LIMITED WELD

General Rules & Regulations:

ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. JUDGES DECISIONS ARE FINAL!!

1. Any American made car can run with the following exceptions: No 1970 or older Lincolns, No 1973 or older Chrysler Imperials or Imperial Sub Frames, No 4x4's, ambulances, hearses, trucks, limousines, convertibles (frames or full cars etc). No manipulating a wagon's roof to create a sedan.
2. All drivers must sign driver's paperwork before being inspected or they will not run the event
3. Drivers must wear a seat belt, helmet & fire suit jacket.
4. All drivers must attend the pit meeting before each event. Driver's meeting are always approx. 30 minutes before the event showtime.
5. No drivers are allowed any alcohol or drugs before their event. If found drinking alcohol or under the influence while wearing a driver's band you will be disqualified for the remainder of the event.
6. Cars may be inspected before any prize money is paid out. The cars will be inspected by the Officials only. Everyone else will stay back until the car is deemed legal.
7. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
8. Call or text Justin Lenox 719-688-4759 with any questions Do not assume anything call first. .
9. All Gray areas will be brought to light with a torch.

Show Rules:

1. you have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
2. For safety, DO NOT HIT THE DRIVERS DOOR!
3. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.
4. Rollovers- you may keep going as long as car is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.
6. No holding or pinning, you must back up and show day light.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement please see driver's table for the driver to get signed up and fill out proper paperwork.

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR.

IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T!!!

Car Preparation:

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. No painting in the interior of the car.

2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in bright colors on each front door and must have at least the size of 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.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. 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!!

BUMPERS

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 may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods.

First way – factory bumper bracket that is legal to a car in your class may not extend any further back than the first 14” of the frame. 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. 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 Bracket can be formed 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 be any longer 14”. 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. 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.

The bumper may be built up to have a 14” point from the farthest point from the back side of the bumper to the point over a 36” span and 8” tall. Bumpers can be manufactured but MUST be to the specs of original bumper. Will be checking this. Rear Bumper Brackets must follow the front bracket rule, no longer than 14” on the frame.

Bumper height not to exceed 22” 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.

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.

Remember you can only weld main frame seams no fingers, brackets or engine cradles. Cadillacs must remain 18" long from the front side of the spring bucket lip forward, must be measured with a straight line from the front to the back of the car not diagonal. Call if in question

FRAME WELDING

The only frame seam welding allowed is:

1. A-arms forward top and bottom frame seam, ½" wide maximum bead.
2. A total of 14" of welding allowed behind the a-arms. All weld must be marked with orange paint. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars to reweld the seams where the factory missed or any other factory welded seam. Do not weld the front frame or box to the side rail.

Only factory welded seams may be rewelded. If you choose to cold bend the car do not support with the cross member.

These are the only ways to bend a fresh car.

RUST REPAIR – Call before fixing any rust on the frame.

Chrysler K-Member cannot be altered.

FRAME SHAPING- No frame shaping is allowed.

FRONT SUSPENSION TIE RODS AND BALL JOINTS –

Tie rod tubes may be reinforced, or tube may be used. Do not reengineer the way the steering components mount to the frame. Only stock car replacement tie rod ends are allowed; no pickup, hiem joints, or van tie rod ends. After market ball joints are allowed such as mp1004 mp1002 and so on NO homemade ball joints or bolts permitted.

A-Arms –

A-arms may be welded down but may not be reinforced. If welded it may only use up to 2- 2x4x1/8" thick strap. This strap must weld to the a frame and cannot extend farther forward or backward than 1"

past the widest part of the a-frame. No changing or modifying the a-arm brackets. If you use a screw in ball joint, the collar can only be a ½" in diameter bigger and 2 ½" tall.

Steering box –

May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement

COIL SPRINGS- must be a factory car coil spring for a car that is permitted to run in this class. NO HOMEMADE SPRINGS.

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.

Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles

Spindles – Must be factory Car spindle for a car that is permitted to run in this class. No aftermarket spindles.

Hump Plates

NO HUMP PLATES ALLOWED!

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 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 clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

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 1 spot 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 side of frame only, with only one link welded per end. Max chain link size 3 ¼" OD. 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.

WATTS LINK CONVERSIONSARE ALLOWED ON ANY FACTORY COIL SPRING CAR

THEY MUST FOLLOW THE FOLLOWING SPECIFICATIONS.

• They must bolt to package tray with 4 – ½" diam. Bolts No welding of the upper brackets to package tray.

• The upper brackets can be no thicker than 3/8" and must be at least 1" away from frame rail.

• The upper trailing arms must angle off the factory mounting point on the rear end and mount to package tray in the factory mounting location of the car you are running 98 – 02 fords mount the same way as a 97 and older ford.

• Lower frame brackets may be ¼" X 3" X 3" box tubing 3" long welded to side of frame (not to top or bottom of frame in any way) where the factory brackets are located.

• All unused brackets must be removed from frame.

• No gussets may be used on these lower brackets.

• Trailing arms both upper and lower may be 2" X 3" square tubing they must bolt into brackets

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 5" on the outer 10" of a stock size axle tube and 13", all the measurements will be off the center of the axle tube.

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. Can use 2"x3" tubing and must be able to pivot freely.

TIRES/WHEELS

Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires and Solid Tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. NO foam filled drive tires for the arena shows for safety reasons. Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are permitted in this class. Bead locks may be no more than 20" in diameter and can be on inside of tire only.

ENGINE AND TRANSMISSION ENGINE CROSS MEMBER-

Motor mounts must attached to a factory style engine mount, with rubber bushing, attached to engine cross member only. No welding to the frame.

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

Distributor protectors are allowed, but 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.

Firewall will be cut out completely behind it, from the base of the intake up and the width of the mid-plate. If we feel that the car has been built for the DP or any part of the protector is being used to

support the car you will not run or will be asked to change it Mid Plates are allowed. If we feel that the car has been built for the mid-plate or any part of the protector is being used to support the car you will not run or will be asked to change it.

Lower Cradles are allowed but must attached to a factory style engine mount, with rubber bushing, attached to frame. The factory engine mounts are the only way of tying the motor down. Pulley Protectors are allowed, if running one it may extend 2" past the water pump and can only be 14" wide but only if the sway bar is removed. If we feel that the car has been built for the pulley protector or any part of the protector is being used to support the car you will not run.

In addition to your motor mounts you will be allowed an 8 inches of weld from your cradle to the engine saddle only. Plate to attach the cradle to the saddle not the frame no part of this plate can touch the frame only the engine saddle. You are allowed to weld (1) 2" x 2"x ¼" thick 4 " long piece of angle iron (Must be facing upward) per frame rail on top of frame rail between the a-arm and the bumper. You are also allowed (1) 2" x 2" x ¼" thick x 4" Long per frame rail behind the a-arm (between the a-arm and firewall) This angle iron CAN NOT be tucked underneath the body AT ALL and CAN NOT BE bent over, it must be on top of frame and facing upward. This is to bolt down your motor with chain or wire only. CHAINS MUST BE USED AS INTENDED AND ATTACHED TO THE ANGLE IRON AND THE ENGINE, only 3/8" chain maximum may be used. **DO NOT ABUSE THIS RULE OR YOU WILL CUT UNTIL WE ARE HAPPY.**

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 transmission brace can only be 12" were it meets the transmission cross member, measured from the center of the tail shaft 6" each direction. Trans brace may be no more than 2" off the transmission housing. 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 4" 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 cross member. You must remove the stock mount if you run the angle iron. If you pre-bend the frame, do not use angle iron to re-support the bent area. You may use the factory cross member or it can be replaced with up to a piece of 2" x 2" piece of steel. 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 cross member and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" from the cross member.

Body

Body Shaping Body may be shape on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all. Rust Repair You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2” beyond rust.

#9 WIRE RULES

NO 9 wire or cable allowed inside of driver’s compartment. You may run wire from frame rail underneath back of car, behind 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

For mounting radiators you may use up to 4 – 1/2” all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2”x 6” 1/8” flat steel and must be welded to the core support they must be outside the fan. You may run an 1/8" radiator guard in place of AC condenser must not go any farther then 2" beyond factory condenser hole. You can use 6 3/8 inch Bolts or 6 1 inch welds to attach the radiator guard. **DO NOT ABUSE THIS OR YOU WILL REMOVE IT COMPLETLY!**

BODY MOUNTS-

Body mount bolts can be replaced with 3/4” bolts, body mounts can be replaced with steel or washers but must be 1” thick and have the same diameter as stock spacers. Bolts may extend through body and have up to 1-5”x5” washer on top, washers must be separate and cannot reinforce the frame.

Bolts must be up inside of the frame. If you choose to use a body mount hole for your trunk ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3”. 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. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run.

If you must build core support spacers you may weld it frame mount, Do not weld to core support or body. Core Support Spacers cannot exceed 3” square material.

The front frame must not be shortened to far that the 1” all thread must pass through the factory stamped hole. This mount may be welded to the side of the frame if not using a lower nut.

HOODS & 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 10 bolts

allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 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, 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 5x5x1/4" square or 6" x1/4" round. . Hood bolts must remain vertical & not formed or used as a "kicker" (5" hood washers max). You are allowed to use 2" x 2"x 4" long x ¼" thick angle iron on the hood/fender as a hood bolt attachment with a maximum bolt size through the two pieces of angle iron of 1" diameter.

Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same location that it came factory. Do not cut off the back of the fenders. They must remain stock length.

You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 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.

WINDSHIELD BARS-

For safety all cars must have (2) 2"x2" piece of square tubing can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar.

DOORS

You may weld your doors shut with nothing larger than 4" by 1/8" strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. If you chose must be tied shut in six locations using ½" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.

You can add bracing to the exterior side of the driver's door. 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.

CAGE

All cage material must be no larger than 6" od, unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and any part of the engine or components and be a minimum of 4" off the transmission tunnel which cannot be altered. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no

extensions), across your dash area to replace your dash .You may run a bar connecting the dash bar and seat bar inside of the front doors only.

You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2”x3”. You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof, if welding to the frame 2”x3” Max tubing. You may also weld a steering column to the cage. Side bars may be 6” x 12” including roll over may be a max length of 62 inches long. Nothing can be welding to the frame bigger than 2”x3” Tubing.

GAS TANK PROTECTOR

It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 32” wide. It can angle in from your roll over protection. It must be a full 2” away from all sheet metal, which cannot be removed. The bracing must be 4” above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area. Gas tank protector must be on all 4 sides of the tank, front, back, both sides. May extend 6 inches above the speaker deck. On a 71 – 76 GM wagon must be 4” off floor sheet metal and 2” from the front side of rear end tunnel.

FUEL TANK, OIL COOLERS & TRANSMISSION COOLERS

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver’s seat or in the center of the car where the back seat use to be. No other source of gas inside the car at all. Engine oil and transmission coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

TRUNKS

Trunk lid must be from the 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, you may remove the speaker deck. 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 be welded solid with 4” wide 1/8” thick strapping. YOUR TRUNK LID MAY BE V’D IN THE CENTER BUT MUST REMAIN AT LEAST 10” OFF THE TRUNK FLOOR, the 10” will be measured from the top of the frame rails not the spare tire hole. Rear quarters may not be laid over to make a trunk seam. Rain channels MAY BE DRILLED DURING INSPECTION!

2-1” All-thread may go from the trunk lid to the frame or trunk pan and must be straight up and down (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 chose 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.

Short Trunk GM cars– If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.

GM Wagons Must remove all rear decking and seat components.

03 & Newer Rules:

1. Must use factory rack & pinon, no steering box conversions. NO HYDRAULIC STEERING
2. Must run the factory aluminum cradle, NO added metal.
3. May use aftermarket tie rods.
4. Struts, spindles, and a arms may be switched to a direct bolt on. No cutting, welding, and fabbing to make it work.
5. Engine Mounting, you may use a cradle like grey area or budde cradle or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points and must remain ½ inch off the side rail. Repair plates may not be used to tie cradle into the rails.
6. Watts link conversions are allowed, look in watts link conversion section above.
7. Must follow all other rules

Fresh Cars will be allowed 2-4”X6”X1/8” pre plates Per Frame rail.

Pre-ran cars cannot exceed 4-4x6x1/8” plates Per frame rail.

Plates cannot be cut apart and spread out.

PLATES CANNOT OVERLAP.

FIX IT PLATES CAN ONLY BE WELDED TO THE FRAME NOT THE CRADLE OR CAGE!!!!

ALL RULES ABOVE MUST BE FOLLOWED.