2021 Full Size - Limited Weld Rules

Any year of car allowed (no imperials, hearse, ambulance, trucks, vans) NO 2003 and newer Ford/Mercury/Lincoln frames. all cars must stay Ford to Ford, Chevy to Chevy, Cadillac to Cadillac, ECT.

1. All cars must be stock, unless modification is specifically 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. 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 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 or team will not run!!

Frame/Bumpers - Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. No rear brackets on the front. ** No brackets can extend any further back than the first 10 inches of the frame. Brackets can only be on one side of the frame Instead of using bumper brackets/shocks you can use 1- 4” wide x 3/8” thick strap extending from your bumper down the side of the frame and cannot extend any further back than the first 10” of the frame. Plate must remain flat and on the side of the frame. Do not abuse this rule you will cut it. You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, 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. No welding bumper to the body in any fashion, except on a 71-76 GM Wagon Rear bumper it may be welded to the body if still in factory location. 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 the frame whichever is lower. Bumpers must be in stock location. 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” Overall the bumper cannot exceed 12” wide at the tip of the point. The point may only extend out 4” from the flat part of the bumper. 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.

Frame Shortening - You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. 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. Cadillac's 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 seam’s no fingers or brackets coming off the frame.

Frame Welding - The only frame seam welding allowed is: 1. A-arms forward top frame seam, ½” wide maximum bead. 2. A total of 14” of welding allowed behind the a-arms. This will allow the FoMoCo Cars to cut and tip the box and re-weld with 14” of weld and the old iron cars to re-weld the seams where the factory missed or any other factory welded seam. Only factory welded seams may be re-welded. You will be given 2 4x4x1/4" repair plates per frame rail, these can be used fresh or after the heats but only 2 plates per frame rail total. Repair plates MUST be on the outside of the frame and be 1” apart including weld! Welds on repair plates can be ½” max bead.

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. If your frame is rusted through, call for instructions on how to fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND
EXPECT US TO ALLOW YOU TO RUN IT.

Frame Shaping - Only frame humps may be shaped, 22" on humps and will be measured from center of hump going 11” each direction. No other frame shaping is allowed!

Front Suspension - Tie Rods and Ball Joints must remain stock. Tie rod tubes may be reinforced, or tube may be used. 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. COIL SPRINGS must be a factory car coil spring for a car that is permitted to run in this class. Steering box, pitman arms, idler arms, hubs, spindles all must remain stock.

Rear Suspension - Leaf springs must remain stock, no added leafs or leaf clamps to leaf spring cars. You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), you may put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can 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. No all thread shocks or bolt thru coil springs. 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 or weld the chain to the frame.

Rear-Ends - Use rear end of choice but must be no more than 8 lugs. You can tilt rear end if you wish. 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 or 10” on the remaining housing. Rear end control arms CAN NOT be reinforced (Must Remain Stock). Watts-Conversion are allowed. No changing out rear package trays on frame. You may convert a Watts-Link to a standard 4 link system in the following way: Use the factory lower trailing arm brackets off an older Ford. After market upper brackets are allowed,

but no thicker than ¼ inch and may be attached with max of (5)-1/2 and 2-3/4 bolts each side. Lower brackets no thicker than 1/4" and no larger than 4x4" welded to frame. No positioning of brackets to strengthen the front down legs of the rear hump, must be mounted in the stock location. Any watts link brackets not utilized may not be altered to reinforce frame and must be removed. No Relocating brackets on the frame.

Tires - Tires no bigger than 16 inches, 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. 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.

Motor and Transmission - NO Carb/Distributor Protectors, No Transmission Protectors Engine/trans swaps ok. Can weld lower mounts in to do a clean conversion (no added metal) you may use 2 chains or 2 4x4x1/4" plates to keep your motor from "flopping around" the plates can only be welded from factory motor clams to the frame. If you use the chain, 1 link may be welded to the frame anywhere within the head area of the motor. You may use a lower engine cradle, however if you do you must use stock lower gm or ford motor mounts and CAN NOT use any chains, 9 wire, or plates to keep motor tight. This cradle is only to protect your block. If the inspection crew deems that the cradle is being used to reinforce the car in any way you WILL NOT run!

Cross Member - You must run the transmission cross member in the stock location for the car you are building. You can weld a single piece 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. Cross member must remain stock or can be replaced but can be no larger than 2x2"x1/4" square tubing, no other material is allowed! The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be supported.

Body - Body Shaping is allowed. No double Creasing! 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 - 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. You are allowed 2 spots with 4 loops of wire in the door window openings and may go to the frame. 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. If you chose to 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.

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. No radiator guards allowed.

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 1-4”x4” washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame. 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 1" 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 replaced with 1” all-thread, 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 either to the body or the frame mount, but only one side can be welded. Core Support Spacers cannot exceed 3” square material and can only be between the core support and frame, may not go up through the core support. 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 only be bolted through the mount/frame or welded to the side of the frame but not both.

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 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 6 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. 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 and Firewall - 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"x3" flat strap. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut.

Doors - You may weld your doors shut with nothing larger than 3” by 1/8” strap and must follow the door seam. Drivers door may be welded solid, all other doors may be weld 5" leave 5". 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 choose, other than welding doors may 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 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 floor, CANNOT go to the frame and will be cut completely out if they are welded to the frame. Down 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. You may also weld a steering column to the cage. Side bars including roll over may be a max length of 62 inches long and must be a minimum of 5" in front of rear seat body mount. Door bars only may be stacked to be taller and protect the driver and component's but must be no more than 6" wide, must stay below the door window opening and must still remain 4" off the floor.

GAS TANK PROTECTOR - It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can angle in from your roll over protection/back seat bar. It must be a full 1" 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 but must be vertical. On wagons they may extend no further back than 1" before the start of the rear end tunnel and May extend 6 inches above the rear side window bottom lip but must be vertical. Nothing may extend back over the rear-end tunnel or package tray.

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 in the center of the car where the back seat use to be. No other source of gas inside the car at all. Oil/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 - You may weld your trunk shut with nothing larger than 3" by 1/8" strap and must follow the

trunk seam. Trunk may be welded using the 5” on 5” off method, do not weld solid. Or if you choose you may tie shut in six locations using ½” bolts no longer than 6”, 3/8 Chain, or #9 wire. You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders may be folded around but do not attach to trunk lid. 2-1” All-thread may go from the trunk lid to the frame or trunk pan, if it passes through a body mount hole you must have a 1” spacer between the body and frame. All-thread cannot be welded to the frame! Speaker decks may be beat down but not re-welded, if you remove the speaker deck you CAN NOT weld the front of the trunk lid down to the floor. Wagons must remove all rear decking and seat components.

Repair Plates- six 4''x6''x1/4'' plates per frame rail.

All other rules above must be followed

Questions - For any questions Call Justin Comer (816) 985-5077.