



2024 FULLSIZE LIMITED WELD CLASS

RULES & REGULATIONS

HEAD TECH:

ADAM MCDERMAID – 435-590-8299

CHANCE BEGAY – 435-231-2804

*****FINAL INSPECTIONS CLOSE 1 HR BEFORE SHOW START TIME – NO EXCEPTIONS*****

*****PLEASE BE ON TIME*****

JUDGES/INSPECTORS DECISIONS ARE FINAL

- All drivers must sign driver's paperwork before being inspected or unloaded. **You cannot compete without it.**
- All drivers **must** attend the DRIVERS MEETING before competing. This is typically held approximately 30 minutes before show start time.
- **NO** driver or pit crew member is permitted to use drugs or alcohol before competing. If you are caught drinking or intoxicated while inside the car at any time, you will be disqualified.
- There may be a post inspection of the top 3 cars after the event before any moneys are paid out.
- There will be a \$250 protest fee. Protest can be filed by any driver in the main event. That driver will have 10 minutes from the final red/checkered flag drop to file a protest with cash in hand. You will have one opportunity for the protest and must be specific as to exactly where you believe that car is not legal. If the car is found to be illegal after protest inspection, the driver that initiated the protest will receive his/her money back and the illegal car will be disqualified. If the protested car is found to be legal, the driver of the protested car will receive the \$250.
- If there are any complaints about how a car is built, these complaints must be brought up during the drivers meeting and must be specific as to the exact issue. If nothing is brought to the official's attention by the end of the drivers meeting, we will assume all drivers are good with all cars competing.
- **We reserve the right to re-inspect any car at any time before, during, and or after the event if necessary.**

ALWAYS CALL THE HEAD INSPECTORS BEFORE ASSUMING SOMETHING WILL PASS.

If you are found to be illegal - YOU WILL CUT.

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*****ON TRACK RULES*****

- You will have 90 seconds to make an aggressive hit. At the end of that minute, you will be disqualified.
- Do not hit the driver's door intentionally! If the door hit is deemed to be intentional, you will be disqualified.
- You will be allowed 1 fire. If there is a second fire, you will be disqualified.
- If you get rolled over and judges deem your car safe to continue, you will be allowed to continue.
- **THERE WILL BE NO "PIN TO WIN"**. You must back up 10' or ½ a car length for an "aggressive hit". If the final 2 cars get "stuck" and cannot back up, the first and second place moneys will be added together and divided equally between those two drivers. You will flip a coin for the trophy.
- No "team driving". You will receive 1 verbal warning. If you continue to "team drive" both cars will be disqualified.

General Car Preparation:

- Any American made car can run **including 1973 and older Chrysler Imperials and Labarons**.
- You may **NOT** run: 4x4's, ambulances, trucks or limousines. No fresh sedagons.
- **NO** Fresh Paint or Undercoating on the frames at all.
- **NO** buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
- All cars **MUST** be stock, unless modification is stated in the rules.
- All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
- All trailer hitches and braces **MUST** be removed.
- Batteries **MUST** be moved to passenger front floorboard. They must be properly secured and covered.
- You **MUST** have a number in bright colors on each front door and must have at least the size of a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. **You cannot use the roof sign to strengthen the car.**
- All cars **MUST** have working brakes when you cross the inspection ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
- **NO** welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

SAFETY

- Driver's seat **MUST** be bolted or welded securely to the floorboard.
- You **MUST** have front and rear window bars.
- You **MUST** have a roof sign. Minimum 15"x15".
- You **MUST** have a functioning seat belt! A single lap belt only is also ok.
- You **MUST** have a full faced helmet (designed for cars is recommended.)
- You **MUST** pad inside bars around driver.
- **All cars MUST have a gas tank protector in their car.**
- Gloves and eye protection are recommended.
- Fire extinguishers **ARE MANDATORY** for your pit stall, but it is optional inside the car. If it mounts inside the car, it **MUST** be securely mounted.

BODY

- Outer door seams **MUST** be completely welded. You may use 3"x 1/4" max strapping or 1/2" rebar for seam filler.
- Hoods and truck lids may be fully seam welded.
- You **MUST** have an 18"x18" hole in your hood for engine fires.
- Body creasing is allowed.
- You may "wedge" your trunk.
- Trunk lid **MUST** attach in stock location and can be dished or tucked but may not attach to trunk floor or inside of the quarters.
- Quarter panels and taillight panel can be creased.
- Quarters may not be cut to fold around the back.
- There **MUST** be a 12" hole in the center of the trunk lid for inspection.
- There **MUST** be 1 or 2 windshield bars (2"x2"x1/4" max) or up to 2 - 3/8" chains in the windshield area welded from firewall to the roof. You may only weld a total of 10" linear inches to the roof per window bar.
- Front window bars may **NOT** be attached to the halo bar.
- There **MUST** be 1 or 2 rear window bars (2"x2"x1/4" max) or up to 2 - 3/8" chains in the rear window area, welded to the roof and the speaker deck/trunk lid.
- You may use 1 landing plate per rear window bar (2 plates total). This plate can be up to 4"x4"x1/4". It can only be on the bottom end of the rear window bars. This plate must be centered on trunk seam. (2" on the speaker deck & 2" on the trunk lid). Plate and trunk strap may share the same weld.
- Rear window bars may be attached to the halo bar.
- **For wagons only** – Your window bars can be attached to the top of the tailgate and to the roof. Tailgates count as trunks for welding shut. Refer to trunk rule above.
- You may **NOT** add any extra body bolts.
- Body spacers **MUST** not be removed completely. They may be replaced with 1" inch spacers.
- Body bolts can be changed to 1/2" bolts with up to 3" washers.
- You may add 2 pieces of 1" all-thread that run up through the frame or through the stock radiator support mounts, up through the top of the core support and out the hood. It may also be welded to the side of the frame. You may use 1 – 5"x5"x1/4" washer plate on all-thread bolts.
- You may add 2 pieces of 1" all-thread that run up through the frame, and up through the trunk lid. It may also be welded to the side of the frame. You may use 1 – 5"x5"x1/4" washer plate on all-thread bolts.
- You may have up to a 8" gap **maximum** between core support and the frame.
- You may use 1 - 2"x2"x4" round or square tube on each side as a core support spacer. It may be welded to the **TOP** of the frame only.
- You may cut clearance or fold fenders and quarter panels. You may bolt them back together using 4 - 3/8" bolts and 1-1/2" washers.
- You may re-bolt hood and trunk skins around cut-outs. You may use a max of 10 – 3/8" bolts and 1-1/2" washers. (Sheet metal to sheet metal only).
- You may not weld **ANY** interior seams.
- You may not weld any "created seams".

ENGINES/TRANSMISSIONS

- Carb halo is permitted. Halo **MUST** stay inside the headers and terminate just on the back side of the carb.
- You can use aftermarket motor mounts and a lower cradle to bolt in the motor.
- You may use a full cradle.
- If using the stock upper “buckets” and lower motor mounts, you may use 4 chains from motor to frame. These chains cannot extend more than 4” past the manifolds in either direction. You may weld 1 chain link per chain to the frame or engine cross-member.
- Steel or aluminum replacement bell housings on transmissions are recommended.
- Full transmission protectors will be permitted.
- Slider drive shafts are optional.
- Transmission cross members may be stock.
- You may replace your stock transmission cross-member with up to 2”x2”x1/4” straight square or round tubing. You may use 2 – 2”x2”x1/4” angle (one per side) to mount the cross-member to the frame.

REAR-ENDS

- Any factory 8 lug rear-end or smaller may be used.
- Braced rearends will be allowed.
- Hybrid rear ends allowed.
- Gears and carrier can be changed or welded.
- Pinion brakes are allowed.
- You may double your rear coil springs.

SUSPENSION/STEERING

- You may swap trailing arms or shorten the upper control arms by cutting and welding with minimal overlap.
- You **MUST** use OEM upper and lower control arms.
- You may plate or reinforce the control arms.
- Rear end suspension **MUST** be working.
- You may use “solid” shocks.
- You may convert any coil spring setup to leaf springs and vice versa.
- Leaf springs may not be flat. There must be a minimum 2” arch.
- Leaf spring pack may only have 9 total leaves. They must be no more than 3/8” thick and 2-3/4” wide.
- A total of 4 leaf spring clamps are allowed per leaf pack. Must be no bigger than 2”x3/8” flat strap with 2 - 1/2” bolts.

- Chaining of humps is optional, but you can only use 2 chains, (one per side) with a single wrap per frame rail. No welded links. Chain may go through the body.
- Chains may be tight.
- Front A-arms may be swapped.
- You may **NOT** reinforce upper A-arms.
- Upper A-arms can be welded down. You may use 2 – 2"x1/4"x6" straps per side.
- You may use aftermarket ball joints. They must remain in stock location.
- You may use homemade ball joints. Max bot size 3/4".
- Steering components including tie rods, tie rod ends, drag link, pitman arm and steering box may be reinforced.
- You may use aftermarket steering components.
- Homemade or aftermarket steering columns are allowed.
- You may double your front coil springs.

CAGE

- All cage material may be no larger than 8" O.D. unless specified smaller by a specific rule.
- A four-point square cage minimum around the driver is required.
- Door bars can be a max length of 68" long, this includes the seat and dash bar.
- You may add 4 down bars from the cage to the frame. Maximum of 4" material.
- Down bars must not angle in any direction. They must be vertical. They can only be mounted to the door bars or seat bar at or behind the dash bar.
- **Dash Bar and center shifter bar must be at least 3" off the tranny tunnel.**
- A halo bar above the roof or a single up bar inside the car is required.
- If using a single vertical up bar, it must be placed in the center of the car (left to right). It must have an 8"x8"x1/4 plate welded to the inside of the roof, and the top of the up bar. You must have a 6"x6"x1/4 plate welded to the bottom of the up bar and to the floor.
- Halo or up bar must be made from at least 2"x2"x 1/4" material.
- Halo or up bar must be vertical. It must stay perpendicular with the frame.
- You **MUST** have some sort of gas tank protector.
- You may use max 3"x3"x1/4" square or round bar for the gas tank protector. It may not touch or be attached to anything but the back seat bar or halo bars. It **MUST** be centered between the frame humps. The outside dimension cannot be more than 38" wide. The bars must be a minimum of 6" above floor. Gas tank protector may have its own halo but may **NOT** be taller than the tank itself.
- It may not be angled toward the rear window.
- It may have gussets but can only be attached to tank protector and the seat bar or halo bar.

BUMPERS

- You may “load” any OEM bumper.
- Any added steel inside bumper must not protrude past front chrome.
- You may **NOT** alter the factory shape and dimensions on OEM bumpers.
- Bumper skins can be hammered down and welded.
- You may fill factory holes in OEM bumpers.
- Bumpers may **NOT** be mounted on top of the frame.
- **NO** bumper “shelving”.
- Tube bumpers are allowed, max size is 5”x5”x1/4” or 6”x 4” x 1/4”. Tubing must be straight. You may add a point. It may not extend more than 14” from the back edge of the tubing. Point must be a minimum of 38” wide on the front of the tubing. It must have a 1” flat edge on the point. **IT CANNOT BE SHARP!**
- Bumper ends may **NOT** extend out more than 10” past the outside edge of the frame.
- You may cap the ends on tubing bumpers.
- You may use aftermarket steel bumpers.
- Bumper height max is 24” from ground to lowest point.
- You may weld 2 - 2”x 3/8”x36” long straps from the front bumper to the core support.
- Your 1” all-thread may run through them bumper straps.
- You may weld two 2”x 3/8”x36” long straps from bumper to trunk lid. These straps may be welded to the trunk skin with a total of 12 linear inches of weld total per strap.
- If using stock bumper brackets and shock tubes, they may only be welded to the front 14” of the frame.
- Compression shocks can be collapsed or extended and welded. They may not be attached to the frame in any way beyond 14” from the back edge of the bumper.
- You may remove ALL factory brackets and shock tubes and use a 4”x1/4”x14” flat plate welded to the outside surface of the frame. These plates can be formed or shaped plates, however they must have started as a 4” plate.
- You may use “Tee-Pee” bumper mounting plates.
- You can cut the frame square to weld the bumper on, but you may **NOT** shorten the frame any more than the front most edge of the core support in its factory location.
- Pre 1974 single skin stock bumpers may be welded to the body. **You may use 1/2” rebar or 1-1/2”x1/8” flat strap for filler.**

FRAMES

- No buffing, grinding, packing, cutting, bending, or welding the frame other than what is specifically stated in the rules.
- Frame tilting is allowed.
- **1980 & NEWER cars only are allowed 2 kicker bars.**
- Kicker bars may be no larger than 2”x2”x26” long.
- **ALL 80’s PRE-RAN CARS WITH KICKERS will be allowed 8 - 4”x6”x1/4” frame plates total.**
- **ALL OLD IRON PRE-RAN CARS will be allowed 10 - 4”x6”x1/4” frame plates total.**
- **ALL FRESH BUILT CARS are allowed 4 – 4”x6”x1/4” frame plates.**
- If your car has more than the allowed number of frame plates, you will have to cut them **COMPLETELY** off the frame. **NO EXCEPTIONS!**

- Frame plates may touch.
- You may weld front frame seams (top & bottom) from the front bumper back to the front edge of the spring pocket.
- You may **notch and dimple** any frame behind the rear frame humps only!
- **Cadillac and Ford front frame extensions** can't touch the transmission cross member before, during or after the show **unless you're mounting the stock crossmember in the stock manner.**
- You may **NOT** attach your frame to cage or body in any way with wire or cable.
- You may use ¼"x5"x24" hump plates.
- Hump plates must follow the contour of the frame.
- You are allowed 1 hump plate per frame rail.

ENGINE COOLING

- Radiator **MUST** be mounted in the stock location.
- Any OEM style radiator can be used.
- **NO** radi-barrels or solid water holding tanks.
- Radiators can be removed, and hoses looped.
- Radiator can only be attached to the core support using metal straps with minimal welding, ATV straps or wire.
- You may use an AC condenser or thin expanded metal (under 1/8" thick) to protect the radiator but it can only be attached to the core support.
- You may use 1/8" max radiator protection in front of your radiator. It may only be mounted to the radiator itself or you may use #9 wire to attach radiator protection to the core support only.
- Transmission coolers are allowed.

FUEL

- One 12-gallon max fuel cell.
- Fuel cell **MUST** be centered in the back-seat area and securely mounted.
- Any pump gas or E85 can be used.
- Original gas tanks **MUST** be completely removed.
- Fuel lines **MUST** run inside the car.
- If you use an electric pump. The fuel pump switch **MUST** be clearly marked for safety.

Batteries

- Batteries **MUST** be secured inside car.
- You may **NOT** use cloth ratchet straps to secure your battery.
- If using a conventional "wet" or acid type battery, it **MUST** be covered.
- You may use up to 2 batteries.
- Battery holders **MUST** be metal and bolted or welded to the floor.

Tires and Brakes

- Any stock passenger car wheels may be used.
 - Home made or fabricated wheels will be allowed.
 - You may use up to 9" weld in centers.
 - You may use valve spring protectors.
 - You may use rim lip protectors.
 - Any air-filled tire may be used.
 - Solid forklift type tires will be allowed.
 - You may use tubes.
 - You may "double" your tires.
 - You may use tire "flappers"
 - **NO** screws or studded tires.
 - All cars **MUST** show ability to stop before entering the arena and tech. **NO EXCEPTIONS.**
 - Pinion brakes are allowed.
- These rules were written specifically to promote creativity and allow new and unconventional ideas pertaining to your build. Builders are encouraged to try new things, or old ideas that have been written out of the rules. There are "grey areas" left for this purpose. GOOD LUCK TO ALL!!!

*****PLEASE CALL FOR QUESTIONS BEFORE BUILDING.*****

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