building out of square tubing nothing taller than six inches of material tubing must be straight across with no point, no loaded Chrysler new yorker pointys.
- 2) You can weld the bumper on by hard nosing directly to the frame using a single 1/2 inch continuous seam where frame and bumper meet Minimal filler material may be used. You may not shorten the frame rail. If you hardnose, you may square off the end to make it flush but do not shorten or you will not be running!!! If you hardnose you can't use the shocks and brackets (Call Matt Gascon JR 585-402-0580 with any questions or Justin Gilmartin 315-576-8382) If you choose to use the bumper shock/ bracket you must keep the shock and bracket in the FACTORY mounting location but may collapse it. Bumper can be fully welded to the shock and factory bracket may be welded to the first 6" of the frame. If mounting your bumper this way the shock has to remain bolted in the factory location and mounting points, must be factory bumper shocks and brackets that came on that year make and model. The bumper cannot be welded to the frame in any way. (If you have questions please call) If Cadillac's choose to hardnose, you may weld the body mount bracket to frame with minimal weld, but mount must stay in factory location using factory hardware or same size bolt
- 3) Bumpers can be chained or wired to car body. If chained or wire passes through hood or trunk, they will be counted as 2 tie down spots. Bumper chain and wire must be used for that use only you cannot run chain/ 9 wire 3 inches past core support. No welding bumpers to bodies.

ENGINES TRANSMISSION & DRIVE SHAFTS

- 1) No cradle is allowed. Engine must be mounted using stock oem motor mounts or ztr/aftermarket motor mounts with nylon/rubber bushings. Engine mounting pad must not be any bigger than 8"x8"x3/8". This plate must be welded to the engine saddle only. If using the 8"x8"x3/8" pad to mount your motor, your motor mounts must be welded to this pad. 8"x8"x3/8" plate is for engine mounting purposes only. Any mount deemed excessive will be cut. 03 and newer Vic's engine mounting plates will be allowed (cfp, smw, grey area). this engine mounting plate must be bolt in only!! If you have any questions if yours will pass, ask!! The engine must also mount with a stock oem mount or ztr/aftermarket mount. These mounting plates cannot be welded to the frame. The transmission crossmember must be oem

to make model and year of car. If you move crossmember it must be within 6" of factory location and allowed a 6-inch piece of 2"x1/4" angle iron to be welded to the inside of the frame

2) Aftermarket gas pedals combos or shifters are allowed.

Ignition switches transmission coolers, and electric fans are allowed, transmission braces NOT allowed.

3) Flush engine only water allowed in system, clear system before coming to track.

4) Exhausts may exit under the car, or you may use stacks. Some type of air cleaner must be used.

5) Two batteries per car is allowed, the battery may be move to passenger's side floorboard. And securely mounted to the floor, covered with a rubber mat. **MUST BE BOLTED DOWN.** Bolts can only go through the sheet metal, not allowed to go through the trans crossmember or frame.

6) Distributor protectors and engine cradles NOT ALLOWED.

7) Slider drive shafts are allowed

8) 8) Any large holes in firewall or floors must be covered with tin.

SUSPENSION & REARS

1) Any non-braced factory passenger car 5 lug rear can be used. No axle savers. Trailing arms and leaf's must be oem. You may shorten or lengthen your trailing arms to adjust pinion angle. They may be welded back together with a maximum of 2" overlap. You may cut off the factory mounts, buy, or build a bracket to fit your rear in the car your building. Anything deemed excessive will be removed. No bracing or plating of the suspension parts. You may run watts link conversions brackets, but trailing arms must be oem . No all-thread shocks. May run a heavier or stretched spring to adjust ride height. Rear End may be chained for ride height in 2 spots. Chain can only be wrapped around the frame and bolted and wrapped around the rearend and bolted. No welded chain to frame or rear and no bolting of chains through factory holes. Must be 3/8" chain. Pinion brakes will be allowed.

2) Watts link conversion brackets must only be bolted in 4 spots to frame, no welding. nothing bigger than 8"x8"x1/2" .. lower mounts on frame must not be any bigger than factory. no longer than 5" x5"x1/4"

3) Front suspension must remain stock passenger car origin /oem replacements. You can replace ball joints with oem style replacement .. allowing 2 – 2"x4" x 1/4 plate one

on each side of upper control arm to gain maximum ride height. Please do not take advantage of this rule. It's to make things easier for everyone.

- 4) 03 and newer must retain the factory aluminum cradle, and steering. vehicles equipped with a steering rack from the factory must remain the oem rack for that vehicle. no swapping racks.
- 5) Max Bumper Height 20" to bottom center of front bumper. Rear bumper Height must be 16" minimum. Bottom of frame rails or Unibody rails must be 16" minimum.
- 6) Factory leaf spring cars must run the Leafs from same year make and model of car.

CAGES

- 1) 4-point cage is allowed. (Strongly Suggested) Must be 8 inches off the floor/transmission tunnel. No down legs. Door bars do not exceed the kick pan on the rear floor. You may run a simple halo attached to the roof in 2 spots using 2- 3/8ths bolt no welding. Halo cannot go any lower than side bars. max cage material 4"x4"x1/4"
- 2) Halo bar must go straight up and down.
- 3) If running a factory drive shaft, you can run a gas tank protector against your rear sheet metal pressed in but not connected in any way to package tray. Tank protector must only be 36 inches wide.
- 4) IF running a slider, you must maintain a 4-inch gap between sheet metal and tank protector, tank protector only allowed to be 36" wide.
- 5) Gas tank protector cannot be any higher than speaker deck
- 6) Must have 9 wire, 3/8" chain or 3"x1/8" plate bolted or welded to roof (first 5") down to cowl area (first 5") in front of driver for your safety. Cannot strengthen car in any way

Rust Repair

- 1) Repair area must be fully cutout with only one inch overlap must be same thickness as metal being repaired. Please contact call or text (Matt Gascon Jr. 585-402-0580 or Justin Gilmartin 315-576-8382) for instructions on repair please also send pictures of area needing repair

Just because it's not in the rules doesn't mean you can do it. CALL AHEAD!!!