

Limited Weld Rules

We are allowing full cradles/trans brace. If you don't have full cradle/trans brace locked in, we are allowing 2x2 kicker from dash pole to frame behind the back most part of the upper A-arm.

GENERAL RULES:

1. Any year car may be used other than- convertibles, ranchero, el-caminos, etc., may not be used. Call if you have questions about car selection. Car bodies and frames may be swapped but must be a direct bolt-on application.
2. All glass, door panels, headliner, carpet, plastic, and sharp objects must be removed from the car.
3. All cars must have brakes capable of stopping at the beginning of the heat. If the brakes fail at any time during the heat, you will be disqualified. All cars must have a working seat belt.

FRAME:

DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED

Frame Shortening:

1. You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole or up to the core support if there is no body mount hole. Lower core support must remain in its factory position, whether welded or bolted. If it is a weld-on mount, leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run. All thread may only pass through factory stamped core support mount hole.
2. No re-welding of any factory seams is allowed other than specified in these rules. If there is any welding on the frame that is not specified in the regulations, there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame. This applies to all parts of the frame rails.
3. No changing or doubling of the rear package tray.
4. Mopar's may close the Y's

5. 14" total of welding per side is allowed between the back of the a-arm and transmission cross member. 80's and newer cars will be allowed to cut and tilt using the 14" of weld or cold bend in front of transmission cross member to the firewall. All old iron cars will be able to use the 14" to reweld seams where the factory missed, or any other factory welded seam (weld must be continuous). All welds are single pass, 1/2" wide max.
6. From the back of the front bumper to the beginning of the a-arm mount, the frame seams can be welded top and bottom with no bigger than a 1/2" bead of weld.

Frame Shaping/Heat Treating:

1. No frame shaping is allowed.
2. If caught, no heat treating of the frame is allowed; you will be DQ'd. 9. No Fresh Paint or Undercoating on the frames at all.
3. If dimpling or notching the frame, you can only do so on back frame rails behind the rear wheels.

REAR SUSPENSION:

1. The suspension must be stock components and working—no coil spring to leaf conversions or vice versa.
2. Leaf springs must remain stock material. Springs must have 1" stagger with no leaf spring as long as the main leaf, with the main leaf being the top spring. Total of (7) leaf springs no thicker than 3/8" thick and 2 3/4" wide. You are allowed 4 leaf clamps on each set of springs, these may be homemade but cannot be more than 4" long by 2" wide by 1/4" thick. 2 1/2" bolts may be used to hold clamps together.
3. Leaf Spring Hangers can be made of 2" x 6" x 3/8" thick strap must be mounted with (1) 1/2" bolt per frame rail (No welding). You cannot pin this portion of the frame, only the bolt may pass through the frame, and these cannot extend past the topmost part of the frame rail.
4. You may use a 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump); links may not be welded or bolted to the frame.

5. No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the car's suspension. No, All Thread Shocks.
6. Rear-end control arms can be reinforced, and they must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using.
7. Watts's link conversion kits are allowed. The upper control arm bracket plate may be no larger than 6x6x3/8" and may not weld to the package tray in any way. Bolts may not pass through the body. Lower mounts may only be 3x3x1/4" and only weld to the side of the frame. There are no gussets or added material, and these cannot weld to the top or bottom of the frame in any way. All brackets must be in the position of a car without watts link would be (example: 98-02 ford must be mounted like a 97 ford). All other brackets must be removed.

REAR ENDS:

1. May use any 5 or 8 lug rear end
2. No spring spacers any bigger in diameter than the springs
3. You may adjust the pinion angle. Welded, spool, or Posi-track allowed, Rear ends must not support frame or body in any way.
4. No overkill on bracing on rear ends.

#9-WIRE:

1. You're allowed to use 4 places of #9-wire. All #9-wire must be behind the driver's seat of the car with a max of 2 wraps per spot of #9-wire.
2. ABSOLUTELY NO ADDED METAL TO MOUNT OR WRAP #9-WIRE
3. After the first heat, you will be allowed 4 more places of #9-wire anywhere on the car with a max of 3 wraps per spot

FRONT SUSPENSION/STEERING:

1. Suspension must be stock components and working.
2. Tie Rods and Ball Joints – After Market tie rods and ball joints may be used.
3. Upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame. You may reinforce stock

- tie rods with a 1" x 1" x 1/8" angle. No other front suspension or steering may be reinforced.
4. Ball joint sleeves-rings can be 1/2" bigger than the outside diameter of the ball joint itself and 2" tall and may only be welded to control arm. Example on last page or rules. Ball Joint cannot be welded to frame in any way.
 5. A-Arms: Upper A-arms only may be welded.
 - a. You may only use up to two 3" x4" x3/16" thick strap per upper A-arm. This strap must weld to the a- arm & frame and cannot extend farther forward or backward than 1" past the widest part of the A-arm frame.
 - b. If swapping upper control Arms, they must be a direct bolt-on with no manufactured mounts. A-arm must mount in factory way.
 6. Steering box – May be interchanged with stock components. A-arms must remain stock or stock replacement.
 7. Idler Arm & center link must remain stock or interchange for an idler arm off a car that is legal in the class you are running.
 8. Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs, or rotors. Brake calipers must remain stock for the stock spindles.
 9. Spindles – must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in factory position and must be sedan OEM in origin.
 10. No all thread shocks

TIRES

1. No split rims studded tires or foam filled. 16" rim max
2. Any tire/wheel combination full centers, solids, beadlocks, etc
3. Valve stem protectors allowed. Wheel weights must be removed.
4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
5. You may not change tires after inspection without the official's consent.
6. Steering bump stops can be no bigger than 3/8" OD bolt or cold roll and no longer than 4". It can only be welded or bolted on one side

BUMPERS:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection, if it is determined that you have exceeded the intention of the rule, you will be given the opportunity to correct it in order to compete, if you are not willing to correct it, you will be disqualified. Officials have the final say.

1. Loaded bumpers may be used CAN NOT BE WELDED TO THE BODY Aftermarket bumpers following allowed can't exceed homemade bumper specs.
2. Homemade bumpers are allowed. If building a point on the bumper, you must have a 7" point spread over at least 32" no sharp points (official's discretion) max size of bumper 8" x 8". CAN NOT BE WELDED TO THE BODY
3. Bumpers are interchangeable Stock O.E.M. bumpers off passenger cars may be used (do not need to be fresh)
4. Bumpers may be cut, so they do not smash into the tires during the event.
5. No chrome may be welded to the body if using compression style bumpers.
6. Chrome of bumpers may be welded to the inner beam of the compression bumper only.
7. Non-compressions factory bumpers for that year of car may be welded to the body. Non-compression bumpers may be welded to the outside body only. No filler metal. (Note: Hood must be able to open).
8. No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Bracket may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically.
9. Cups and or horns count as brackets.
10. No brackets or shock tubes can extend any further back than the front most part of the upper a-arm bracket. The rear brackets may only be 15" in length unless they are factory and in factory position.
 - a. Passenger car OEM shock tubes must be used.

- b. Shock tubes must be on the outside of the frame unless in the frame from the factory.
 - c. Instead of using bumper brackets you can use (1) 4 1/2" wide x 3/8" thick strap per side extending from your bumper down one side of the frame and cannot extend any further back than the front most part of the a-arm mount. 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 formed but it cannot double at any point. Do not abuse this rule you will cut it. You will not be able to use a shock tube if using the strap.
 - d. Strap Must be on the Exterior of frame left, right, top, bottom
 - e. Can only use factory mount or a-arm mount forward bracket not both.
 - f. Absolutely no welding anywhere on the frame other than the bumper brackets and an arm straps
 - g. NO ADDED METAL TO MOUNT BUMPER
11. Bumper height not to exceed 22" from 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(goes for preran as well). Bumpers must be in stock location.
 12. Bumper straps can be no longer than 30" and no larger than 3" x 3/16" thick. Max of 2 straps per bumper. Each bumper strap must be in one-piece, bumper strap may not be attached to any part of the frame.

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.

13. Bumpers may only be welded to the shock tubes, brackets and/or frame rails. Pending your mounting choice.

ENGINES:

1. Motor - Use motor of choice, motor must be in stock location of the car you are running, within reason approximately 5" from the front edge of the original motor mount on the frame.
2. Lower Engine saddle type Cradles with a front plate up to the heads are allowed but must only attach to the engine cross member and not the frame. Engine cradle cannot go any farther back than the front

factory motor mount holes on the block. Example on last page of rules. No DP Nothing but the lower and front plate even if it is unbolted it is not allowed in the car.

3. If using factory engine type size mounts with rubber bushing, you may weld the pad completely. If you are hard mounting, you are allowed a maximum of 8" per side to hold the motor in. with either style cradle you may also bolt using up to quantity of (2) 5/8" bolts. If trying to mount an engine with an engine cross member and the motor mounts do not line up, you may use (2) 6" X6" X 1/2" plates on the frame engine saddle to attach your engine mounts to. This may not be welded to the outer frame rails.
 - a. If using Stock motor mounts or your motor mounts are broken after a heat, Motor may be fastened with only one strap or chain per side to the top of the factory engine cradle, or you may use one length of 2" x 2" x 3/16" angle bolted to the front of the head area and may be welded within 4" of the A-arm and be welded to no more than 4" on frame/unibody.
4. There is NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan or steering clearance, but nothing can be welded back in.
5. Distributor and cam sensor Protectors are not allowed. You may cut out the area behind the distributor.
6. Mid Plates are not allowed
7. You may use a bar between headers above air cleaner max size 3" x3" material, for hood support and to protect air cleaner. May not be any wider than the headers and may not attach to the hood.
8. Header protectors can only be the shape of the header and may not go any lower, in front, or behind the valve cover. See example on last page of rules.
9. No protectors of any sort can come in contact with, engine cradle, transmission, bell housing, firewall, or window bars.
10. Lower Damper pulley protectors are allowed. Must be no more than 1/2" thick plate and not more than 1" away from the front of the pulley and may only cover the lower half of the pulley. It may not come in contact with the frame, core support, sway bar, etc. the only time it may touch anything is if you are FUBAR. If it is determined that it was used as a wedge you will be DQ'd.

11. Transmission braces will not be allowed except for what's pictured below. If using brace no steel tail or bell allowed. The brace may not come in contact with any part of frame or connect to lower cradle in any way. Tunnel will be cut 5" on and off if using. If mounted in manner other than protecting trans case will be cut or DQ'd
12. Skid plate/pan protectors may not be used, no aftermarket transmission pans, aftermarket bell housing and tail shafts are the only aftermarket parts to use on the transmission. If using a spacer between transmission bell housing and block the spacer can be no larger than the factory bell housing or near bell housing size.
Example on last page of rules. NO BRACES AT ALL
13. No part of the transmission bell housing or the engine cradle can come in contact with each other.
14. Transmission Cross member- you must run the transmission cross member in the stock location for the car you're building(must be located behind transmission pan), if using a tube and not a factory cross member 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 replace the stock cross member it can be no larger than 2" x2" x1/4" material. The cross member must be one piece and straight from side to side and up and down and must be underneath the factory mount on the transmission. The transmission cross member is the only method the transmission may be tied in.
15. Frame extensions on Cadillac's must not come in contact with cross member, 8" angles, or transmission, during, or after the event.
16. If using the skeleton brace there must be a 2" gap between brace and crossmember (free floating)

BODY MOUNTS:

1. Body mounts may be removed but have to have a 1" space between frame and body.
2. Spacer size 1" x3" od can be made of anything you'd like but must be 1' tall/thick and no bigger than 3' in diameter NO WELDING
3. Body mount washers may not be any longer than 3"
4. Can replace body mount bolts with 3/4" bolts with 3" OD washer

5. Radiator support mounts can be removed, and you can suck the radiator support down solid. (see Radiator rules)
6. 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.
7. If you have to 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 6" in length and 2" in width.
8. 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 welded to the side of the frame in this location. Chrysler k member cannot be altered.
9. You may have up to 1" all-thread, it may go from the hood to the frame, only 4" of weld on all thread to frame.
10. Must go through the front body mounts, or down the side of the frame and welded to the frame only. This may be welded to the frame after it passes through the body mount but may not be nudded underneath the body mount if it is welded. One per frame rail.
11. MAX WASHER SIZE ON CORE SUPPORT BOLTS IS 3" OD other than on the top of the hood
12. Body must remain in factory location and body bolt must go through factory body mount hole.

1. Body line creasing is allowed on fenders and rear quarter panels. All fenders, quarter panels, and rear sheet metal above bumper must remain in vertical position. No collapsing or wedging Dove tailing of rear quarter panels and trunks or trunk lid.
2. No welding of created seams is allowed.
3. No welding of anybody sheet metal unless specified.
4. Quarter panels must be present.

RUST REPAIR:

Exterior body sheet metal, or engine compartment rust repair can be overlapped by 2" and must be the exact same thickness. Do not cut rust out! Floorboards will be allowed sheet metal repair to mount battery boxes gas tanks, etc. and can only overlap 2".

- a. Floorboard definition front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.
- b. May fix rust on trunk floor where body mounts are with same thickness sheet metal no larger than 6" x6" diameter
- c. Frame rust can be fixed by cutting the rusted section out and adding the same material (frame patch from another car) back in with a single pass weld, 1/2" wide max. Must call and send pictures before doing so!

DOORS:

1. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. You may weld your doors shut with nothing larger than 3" x 3/16 strap or 1/2" round stock and must follow the door seam. Do not overlap strap or you will cut the strap off.
3. May fix rust on truck floor where body mounts are with same thickness sheet metal no larger than 6" x6" diameter
4. You may smash the inner and outer skin together of the window opening on doors only and weld them solid. You may use the same filler as in welding the door seams but no longer than the window opening per door.
5. Driver's door and driver's side of front windshield may have "netting" for driver's safety. NO other windows may have "netting." You may "double skin" the driver's door for safety; however, it cannot exceed 2" O.D. past the footprint of the driver's door.
6. 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 only be 12" tall and must 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.
7. You may cut wheel wells for tire clearance. Fenders may be bolted back together with (4) 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 (2) 3/8" bolts with 1.25" washers to bolt back to the core support of fender.
8. Wagons must remove all rear decking and seat components. All other rules above must be followed.

9. All front clips-dog houses must mount in factory position with factory mounts. Must be family to family. (GM-GM FORD-FORD)

RADIATORS/RADIATOR SUPPORTS:

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.
3. No radiator guards allowed, or foam may be used.
4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed). Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
5. 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.
6. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.
7. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
8. If using a condenser to protect the radiator, it may be tie wired OR BOLTED WITH MAX OF (4) 3/8 BOLTS to the core support only.
9. Core support spacers may be 2" x2" material and a max length of 6". These can be welded to the core support or frame not both.
10. No FOAM fill can be used.
11. Radiator barrels allowed mounted on roof of car only. Minimum of 3/4" vent/vent hose. You are allowed (8) 5/8" bolts with minimum of 3 inch washers. Minimum 4 bolts used. Hoses must be secure and vent hose underneath car. If deemed a safety hazard driver will be DQ'd during heat.

CAGES & DOOR BARS:

1. All cage material must be no larger than 6" O.D. (official's discretion on all parts of cage), 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 be a minimum of 4" off the transmission tunnel. All bars must be straight. Side cage Bars may not be any longer than 60" and must follow the gas tank 4" inch rule to any sheet metal in front, rear, and floor.

2. 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. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.
 - a. For driver foot safety and to protect batteries, you may put a down bar on the driver's door and passenger door, must be vertical and can be welded to the frame or body but not both. May not be any more forward then the inside front edge of the door. Max size 3" x3". Must be on the outside frame rails.
3. You may run a total of 2 down bars per side from the rear seat cage bar to the floor or frame, not both; all down bars must be vertical. ONLY THE 1 DOWN BAR OFF THE HALO ALL OTHER DOWN BARS WILL BE CUT
 - a. Back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up directly behind front seat.
 - b. All down bars may not be in larger than 3" x3" going to frame and must be 4" away from any body mount. Must be on the outside frame rails.
4. You must have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to, following rule 4.
5. You may also weld a steering column to the cage.
6. Gas Tank Protector - You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide ID. The bracing must be 4" above and away from the rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting

bar must be 4" from the rear seat back sheet metal. You may have one 2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards front of car

7. Gas Tank Protector on wagons may not go any further back then the beginning of rear frame humps. This will be measured from the inside tin where wheel tub begins.

Hood and Trunk:

1. **Be prepared to remove your hood for inspection.**
2. Trunk Lid and Hood must be 100% in stock location, hood must be able to open
3. Any cut outs in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts. Hood may be secured with a total of (8) securements. The 2 all threads at the core support, and 6 more spots. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8" in length. (2) 5" x5" washer maybe be used per 1" bolt. You may also use 2"x1/4" angle iron with a 5" max length. These may be welded to the hood and fender back to back using only (2) 1/2" bolts. You may mix and match securement points but you can't exceed 8.
4. You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders see BODY #1. No collapsing or wedging of rear quarter panels and trunks or trunk lid. We will allow a 6" well or dish on the top of the quarter panel on the trunk for pre-creasing, the 6" rule also applies to dove tailing/canoeing, and you may cut out sheet metal also.
5. No welding of created seams is allowed.
6. May add (2) 1" all thread welded to the side of the frame and up to the trunk lid with 5" x5" washer. Must be vertical with only 4" welded. Must be no farther forward than base of humps.
7. Trunk seems may be welded solid with no larger than 3" x3/16" strap or bolt the lid down with no larger than 3/8" x2" bolts with 1.25" od washer.

WINDSHIELD BARS and FIREWALL:

1. Window Bars - For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, material can be no bigger than 3". No more than 6" of material allowed on the roof and no more than 6" of material allowed on the firewall. May not be connected to the dash bar, only sheet metal. Do not go over 6" on roof or firewall or you will cut. Must be min of 16" off the pillars.
 - a. You may connect the bars with no more than quantity (2) flat straps horizontally.
2. One rear windows bar placed off the center of the roof. Bar may not be longer than 30" long by 2" x 2" O.D. Bar may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 4" x 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If using rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position. If your window opening is larger than 30" than you must mount the bar with the mounting plate being within 1" of the window opening.
 - a. Window bars may not be attached to the halo bar or any cage components.

FUEL TANK, OIL COOLERS, and TRANSMISSION COOLERS:

1. Original gas tanks must be removed.
2. Only metal Marine type tank, metal fuel tank or derby type metal fuel tank is required.
3. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be. Must securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.
4. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.
5. Transmission and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
6. If you are not using a gas tank protector, the fuel cell and tranny cooler protector must be 4" away from the rear sheet metal.

*****IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH*****

BATTERIES:

1. Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to (2) 12-volt Batteries may be used.
2. Battery box must be made from metal! It must be bolted to the floor. Bolts may not go thru or around the frame. Seat belts or pull type tie downs may not be used. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver's safety with sheet metal only. You may not patch clean and solid floors.
3. All body mounts must be visible.

03 and NEWER FORDS:

1. All steering components must be completely stock, stock racks, can have aftermarket tie-rods.
2. Aluminum cross member must be used.
3. Engines must be put in using brackets that can't be welded to the frame in any way. Use a maximum 6" x6" x12" x1/4" angle iron and bolt them to the top two a-arm bolts. You may weld steel off those to create a surface for your motor mounts to weld to. These cannot connect together at all, they must be separate.
4. You may change upper arms and spindles to a different stock set that is off a car allowed to run in this class.
5. Watts's link. Follow above watts link rules.

REPAIR RULE:

1. You may use (6) 5" x 5" x 3/16" plates. These plates must be on the outside of the frame. No plates can be used in the manner of a "kicker". These plates may be cut and shaped to your liking, but you must leave them in one piece. Anything you cut off a plate can't be used elsewhere. Plates can't be used inside frame. Must be an inch gap in-between plate welds. If plates are thicker or bigger than what

is allowed you will be disqualified. PLATES ARE FOR PRE RAN CARS ONLY.

2. If your frame is ripped you must provide proof of rip before welding back together. You may not add material and may only have a ½" wide bead of weld.
3. If sheet metal on the body is ripped, you may patch it with sheet metal only. This may overlap existing sheet metal by a maximum of 2", and can only be welded on with a 1/2" bead of weld.

Call or text Justin (218)-517-0987 with any questions