

-Limited Weld Fullsize -

Limited Weld-Full-size cars: American made stock hard top automobiles and station wagons are allowed. Imperials are now allowed!!! no four-wheel drives will be allowed

Vehicle must remain factory other than the modifications specified below

Aftermarket parts allowed: up to 1" cradle, Pulley protector, Carb protector, trans brace, braced rear, pedals, shifters, trans coolers, steering, brakes, slider driveshaft, steel bell, steel tail, wheels.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back. All sunroof openings must be closed!

Antifreeze must be removed and replaced with water. Radiator or Free floating water box may be used Must be bolted to rad support or engine. Not both and not to frame..

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only. NO ENGINE MOUNTED FANS AT ALL!!!

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid filling of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. ANY STYLE Protector WHEEL. you may use full wheel center.

NO REINFORCEMENTS will be allowed except as stated.

Front and rear Trailer hitches are to be completely removed.

Window bars- Rear 6"x6" mounting plate 2"x2" max size bar(single bar only) can only be welded to halo and must go down and be centered over the trunk/speaker deck seam only cannot be attached to anything else. may be bolted through the roof in 2 spots. 1/2" max bolt size! Must be 1" space minimum between rear window bar and tank protector if spacing is not there you must remove window bar!!!

Front- Single 2"x2" MAX bar running from halo to dash bar. May NOT be in front of Dash bar. May bolt through the roof in 2 spots(1 bolt per spot) 1/2" bolt max

If opting out of the heavier bar You MUST install two smaller safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car.

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Side bar may run from firewall to package tray must remain straight and one piece NO angling. ALL bars must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 4" diameter, except side bars may use up to 2"x6". A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS. You may run (2) vertical down bars from cage to frame. up to 3" material MAX. Must be vertical and attached to side bar or dash bar only 1 per side. These also must only be Located from seat bar forward. May NOT be MOUNTED to the seat bar or tank protector in any way. No EXTENSIONS. All bars will be placed WITHIN the cabin sheet metal of the vehicle.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. NO EXCEPTIONS.

Hood: You may use wire or 2" X 2"x4" angle iron 8 spots total. MUST have a minimum of 12"x12" hole over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! These will be counted towards your 8 spots. HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!

Doors: Must be welded and or tied securely with cable or chain. ALL Exterior door seams may be welded solid. Interior front door vertical seams may be welded. You are allowed to use flat steel over the seams up to 3"x 1/8" You may use a 1/4" door skin over drivers door ONLY! Max 2" overlap onto fender and rear door/quarter If ANY door comes open car is disqualified.

GAS TANKS: ALL tanks are to be removed from the vehicles stock location, NO EXCEPTIONS!!!! A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered), tank shall be installed in the rear passenger compartment and fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A METAL SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to back bar of CAGE ONLY!!! Protector will be no larger than 32" width on the outside. Made of 4"x 1/4 inch material MAX. 8-inch gussets can be used on the protector at the corners and You may run one bar per side up to 2" diameter per side to the halo. May touch floor but may not be welded or bolted to floor, frame or sheet metal. Can Not touch the rear window bar in any way and MUST maintain a 1" space between protector and rear window bar.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor or cage in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured tight. 2 batteries MAX

Drivetrain:

ENGINE: Swaps may be done; you may use engine cradle(including full cradle) (1" maximum thickness), distributor protector, pulley, Stack and carb protectors as long as they do not strengthen frame in any way. PP cannot touch or be welded to frame, cross member or sway bar. Distributor and or distributor protector must be 5" or greater away from dash bar. Nothing can run from Distributor protector (or any parts of cradle, engine or transmission) to dash bar or front window bar.

Engine Mounting-may be solid mounted or use any style lower engine mount. If adding material to use as a mount can only be up to 3"x3"x4" long per side material from cradle to k member.

\*03+ fords the aluminum saddle can be removed. may run an aftermarket bolt in or weld in cradle. If welding in an OE one it MUST be Make to make only. (ford-ford) Engine saddle(k member) must not be made to strengthen frame in any way

Transmission: You may Use Ultra Bell, Steel bell, steel tail. Trans Brace is OK Slider Driveshaft is OK!

Trans crossmember may be altered to allow other make engines and transmissions to be installed you may use a 4" long piece of 3"x3" angle iron welded to frame on each side no more than 12" from factory location as the crossmember mount. You may use homemade crossmember no larger than 2"x2" hollow round or square material. If using angle the Crossmember must be centered over the angle. NOT welded to one end!!! Angle length is to be 4" and Crossmember inside of that 4"!! DO NOT PUSH THIS!!!

\*\*\*\*\*IF you are only using a lower engine cradle ONLY you get one Kicker per side from dash bar to front frame 2"x2" material max welds may only be 2" per side of square material. May not extend more than 12" from original front of firewall. These are not to be combined with a FULL engine cradle If you try you will be loaded immediately with no chance to cut. This is NEW DO NOT ABUSE IT!!! ( can still have steel bell, steel tail and transbrace)

Rearends: any car or truck rear 8 Lug MAXIMUM Braced rears are ok. Axle savers are ok.

FRAMES:

Tilting frames and pre-bending will be allowed. NO ADDED MATERIAL over your tilts!! This will be an immediate LOAD!!! Frame changes allowed make to make only (i.e. Chrysler to Chrysler, etc.) Front frame may be shortened up to front of most forward factory core support BUT Core Support must remain in stock location for that car and year! No shortening between firewall and radiator support. NO Shortening or lengthening of rear frame whatsoever(from back of rad to support to

rear bumper)!! Factory frame seams may be re-welded single pass firewall forward ONLY!!! NO added metal. Do not fill holes or make new seams. You may notch or dimple rear section of frame, notch must NOT be welded together.... Also absolutley no undercoating or painting frames if your frame is painted you will be automatic DQ!!! No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed NO PAINTING FRAMES!!!!

Fix it plates may only be a maximum of 4"x 6"x 1/4". Cars that have ran multiple shows may have 8 total plates and welds must NOT touch (1/4" gap between). Must be mounted flat on outside of frame. No pinning of frames with Fix it Plates! Fresh Cars may run up to 4 fix it plates. DO NOT ABUSE THE FIX IT PLATE RULES!!! YOU ONLY GET 8 Irregardless of damage!!!

#### SUSPENSION:

Ride Height: 20" to bottom of front bumper MAX 15" (measured from bottom of frame)Minimum for rear.

#### Rear Suspension

Leaf conversion OK. Coil springs and attachments may be replaced with leaf springs, no welding on spring pack. If doing a leaf conversion, you must remove all components of the original suspension (control arms, coil springs, etc. one or the other not both). Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4"x 6". Leaf springs up to (7) 1/4" thick springs 2.5 inch wide, flat sprung ok.

Coil springs may be wired or welded to rear and package tray any automotive coil spring can be used.

Watts link conversions are ok. On any car REAR control arms may be constructed of 2"x2"x1/4" hollow tubing(round or square) ONLY.

Rear Shocks- Can be 1" all thread with 5" washer on top and bottom of body or package tray. Can go through package tray up into trunk area. May not go through the speaker deck or trunk. You may use a 2x2 sleeve 6" long to attach to the rear only.

You may chain the humps 3/8" chain one loop around frame and one loop around rear. You can go side to side OR top to bottom NOT BOTH

#### Front Suspension:

-Sway bar-may be removed or you can remove rubber bushings and bolt or weld FACTORY SWAY BAR solid to both frame and lower control arm but must remain in factory position for both areas With no added material!! No aftermarket sway bar and no cutting or manipulating of the factory one. BUT it may NOT be welded or bolted to engine cradle or pulley protector in any way.

Front Control Arms/Spindles- factory control arm swaps OK! You may use homemade or aftermarket front control arms and spindles. Must BOLT ONLY into factory locations and not strengthen frame in any way! However if you use Homemade Control arms they are NOT able to be welded to the frame with any other method than the 2"x2" strap per side(see below)

Factory Upper control arms may be manipulated and welded to frame However you must leave a 1/2" hole per side on top of each control arm for inspection. It also must still bolt in factory location.

You may use chain over the upper control arm 3/8" max two links welded to frame on each side and can be welded to the the upper control arm as well. Any other link cannot be welded to each other - OR- you can use one 2"x2" strap per side of control arm to secure it to the frame. Must overlap control arm by 1/2" and must not extend any farther than 1.5" from control arm. This plate can NOT touch any other plate( fix it or bumper)

You may lock suspension with Torsion bars if applicable and/or up to 2" round pipe or 2x2 square from lower control arm to bottom of frame. Must only touch and be welded to the top of lower control arm and bottom of frame. May NOT Run up the side of the frame in any way!!

You may use these options to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod to do so it must be 1" maximum diameter

Front shocks-Can be 1" all thread or Piped in factory location only!!!

Hump plates: 24" of plate allowed 1/4 inch thick maximum material and can be no wider than the width of the rear frame at the humps , HUMP PLATES ARE FOR THE REAR OF A VEHICLE ONLY AND MUST BE CENTERED OVER AXLE. Hump plates can only be welded to the frame!

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve. You may also use aftermarket tie rods. Hydro Steer is OK

BODY MOUNTS: all body mounts must remain in factory position. Only 4 extra 3/4-inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. You may change original hardware to 3/4" diameter bolts; you may remove body spacers and/or add hockey pucks/steel spacers and use FREE FLOATING washers or plates with maximum 5" diameter.

A maximum of 8" body spacing will be allowed at radiator support constructed using hockey pucks or a maximum of 2" hollow square or round tubing. Max "\*" spacing no matter the combination. You may remove factory mounting tab and weld spacer directly to top of frame or side of frame. If side of frame only 3" may go down the side from top!! Nothing MORE!! Bolts and threaded rod (1" MAX) may go through the hood in those two spots only.

BODY: You may body crease! Quarters must remain vertical and in factory position and height from front of quarter to rear. You cannot trim them or angle them down in any way Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use (5)bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams. You may reskin drivers door only, up to 1/4" thick may not exceed where the 3" door weld strapping is. No other reskinning or added material. You can also not shorten body front or rear!!!

Trunk may be tucked or cut in half but not welded to floor must be in factory position(no flipping). You must retain factory trunk lid. You may also canoe (must be 7" maximum from top line of quarters to the center lowest point of the trunk lid(this will be strictly enforced and measured with a flat edge laid across the quarters and a tape down to lowest center point of the deck lid) If you

have questions ask!! NO WEDGING FRESH OR PRE RAN!!!! Quarter panels must be vertical and in original location and original height. Trunk seams may be welded full seam 3" x 1/8" material. Two 10x10 inspection holes are needed for inspection.

Bumpers: You may load Factory bumpers (all work must be done on the inside and it MUST APPEAR FACTORY FROM OUTSIDE) you may seam weld and you may use a 1/4" plate on back of bumper to support or stiffen.

Homemade bumpers will be allowed, built from FLAT HOLLOW type dimensional (square or rectangle) steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may add a point to a homemade bumper it can not have a point any larger than 4" from the front of the bumper, must be full height as the bumper and must spread out 32" minimum Do not abuse this or you will load! Purchased bumpers dec,ski,smw wtc may be used with a maximum point 4" from front of bumper but the point must angle out from the center of the point to the outside of the frame rails or a minimum of 32" at base of point (whichever comes first) NO EXCEPTIONS!! NO AMISH POINTYS NO Pointed rear bumpers at all!! NO RAMP BUMPERS!!!

Bumper Mounting Front and rear!: NO BUMPER SHOCKS IN THE FRONT WHATSOEVER!!!!..... Y – frame cars may close BOTH sides of the Y together and follow the front frame seam weld rule and plate. If leaving the Y open as were from factory may only use 1/8" flat steel 1/2" overlap if doing it this way you get no bumper plate.

You may Hardnose. You may Use a 4"x 12" piece of 1/4" steel MUST BE ATTACHED TO BUMPER!!!!. 1 per rail only on outside of rail Top, bottom, inside or outside faces. Cars without bumpers must have no projecting mounts or frame projections bumperettes must be removed. All bumper mounting must be EXTERNAL only. Nothing can be done inside of frame!!

Rear mounting options-Leave factory bumper shocks UNALTERED No welding or swapping of shocks. May weld to itself to prevent collapse. Or you may remove shocks completely and use 4"x12"x1/4" plate per rail welded to bumper and frame!

Each bumper must be chained or 9 wired(double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

ANY Additional welds, extra bolting, modifications, etc will be In direct violation of this rule and you will not be permitted to cut or fix it. This will result in an automatic inspection fail!!! No vehicles will be grandfathered in from show to show or year to year.

#9 wire may be used 4 strand maximum in 4 spots before the heat. May not go from frame to cage or halo. From heat to feature you may add unlimited 9 wire that may not go to cage or halo One and done will follow heat rule.

Any situations that come up the promoters have the power to add or change rules required (2024). Just because it isn't in the rules, it doesn't make it legal. All vehicles are to remain factory other

than the modifications allowed and spelled out in each particular section. **NOTHING MORE!!!**  
Anything found to be Illegal before and after the show can result in Disqualification from the event and forfeiture of the winnings.

For registration questions **ONLY** Contact Darren Bradford (570)-404-0121. Rule questions or approval call Tim Avants (570) 250-7556 or Rj Holton 570-250-6730