Limited Weld Fullsize 2026- This class is a very limited Weld Class. Build to the rules not the gray areas in between the rules. It is impossible to cover every gray area of the rules, use your common sense when building. No 73 or older Imperial full frames or Imperial sub frames. Inspectors decisions are FINAL

➢ Seam Welding-

- Frame seam welding is allowed firewall forward. Single ½" wide bead. Do not get carried away you will cut. Top or bottom only not both pick one. Fords will be allowed to use this at the boxes to tip

➢ Shortening-

- You may shorten the front most part of the frame rails only. You may cut the frame off at the front most part of the core support mount. The entire core support mount must be completely intact. If you remove the core support mount at all or shorten it too much you will be loaded. CADILLACS must measure 18" from the front side of the spring bucket lip forward, must be measured in a strait line not diagonal.

➢ Frame Shaping-

- Cold bend is the only shaping (if you are not cutting and welding fords). No other frame shaping will be allowed.

➢ Frame Repair-

- If your frame is rusted through call first, if you do not call us, do not expect us to allow you to run! Must be the same thickness as frame, piece must be butt welded in, no overlap, frame rust can be cut out, but we need picture evidence before you do so.
- Re-stubbing of frames is allowed. Same make, model & year. Butt welded only, may only support weld with the angle for the transmission cross member.
- Fresh cars will be allowed (2) 6"x6"x1/8" plates.
- Pre ran cars get (4) 6"x6"x1/8" repair plates, must be on the outside of the frame, not used as a pin. On frame only, not to drivetrain. Anything more than that will be cut COMPLETLY! Off the frame.

➢ Engine Attachment/ Cross Member-

- Engine cross member must be completely stock.
- Engine can be attached to the frame in two spots using a factory style rubber engine mount or weld down plates where a traditional clamshell mount would be. These can be welded to the cross member and connected to the engine. Your motor mounts/plates and welds holding them must stay at least 1" from the factory seam connecting the engine cross member to the frame, no bigger than 6"x6" pad.

➢ Transmission Cross Member-

- You may run a 2"x2"x1/4" tube strait across or any oem cross member. Cross member cannot be manipulated in any way. You will be allowed a 6" long 2"x2"x1/4" angle iron welded to side rails only to mount cross member .
- The transmission cross member is the only method which the transmission may be tied in.

➢ Transmission Attachment-

- Transmission can be bolted in place using a factory transmission mount or chained (3/8" max)/ 9 wired (4 strands max) to the cross member. This is simply to attach the transmission to the cross member, if you use any of these methods to strengthen the car you will be required to remove it completely.

➢ Bumper-

- Any manufactured, or factory car bumper may be used, loaded inside only and seam welded is ok. Weld them solid, we do not want them coming off. 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.
- Your only other option is a straight piece of tube, no larger than 6" material. No added point what so ever.
- Front and rear bumpers may have (2) spots of #9 wire (4 loops) or 3/8" Chain from radiator support/trunk lid or deck (to sheet metal only do not go around core support thread rod) to bumper.
- Bumper can be mounted to the frame/bracket only, not to body other than the 9 wire or chain mentioned previously.

➢ Bumper Brackets- You get 2 choices; pick 1 or the other, not both!

- You can use any factory car bracket **or** shock. Shock can be compressed or stretched.
- You can remove the factory shock and use (1) per side 4" wide 3/8" thick flat strap to attach the bumper to the frame. This bracket can only be on one side of frame, you can hard nose the bumper directly to the frame.
- None of these brackets can extend back farther than the furthest forward point of the upper control arm mount.
- **Pre 1974 Chryslers may close the y up front 1/8" max material top or bottom not both.**

➢ Rear Frame Rails-

- Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together.
- Rear frame rails can be tied together in one spot between the rear bumper and the base of the humps with 9 wire 4 loups max or 3/8 chain.
- You are allowed a factory bracket/shock or 14" (1) per side 4" wide 3/8" thick flat strap to attach the bumper to the frame.

❖ Wheels, Suspension, and Steering

➢ Vehicle Height-

- Cannot exceed 21" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower.

➢ Rear Suspension-

- Any leaf sprung vehicle must remain leaf sprung. Any coil car vehicle must remain coil sprung.
- The rear of cars can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with (1) 3/8" chain per side wrapped around the rear-end and wrapped around the frame. Absolutely no welding anywhere on this chain. On a unibody rear vehicle, you can cut 2 holes for this chain to pass through the body.

- Threaded rod from the rear end to package tray is not allowed, the only way to set the height on the vehicle is the chain mentioned previously.
- **Coil Sprung Vehicles-**
    - Coil sprung vehicles may stretch or replace springs to get rear bumper height. doubled springs are allowed! Springs cannot be welded together or to the rear-end or any sheet metal. You may chain or wire the springs to the rear-end using 3/8" chains, or #9 wire (4 strands max). Do not run any of these through the body or you will cut them. This is not to be used as a strength advantage, only to keep the springs in your car.
- **Leaf Sprung Vehicles-**
    - Leaf sprung vehicles can restack their pack. The main leaf must be completely stock and in the factory location. No more than 9 leafs and must have a 2"stager. You can add (4) leaf clamps on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1⁄4" thick, 1/2" bolts may be used to clamp these together.

➢ Tires and Wheels

- No solids. No split rims. May be doubled/tubed

➢ Rear-Ends & Mounting-

- Use OEM rear end of choice, aftermarket and braced rear ends allowed. 8 lug rear ends also allowed. the housing can be braced and axle savers allowed. It can in no way be used to strengthen the car. If we feel it does you will cut or be loaded. Use common sense here.
- **Control Arms**
    - Swapping rear control arms with another completely stock control arm or aftermarket is allowed. You can shorten control arms for a more desirable pinion angle. You may brace stock control arms.
- **Watts-Conversion-**
    - Watts-conversions will be allowed. 6"x6" plate to mount the uppers. Must be 2 separate pieces. Lowers 3"x3"x3" max. May be welded in, don't get crazy or you will cut. May not be bolted through the body. Call with questions.

➢ Front Suspension and Steering-

- **All steering components besides tie rods and steering column must be stock to a car ran in this class. Aftermarket ball joints, spindles, hubs, center links, sway bars, steering boxes, or A-arm/control arms are NOT allowed**.
- No welding of any steering components to frame unless specified in these rules. Stabilizer/sway bar cannot meet any cradle components, **must be completely removed if running a pulley protector**, and must mount in a factory manner.
- **Steering Columns**
    - Modifying steering columns by adding joints or the ability to slide is allowed, aftermarket steering columns are allowed. These are not allowed to strengthen the car in any way.
- **Springs**
    - Front springs must be an OEM stock spring with no bracing or reinforcement. You may stretch springs to get bumper height. No doubling of springs is allowed. Aftermarket/solid/compressed springs are not allowed, we must be able to inspect inside the spring pocket! Spring spacers are not allowed.
    - Spring must float in the frame; they cannot be secured to the frame or a-arm straps in any way! Nothing can be inside the spring pocket
- **Arms/Control Arms**-
    - A -arms may be welded OR bolted down but may not be reinforced. You can only weld OR bolt the A-arm down, not both. You have (2) options for securing the control arm down, neither can strengthen the car in any way:
        - If bolting you are allowed (2) 1⁄2" bolts per upper A-Arm, these can only pass through the top side of the frame with a 1⁄2" nut up inside of the frame. A single 1⁄2" fender washer can be used on the top and bottom.

OR

        - If welding you are allowed (2) 2" x 4" x 1/8" straps on upper A-Arm only, these can go directly from the A-Arm to frame. No added material other than the straps mentioned. You cannot alter the A-Arm in any way to allow you to weld more. Plates cannot extend past the widest part of the upper a-arm.

❖ Body

➢ No body seam welding. If you try to get away with this, **You will blow completely through it !**
Body shaping will be allowed. No double layers can be formed.

➢ Doors-

- **Drivers door** may be welded solid no more than 4" past the seams either way, this is for driver safety, if anything is done excessively you will cut!
- Pick one! You may patch weld, 5"on5"off no wider than 3" material , 3/8" Chain, or #9 wire (4 strands). Nothing around the frame. 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. Drivers Door 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 4" past the exterior driver door seam either forward or backward.
- Doors can be folded over along the top (where the window comes through) but cannot be welded or bolted back together.

➢ Body Mounts-

- Body mounts may be changed. ¾" max with a 4" washer max. must be inside the frame same as factory. Rubber mounts must be completely removed and solid 1" spacers required if bolt is replaced.

➢ #9 Wire in Window Openings-

- No #9 wire is allowed in this class

➢ Hoods and Front Clips-

- Hood must have at least a 12-inch square hole cut out in case of fire. Hoods can be bolted back together with (8) 3/8" bolts total.
- Hoods must be in the stock location; you can remove the hinge, but hood must stay in the factory location. You are not allowed to add more attachment points if removing hinges.
- 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 3/4" all-thread for the front core support mount.
- Your front (2) rods must go through core support mount. The core support rod can only be held in with a standard 3⁄4" nut and washer, absolutely no welding is allowed on this rod.
- The other (4) connections must be sheet metal to sheet metal only using3/4' bolts 8" long max, chain (3/8" max) 9 wire (4 strands) or angle iron (4" long, 2" x 2", 1⁄4" material with a bolt through it) is allowed.
- All hood bolts must be placed outside the windshield bars. You may have washers for hood tie down, not to exceed 5"x5"x1/4" square or 6" x1/4" round. These cannot be welded to the hood.

➢ Core Supports-

- Core support must be factory to the vehicle you are running and go in the factory location, no sliding forward or backwards. It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
- If you wrap or fold your fenders around the front of the core support do not exceed (2) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
- Radiator support spacers can be removed, and you can suck the radiator support down solid.
- If running a core support spacer, it may be welded to top of body mount (NOT DOWN THE SIDE OF THE FRAME) or to the core support not both.
- Core Support Spacers cannot exceed 3" square material and cannot extend up any further than the bottom of the core support.

➢ Trunks/Hatch-

- Trunk 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, you can have bolts holding the two layers back together (4) 3/8" bolts max per hole. 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.
- Your trunk lid may be tucked, V'D or canoed in the center.
- (2) 3/4" All-thread may go from the trunk lid to the frame or trunk pan. Threaded rod must either pass through a body mount hole if connecting through frame. You may also weld to frame, rod must be welded vertically and no more than 4" of weld. Threaded rod must pass through trunk lid and not through fender or roof. There may be single 3⁄4" nut inside the trunk to tighten the floor to frame, and a single 1-1/2" flat washer. Nothing else inside the trunk is allowed. You will be allowed (2) washer on the trunk for the threaded rod not to exceed 5"x5"x1/4" square or 6"x1/4" round. Washers cannot be welded to the body.
- Trunk may also be patch welded 5"on5" off with no wider than 3" material. If you choose not to weld you can chain/bolt/9wire in 8 spots sheet metal to sheet metal only.

➢ Firewall-

- You can cut or remove firewall for distributor to pass through. Absolutely no pounding or shaping of firewall for a strength advantage. You cannot use your firewall as a brace. If the firewall is deemed to be reinforcing car, you will have to remove it to judge's discretion.

➢ Wheel Wells-

- You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers per fender.
  No rolling your fenders and welding them.

➢ Miscellaneous-

- Wagons must remove all rear decking and seat components.
- No sedagons allowed, the roof must be in the factory location.

➢ Sheet Metal Rust Repair-

- DO NOT remove any sheet metal you are repairing. Floor pans may be patched for driver's safety only.
- Any other rust repair questions call first.

❖ Cage-

➢ A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars, and connects with a bar across the top of the roof will be sufficient for rollover protection.

➢ 4 Point Cage-

- All cage material may be no larger than 6" diameter.
- Overall cage length is not to exceed 62". (including halo)
- Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
- All cage components must be on the inside of the vehicle.
- The bar behind the seat can be no further than 6" behind the seat
- Cage may be gusseted at each joint and one on each side of the gas tank protector.
- All bars must be straight bars nothing contoured to the body.

- All cage components must be a minimum of 8” off the floor, except for down legs that you will be allowed.
- No cage components may be welded to the frame other than down bars laid out below.
- All cage components must be at least 6” away from the firewall at the start of the event.

➢ Down Bars-

- You will be allowed (6) down legs total that can attach to top of the frame rail only. Down legs can be no bigger than 2”x2”x1/4” welded to the door bars. Bars must be vertical and be no further foreword than the front interior door seam. If these legs are welded to the back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62”. If rear is used for halo bar. No more than 2”x2” can attach to the frame.
- **Chryslers** may use a single 3/4’ bolt through the furthest forward hole in the rear unibody with a 4”x4” washer top and bottom attached to the back seat bar. If this is done the halo bar must be to the top of the door bar only not to the floor.

➢ Halo/Rollover Bars-

- Must be attached to the 4-point cage following the 62” length of bar rules above. Can be welded to the frame (see down bar rule above!) with no larger material than 6”. Must be vertical, not angled forward or back. The bars may be welded or bolted to the roof. This counts as (2) of your down bars.

➢ Gas Tank Protector-

- Tubing for protector must be 6” diameter material or smaller. **24”x24” max!!! we will measure**. Protector must be at least 4” off the floor and must be in the center of the car. Protector must have a 4” gap between the rear package tray and sheet metal and cannot be attached to it in any way.

➢ Rear Window Bar-

▪ Rear window bars will be allowed. One 2”x2” max bar allowed in the center or the rear window. All material may not to exceed 6” past the window seam. No bigger than 5”x5”x1/4” mounting pad. This in no way attach to the gas tank protector or halo. And must remain on top of the trunk lid

➢ Front Window Bars-

- For safety, all cars must have (2) windshield straps no larger than 2” material. These in no way can be used to strengthen the car. Can go to dash bar or fire wall not both. No farther than 6” from the window opening. Chain or 9 wire may also be used.
- **❖ Drive Train, Braces, Aftermarket and Interior Equipment**

➢ Drive Shafts-

- Slider drive shafts are allowed.

➢ Motor-

- Use motor of choice, motor must be in a like stock location.

➢ Radiators-

- Any automotive or aftermarket radiator is allowed, Radiator must be mounted in core support in factory location.
- No radi-barrels or additional cooling capacity devices allowed.
- The radiator can be spray foamed in place to protect the radiator, but if we feel there is weld being hidden by the spray foam you will need to provide evidence there is not.
- No radiator enclosures or fan protectors allowed.
- The only thing allowed to be in front of your radiator is a stock automotive air conditioning condenser, (4) bolts maximum.

➢ Engine Protectors-

- You are allowed a front lower cradle with pulley protector (see sway bar rule). Cradle must attach to a factory style engine mount; this is the only way to tie the engine down. No midplates. Carb halos are allowed, nothing can extend past the last spark plug hole on the block. No pan protectors, side bars, carb halos, etc. can go back towards the transmission to tie it in. Header protectors are allowed, this can be accomplished with a piece of 4”x4”x1⁄4” welded around header or to carb halo only.

➢ Transmission Equipment

- A stock style aftermarket aluminum bellhousing is allowed. Skid plates, transmission braces, aftermarket tail housings, or aftermarket cases are not allowed or permitted in this class.

➢ Transmission Cooler, Battery, Pedals, Shifters, etc.

- All equipment must be fashioned tightly to the vehicle! * We do not want to see anything come loose during the event, if it does, your stick will be pulled. Ratchet straps will only be sufficient as a backup.
- You cannot use any interior equipment to strengthen the car in any way. If any equipment is deemed to strengthen the vehicle, you will be required to relocate it.
- All battery boxes and gas pedal/brake pedal must be bolted to sheet metal only, they cannot be attached to the frame or cross member in any way. No Larger than 1⁄2” bolts and standard washers may be used to mount items (No full plate washer’s underneath). Non AGM batteries must be covered.

➢ Gas Tank-

Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. Fuel lines must be secured.

- Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it is holding the floor mat.

This is meant to be an easy build that you can put together in a week with a few buddies. If you are spending a significant amount of time to build the car or read into these rules, you are most likely over built and will cut or be loaded!

Rule Questions? Contact Eli @ 605-237-2516