

Full Size Limited Weld

-General Rules

1) All #9 wire used can only be 3 strands, and chain can be a maximum size of 7\16".

2)IF NOT SPECIFIED IN THE RULES DON'T ASSUME YOU CAN DO IT. THERE WILL BE NO COMPROMISES THIS YEAR.

3)Car must remain stock unless specified in the rules.

-Drivetrain

1) Any engine/transmission combination can be used.

2)Equipment allowed:

-Braced rear ends, pinion brakes, aftermarket axles, slider driveshafts, lower engine cradles only, weld in centers for rims, transmission coolers, aftermarket gas and brake pedals (may not strengthen the car), shifters, distributor clamps, carb and header protector, radiator protectors, steel/aluminum aftermarket tail shafts.

3 Equipment NOT ALLOWED:

-Distributor protectors, transmission braces. **(If you show up with these this year, I will not be giving the option to cut out here and there. So, save yourself and me the time and do not put them in.)**

4) You may use one 2x2x1/4" piece of square tubing for a crossmember. Tubing must go straight across from frame rail to frame rail, absolutely no kickers off the crossmember. Crossmember may be welded or bolted into place. May mount crossmember on top of 1) 3x3x6" piece of angle iron on both ends. NOTHING else can be attached to crossmember besides transmission mount.

5) May swap rear ends from car to car. May lengthen/shorten control arms to gain correct pinion angle. You may cut an overlap control arms a max of 1". Watt's conversion is fine if bolted in on top, lowers may be welded in, only 4 inches of total weld per side. You CANNOT reinforce the car in any way.

6) Engines may be welded in the engine saddle with mounts and an extra 2) 4x4x1/4" plates or links of 3/8' chain.

7) May use any air-filled tire. No solid tires, Double tires are ok. May use washers, large lug nuts and wheel studs. You must remove wheel weights.

8) You may cut the firewall for distributor to pass through.

9)If running a carb protector that connects to your headers, your hood must be cut out enough to not interfere with bending of the car. Hood CANNOT be bolted to the carb protector.

10) If running a 2003 and newer ford, the engine must be put in using brackets that cannot be welded to the frame in any way. Use a maximum 6x6x12x1/4" angle iron and bolt them to the top two A arm bolts. You can weld steel off those to create a surface for your motor mounts to be welded to.

-Gas Tank/ Battery Box

- 1) Stock gas tanks must be removed, Fuel tank must be strapped securely in backseat of car, no bungee straps. Must be properly covered with non-flammable material and cannot be connected to the frame in anyway.
- 2) Battery box must be placed on the passengers' side floorboard and properly secured to sheet metal only.

-Steering/suspension

- 1) You may run an aftermarket steering column, you may add U-joints to stock columns.
- 2) No aftermarket spindles, A-arms, idler arms, center links, pitman arms, or homemade shocks. You may swap steering boxes if they bolt on. All steering components from the steering box to the spindle must be stock and not reinforced in any way except the tie rods. You can strengthen or run after market tie rods. You can also run aftermarket ball joints.
- 3) Sway bar must be bolted.
- 4) Suspension may be welded or bolted. If welding suspension you can use a maximum of 2x4x1/4" strap. 2) per a-arm (tops or bottom only NOT BOTH!!!)
- 5) control arms may not be strengthened in any way.
- 6) Rear coil springs may be doubled
- 7) You may run 1) chain per side around rear end and up to package tray.
- 8) You can have 3) leaf spring clamps in front of axle and 3) behind the axle. Stock leaf springs only no truck springs.
- 9) stock shocks only, no homemade shocks or filling of shocks is allowed.
- 10) You may swap a-arms from car to car if they bolt on using factory mounts No modifying of factory a-arm frame mounts allowed.
- 11) 2003 and newer fords must run factory steering and suspension Components unless specified in the rules.

-Bumpers/Frames

- 1) May use any bumper, can be seam welded and loaded. No adding points or changing geometry of factory bumpers, you may also have OEM replicas, NO extreme pointy's.
- 2) May use 5x5x1/4" maximum square tubing for a bumper. No longer than factory bumper, and it must be completely straight.
- 3) May run any bumper shocks or 3/8" x 4" tall plates. You cannot take the shock and bracket off and use both in different places. Shocks and brackets must be factory, Brackets can be a MAXIMUM OF 12" back from bumper.
- 4) Bumper/Shocks may be welded or bolted on.
- 5) Hard nosing is allowed. You may only shorten to the core support.

6) You may have chain or wire in two places but not both to help hold on front and back bumpers. No welding anything to the frame.

-Cage/Driver Safety

1) Cage material can be a maximum of 6" diameter, cage cannot connect to frame unless specified.

2) A 4-point cage is allowed. This CANNOT be done in a way that strengthen the frame in any way. Door bars may not run further forward than the firewall and it cannot go further back than the middle of back doors.

3) You may have 4) down bars going from the cage to the floor, it cannot go through the floor. Down bars to be welded to sheet metal only, NO plates between down bar and sheet metal.

4) Gas tank protectors are allowed, cannot be connected to package tray or body. Gas tank protector must come off the back seat bar. It must be narrower than frame rails at the humps. NO BEATING of sheet metal to get it closer to the package tray.

5) Halo bars are allowed. If you run the halo down to the floor that counts as 2 down bars, these cannot be connected to the frame. Halo may be bolted to the roof in 2 spots.

6) You may strap your dash bar with 2x1/4" metal from dash bar to firewall in 4 places. No more than 2" of weld on cowl.

7) You may run drivers window netting in driver's window only.

8) Front window bar must go from the cowl to the roof only. They CANNOT be connected to the cage. Maximum of 4" welds on cowls, these cannot be used to strengthen car.

9) You may also run one bar in the rear window track 3" wide by 1/4" thick (may be flat, round, or square), welded or bolted within 6" max of rear window track and no fasten plate larger than 4" diameter. Run from roof to trunk lid only. No raising of the roof, roof must be in stock position.

-Body

1) Doors may be chained, wired, or welded shut. 2 chains/wire strands or patches per door seam. Patches can be a maximum of 4x4x1/4". Drivers' door may be welded solid.

2) No creasing, welding, or bolting of body seams unless specified.

3) Speaker deck/ trunk maybe dished a maximum of 4" from factory location. Use a straight piece of material to check your measurement. Rear quarter panels may also be dished and creased.

4) Trunks may be tucked.

5) Trunks may be held down in 6 places with bolts, chains, or patches. Patches may not be larger than 4x4x1/4'. Bolts must go from sheet metal to sheet metal only. 2 bolts may run from trunk floor to the frame, the other 4 must be connected to the trunk lid lip. Maximum of 3/4"

sized bolts may be used. Washers for bolts can be a maximum size of 4x4x1/4". Only 2 can be connected to the frame.

6) Hood may be held down in 6 locations maximum. Can be chain/wired or bolted. Maximum of 3/4 "bolts. Hood hinges do not count against you for these locations. A maximum of 3x3x1/4" angle iron may be welded to fenders or top of hood to bolt your hood down.

7) You may run 3/4" threaded rod through the core support mounts and through the hood. This counts as 2 of your 6 hood hold downs. No other hood hold downs can be connected to frame. Maximum height between core support and frame is 4". No welding of rod or spacer to core support or frame.

8) May use up to 4 3/8" diameter bolts to bolt front clip together in areas of your choosing. Sheet metal to sheet metal only, no added steel or relocating of factory brackets to strengthen.

9) Rear wheel wells may be bolted together in 4 spots with bolts no bigger than 3/8" diameter.

10) No shortening of front clip or relocating of core support.

11) Hood can have a maximum of 8 3/8" bolts in it to hold the hood seam together.

12) Any questions contact Greg Mayer 715-338-5864