**Limited Weld**

**For questions about rules contact Kollin Lange at 507-766-5031**

**Official’s decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!**

1. Any American made car can run with the following exceptions; No 1973 and older Chrysler Imperials, No Suicide Lincolns, no 4x4’s, ambulance, hearses, trucks, or limousines. 2003+ Ford’s allowed (See 2003+ Section). Body must be a direct bolt on, GM to GM, Ford to Ford, Mopar to Mopar etc. No Fresh Sedagons.
2. Stock gas tank must be removed and a 15 gal. max fuel tank must be located inside the car strapped securely, no bungie straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6” off the floor, 6” away from roof minimum. Protector can be a max 24” wide, 4” diameter, at least 1” away from sheet metal (No pounding of sheet metal). On wagons the protector must be 1” away from the front side of rearend tunnel. Gas tank must be mounted to protector OR floor, not both. Electric Fuel pump is allowed.
3. Batteries must be placed in passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material.
4. Aftermarket shifter allowed, gas and brake pedal allowed, trans cooler allowed, aftermarket steering column allowed.
5. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed (4) 3/8” bolts per hood opening OR 8 total.
6. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4”x4” tubing with a 4” max point. Replica bumpers are legal if built to a factory bumper specification. Bumper height 28” max to top of bumper.
7. Bumper Brackets: Must be stock (Chrysler shocks may not be extended) OR you can weld (1 per rail) a 14” long 4” wide 3/8” thick flat plate on one side of the frame (Top, Bottom, Inner, Outer) must not be inside the frame. You may bend the plate into an (L) on the front to weld to bumper. You can weld your brackets (Stock or plate style) 14” from the front of the frame back max., no welding or bolting beyond that. Do not move your core support or core support mount.
8. Body Mounts – You must have a ¾” spacer between body and frame (Y-Framers without spacers are exempt from spacer rule) either use factory spacers or solid spacers. Body bolts can be replaced with up to 3/4” bolts, must be up inside frame only, can use nothing bigger than a 5”x5”x1/4” washer inside body, body bolt washer inside frame can be size of body washer (5”x5”x1/4”). Core support threaded rod may be up to 1” rod. Core support spacer can be removed and sucked tight or you may use up to 3” diameter ¼” thick material as a spacer. Spacer can only run from bottom of core support to factory mount, you may not extend spacer thru core support. This spacer can be welded to the core support and factory mount with no added material.
9. Hoods must be open for inspection. Hoods may be fastened in 6 individual places, you may use #9 wire, 3/8” chain, or 1” bolts. If bolting, 4 points must be sheet metal to sheet metal 6” long bolt max, front 2 can go down to core support or side of frame with 1” threaded rod with a 5” washer. If bolting you may weld a 3”x3” angle iron to sheet metal and bolt with 2-3/8” bolts per angle iron.
10. Doors – Drivers door can be welded solid and reinforced 6” past the seam. All other doors can be wired, chained, or 5” skip welded using 3” wide ¼” thick flat strap. You may add 1 strand of #9 wire (4 loop max), or 3/8“ cable around frame in each side window opening. Front and rear windshield you may add 2 points per… around frame only! Cannot attach to drivetrain etc. and cannot pass thru or rest on the cage.
11. Trunk-Lid/Tailgate – Trunk lid can be wired, chained, or 5” skip welded. Trunk can be tucked, you may run (2) 1” threaded rods thru front trunk body bolts up thru decklid with a 5” washer. These rods can go thru the roof on a wagon. You must have an 8”x8” inspection hole in the trunk unless it opens. Tailgates can be wired, chained, or 5” skip welded. Speaker deck must remain in the car at a minimum of 5” off of the sheetmetal directly below it.
12. Body – You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car. You will be allowed (8) 3/8” bolts per fender opening to bolt the inner and outer fender together. No welding or bolting of any body seams. Must be stock appearing other than specified or it will be cut.
13. Frames – Frames must be stock unless otherwise stated. You may shorten frame in front of core support mount only. You may weld the top seam from the A-Frame forward with a ½” bead maximum. Frames with a “Y” may close in the “Y” or add a piece of ¼” flat cut to the size of the hole only, no overlap! You may run a 3/8” chain from side to side behind rear humps. You may cut and tilt cars in 1 direction in 1 location only. You get 14” of weld to do so. If you do not cut and tilt your car you may use that 14” of weld to weld your factory seams from the firewall mounts forward. If a factory seam weld is missing or a spot was missed you may weld that as part of your 14”, this spot must be painted for inspection and photo evidence must be sent prior to the show.
14. Suspension – You can tighten up torsion bars on Mopars, you may weld down upper A-Frame with nothing larger than 3” flat strap ¼” thick, 4” long. This may go from the the A-Frame down to the frame. You may weld one on the front side, one on the rear. No A-Frame straps to lowers will be allowed. You may swap front coils out with any OEM spring (big block etc.) You may run (1) 3/8” chain or #9 wire (4 loops max) around the rear hump to the rearend housing. This may not go thru the body on a full-frame car. You may replace A-frames with a direct bolt on (Crown Vic to crown vic etc.) Watt’s link conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car. Brackets may not be any thicker than ¼” material.

-Leaf springs must be stock and made of stock spring material, with a 1” stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 ¾” wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1” stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can’t exceed 2x4x1/4”.

1. Rearends – Any rearend with bracing allowed, axle savers ok. Pinion brakes ok, bracing on rearend may not strengthen the structure of the car in any way. You may stuff stock trailing arms or replace with tubing built trailing arms. You may run (2) 1” threaded rods from package tray to rearend and bolt on top of package tray. This CANNOT be used as a body mount.
2. Drivetrain- Sliding driveshafts allowed, Steel bellhousing and tailshaft housing with NO braces OR all aluminum transmission (Bell, case, tail) with a skeleton type brace will be allowed. Transmission must be mounted in a way that it can slide back a minimum of 1” before “locking in” if the mount breaks loose. You can bolt or chain your transmission to crossmember only… no welding! Lower engine cradle with front plate is allowed, pulley protector allowed with removal of sway bar. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor. You can run a midplate and side bars as well as a belly pan to attach your midplate to your front lower cradle. Midplate cannot exceed 22” width, ½” thick and can be no taller than the cylinder heads. If running a midplate, you must cut out the firewall the full width of the plate so it can pass thru. If your midplate or a steel bellhousing comes into contact with any part of your cage at any time during or after the show it will result in a disqualification. Be mindful when placing your dash bar!
3. If you need to relocate trans crossmember you may weld a piece of 2”x2”x1/4” angle iron 6” long to frame to set crossmember on. Crossmember can be a max of 2”x3” box tubing and must be a single straight piece. Crossmember may be welded or bolted in place.
4. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.
5. Cooling – Radiator must be in stock location, no foam on the sides (Core support must be visible). You may put an A/C condenser OR an 1/8” flat plate in front of your radiator… nothing else. You may attach this with up to (6) 3/8” bolts or tie it in with #9 wire in (6) locations.
6. Wheels and Tires – You may use wheel and tire of choice, full centers allowed with a 1” lip guard on the outside, valve stem protectors ok. No other reinforcing allowed.
7. Steering – Stock parts must remain on the car unless otherwise stated. You will be allowed to run tube type tie-rods with aftermarket ends (stock size) or you may weld up stock tie rods.
8. Cage – You may run up to 6” diameter cage material. You may run a dash bar, back seat bar, driver’s door bar, and passenger’s door bar. You will be allowed a total of 4 down bars from your cage to the top of the frame, all down bars must be behind the front inner door seam and no further back that the rearward most part of the cage (vertical only). Halo allowed, you may weld to top of the frame in addition to your 4 down bars. Must be no further back than the back of the sidebars. Total sidebar length not to exceed 62” length (excluding gas tank protector.) All cage components must remain at least 4” off of the floor at body mount elevation except your 4 down bars and halo.
9. Window Bars - Must have 2 windshield bars (3” max width, ¼” thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. These cannot be used to strengthen the car (locking into midplate etc.) and if officials feel they are you will be asked to make changes. You may run a single rear window bar in the center of the rear window track (2” max width, ¼” thick – Flat, round or square) bolted or welded within 5” max of rear window track and no fasten plate any larger than a 4” square. Any plate or bar beyond 5” of window track in stock location will not pass and will be removed. Must have a 2” gap from window bar to roof sign (cannot reinforce with roof sign).
10. Repair plates can be a max of 4”x6” – ¼” thick. Maximum of 8 plates per car (outside of frame only) based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch; a gap is required between repair plates. All plates must be on the outside of the frame only… no cutting it open and putting inside.

* FRESH CARS – You will be allowed 2 plates in position of choice (outside of frame only) on a fresh car. These plates need to be painted to easily identify “fresh plates.”
* If re-stubbing a pre-run car call ahead.

1. Rust Repair - You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 1” beyond rust. Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size 1/8” thickness may be butt welded in.
2. If it doesn’t say it in the rules, assume you cannot do it! If you have questions, call ahead!

2003+ FOMOCOS:

1. Stock aluminum cradle must remain in place. You may bolt an adapter cradle (Grey Area Style etc.) to mount engine to the 2 stock engine mounting holes in the aluminum. The adapter cannot be attached in any other way… it cannot extend out onto the frame rails in any way… can only butt up to rails.
2. You can replace steering rack and components with an aftermarket equivalent (03 Nation Setup etc.) as long as it mounts in the same way it did factory. You cannot convert over to a steering box setup etc.
3. At no time can you tie your adapter cradle into the rails with repair plates etc. Must remain a “bolt-in” off the 2 original engine mounting pins.

**If you have any questions please call ahead! 507-766-5031**