

Welded Full Size

General Rules

- 1.** Any American made sedan or station wagon may be ran. No 4x4's, ambulances, hearses, trucks, etc.
- 2.** All cars must be stock, unless modification is stated in the rules.
- 3.** All glass, plastic, chrome, etc. must be removed before arriving at the derby. Do not paint on the frame or inside of the car. Remove all grease from frame. Bolts to hold any chain cannot go through the frame. No foam in frame.
- 4.** All decking in station wagons must be removed.
- 5.** Use motor and transmission of choice but must be in stock location. Motor and transmission mounts can be fabricated and welded if it does not strategically reinforce the frame, "A" frame, or shock towers. No engine mounts, braces, cables, or chains may extend more than 4" in front of, or 4" behind the a-frame. Pipe can be no bigger than 1 1/2" inches or 1/2" thick flat steel. You cannot add any extra metal to the top of the frame to weld your pipe to. You may weld an 3/8" thick piece no longer than 8" that may be attached to your engine crossmember. You cannot weld it to the frame. You can plate your engine cross member on the top side only with a 3/8" flat piece of steel. Cannot be wider than the engine cross member. If running a pulley protector, it must not come in contact with the steering stabilizer or extend past 2" past the water pump. No portion of the DP may extend past the heads more than 3" in width. Motor or transmission cannot be connected to any part of the cage. Crossmember must be in stock location but can be replaced with up to 4x4 square tubing (no side of the tubing can be more than 4" otherwise you'll cut it. Transmission protector maybe be tied to the crossmember, but the transmission mount cannot be any wider than the transmission pan. Transmission protector must be at least 6" away from any other bars. If we feel that it does, you will cut it. Nothing on the bottom side of the cradle may extend more than 3" in front of the water pump. The Crossmember or any other bars cannot connect or run underneath under the frame extensions of a Cadillac. If we feel that it does, you will cut it. Shrouds cannot cover up any of the frame.
- 6.** Distributor protectors (DP) will be allowed. The protector can only be mounted to engine and or transmission bell housing. There must be 6 inches of clearance between the Fire wall/dash sheet metal and the dash bar at the start of the event. Distributor cap protector can't be mounted to body, frame, and cage. No rear engine straps can be connected to DP. DP can't be bigger than 12"x 12" firewall must remain stock with no reinforcing allowed. No reinforcing or adding extra metal to the transmission tunnel.
- 7.** Use rear end of choice. Rear end may be back braced but cannot act as a kicker. Welding the rear end is allowed.
- 8.** Radiator must be in stock location. No radiator barrels. Radiator guards can be welded on with 6-1" welds or bolted on.
- 9.** Brakes must be workable and deemed safe.
- 10.** Trailer hitches and any extra bracing must be removed.
- 11.** A-arms must remain stock. You may use a strap up to 2 inches wide to weld the top a-arms only down. You may only have 3" of weld on the strap and 3" on the frame. A-arms may not be welded directly to frame only strapped down. Do not weld your bottom a-arms down. Do not cover any holes in the frame. Ball joints may be changed.
- 12.** 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. NO GAS CANS. Plastic gas tanks must be covered with a metal

shield. Place fuel cell behind driver's seat or in the center of the car. Gas tank bolts cannot be bolted or welded to or thru to the frame, sheet metal only. Gas Tank protector can be no wider than 28 inches, 14 inches on each side from the middle of the back seat area. It cannot be attached to the back seat panel. Must run straight back off the seat bar. Cannot act as a kicker and cannot be thicker than 2" thick tubing. It may not be any higher than 4" above the gas tank.

13. You will be allowed to run one back window bar that must be centered in the back window. It cannot be no bigger than 2x2" square tubing. You are allowed to go 6" onto the roof starting at the back of the roof and can extend 6" from the trunk seam back. It cannot touch or butt up against any bars or roof sign.

14. Tires no bigger than 15 inches. No split rims or studded tires. Valve stem protectors are ok.

15. Transmission coolers are allowed but must be safe.

16. Batteries must be moved to passenger floorboard and must be properly secured and covered.

17. Number must be on both doors and on top of your roof in visible colors.

Car Building:

Frame/Cage/Bumpers

1. You may weld your frame seams ½" wide from the front to the transmission crossmember top and bottom side. No frame seams may be welded behind the crossmember. All doors maybe welded solid using only 3/8" cold rolled filler, or up to 3" x 1/4" thick flat strap. Exterior only may be welded. NO inner seam welding or bolting anywhere!! Trunks/tailgates may be welded solid but must have at least a 12-inch square cut in them. Radiator support maybe welded with no extra metal.

2. If you do not weld your doors, trunk, or tailgate you can chain them with 3/8 chain or less and will be allowed 2 chains per seam or you may wire it with #9 wire up to 3 strands in two spots per seam.

3. All cars may begin the derby with four 4"x 6" ¼" thick plates per frame rail. You will not be allowed to add any more than 4 plates even if the car is bent so choose wisely. All the patch plates must remain 4"x 6" and cannot be used to make more plates.

4. The cage may be made of no bigger than 8" material. You are allowed one dash bar and 2 side bars. You are also allowed 4 down bars total per side (this counts your front down bar and your halo bar). The two front down bars all parts of the tube must be at least 10" behind the crush box or if the car doesn't have a crush box, it is from the furthest back part of the firewall. All horizontal bars must be at least 12" off the floor (where your feet are). A halo bar may be ran but it must be ran directly vertical of the back seat bar, cannot be angled. 2 rear down bars will be allowed but cannot act as a kicker in any way or it will be cut. Sidebars cannot be longer than 60 inches and they cannot go past the backseat body mount on a ford or Chevy and no farther back than the front leaf spring shackle on a Mopar. Cage maybe welded to the frame. Any cage parts that strengthen the frame or car will be cut.

5. Bumpers are interchangeable and must be stock appearing. Any automotive bumper and bumper brackets may be used, but not more than one set of bumper brackets can be used. You can weld the bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. Instead of bumper brackets you will be allowed to use a 4" wide x 3/8" thick strap extending from your bumper down one side of the frame (cannot be wrapped onto any other side). It must also lay flat on the side of the frame and cannot be made into an angle. You will be allowed to wrap this strap around the front of the frame 4" to create an "L" shape to give you enough material to weld your bumper on. Your factory brackets or your strap cannot extend any further back then the very front most part of your original factory top-front a-arm bracket factory weld. You may use a factory bumper and pull it apart and add whatever you want inside the bumper. If

you choose to manufacture a homemade bumper it must conform to the following size limit. It can be no larger than 8"x8", the point must taper over an area of at least 32", and overall the bumper can't exceed 12" wide at the tip of the point. The point may only extend 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. No sharp edges that would be deemed unsafe. Front bumper must be at least 14" off the ground and cannot exceed 22" in height both measured from the ground to the bottom of the bumper.

6. Rear bumper may have 2 straps from trunk deck or tailgate to bumper not to the frame. Straps can be up to 4" wide and no more than 5" on the bumper and 5" on the trunk or tailgate. Straps may be up to ¼" thick. Sedans Only: Rear bumper must be at least 16" off the ground measured from the bottom of the bumper.

7. No pinning of the frame. Bolts cannot go thru the frame for chaining or wiring purposes.

8. You may run hump plates. The plates must be one piece and cannot be bigger than 22" long 1/4" thick and must follow the contour of the frame. Must be on the outside of the frame. Hump plates must be centered from the middle point of the hump. Cannot hump plate and leaf a car.

9. There is no frame shaping allowed at all. Do not sharpen the corners of the frame or square them in any way or form. The only frame shaping allowed is 22" total of the rear hump frame.

10. Rusty frames maybe repaired with 1/8" metal, 2" past the rust. Leave 1" unwelded so we may see how thick the steel is. We must be able to see the rust the day of the show, pictures will not work.

11. Bent Frames: You will only be allowed 4 total spots per frame rail with no thicker than a 1/4" steel and maybe not be any bigger than a 4"x 6" piece. You must least at least 1" between the patches. No doubling of patching. Leave an inch unwelded or put a hole big enough for us to see how thick the steel is in the middle.

12. If you are running a 70 or older Lincoln, you must drill a ½" hole 6-10" in front of the fire wall on the outside of the frame for inspection purposes.

13. 03 and Newer. You may change your cradle out, but it must either be one like a Johnson bolt in or you may take an 80-90's ford steel cradle and weld it in. You can only weld it in where it meets the frame. You may not add any metal anywhere to the cradle. You will only be allowed to tip the car in one spot, and it cannot reinforce the crossmember.

14. If we have any suspicion that your car might be illegal, we will drill one or more holes in your frame.

15. You may weld two 2"x2" square tubing off your front bar to go anywhere on the frame behind the back of the a-arm. Must go on the top side of the frame.

Suspension:

1. Suspension must be stock height. Leaf springs must be stock. Leaf spring thickness cannot be greater than 5/16" You may add one extra leaf spring as long as the main but it may not be wrapped to form a double main. Leaf springs must stagger down from longest to smallest. You must have a 2" stagger in the back and 1" stagger in the front. If you have a leaf spring on top of the main you will cut it completely out. No flat stacks or welding of stacks. NO Shackle can be bigger than 3" x 3/16" thickness. 6 clamps are allowed per side. Homemade clamps may not exceed 2x4x1/4". You can put spacers in sagging coil springs. You may bolt or wire your coils in to prevent them from falling out. You may loop wire or chain from rear end to frame in 2 spots on each side. No bigger than #9 wire (4strands max.) or 3/8" chain may be used. You may run wire from frame rail to frame rail in two spots behind the rear end.

2. Tie rod ends, and rear control arms may be strengthened but must be workable. Tie rod ends must be

stock appearing

3. You may convert a Watts Link Ford to a GM rearend in the following way. Use the trailing arm brackets off an older ford or metal of the same size and thickness. You may cut out the package tray out of an older ford and weld it back in with only one pass ¼" thick. It cannot be positioned to strengthen the rear hump or frame. Call before doing it if there is any question!

4. You cannot leaf a car unless it came that way from the factory.

Body/inside of car:

1. Body mounts bolts (consist of 2 nuts, 1 bolt, and two plates) can be replaced with up to 1" bolts and the body mounts can be replaced with steel washers no bigger than 3". No body bolt can be more than 12" long except 2 of your hood bolts. (Full Size only) body mount bolts must be up inside the frame as factory and body maybe sucked down solid. Used cars that have the washers on the bottom side of the frame must drop the body washer down so we can see inside the frame. Body bolts cannot be welded to the side of the frame. You may add four body bolts. May weld the spacers to the body but not the frame. Bolts may extend through body and have up to a 5x5x1/4" thick washer on top but must be removed for inspection if we cannot see inside the frame. Radiator support mounts can be 1" and removed and sucked down solid. You may weld your 2 front radiator support all thread pieces to the top or side of the frame. You may also weld the front body mount spacer to the frame. You will be allowed to weld 2 - 1" all thread to the side of the frame that can go from the frame to the trunk deck. No other all-thread may be welded to the frame unless specified. Body mounts cannot be used as a kicker or a wedge. You may cut the excess frame off the front rails, but you may not move the front body mount. We must be able to see where your front body mount was on your front radiator support mounts. All body mounts must remain in stock location.

2. Hood must be off or open for inspection. Hoods can't be welded shut. Only bolted, wired or chained. Hood must have at least a 12-inch square hole cut out for fires. You are allowed 16 total bolts in your hood for your cutouts. You are allowed 8 hood bolts and must have at least 4. You can use up to 1" all thread for your hood bolts. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material. Hood bolts must be sheet metal to sheet metal. Hood plates cannot exceed 5x5x1/2. Angle iron maybe be used as a hood plate but cannot be thicker than 3/16" and not longer than 5 inches long. Only 2 of your hood bolts may go thru the frame.

3. Trunk/tailgate must be in stock location. You may fold over 60% of the trunk lid. No sedagoning of wagons or wedging of sedan trunks. You may run two 1" all thread from trunk lid to frame can be welded to the side of the frame but the other two must go through the body mount hole.

4. You will be allowed 8 spots total inside the car of #9 wire or 3/8 cable or chain.

5. Hardtop cars can weld a strap at the doorpost.

6. May alter steering column.

7. You may cut out wheel wells for tire clearance. Fenders may be bolted with 12 3/8" bolts only. No welding of the cutouts.

8. Must have at least 1 windshield bar in the front windshield for safety purposes. Windshield bar can only attach to firewall sheet metal not to any other bars. Do not connect your bar to your halo bar or roof sign. Your bars must also be at least 3" outside your distributor protector.

9. Idler Arms cannot be welded to the frame.

10. All Fuel Lines Must be ran inside the car with high pressured lines and deemed safe!

11. Do not paint the frame or patch plates or you will remove the paint before we inspect it.

