

Limited Weld Car 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. Pre-rans may be sedagoned.
4. Hood must be 100% in 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 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"x2"x1/4" 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 mount may go through the frame and hood. Remaining 4 spots no larger than 1" all thread. If using 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 and front passenger doors may be welded solid. You are allowed an 1/8" door skin on both front doors.
 - o Remaining doors/tailgate 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. You can wire bottom of doors to frame.
10. Body mount bolts may be replaced. Must have 1" bushings/spacers or after-market equivalence are acceptable.
11. Rusty panels may be patched using no more than 1" overlap using same thickness of metal.
12. If car has been previously ran you may repair body to keep it from falling off.
13. No internal bracing of body.
14. No interior seam welding of body parts.
15. Car must have a safety strap in windshield from roof to cowl.
16. All holes must be covered in firewall to prevent hot fluids from entering the 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 firewall forward. No welds on the frame are to exceed a 1/2" wide bead of weld.
4. No shortening past the center of core support mounting hole, the back half of the factory mounting tab cannot be altered in any way.
5. You may use a 4" x 4" x 1/4" mounting tab for the core support but it must be placed over the factory tab in a manner in which you can clearly see that the factory tab has not been altered (Do not weld over the rear factory tab weld.)
6. There will be no altering or shaping of the frame allowed.
7. No painting or undercoating anywhere on frame.

8. All factory frame holes must remain open.
9. 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.
10. Tie rods and ball joints may be aftermarket.
11. You may use (6) 4"x 6" patch plates no more than 3/8" thickness. These must have a 1" gap between each other. **Pre-ran cars needing additional patches require approval.**
12. ****You may add 6" 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 –
13. Rust damage can be fixed with the same size metal with 1" inch 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 allowed.
6. Any engine/transmission combo can be used.
7. Transmission crossmember may be no larger than 2" x 4" and mounted to no more than one piece of 3" x 5" x 8" x 1/4" angle iron per frame rail.
8. Radiators must remain in stock location. No additional water supplies. Overflow tanks are permitted.
9. Transmission coolers are allowed. These must be installed in a safe manner as deemed by the inspector.
10. Batteries must be removed and placed inside car mounted securely and covered. You may use (2) 12 volt batteries.
11. 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.**
12. 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.
13. Brakes **MUST** work upon entering the track you must be able to stop at the entrance to confirm working brakes.
14. Coil spring cars may convert to leaf spring using no more than 7 leaves per side. These must have a 1" stagger and be no thicker than 5/16" and no wider than 3" no longer than 60". The front mounting eyelets may be no further forward than the body mount in front of the axle. 4 clamps per side. Main leaf must be on top. Front mounting perch may be no larger than 3.5" x 5" x 1/4". Rear shackle must work as a factory intended shackle and be no larger than 2" x 5" x 1/4" (This must still pivot.)
15. Coil spring converted cars may not have hump plates.

D. Driver Compartment

1. You may have a 4 point cage, uprights must run straight up and down no further forward than the front belly seam/no further reward than the rear belly seam.
2. You may have a rollover bar, it must run straight up and across the roof not angled back.
3. You are allowed 1 no larger than 2" x 3" 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 your 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. Gas tank bracket may not be mounted closer than 6" to rear window bar.
6. **Dash bar may touch the distributor protector.**
7. 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.

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 spread across no less than 32" of the bumper face.
2. You may compress bumper shocks and weld shocks, brackets, and bumpers on. Weld them on good. We do NOT want to pick them up.
3. You may use one 4" x 3/8" bumper bracket plate per frame rail. This may run from the front bumper to the very most front edge of the a-arm bracket. This can be flat plate or shaped plate; however, the plate must remain one single layer thick. You may place the bracket on any single side on the outside of the frame only.
4. Any **front** bumper bracket may be used on any car from the same make. Ford to Ford and GM to GM.
5. Absolutely no factory bracket or shock may be welded past 6" behind the factory core support mount hole on the frame rail. If your car's factory shock or bracket goes farther than 6" back, it must remain completely factory beyond the allotted 6".
6. 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.