

# Limited Weld

For questions about rules contact Kollin Lange 507-766-5031

1. Any American made car can run with the following exceptions; No 1973 and older Chrysler Imperials, No Suicide Lincolns, no 4x4's, ambulance, hearses, trucks, or limousines. 2003+ Ford's allowed with stock cradle and components.
2. Stock gas tank must be removed and a 10 gal. max fuel tank must be located inside the car strapped securely, no bungee straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6" off the floor. Protector can be a max 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). Gas tank must be mounted to protector OR floor, not both. Electric Fuel pump is allowed.
3. Batteries must be placed in passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.
4. Aftermarket shifter allowed, gas and brake pedal allowed, trans cooler allowed, aftermarket steering column allowed.
5. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed four 3/8" bolts per hood opening or 8 total.
6. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" max point. Bumper height 28" max to top of bumper.
7. Bumper Brackets: Must be stock (Chrysler shocks may not be extended) OR you can weld (1 per rail) a 14" long 4" wide 1/4" thick flat plate on one side of the frame (Top, Bottom, Inner, Outer) must not be inside the frame. You may bend the plate into an (L) on the front to weld to bumper. You can weld your brackets (Stock or plate style) 14" from the end of the frame max., no welding beyond that. Do not move your core support or core support mount.
8. Body Mounts – You must have a 3/4" spacer between body and frame (Y-Framers without spacers are exempt from spacer rule) either use factory spacers or solid spacers. Body bolts can be replaced with up to 3/4" bolts, must be up inside frame only, can use nothing bigger than a 5" washer inside body, body bolt washer inside frame can be size of body washer (5"). Core support spacer can be removed and sucked tight or you may use up to 3" diameter 1/4" thick material as a spacer.
9. Hoods must be open for inspection. Hoods may be fastened in 6 individual places, you may use #9 wire, 3/8" chain, or 3/4" bolts. If bolting, 4 points must be sheet metal to sheet metal, front 2

can go down to core support or side of frame with  $\frac{3}{4}$ " threaded rod with a 5" washer. If bolting you may weld a 3"x3" angle iron to sheet metal and bolt with 2-3/8" bolts per angle iron.

10. Doors – Drivers door can be welded solid and re-enforced 4" past the seam. All other doors can be wired, chained, or 5" skip welded using 3" wide  $\frac{1}{4}$ " thick flat strap. You may add a strand of #9 wire from roof in rear door area around frame (4 loop maximum).
11. Trunk-Lid/Tailgate – Trunk lid can be wired, chained, or 5" skip welded. Trunk can be tucked, you may run (2) 3/4" threaded rods thru front trunk body bolts up thru decklid with a 5" washer. You must have an inspection hole in the trunk unless it opens. Tailgates can be wired, chained, or 5" skip welded.
12. Body – Light body creasing will be allowed behind the rear doors to the rear bumper only! You will be allowed (5) 3/8" bolts per fender opening to bolt the inner and outer fender together.
13. Frames – Frames must be stock unless otherwise stated. You may shorten frame in front of core support mount only. You may weld the top seam from the A-Frame forward with a  $\frac{1}{2}$ " bead maximum. Frames with a "Y" may close in the "Y" or add a piece of  $\frac{1}{4}$ " cut to the size of the hole only, no overlap! If a factory seam weld is missing or a spot was missed you may weld a total of 6", this spot must be painted for inspection and photo evidence must be sent prior to the show. You can run a 3/8" chain from frame rail to frame rail side to side behind rear humps. You may COLD BEND a frame but no tilting!
14. Suspension – You can tighten up torsion bars on Mopars, you may weld down upper A-Frame with nothing larger than 3" flat strap  $\frac{1}{4}$ " thick. This may go from the top of the A-Frame straight down to the spring bucket only. You may weld one on the front side, one on the rear. You may run 3/8" chain or #9 wire around the rear hump to the rearend housing. This may not go thru the body on a full-frame car. You may replace A-frames with a direct bolt on (Crown Vic to crown vic etc.) Watt's link conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car. Brackets may not be any thicker than  $\frac{1}{4}$ " material.
  - Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2  $\frac{3}{4}$ " wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can't exceed 2x4x1/4".
15. Rarends – Any rearend with bracing allowed, axle savers ok. Pinion brakes ok, bracing on rearend may not strengthen the structure of the car in any way. You may stuff stock trailing

arms, they can be lengthened or shorted for pinion angle and be re-enforced, must start as a stock trailing arm!

16. Drivetrain- Sliding driveshafts allowed, Steel bellhousing and tailshaft housing with no braces OR a stock transmission with a skeleton type brace (Topside only) will be allowed. Transmission must be mounted in a way that it can slide back if the mount breaks loose. Lower engine cradle with front plate is allowed, pulley protector allowed with removal of sway bar. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.
17. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.
18. Cooling – Radiator must be in stock location, no foam on the sides (Core support must be visible)
19. Wheels and Tires – You may use wheel and tire of choice, full centers allowed with a 1" lip guard on the outside, valve stem protectors ok. No other re-enforcing allowed.
20. Steering – Stock parts must remain on the car unless otherwise stated. You will be allowed to run tube type tie-rods with aftermarket ends (stock size) or you may weld up stock tie rods.
21. Cage – You may run up to 4" diameter cage material. You may run a dash bar, back seat bar, driver's door bar, and passenger's door bar. You will be allowed a total of 4 down bars from your cage to the top of the frame, all down bars must be behind the firewall mounts and no further back than the rearward most part of the cage. Halo allowed, if it goes to the frame this will count as 2 of the 4 down bars to the frame. Total cage not to exceed 60" length (excluding gas tank protector.)
22. Window Bars - Must have 2 windshield bars (3" max width, ¼" thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. You may run a single rear window bar in the center of the rear window track (2" max width, ¼" thick – Flat, round or square) bolted or welded within 5" max of rear window track and no fasten plate any larger than a 4" square. Any plate or bar beyond 5" of window track in stock location will not pass and will be removed. Must have a 5" gap from window bar to roof sign (cannot re-enforce with roof sign).
23. Repair plates can be a max of 4"x6" – ¼" thick. Maximum of 8 plates per car (outside of frame only) based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch, a gap is required between repair plates.
  - FRESH CARS – You will be allowed 2 plates in position of choice (outside of frame only) on a fresh car.