

LIMITED WELD CLASS RULES

Type of Cars: Any year sedan or station wagon, No Trucks, vans, El Caminos, hearses, 4x4's, Limos, Imperials or Imperial sub frames.

A. Body

1. Remove all glass mirrors and plastic and anything flammable. Remove all decking in wagons.
2. Vehicles must be swept clean of all debris
3. Body line enhancements or creating your own body lines on fresh cars is permitted. No fresh sedagons.
4. Hood must be 100% stock location and open for inspection
5. Trunk lid can be removed, tucked, cut in half, or "v" in the center. No wedging of the rear of the cars. Must have a 12" inspection hole in the lid if secured before inspection.
6. 6 total spots of wire can be used on trunk. 2 spots may go to bumper.
7. A 12" hole must be cut in the hood above carburetor.
8. Hood can be secured in 6 spots. 1" all thread may be used at core support. You may have no larger than 2" x 2" x 1/4" spacer welded to the core support mount extending no higher than the top of the core support. This is not allowed to have gussets running forward to the bumper nor back to the frame. The core support may go through frame and the hood. Can be #9 wire or angle iron welded to fender and hood with bolts through them, the angle iron may be no more than 6" long with no more than 2 5/8 bolts per mounting spot.
9. Driver's door may be welded solid
 - o Remaining doors may be welded 5" on 5" off vertical seam only with 3" wide strap max.
 - o If using wire, there is no wire limit on door
10. Body mount bolts may be replaced. Must have 1" bushings/spacers or after-market equivalence are acceptable.
11. If car has been previously ran you may repair body to deep it from falling off.
12. No internal bracing of body.
13. No interior seam welding of body parts
14. Car must have a safety strap in windshield from roof to cowl.
15. All holes must be covered in firewall to prevent hot fluids from entering driver's compartment.

B. Frames

1. You may tilt/pitch no material added
2. No material may be added to the frame such as metal, wood, and concrete.
3. Seams may be welded A arms forward
4. No shortening past the center of core support mounting hole, altering, or shaping of the frame
5. No painting or undercoating anywhere on frame
6. All factory frame holes must remain open
7. A-arms may be held down solid by welding 2" x 6" x 1/4" flat stock to front and rear of A-arm or a single 1" bolt through the A-arm per side.
8. Tie rods and ball joints may be aftermarket but must be stock appearing.
9. You may use (4) 4" x 6" patch plates no more than 1/4" thickness. These must have a 1" gap between each other. Pre-ran-cars needing additional patches require approval.
10. **You may add 3" x 22" long x 1/4" thick plate to the center of the rear humps that is contoured to the frame. **-call if you have questions-
11. Rust damage can be fixed with the same size metal with 1" overlaps. Must be able to see the rust damage.

C. Drivetrain

1. Engine swaps allowed. (Chevy to Ford etc.)
2. Rear end of choice allowed. You may use watts link conversion kits.
3. Any drive shaft allowed.
4. ** Any engine cradle/ distributor protector will be allowed that attaches to the factory motor mount locations. **Aftermarket motor mounts allowed.
5. Floor shifters and headers are allowed
6. Any engine/transmission combo can be used.
7. Radiators must remain in stock location. No additional water supplies.
8. Transmission coolers are allowed. These must be installed in a safe manner as deemed by inspector.
9. Batteries must be removed and placed inside car mounted securely and covered. You may use (2) 12- volt batteries.
10. You must relocate gas tank to the rear seat area. We prefer these to be cage mounted but if mounted to the floor must be with bolts and washers NOT ratchet straps.
11. All fuel tanks' fuel lines must be covered in a way where they cannot become pinched or cut. Fuel leaks will result in immediate disqualification.
12. Brakes MUST work upon entering the track you must be able to stop at the entrance to confirm working brakes

D. Driver Compartment

1. You must have a 4-point cage. NO legs running down to floor of car!! IF you have questions CALL
2. You must have a rollover bar; it must run straight up and across the roof not angled back.
3. You are allowed 1 rear window bar; it may attach to your rollover bar and be mounted no more than 6" on the trunk lid.
4. You are required a minimum of 1 strap in the windshield sheet metal to sheet metal, however Windshield bar may run from the dash bar to the rollover bar.
5. You may have a gas tank bracket no wider than 32". Gas tank bracket may touch rear fire wall but may not be bolted or welded.
6. No cage component may be closer than 4" to the distributor protector. If you abuse this rule by not having the proper 4" gap, you will be required to have a 6" gap to get a stick
7. 4 x 4 maximum for cage material.
8. Cages are highly recommended. We don't want anyone getting hurt.

E. Tires

1. Valve stem protectors are allowed.
2. You may use bead locks
3. No studded tires.
4. No wheel weights
5. No paddle tires.

F. Bumpers

1. Front and rear bumpers may be loaded factory bumper or after market bumpers built to factory specs. Bumpers are not to exceed 8x8 in diameter or less than 4" of point across no less than 32" of the bumper face
2. You may compress bumper shocks and weld shocks, brackets, and bumpers on. Weld them good. We do NOT want to pick them up.
3. Any front bumper bracket may be used on any car from the same make. Ford to Ford and GM to GM.

4. Absolutely no bracket or shock may be welded past 6" behind the factory core support mount hole on the frame rail. If your cars factory shock or bracket goes farther than 6" back, it must remain completely factory beyond the allotted 6".
5. Suicide Lincolns and cars that have no core support mount must only go 6" past the vertical part of core support right above the frame rail when mounting the bumper.
6. 2 Chains of no less that ¼' diameter to be welded to bumpers no further back that 4" back on frame.