MODIFIED WELD RULES

For questions about rules contact Jacob Pruismann at (515) 297-3048

General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.

2. Any American made car can run with the following exceptions; no 4x4's, ambulance, hearses, trucks, or limousines.

3. Driver must wear a seat belt, helmet, and fire jacket.

4. Official's decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

Car Preparation

1. All cars must be stock, unless modification is stated in the rules.

2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

3. All trailer hitches and braces must be removed.

4. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.

5. All cars must have working brakes at inspection. If the car is not able to exhibit the ability to stop it will not be inspected.

6. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

BUMPER

Bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets must be one of the two following methods.

-First way - the factory bumper bracket that came on the frame that you are running must remain on the same end of the frame they came in factory and must be in the factory location. You can

weld bumper brackets to the frame (single pass only). You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. - ** No brackets are allowed to extend any further back than the very front most part of your top-front a-arm bracket factory weld. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

-Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4" wide x 3/8" thick plate extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it and cannot extend any further back than the very front most part of your top front a-arm bracket factory weld. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be reconfigured but must stay only 4" wide max. Do not bend plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule YOU WILL CUT.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain factory stock for the bumper you are using but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around.

Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails

Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper.

FRAME

Shortening- You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run. Cadillacs must remain 18" long from the front side of the spring bucket

lip forward call if in question. And remember can only weld main frame seams no fingers or brackets coming off the frame.

FRAME WELDING

You may weld top and bottom frame seam only from the firewall forward. Front frames cannot be welded to side rails or boxes to side rails. Chryslers may weld from the back of the body mount bracket under the doors in the firewall area. 1/2" wide weld bead maximum.

Fords may weld the three seams cut to tilt the front but must be welded back like the factory welded it.

Factory K-Member cars can weld the K-member solid where they can achieve a single bead with no filler metal.

You may run (2) kickers total from cage (dashbar) to front frame BEHIND the A-Frame (1 per frame rail). These cannot exceed 3” x 3” material. This kicker cannot attach to your engine protector or window bars in any way. ***You may only add kickers if you have the 5” gap between dash bar and firewall/DP… if tight you will not get kickers!***

RUST REPAIR – Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size may be butt welded in.

FRAME SHAPING

No frame shaping of any kind anywhere.

HUMP PLATES

You can have a hump plate. Plate can be 22” long and 3/8” thick, max depth on hump plates is 8”. Plate must be centered in the hump and follow the contour of the frame. Some point of the bottom of the plate needs to hang down just far enough for us to inspect the thickness of the plate. DO NOT DOUBLE YOUR HUMP PLATES!!!

FRONT SUSPENSION

Tie Rods and Ball Joints - Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. You may use aftermarket ball joints these must be a manufactured ball joint replacement no homemade ball joints permitted.

Aftermarket tie rods may be used no bolts are permitted.

A-ARMS

Mounting brackets must be the factory a-arm mounts that came on the make and model of car they are on (no interchanging). A-arms may be welded or bolted down but may not be reinforced. You are allowed to use 2 – 2”x4”x1/4” straps to weld you’re a-arm down. No other welding will be allowed on a-arms. If you choose to bolt them you may have 1” all-thread ran in place of the shock. This is the only method allowed to bolt them down. On the bottom a-arm you can have one 3x3x1/4” plate simply used as a washer (CAN NOT be welded). On top you will be allowed one 1 ½” washer (CAN NOT be welded). You are not allowed any plate inside the spring pocket. Only a 1” nut and a standard 1” washer allowed inside the spring pocket. You may use the bolt and weld the a-arms both if you choose.

STEERING BOX – May be interchanged, Pitman arms must remain stock or stock replacement

IDLER ARM – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. Idler arm can be welded to the frame.

SPINDLES – Aftermarket forged, aftermarket fabricated, aftermarket fully machined, and stock reinforced spindles will be permitted. Must be 5 lug hubs/rotors. Spindles cannot reinforce the frame, or wheels in any way.

SPRINGS - You can change coil springs to a stiffer spring to get your height or you are allowed to double your front coil springs by cleaning inter twining them together.

REAR SUSPENSION

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 11 leaf springs per side no thicker than 3/8" thick and no wider than 2 ¾” 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 clamp springs, 6 clamps per side with only 4 being homemade. Homemade clamps can’t exceed 2x4x1/4”.

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than ½”).

You can loop chain or wire (1 loop of 3/8” chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. If you do not choose to wrap your chain around the frame you will be allowed to weld the chain to the side of the frame. You can weld one link only to the side of the frame (if you weld chain to the frame it must be welded to the hump plate). And you may use a 1” bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1” bolt to help hold rear end in car.

You cannot leaf spring a factory coil spring car unless you choose to not run a hump plate.

REAR-ENDS Use rear end of choice, but must be no more than 10 lugs. Welded or Posi-track highly recommended.

Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.

REAR END CONTROL ARMS can be reinforced. They must have a bushing or at least a bolt and pivot unobstructed whatsoever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using.

WATTS-Conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm. Control arms must be mounted in factory location and not shortened/moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). Brackets may not be any thicker than3/8" material. You are allowed to replace or swap the package tray as a method of watts conversion. If you do this, you can butt weld package tray to frame with no added metal!

TIRES/WHEELS Tires no bigger than 16 inch, No split rims, No studded tires. Doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims.

Wheels may have a bead lock on the inside side of the wheel but not on the outside. You may run a weld in center.

Outside of the rim may be reinforced but no bracing may extend past the outside edge of the rim. All wheels must start as a factory wheel and have a rubber tire mounted to the wheel.

ENGINE AND TRANSMISSION ENGINE CROSS MEMBER – You can plate your engine cross member on the top side only with up to 3/8" flat steel. The plate must be tight and conform to the top of engine crossmember. All cars engine crossmembers will end at the point you reach the inside frame rail. No material may extend into the crossmember must weld to the surface only.

ENGINE - 1. Use engine of choice, engine must be in stock location.

2. You have two options for tying in your engine:

If using a distributor protector Distributor protector allowed, must be attached to engine or transmission only, backside must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. If running a pulley protector, it must not come in contact with the steering stabilizer or extend past 2" past the water pump. No portion of the DP may extend past the heads more than 3" in width.

Engine can be attached to the engine cross member in four spots. The engine mounts being one spot and the second spot being one 3/8’ plate welded from the bottom of the engine cradle to the center of the engine cross member no wider than 4", the other two spots are of your choosing but must follow the following guidelines:

-Mounts must be nolonger than 8" long, mounts may only attach to frame engine crossmember, must only be welded from cradle to crossmember. Engine mounts may touch the frame, but they may not be welded to frame in any way. All cradles and protectors need to be one inch off frame rails.

If a distributor protector is not used you will be allowed your engine mounts as well as one 3/8” chain per side welded to the frame. ONLY two links may be welded per side.

TRANSMISSION Brace and Skid Plate, you may run multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12” were it meets the transmission cross member. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8” chain or 2 – 5/8” bolts with 1.5” washers or welded to the cross member for 6” total.

Transmission Cross Member- You must run the transmission cross member in the stock location for the car you are building. You can weld 2” angle iron no thicker than 1/4”, no longer than 8” to the side of the frame to support the crossmember. If you pre-bend the frame, do not use angle iron to re-support the bent area. You may use the factory crossmember or it can be replaced with one of the following:

- A piece of 2” x 3” square tubing or 2” round tubing. The transmission cross member must be one piece and must be straight from side to side (No arched cross members). The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12” surface area. Cars that have frame extensions need to stay one inch off the cross member. The transmission crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac.

BODY

Body Shaping -You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car.

Rust Repair You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 1” beyond rust. If your frame is rusted through, call for instructions on how to the fix the rust hole.

#9 WIRE RULES

You are allowed 2 spots with 4 loops of wire or one loop of 3/8" cable with nothing larger than 12" turnbuckle (turn buckle is only to tighten cable not reinforce car) in the door PER window openings and may go to the frame OR crossmember (NO chain). All #9 wire going through the windows must stay in the passenger compartment and may not be twisted around the cage at all. The cage cannot support these wires in any way. They may touch the cage but if the judges feel the wire will not freely travel by the cage you will be asked to change it.

You may weld a washer on the body to run wire through it may only be a standard 5/8" washer. Nothing may be welded or added to frame to support or route wire.

You may tie frame rails together behind the rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

RADIATORS

When mounting the radiator, you must NOT reinforce the core support in any way. Radiator must be mounted in core support in factory location only.

You may have one or the other of the following in front of your radiator

- 1/4" flat metal that cannot extend past the front body mount bolts. May be attached with six 3/8" bolts or four 1" welds.

Or

-An air conditioner condenser bolted using the same 6 – 3/8" bolts or wired in.

BODY MOUNTS

Bolts can be replaced with 1" bolts, body mounts can be replaced with steel spacers or a stack of washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body or frame. Bolts must be up inside of frame as factory and may not to exceed 8" long. 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 ¾ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.

Radiator support mounts can be removed, and you can suck the radiator support down solid.

No body mounts may be moved or added, do not shorten the front of your car past the body mount hole as your car will not run. The front frame must not be shortened to far that the 1" all thread

must pass through the factory stamped hole. The all-thread may be welded to the side of the frame in this location.

Core support spacers may be welded to the body and core support mount. Single weld not bigger than ½". Core Support Spacers cannot exceed 3" square material.

HOODS AND FRONT CLIPS

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame on the front bolt, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5" x 5" x 1/4" square or 6" x1/4" round and can be welded to the hood.

FRONT CORE SUPPORT

Cannot be moved back from its factory location. It must stay BOLTED to the fenders the same way that it came factory.

WHEEL WELLS

You may cut wheel wells for tire clearance. Fenders may be bolted back together with 10 -3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

FIREWALL

Firewall – You are allowed to lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.

Window Bars For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x 3" flat strap, and must be 14" apart at firewall. To attach the window bars to body you can have a ¼" X 3" X 6" plate on firewall and roof where the widow bars attach to body these plates may not come into contact with the DP or any

other braces you use. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. Do not go over 6" on roof or firewall or you will cut. The 6 inches starts from the window opening on the roof, six inches starting at the bottom of the window on to the firewall. Window bars need to be on the outside surface of the body (not the inside of the car). Window bars cannot come into contact with any braces or protectors. Rear window bar may have 2 bends one at the top 6” where it mounts to roof and the bottom 6” where it mounts to the deck lid. The area of the window bar that is in the window area must remain straight with no bends or angles fabricated in it.

Doors

You may weld your doors shut with nothing larger than 3” by 1/4” strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may also use a piece of 3” wide 1/8” thick strap on the tops of doors (where the window comes through) to weld the outer skin and inner skin together. If you choose not to weld the doors they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.

You are allowed to add bracing to the exterior side of the front doors. This bracing must not stick any further out than 2” from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6” past the exterior door seam either forward or backward. We highly recommend an 1/8” sheet of material. Passenger door can only be reinforced with a maximum of 1/8” sheet material on door

CAGE

Total length of the side door bars is not to exceed 62”. This bar must not extend more than 18” behind the center post on a four-door car and 10” behind the center post on a two-door car. All cage material except the side door bars must be 6” diameter or less. There are no size restrictions on door bars but must follow the following rules: Driver side door bar is the only bar that may be inside the door for driver’s safety if not inside of door it may protrude no more than 6” into drivers compartment this will be measured from the inner door skin at it factory location, all other bars must be in the interior of the car. The bar behind the seat can be no further than 8” behind the seat and must follow the center post rule above. Cage may be gusseted at each joint and one on each side of the gas tank protector.

There will be NO BARS closer than 5” to the distributor protector if running kickers… you may have dash bar tight to DP if not running kickers.

All bars must be straight bars nothing contoured to the body.

All cage components must be a minimum of 4” off of the floor (except for down legs and side door bars). Side door bars may be welded to body on driver’s side and must be 1” off on the body on the passenger side. All side door bars must be 1” off frame. Dash bar will be measured at the trans tunnel, all other bars will be measured at body bolt elevation (This includes the gas tank protector).

You will be allowed 4 down legs. Down legs can be no bigger than 3x3x1/4”, welded to the door bars, and must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar and is still not allowed to be longer than 62”. Legs must be attached to the main cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts. Front down legs cannot extend any forward past the INTERIOR front door seem and rear seat down bar cannot extend any further backward then the rear of the door bar based the door bar criteria above.

No cage component may be welded to the frame – except the down legs mentioned above.

Rollover bars must be attached to the 4-point cage following the length of bar rules above. Must be vertical, not angled forward or back. The bars may also be bolted to the roof with four 5/8” bolts or smaller.

No straps may connect from the firewall to the dash bar.

GAS TANK PROTECTORS are allowed. Tubing for protector must be 6” or smaller. The protector must be no wider than 24” wide, must be at least 4” off of the floor, and must be in the center of the car. Protector must have a 1” gap between the rear package tray and sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3” gap will be required between the protector and the package tray in order to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 10” above stock speaker deck height. The tank protector cannot extend outside the body (above roof, back and on top of speaker deck, etc.)

FUEL CELLS/GAS TANKS

Fuel cells must be mounted to the gas tank protector. They CAN NOT be attached to the floor in any way. No “Gas Tank Holders”. Must be properly secured and cannot be plastic. Fuel line should be secured and away from the exhaust.

PEDALS AND BATTERIES

All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 1" away from any engine, transmission protector or body bolt. These things must also be bolted to sheet metal only. Cannot be attached to the frame or cross member in any way.

REAR WINDOW BAR

You are allowed a rear window bar which may not be any larger than 3x3 square tubing or 3" wide 3/8" flat bar. This bar must be centered in the car and only extend on the roof for 6". The bar must be in contact with the front trunk seam and can only extend 6" on the trunk and must stay on top of the trunk lid. Six inches on trunk starts at the front trunk seem (has to be on the trunk lid and on the outside surface of the car nothing on the inside). Do not attach to the roof sign.

OIL COOLERS, & TRANSMISSION COOLERS

Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount. These must be installed in a safe manner with the proper lines and fittings free of any leaks if they are deemed unsafe you will be required to fix them before being allowed to compete.

TRUNKS

Trunk lid must be make of the car and must be a trunk lid (no hoods). You can fold trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Truck lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 -3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Trunk seams can only be welded solid with 3" wide 1/4" thick strapping. YOUR TRUNK LID MAY BE V'D IN THE CENTER, BUT MUST REMAIN AT LEAST 8" OFF THE TRUNK FLOOR, the 8" will be measured from the top of the frame rails not the spare tire hole. If you fold the trunk lid in half to the trunk floor you can only use a total of 15" (3-5" plates) of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam. Rain channels WILL BE DRILLED DURING INSPECTION!

2-1" All-thread may go from the trunk lid to the frame or trunk pan (if it goes to the frame it must pass through a factory body mount hole), If it passes through a body mount hole you must have a 1" spacer between the body and frame. If you choose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward, then the base of the hump. Trunk lids may be chained, wired, or welded. Chryslers may weld all thread to side of frame, but the all

thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose.

GM Wagons Must remove all rear decking and seat components.

Mopar's Chrysler k-member cars can remove the rubber spacers between the frame and k-member and bolt them up tight. Bolts may be replaced with up to ¾" in diameter.

2003 FORD CARS CRADLE AND SUSPENSION – You may change engine crossmember to a bolted or welded in crossmember. If you weld in a Ford cradle, 1979-2002 Crown Vic cradle only, you are only allowed to butt weld a cradle in between the factory frame rails with no added metal. The cradle must be mounted between the factory frame bolt holes used to bolt in the factory aluminum cradle. You are allowed to weld on factory Ford mounts only and the uppers must be mounted between the factory frame holes.

Another option is to use the stock aluminum cradle wrapped in up to ¼" material. Max thickness ½" where the 2 pieces butt up.

Tilting – You are allowed to tilt the frame in one location and only one direction.

Spring Pocket – You are allowed to build a spring pocket and weld to the side of the frame. This spring pocket can only be one layer thick and made of ¼" material. It cannot be any bigger than 6" in diameter. Spring pocket must be flat on top and only give the A arm a spot to rest not reinforce the a-arm. If judges, feel that you have overbuilt the spring pocket you will be required to change it.

Steering

You are allowed to drill up to three holes on the driver side frame rail to mount the steering box. These bolt holes may be sleeved but sleeve may not be any bigger than 3/4" od round tube. The bolts must run through the side of the frame and mount just like they did factory. You are allowed to drill to bolts on the passenger side frame rail for the idler arm mount but these bolts must only bolt to the inner rail and only a 3"x3" x ¼" thick mounting plate will be allowed inside the frame. If you choose to mount the idler arm with sleeves like the steering box, you may use max of 2 sleeves ¾" OD and must be weld on top or below frame, cannot pass through! You may only mount idler in 1 of the 2 above mentioned ways.

Steering must be set-up like it was in a 1980 - 2002 and older ford frame. Do not modify steering components or lengths.

Repair Plates

Pre-run cars may have up to 12 repair plates total. Repair plates 6"x6"-1/4" thick maximum. When welding plates on, there must be a gap between fix-it plates.

Fresh cars will get 6 plates to make for a more even show.

2024 – 448 PROMOTIONS

COMPACT RULES

Any 4 or 6 Cylinder FWD EXCEPT Pre-79 El Dorado, Toronado, ETC. RWD Cars must be 108” or less wheelbase

Call ahead with any questions. Jacob Pruismann at (515) 297-3048

1. All doors and trunk lids may be fastened shut by 5 inch skip weld, #9 wire, or 3/8” chains on the outside of the door seams and top of trunk lid only. Drivers door may be reinforced for drivers safety.

2. Two front cradle mounts may be removed and you may use ¾” threaded rod or bolt to bolt solid, the rest of the body mounts must be stock with no added bolts, wiring, or welding.

3. You may use bumper of choice, these can be loaded internally and seam welded. Manufactured bumpers may be up to 4” x 4” tubing with a 4” point, or you may run a factory replica that meets factory measurements (Chrysler Pointy, 74 Chevy etc.)

   - When mounting front bumper you may do so in 1 of the following 3 ways:

   1) (HARDNOSE) You may use 1”x1” angle iron ¼” thick or less to weld one inch width of angle to frame and one inch width to bumper on 4 sides of the frame.
   2) You may weld a 6” long tube inside frame to bumper 3”x3”x1/4” max and bolt to car using your vertical threaded rods at core support mount. This tube can be plug welded within the 6” but there must be an inspection hole so we can see inside the frame.

3) You may use a 3” x 3/8” flat plate 10” long on the outside of the frame. This can be on top, bottom, inner, or outer side of frame but cannot be inside. You cannot weld from K-member to sub, can only be attached to one not the other! If running this plate, you must cut an inspection hole so we can see inside the frame.

4. Cutting of fenders for tire clearance is allowed, no bolting or welding of fenders.

5. Tucking the trunk lid is allowed, fastened on the top of the lid only. You may dish the truck 6 inches max in the middle from the stock location. Fenders must stay upright, body creasing will be allowed on the rear quarter panels only.

6. Hoods may be fastened in 6 locations. You may use up to ¾” bolts 6” long sheet metal to sheet metal, #9 wire, or 3/8 chain. A 5” x ¼” hood plate is allowed. These 6 locations must not connect one another. 2 of your 6 hood pins may go thru core support and replace stock core support mounts. When replacing core support mounts you may use a 5” x ¼” plate on top of frame but must be free floating. Hood must have a hole cut in case of fire; hood openings may have up to (4) 3/8” bolts per opening OR (8) 3/8” bolts total.

7. Engines and transmissions may be wired, chained, or welded in 2 locations and can go around the frame one loop only, if welding do not do so in a way that reinforces the frame (3” piece max, straight up and down, not used as a kicker). No engine protectors will be allowed. You cannot reinforce motor mounts, no header protectors or carburetor protectors will be allowed.

8. Stock axles with no bracing or modifying of brackets… all 4WD or AWD must be disabled.

9. Body mounts, suspension, and shocks must be stock only, you may weld the front strut shaft to gain height. No reinforcing exterior of the strut, they must remain factory appearing. No strut blocks. You may alter steering column but all other steering components must remain factory.

10. Transmission Coolers are allowed, you may alter the transmission linkage, modify your ignition, headers and carburetors allowed.

11. Any tire allowed, stuffed ok, stem protectors allowed. Wheel weights must be removed! You may strengthen rim from the center to the outer bead only… nothing extending past the outer bead.

12. Fuel tanks should be removed and located in the back seat area securely fastened and covered with a non-flammable material. If the fuel tank is in front of the rear axle you may run in stock location at the official's discretion. If this becomes a safety issue you will be disqualified! If you are running fuel tank inside your car you must remove the factory tank from underneath! When running an electric fuel pump you must have a shut off clearly marked.

13. Batteries must be moved to the passenger side front floorboard and covered with a non-flammable item.

14. A Safety bar no further than 4” behind the seat is MANDITORY. 4 Point cage is recommended. All cage material can be a max of 6” diameter. You may run side bars from the front to rear bar. Front dash bar must be a minimum of 4” away from the firewall/cowl. You may run a roll-bar but it can only be attached to the seat bar, and no further back than 6” from rear of the seat bar. 2 downbars per side may go to the floor pan (must be behind front inner door seam). All cage material can be no further rearward than the most forward side of the rear wheel well tubs. Gas tank protector is legal… must be 24” wide or less, remain 2” away from sheet metal behind it and stay within passenger area of the vehicle (wagons cannot extend past center of rear wheel tubs) Tank protector is to remain a minimum of 4” off the floor. You may run (1) 4” max diameter bar per side from rollbar to tank protector (not to exceed 24” wide at rear of protector). Tank protector cannot be closer than 6” from the roof.

15. You must run 2 front windshield bars for safety. These bars may be up to 2” max diameter and attach from the cowl to the roof. The attachment point may be welded or bolted, no more than a 5” square. You may also have a driver’s door netting. No rear window bars will be allowed, no wire in any other window openings, no wire from roof to any location other than specified.

16. Stock cooling systems only.

17. Rust Repair – Call Ahead… we will work with this on a case-by-case basis.

18. Pre-run cars will be allowed up to (6) 4”x6”-1/4” OR 6”x6”x1/8”thick plates. If bringing a pre-run that needs plates contact me first. I want proof of the bend! Plates cannot be used as a kicker from K member to sub, they must lay completely on the frame, cannot fill an air gap from one piece to another.

19. Official’s decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

MINI-VAN'S

THIS CLASS IS SUPER SIMPLE… DON'T PUSH THE RULES OR YOU WILL NOT RUN! IF IT DOESN'T SAY YOU CAN DO IT… YOU CAN'T!

Please call ahead with any questions! Jacob Pruismann (515) 297-3048

1. FWD Mini-Vans only (No Astro Vans Etc). Vehicle must remain completely stock. No modifications or swapping parts other that what is listed in the rules below… no engine swaps allowed - must be stock to your vehicle. All chrome, plastic, glass etc. must be stripped completely from the vehicle. Airbags must be removed.

2. There will be no body shaping at all! No pre-bending… you may cut sheet metal for clearance but that is all!

3. All suspension must remain factory! This includes struts… no chaining or welding of suspension, must bounce. No extra leaf clamps can be added.

4. Any tire is allowed but rim must remain stock. You may add a valve stem protector as well as an 8" weld in center only. Air inflated tires only!

5. The following aftermarket parts will now be allowed for 2024! You may replace shifter with an aftermarket shifter as well as individual throttle and brake pedals, no combo plates! You may also run headers.

6. Gas tank must be removed from below the vehicle and moved inside behind the driver's seat centered in the rear. Battery must be moved inside as well, moved to passenger floorboard and secured.

7. You may relocate any electrical, fuse panels, etc. inside the vehicle if you choose to do so.

8. You may weld driver's door solid and add metal to outside of door if you choose – up to 6" past the seam. All other doors may be #9 wired, 3/8" chain, or welded (3"x3") in 2 locations per seam.

9. You must have some sort of protection in the windshield area… you may use #9 wire, chain, or 2” flat material to do so.

10. Hood and rear hatch may be wired or chained in 4 locations. 2 of the 4 may go around the bumper. Hood must have a 10” hole in case of fire.

11. Engine/Transmission Mounting – You may use #9 wire or 3/8” chain in 2 locations to hold engine and/or transmission in as well as your factory mounts. If officials feel this is being used to reinforce anything other than holding engine in place, you will be required to change or remove.

12. You must add a bar behind the seat from post to post. You may also add sidebars and a dashbar if you choose. Total length not to exceed 60”. You may add a halo as well, this can attach to sidebars or rear seat bar. A total of 2 downbars can be added per side, within your 60” length limit, to floor sheet metal only. All cage material 6” maximum diameter. A 24” wide fuel tank holder will be allowed welded off the back seat back, only long enough to hold the tank.

13. You may swap front bumper out with a factory car bumper (you may seam weld or load the bumper) or a 4x4 square tube with a 4” point. No Chrysler Pointies! If you need to space bumper to clear radiator, you may add a 3”x3” tube 4” long butted to front of frame NOT INSIDE FRAME. If you have questions on this call for clarification.

14. Pre-Run vehicles will be allowed up to (4) 4”x6”x1/4” OR 6”x6”x1/8” repair plates. You must send me photos of the bend and get prior approval!

15. Official’s decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

Limited Weld

For questions about rules contact Jacob Pruismann at (515) 297-3048

Official's decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

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 (See 2003+ Section). No Fresh Sedagons.

2. Stock gas tank must be removed and a fuel tank must be located inside the car strapped securely 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 4" off the floor, 6" away from roof minimum. Protector can be a max 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). On wagons the protector must be 1" away from the front side of rearend tunnel. Gas tank must be mounted to protector OR floor, not both.

3. Batteries must be placed on passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material.

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 (6) 3/8" bolts per hood opening OR 12 total. Do not weld hood hinges, if found to be welded you will remove them completely!

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"x6" tubing with a 4" max point. Replica bumpers are legal if built to a factory bumper specification. Bumper height for front and rear not to exceed 28" high to the top, minimum height 16" to the top.

7. Bumper Brackets: Must be a stock bracket for a car legal in this class (Chrysler shocks may not be extended) OR you can weld (1 per rail) a 14" long 4" wide 3/8" 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 front of the frame back max., no welding or bolting beyond that. Do not move your core support or core support mount.

8. Body Mounts – You must have a ¾" spacer between body and frame (Y-Frame Mopars 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"x5"x1/4" washer inside body, body bolt washer inside frame can be size of body washer (5"x5"x1/4"). Core support threaded rod may be up to 1" rod. Core support spacer can be removed and sucked tight, or you may use up to 3" diameter ¼" thick material as a spacer. Spacer can only run from bottom of core support to factory mount, you may not extend spacer thru core support. This spacer can be welded to the core support and factory mount with no added material.

9. Hoods must be open for inspection. Hoods may be fastened in 8 individual places, you may use #9 wire, 3/8" chain, or up to 1" bolts. If bolting, 4 points must be sheet metal to sheet metal 6" long bolt max, front 2 can go down to core support or side of frame with 1" threaded rod with a 5" washer. If bolting, you may weld a 2"x2"x5" long angle iron to sheet metal and bolt with 2-3/8" bolts per angle iron.

10. Doors – Driver's door can be welded solid and reinforced 6" past the seam. All other doors can be wired, chained, or 5" skip welded using 3" wide ¼" thick flat strap. You may add 1 strand of #9 wire (4 loop max), or 3/8"cable around frame in each side window opening(Sheet Metal only). Front and rear windshield you may add 2 points per… around frame only! Cannot attach to drivetrain, cage, etc. and cannot pass thru or pull off the cage.

11. Trunk-Lid/Tailgate – Trunk lid can be wired, chained, or 5" skip welded. Trunk can be tucked, you may run (2) 1" threaded rods thru front trunk body bolts up thru decklid with a 5" washer. These rods can go thru the roof on a wagon. You must have an 8"x8" inspection hole in the trunk unless it opens. Tailgates can be wired, chained, or 5" skip welded. Speaker deck must remain in the car at a minimum of 5" off the sheet metal directly below it.

12. Body – You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car. You will be allowed (8) 3/8" bolts per fender opening to bolt the

inner and outer fender together. No welding or bolting of any body seams. Must be stock appearing other than specified or it will be cut.

13. Frames – Frames must be stock unless otherwise stated. You may shorten frame in front of core support mount only, you cannot remove any part and reattach it. You may weld the top seam from the A-Frame forward with a ½" bead maximum. Y-Frame Mopar's may add a piece of ¼" flat cut to the size of the hole only, no overlap! You may run a 3/8" chain from side to side behind rear humps. You may cut and tilt cars in 1 direction in 1 location only. You get 14" of weld to do so. If you do not cut and tilt your car you may use that 14" of weld to weld your factory seams from the firewall mounts forward. If a factory seam weld is missing or a spot was missed you may weld that as part of your 14", this spot must be painted for inspection and photo evidence must be sent prior to the show. Any additional frame seam welding will be CUT THRU completely, or you will not run!

14. Suspension – You can tighten up torsion bars on Mopar's, you may weld down upper A-Frame with nothing larger than 3" flat strap ¼" thick, 4" long. This may go from the A-Frame down to the frame. You may weld one on the front side, one on the rear. No A-Frame straps to lowers will be allowed. You may swap front coils out with any OEM spring (big block etc.) You may run (1) 3/8" chain or #9 wire (4 loops max) 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.) Ball-joints can be replaced but must remain stock pin size. These can be bolt in, weld in, or press in but if welding do not weld more than a ½" wide bead! Watt's link conversions are 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 ¼" 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 ¾" 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. Rearends – 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 (cannot be tight to package tray or any part of the frame). You may stuff stock trailing arms or replace with tubing built trailing arms. You may run (2) 1" threaded rods from package tray to rearend and bolt on top of package tray. This CANNOT be used as a body mount.

16. Drivetrain- Sliding driveshafts allowed, Steel bellhousing and tailshaft housing with a transmission brace will be allowed. Transmission must be mounted in a way that it can slide back a minimum of 1" before "locking in" if the mount breaks loose. You can bolt or chain your transmission to crossmember only… no welding! To do this you may use 3/8" chain or (2) ½" bolts vertically. 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. You can run a mid-plate and side bars as well as a belly pan to attach your mid-plate to your front lower cradle. Mid-plate cannot exceed 22" width, ½" thick and can be no taller than the cylinder heads. If running a mid-plate, you must cut out the firewall/cowl the full width of the plate so it can pass thru. If your mid-plate, bellhousing, or trans brace/case meets any part of your cage at any time during or after the show it will result in a disqualification. Be mindful when placing your dash bar!

17. If you need to relocate trans crossmember you may weld a piece of 2"x2"x1/4" angle iron 6" long to frame to set crossmember on. Crossmember can be a max of 2"x3" box tubing and must be a single straight piece. Crossmember may be welded or bolted in place. Crossmember must be mounted within 6" of factory location. If relocating, you must remove stock crossmember mount.

18. Transmission coolers are allowed, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped.

19. Cooling – Radiator must be in stock location, no foam on the sides (Core support must be visible for inspection). You may put an A/C condenser OR an 1/8" flat plate in front of your radiator… nothing else. You may attach this with up to (6) 3/8" bolts or tie it in with #9 wire in (6) locations.

20. 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. Inner beadlocks and solids are ok!

21. 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.

22. Cage – You may run up to 6" 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 (2 per side), all down bars must be behind the front inner door seam and no further back that the rearward most part of the cage (vertical only). Halo allowed; you may weld to top of the frame in addition to your 4 down bars. Must be no further back than the back of the sidebars. You may bolt your halo to roof with (2) ½" bolts no further than 3" behind halo. No welding halo to roof/pillar. Total sidebar length not to exceed 62" length (excluding gas tank protector.) All cage components must remain at least 4" off the floor at body mount elevation except your 4 down bars and halo. Driver's sidebar ONLY you may stack material for sidebar height (24" total height, 6" width) for driver's protection.

23. 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 driver's compartment. These cannot be used to strengthen the car (locking into midplate etc.) and if officials feel they are you will be asked to make changes. 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. Rear Window Bar can have 2 bends total. Must have a 2" gap from window bar to roof sign (cannot reinforce with roof sign).

24. Repair plates can be a max of 4"x6" – ¼" thick OR 6"x6" – 1/8", your choice. Mixing plate sizes will be allowed, there are several shows allowing one or the other. 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 1" gap is required between repair plates. All plates must be on the outside of the frame only… no cutting it open and putting inside. Plates can be shaped but cannot be bent in half to create a double thickness plate.
    - **FRESH CARS** – You will be allowed 4 plates in position of choice (outside of frame only) on a fresh car. These plates need to be painted to easily identify "fresh plates." Fresh plates must be 1" away from all bumper brackets as well as A-Arm straps, welds will be measured as part of the plate!
    - If re-stubbing a pre-run car call ahead.

25. Rust Repair - You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 1" beyond rust. Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size 1/8" thickness may be butt welded in.

26. If it doesn't say it in the rules, assume you cannot do it! If you have questions, call ahead!

2003+ FOMOCOS:

1. Stock aluminum cradle must remain in place. You may bolt an adapter cradle (Grey Area Style etc.) to mount engine to the 2 stock engine mounting holes in the aluminum. The adapter cannot be attached in any other way… it cannot extend out onto the frame rails in any way… can only butt up to rails.
2. You can replace steering rack and components with an aftermarket equivalent (03 Nation Setup etc.) as long as it mounts in the same way it did factory (Mounts off the 2 horizontal pins on front of aluminum cradle). You cannot convert over to a steering box setup etc.
3. At no time can you tie your adapter cradle into the rails with repair plates etc. Must remain a "bolt-in" off the 2 original engine mounting pins.

If you have any questions please call ahead! 515-297-3048

2024 448 Promotions MWFA STREET STOCK

CHALLENGE RULES

This class was created to have fun for the fans to watch total carnage. If you come with a vehicle that is overbuilt based on the guidelines below you will not run.

1. Any 1980 and newer 2 wheel drive passenger car/mini-van/mini-truck/mid-size SUV welcome.
2. All vehicles must be stripped of all plastic, chrome, glass, headlights, taillights, and anything else that could fall off onto the track during the show.
3. All vehicles must remain stock, ABSOLUTELY NO WELDING ANYWHERE OTHER THAN WHAT IS OUTLINED IN THESE GUIDELINES.
4. Bumpers must remain stock, do not alter bumper in any way. Factory bumper shocks must remain in factory location. You may remove rear bumper and shocks if you choose to. There is no welding to be done on bumpers.
5. Batteries may be left in stock location and spray foam may be added to the battery. You may also move it to the passenger floor area or seat. Please make sure batteries are secure and not moving.
6. If factory gas tank is in front of rear axle you may leave it there. If it is behind the rear axle, you must move it to the rear seat area. Factory tanks may be moved inside but must be completely secured. Aftermarket fuel cells are allowed, and recommended.
7. All doors may be wired or chained in 6 places max per seam (for drivers door see rule #10).
8. Trunks, hoods, tailgates, all may be wired or chained in 6 places total. Sheet metal to sheet metal only. Nothing attached to frame or bumpers. If you remove the trunk lid or tailgate you lose that wire or chain.
9. Rear seat bar may be added. It may be welded to post. If you have to add something to get it away from the seat please call. This is only to stop sides from coming in, not to help any other part of the vehicle.
10. Drivers door only may have a plate welded to the outside or inside. This is for drivers safety, drivers door seams may be welded solid.
11. DOT approved tires only. stock wheels only, no valve stem protectors or weld in centers. All wheel weights must be removed. Only tubes and air are permitted inside tires.

These rules are cut and dry, you should not have to call to ask many questions on this class. If it does not say you can do it then it means you CANNOT do it. Quick and easy build.

Jacob Pruismann

(515) 297-3048

80's/Old Iron Stock-Mix Rules

For questions about rules contact Jacob Pruismann @ 515-297-3048

1. Headers thru hood allowed. 6-3/8" bolts allowed per header opening OR 12 max.

2. Stock gas tank must be removed and a 15 gal. max fuel tank must be located inside the car strapped securely.

3. 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. No Body Swaps in this class, must be stock body for your frame.

4. Any Air filled and ply tire allowed. Valve stem protectors allowed. You may run full centered rims with outer bead stiffener. The rest of the rim must remain factory and not reinforced. No beadlocks or solid tires will be allowed in this class.

5. Any radiator allowed (No Radi-barrels) in stock location and must be filled with water or anti-freeze only. You may run electric fans, may be strapped with seatbelts, strapping, etc. Radiator can be mounted with (2) 3/8" threaded rods using a 3" wide ¼" thick strap welded to core support. An A/C Condenser may be used in front of radiator attached in 6 locations with #9 wire or 3/8" bolts.

6. Transmission coolers are allowed, or you may loop trans lines together with a piece of steel tubing or rubber trans line. No engine coolers.

7. Stock rearend may be swapped from any automotive car, no bracing, 5 lug only. No aftermarket axles, must be stock. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or add a pair of ¼" thick flat straps to the end of the control arm to extend. Aftermarket pinion yokes allowed, pinion brakes allowed! No leaf conversions, no watts link conversions, no hump plates, no axle savers. You may weld brackets onto a non-Watts housing to

fit a watts link car. If brackets are deemed excessive you will cut, no other bracing allowed! You may run driveshaft of choice (Sliders allowed).

8. Bumper may be welded to shock or directly to frame, front frame may be shortened from core support forward. No relocating of core support brackets or mount holes, shocks may be collapsed and welded. No welding beyond 4" from end of the frame backwards, you may plug weld within the 4" limit. You may run any OEM bracket from a legal car in this class, however if it is not the factory bracket in the factory location for YOUR car, you can only weld the first 4" (Must be free floating from there back). No extending shocks to make longer than stock, if you choose not to weld shocks they may be bolted, wired, or chained to the frame up to 4 inches back from front of frame. If you choose to hardnose (use no bracket), you may add a 4"x4"x1/4" plate as a bracket. Bumpers are interchangeable from any mass produced passenger 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"x6" tubing with a 4" max point. Replica bumpers legal if built to stock dimensions. Bumper height for front and rear not to exceed 28" high to the top, minimum height 16" to the top.

9. Must have 2 windshield bars (2" 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, these bars are for safety, not reinforcement (Officials Discretion). 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 part of the plate or bar beyond 5" of window track in stock location will not pass and will be removed. Rear Window bar can have up to 2 bends total. Must have a 2" gap from window bar to roof sign (cannot re-enforce with roof sign).

10. May tuck trunks, only fastened on top of lid only. You may use ¾" threaded rod thru front trunk body mount to go thru decklid. Trunks may be wired, chained, bolted, or welded in ONE of the following ways:

A) You may attach trunk lid in 6 Locations using either #9 wire, 3/8" chain, or 3/8" Bolts with a standard washer.

B) You may attach trunk lid in 4 locations welding a 3"x3"x1/4" MAX plate.

You may also add 2 locations of #9 wire (4 loops max) from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent (no dishing), trunk lid and rear quarter panel can be shaped max of 2" from its factory location, no double layers! If sheet metal is pinched tight in any

area you will have to cut creases. No other body shaping will be allowed. Fenders and taillight valance must stay upright (No cutting rear section off).

11. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, wire, ¾" bolts 6" max length welded to sheet metal with a 5" max free floating washer on hood, 2"x2"x3/16" thick angle iron (4" long) welded to fender underneath for hood pin on or 1 welded on top of hood with 1 on fender with a 3/8" bolt securing the 2 angle irons. You may add 2 additional locations of chain or wire from core support to frame or bumper. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed (6) 3/8" bolts per hood opening OR 12 total. Do not weld hood hinges! If found to be welded, they will be removed completely!

12. Driver's door may be welded fully shut, highly recommend reinforcing driver's door for safety reinforced no longer than 6" past door seam. Window netting allowed in driver's door only. Doors may be fastened in ONE of the following ways:

A) 3 Locations per seam via #9 Wire or 3/8" Chain

B) 12" Max Weld per seam. 3" wide ¼" thick material maximum.

In addition to the above, you may add one location per side thru Window Opening in rear seat area (from roof sheet metal only) to around the frame using either one strand of 3/8" cable with 6" turnbuckle OR one location #9 wire (4 loops max)

13. Two front radiator bushings may be removed and bolted solid or you may use a 3" max diameter spacer with a ¾" bolt thru the core support that can be used as a hood pin. Spacer can be welded to frame OR core support but NOT both. You may weld a 2"x6"x1/4" plate to top of core support for ¾" rod to travel thru. For all other body bolts and mounts you may use a ½" bolt with a max 3"x3"x1/4" washer for a plate inside the frame and inside the car. Body bolts must be up inside frame(including core support), not hanging below. If you replace body bolts you must use a 1" minimum spacer between frame and body. Spacer cannot exceed 3" Diameter (Hockey pucks max size). Do not use spacers to "tilt" the car in any way!

14. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails (must remain within bumper height rule), absolutely no tilting or cold bending (do not touch the flaps!) You may pound in rear frame hump outer contour 1" max depth a total of 12" in

length each direction down from the center of the hump. No other frame shaping allowed. NO FRAME PAINTING!

15. Suspension – You may weld your upper A-Frame only. This can be done by using a 2”x4”x1/4” flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! You may use any direct bolt on for A-Frame replacement. (Ex. 80’s Vic on a 90’s Vic.) Ball-joints and tie rods must be stock. You may use store bought spring spacers in coil springs to gain height but must not exceed 28” to top of bumper. You may double rear coil springs to gain height (Must be of passenger car origin); you may wire them in to keep them from falling out. You may run #9 wire, 3/8” cable, or 3/8” chain from rear axle to frame in 2 locations, you may also run #9 wire, 3/8” cable, or 3/8” chain from frame rail to frame rail behind rear axle. There will be NO THREADED ROD allowed from rearend to package tray.

16. Batteries must be placed on passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.

17. You may alter steering column to prevent steering loss, the rest of the steering components must remain stock. No changing steering boxes, no adapters –Aftermarket pedals are allowed. These pedals cannot be tight against firewall or body bolt and may be bolted in with (6) ½” bolts per component to sheet metal only.

18. No welding leaf springs or adding extra leafs. Max of 4 clamps per leaf pack. You may replace stock clamps with 2”x4”x1/4” clamps if you choose to do so.

19. No welding or bolting of body seams, if we find this done, you will cut holes around all bolts/welds. Must be stock appearing other than specified or it will be cut.

20. Cutting for tire clearance is allowed; you may cut slits and roll. You may bolt each fender/quarter panel with a max of (6) 3/8” bolts per fender. Use standard 3/8” washer when bolting.

21. Engine and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Aftermarket is ok if it is a rubber mount, nothing excessive. You may run an SFI Rated aluminum bellhousing if you choose. No steel bells, tails, braces etc. are to be used. Stock transmission cases only, no aftermarket allowed. Pulley protector is allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go directly down to factory engine cradle (saddle) and welded with one link of chain. Do not attach to frame rails! Do not use firewall/cowl as a brace or it will be cut, judge's decision final! If running an LS or running Plug Wire Savers, firewall/cowl must be cut out completely around them. If anything touches during or after the event, you will be disqualified.

22. Cage - You are allowed a 4-point cage with 6" max material. Total cage length not to exceed 60" long. Dash bar must remain at least 5" from the firewall/cowl with no forward straps. You will be allowed 1 downbar per side, attached to sheet metal only. This bar must be behind the front inner door seam of front doors. Driver's side ONLY may use up to 12" tall material for sidebar height (12" total height). All cage components must remain a minimum of 6" off the floor at body mount elevation. No reinforcing trans/driveshaft tunnel.

A rollbar is highly recommended, this must be attached to the seat bar and/or floor, not frame. Rollbar must remain within the 60" cage length limit, and can be mounted to the roof using a 3" wide x 3" long max mounting plate. A total of (2) ½" bolts can be used to bolt rollbar thru the roof.

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, roof, and rear window bar. Protector can be a max of 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. You may run (1) 4" diameter bar from each side of the tank protector to the rollbar as a gusset. This cannot exceed the 24" width at rear of protector so keep that in mind when adding it.

23. If you need to relocate trans crossmember you may weld a piece of 2"x2"x1/4" angle iron 6" long to frame to set crossmember on. Crossmember can be a max of 2"x2" box tubing and must be a single straight piece. Crossmember may be welded or bolted in place, trans may be wired or chained to crossmember, you may only use a stock rubber transmission mount.

24. Distributor protectors are not allowed! A lower cradle with a front plate is allowed (pulley protector allowed with no sway bar), Sliding driveshaft allowed. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.

25. Repair plates can be a max of 4”x6” – ¼” thick OR 6”x6” – 1/8”, whichever you choose. Maximum of 8 plates per car based on proof of bend (Send pictures). If the bend cannot be proven plates will be removed. Plates must be 1” apart, with a ½” bead maximum. Plates need to have a ½” inspection hole in them.

26. Rust Repair – Call Ahead… we will work with you on a case-by-case basis.

27. Official’s decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

2003+ Ford/Lincoln/Mercury:

1. Stock aluminum cradle must remain in place. You may run an 8”x8”x8” max mounting plate to mount each lower motor mount. These plates must mount off the 2 stock engine mounting holes in the aluminum and cannot attach to one another. The adapter cannot be attached in any other way… it cannot extend out to the frame rails in any way.

2. You must run the factory steering rack and all other stock steering components. You cannot convert to a steering box setup etc. To gain height you can swap spindles and upper A-frames with a bolt-on alternative that’s from a legal car in this class. Factory struts for your car must be used. New for 2024 we will allow bolt on strut spacers to achieve bumper height. You may use the spacers that set on top of strut only. If you have questions feel free to contact me.