

2024 Limited Weld Class

Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

Body

- No sedagons, no frame shaping, forming, or folding.
- Wagons ONLY if you remove your tail gate may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.
- Anything can be removed; NOTHING can be added. – All cars competing must have a hood on at all times to run.
- Trunks and tailgates may have no more than 12" of weld. Fasten hood in 6 locations using wire or angle. 2" long and a single ½" bolt.
- Door seams may have no more than 6" of weld, vertical seam only. Drivers' door may be welded 6 on 6 off. 3" x ¼" max strap.

BODYMOUNTS:

- You may have up to a 6" core support spacer (it may not be welded if metal)
- If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates 1/4x 5"x 5" max, 7- 5/8 nuts ,7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.
- Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM! Exception, you may change a total of 6 body bolts out, with 5/8"x 30" long threaded rod max with 3 nuts, 3- 5/8 store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.
- No attaching body bolts to any part of the cage/roll over bar.
- #9 wire, chain or 2" x ¼" strap welded or bolted to the roof and firewall. No more than 3" overlap.

FRAMES:

- You may dimple your rear frame rails only to achieve the frame to roll
- NO welding, bolting, wiring or adding any material/substance to strengthen frames. -At Inspectors discretion frames will be drilled, wire wheeled or wiped down. – Absolutely not painting or spraying any material on frames or welds. Cars will not be inspected.
- You may cold bend the frames ONLY!!
- You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.
- You may change coil springs to a stiffer OEM passenger car spring.
- You may use store bought spring spacers (no homemade spacers or spacers on top of the springs)
- You may use a single strand #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.
- All suspension and steering must remain stock (unless a modification is stated).

- Aftermarket steering columns and shafts are allowed. These components may not strength car in anyway at any time.
- Tie rods maybe reinforced in only 1 of the following 2 ways; 1) sleeve maybe discarded and pipe/solid rod tapped can be put in its place. 2) Factory sleeve and ends maybe welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store-bought washer maybe placed over the steam of the tie rod and welded.
- Upper A arms maybe interchanged as long as there able to be bolted on. You may cut/trim to make fit but no welding on brackets etc. A arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes. Example: 80-91 box ford a arms being installed on a 98-02. Cut the mounting bar out and trim the edges of a arms to get height.
- Rear control arms may be changed but must be stock. You may shorten but max 2" overlap.
- 98 up watt links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru body. Brackets may not strength frame or body. NO WELDING AT ALL OF UPPER BRACKETS.
- 98 up watt links LOWER BRACKET Conversion. Only 1 way will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame maybe used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

DRIVETRAIN:

- ANY drive train & transmission (manual transmissions allowed. (No trans brace, no mid plates, OEM transmission case only)
- You may run a basic front plate and lower engine cradle with a pulley protector. Steel bell and steel tail on the transmission.
- No engine chains, unless approved with pictures.

REAR AXEL:

- Any rear end is allowed. It may not reinforce the frame at any point!!
- You may run 3/8 chain around rear end back to the frame with only each end of the chain welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.

DRIVERS COMPARTMENT:

- 4-point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. 6" max, must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4-point cage.
- Gas tank mount may be welded to back bar, but must be 4 inches off of floor and can go to rear sheet metal. See below for mounting fuel tank/cell to floor.

- Halo bar is allowed, 2-1/2 bolts with 1/2 washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars, not to floor.
- Gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
- Nothing may be mounted in a way that strengthens the car.
- Trans coolers allowed. Must be mounted inside 4-point cage area. Or on cage must be tight to cage if mounted on back bar.

BUMPERS

- You may hardnose front and rear bumpers if desired, but no shortening rear frame. Follow rules below if using a shock.
- You may weld on any DI approved bumper (see below). Bumper brackets (in factory location) maybe weld continuously to frame 4 inches from the back of bumper only. In addition, you may put 4 one-inch welds on back side of bumper bracket or to weld shock inside frame (example Crown Vic).
- You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard-nosed.
- Call with special cars to mount bumper legally. Rear brackets on rear and front brackets on front. - Or you may use a chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper.
- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.
- Bumper may not exceed 9"x9". - BUMPERS are interchangeable for all cars. -IF you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper
- Bumper must appear stock from the stands with no spike or protruding items.
- If your bumper will not fit in a factory skin, it is too big.
- You may weld the outer chrome skin to the bumper inner frame - Bumpers may be cut to keep them out of the tires/ no sharp ends.
- Bumpers may be flipped (upside down).

TIRES & BRAKES:

- Any wheel and tire Allowed
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

Simple rules, simple build, keep it that way. Again, do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed. If it doesn't say you can, YOU CAN'T!

EXEMPTION

- 78 & newer GM'S may have a 20" long by 4" wide by 1/4" plate welded straight across the rear humps.
- All cars get 4 = 4"x4" 1/4" plates. You may bend them, fold them etc, but if you cut them discard the piece you cut off.
- You may not use plates as a drive line kicker or anything else that violates the rules.

Any questions call Eric Adkins (270) 316-8171

