2027 UTC Weld Class Rules

8 plates Fresh and 10 plates Used

IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!

If you get caught with any frame welding outside of the rules, you will be required to cut beyond the factory specs to make the car legal and you will lose (1) frame plate per section of a car!!!

Any year O.E.M. frame and body model of passenger car or station wagon may be used. No 4x4's, ambulances, hearses, trucks, limousines, etc.

We reserve the right to re-inspect cars at any time before, during or after the event, even after it has been sticked. You may be asked to cut areas of question open before, during or after the derby as needed.

IF IT IS NOT SPECIFIED IN THE RULES BELOW THEN CALL US FIRST BEFORE YOU ATTEMPT IT: OFFICIAL'S DECISIONS ARE FINAL

1. All questions can be directed to Lead Tech; Derek Kohrt (605)759-0048
2. BUILD TO THE RULES! Don't over build and expect to cut to the rules. If anything is added to the frame or inside of the frame other than what is specified in the rules you will be asked to cut beyond factory strength to compete or fail inspection.
3. Pre-ran cars ARE ALLOWED.
4. Frame, body, and front clips can be swapped but must bolt on directly with zero modifications whatsoever.
5. All drivers and pit crew must sign the driver/waiver paperwork, or they will not compete in the event.
6. Drivers must wear a seat belt, helmet, long sleeve heavy shirt, or racing type jacket, welding jacket etc., and goggles/glasses.
7. All Drivers and ONE of their crew members must attend the drivers meeting.
8. No hot rodding in the pits, keep it at an idle.
9. No drivers are allowed alcohol - period. If you are wearing a driver's band and caught drinking any form of alcohol -YOU WILL BE DISQUALIFIED.
10. Cars may be re-inspected before any prize money is paid out. The cars will be re-inspected by the Full Contact Racing staff only. Everyone else will stay back until cars are deemed to be legal. Cars cannot leave the arena before final post inspection or you will not be eligible for reinspection. There is a $250.00 protest fee, and you must be a driver in the event to protest another car. Driver must have cash in hand directly after the heat/feature in order to protest. If the car is found to be illegal it will be disqualified and if not illegal the protested driver will receive the $250.00

PREPARATION & SAFETY

1. All glass, plastic, chrome, interior and pot metal must be removed.
2. Nothing may remain in the bottom of the doors or trunk and all outside hardware must be removed (door handles, mirrors, chrome, molding, screws, fiberglass, etc.).
3. All trailer hitches, brackets and framework (aftermarket or OEM) must be removed completely.
4. No added weight to the car except the weld. No packing the frames, trunks, passenger doors, or under floor decking.
5. Front seats must be securely mounted to the floor and must have seat belts. All cars MUST have inner padding on the driver's door and driver's side door posts.
6. All flammable materials inside the car must be removed, except necessary safety padding and seat.
7. All cars must have working brakes when they go through inspections. If the car does not exhibit the ability to stop, it WILL NOT be inspected.
8. All parts must be off a car legal for the class unless specified directly in rules.
9. All welds on car should be no wider or higher than ½"
10. Your number must be listed on the side of the car at least 18 inches tall and 18 inches wide. **You must have a maximum of a 24" x 24" roof sign with car number for judging and recognition of the car.** You may not use it to strengthen the car in any way
11. 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 will not run! If found on post inspection you will be disqualified!
12. **ALL CARS MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE STICKED YOU ARE NOT ALLOWED TO WORK ON YOUR CAR.** (Charging batteries & checking fluids are the only exceptions).

Aftermarket parts that are allowed that may not be mentioned below: metal gas tank, fuel cooler, brake & gas pedal, shifter, transmission cooler, battery box, seat, seat belt, steering column up to the steering box, tie rods, ball joints, spindles, rear trailing/control arms, driveline, driveline brake, lower saddle cradle with front plate up to the heads or full cradle "per rules", motor, transmission, rear ends, and JYD type homemade bumpers.

FRAME

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

1. You may shorten the front frame only by cutting the frame off flush with the front edge of furthest forward core support body mount bolt hole (whichever is closest to the bumper). All sides of the frame end must be equal. This rule is for hard mounting your bumper. If you shorten too much you will not run. On GM cars, the center body mount will be considered the point that you may use as a reference to shorten the frame to. **Cadillacs must remain 18" long from the front side of the spring bucket lip forward, must be measured with a straight line from the front to the back of the car, not diagonal.**

2. Lower core support must remain in its factory position. 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.

FRAME WELDING

3. No re-welding of any factory seams is allowed other than what is specified. If any welding has been done on the frame that is not specified in the rules, there will be a min of 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.
4. Front top frame seams may be welded from the furthest most forward part of the factory "A" arm mount, top seam only, (1) pass of ½" wide weld allowed. Anything above what is specified will be disqualified. We will also allow you to weld 3" on 3" off on frame seams top and bottom only firewall forward.
5. **You may weld the vertical seams on the engine saddle to the frame rails with (1) pass of ½" wide weld allowed.**
6. No Chrysler subframe chaining other than K-framed cars in front of the motor using only (2) wraps of ⅜" chain with one bolt around the frame only. K members may be welded on top side only, and must stop at the furthest most forward part of the "A"-arm mount.
7. Imperial subframe swaps are allowed only in **'73** and older Mopars.
8. Frame Rust Repair – If your frame is rusted through, call for instructions on how to fix the rust hole. DO NOT FIX IT AND EXPECT US TO ALLOW YOU TO RUN IT WITHOUT CALLING. No re-stubbing frames front or back, if caught it is a non-repairable fix: you will be loaded. Call before fixing any rust on the frame. Must provide pictures. An example of a possible fix would be to cut out the exact rusted piece and add the same exact size in its place and butt-welded in with a 5/8" inspection hole in the middle of the patch.
9. No changing, welding, or doubling of the rear package tray.

FRAME SHAPING/HEAT TREATING

10. No frame shaping is allowed.
11. No heat treating of the frame is allowed; if caught, you will be DQ'd.
12. All cars may plate the rear frame humps using ONE plate per rail that is no larger than **22"x4"x¼"**: Must follow the shape of the hump no more than 1" above and 1" below the frame and measure 22" straight across from end to end (furthest point to furthest point). Plate must hang at-least ½" below the frame for inspectors to verify thickness of plate**,** **hump plate may not exceed the 4" height dimension**, Must be centered in the middle of the frame hump. Hump plate must be welded on the tire side of the frame rail.
13. All cars may pitch, tip or tilt the front frame rails in one of the following ways:
    a. You may cold pitch with no added metal;
    b. You may cut the crush box flaps and pull the front end down, the flap location may move ½" and re-weld. No added metal. Weld may be no more than factory size: a total of 14" of weld;
    c. You may cut a pie slice out of the bottom half of the frame not to exceed ¾" wide and bend the slice back together and re-weld back together. No added metal.

Weld not to exceed ½" wide. One pie cut per frame rail at the location of your choice. You must adhere to the bumper height rule.

14. You may notch or dimple the frame in the trunk area only.
15. You cannot pre-bend the trunk frame.
16. No fresh paint or undercoating on the frames at all.
17. **No painting or sooting of the inside of the frame. If we feel you have done this, you will be asked to go clean the inside of the frame and come back through inspection.**
18. If you choose to run a basic lower cradle rather than a full cradle you will be allowed kickers. These are two straight pieces of 2"x2"x¼" O.D. MAX pipe or tube that is welded to the front side of your dash bar and goes through the firewall, and must be welded to the top side of the frame only. **(½" Inspection hole required on side of frame below where the kicker is mounted).** It may not extend **inside** or down the sides of the frame. It must be welded to the top of the frame, within 3" of the back of the A-arm: no more than 4" may contact the frame. Only one on the driver side and one on the passenger side. Each kicker may have a max 6" gusset on the dash bar to the kicker. No other added metal.

FRONT SUSPENSION/STEERING

1. Aftermarket spindles are allowed.
2. Spring and/or spacer may not be welded to the spring bucket: NOTHING can be inside the spring bucket other than the spring. You may run aftermarket springs.
3. Aftermarket tie rods and ball joints may be used.
    a. If using a heim joint for ball joints the bolt must remain a standard ⅝" bolt.
    b. If using a heim joint for tie rods it must be a standard ½" bolt.
    c. **No ball joint protectors permitted. If you use a screw-in ball joint, the collar can only be ½" in diameter and no bigger than 3" tall.**
4. You may reinforce stock tie rods with a 1"x1"x½" angle.
5. Upper and lower A-arms may be swapped with factory OEM arms that come from cars legal for this class with no modifications, struts and strut mounting must be factory OEM and in factory position. Do not re-engineer the way the control arms and steering components mount to the frame. No other front suspension or steering may be reinforced. You must bolt the a-arm down like it came factory for that car.
6. You may lock your front suspension solid
    a. You are allowed (2) 3"x4"x⅛" rectangular pieces of plate per upper A-arm to be welded to the frame, **one in front and one in back of the A-arm**. No welding of the A-arms directly to the frame. **However, you may choose to use one of them behind the ball joint sleeve to weld it.**
    b. You may also use up to 1" bolts, one per frame rail. Bolts must be in the middle of the A-arm and must travel in the original path as the original shock. You can have no bigger than a 3" O.D. washer with a max thickness of ¼".
7. Steering box: May be interchanged; a flat ½" plate may be used to adapt the steering box to the frame, mounted in factory position. It must not be more than 1" larger than the bolt pattern on the frame or steering box. See example picture. If you have one or more

bolt holes that don't allow you to bolt directly through the frame, you may have up to 4”of weld from the plate to the frame to help secure the mounting plate in place.

8. Pitman arms must remain stock or stock replacement for a car legal in that class.
9. Idler arm & center link must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.
10. **Sway bars must be bolted through the factory hole on the lower A-arm. Bolt must not be longer than 6”. The sway bar cannot be higher than factory mounted position. Must be mounted using the factory rubber mounts and factory bolt locations using a ⅜ bolt and must have a min of 2” spacing between sway bar and lower control arm. No sway bars for 03 and newer frames.**
11. No full Hydro Steering allowed.

REAR SUSPENSION

1. No leaf spring conversions allowed.
2. Original leaf spring cars must be mounted in their original mounting position. Leaf springs may not be mounted on top of the axle.
3. You are allowed 9 leafs maximum with ⅜” maximum thickness and 2½” width. **Must be** made from spring material. All “leafs” after the main must be a minimum of 4” shorter than the one above it to give you a 2” stagger on each end. You may not put anything on top of the main leaf. You may not use an overload spring. You can re-clamp springs, 4 clamps per spring pack, two on each side of the axle. Homemade clamps can’t exceed 2”x4”x¼”. This is the only way to hold springs together. No welding of leaf springs. No duct taping leaf springs. No short leafing, you must use the factory shackle front and back mounting locations distance. Any clamps used to secure an overload spring will be considered one of the clamps.
4. You can double, or change coil springs to a stiffer spring, or put spacers in coil springs to get your height. Do not raise the suspension any other way except what is listed above.
5. Coil springs may be fastened to the axle only.
6. You may use a ⅜” chain around your axle to the frame hump with one wrap (this may only go through the sheet metal directly above the hump), links may not be welded or bolted to the frame.
7. You may use a U-bolt to go around the hump to attach your ⅜ chain to help hold rear end in.
8. Instead of using a hump chain, you may use 1” all-thread going from your rear end up through the package tray and body with a 3” washer on top. This will be counted towards your added body mount, if it goes through the body.
9. No other means other than tires, springs, and spring spacers per rules may be used to raise the car’s rear suspension.

REAR ENDS

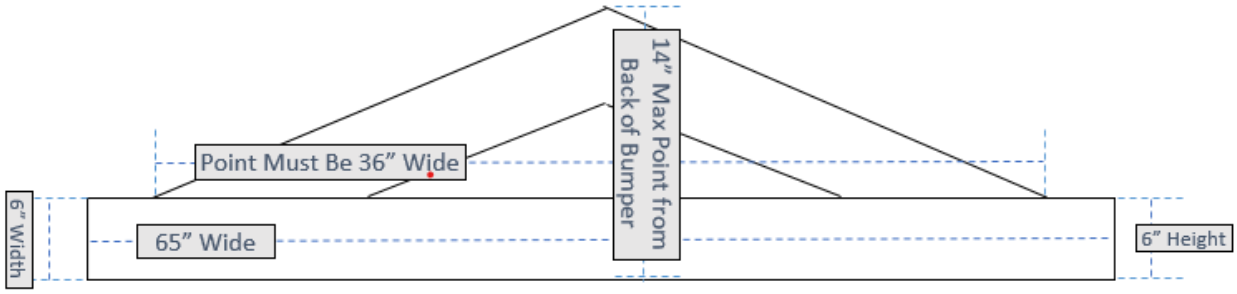
1. You may use any rear end of your choice, including hybrids and 8-lug. Rear housing bracing may not extend more than 5” back of the OEM axle tube. Axle savers allowed. Rear end housing may not add or be used to brace, bridge or reinforce the frame rails. Must have a Min of 4” from rear end to the frame rails. Officials discretion.

2. Rear end control arms can be reinforced: They may be shortened to adjust the pinion angle. They may start from a stock set and be reinforced or you may build your own using 2”x3”x¼” square tubing. They must attach in stock configuration for the suspension setup you are using. They may not be any longer than the factory set that came with the car.
3. **Factory rear end control arms brackets can be re-welded to frame with ½” weld and no added metal. The package tray is not considered the upper bracket.**
4. Watts-type conversion brackets are allowed only in the following way:
    a. Must only be used on Watts cars (Exp. 1998-2011).
    b. Upper trailing arm brackets must be bolted to the package tray. They must have two separate brackets no larger than 6”x12”x¼” thick. Must be bolted only and may only be bolted thru the package tray and not thru the body and sheet metal. No welding at all of the upper bracket.
    c. Watts-link lower brackets can only be 3”x6” long x ¼” thick. One per frame may be used. Cut one side of the tubing to make a “C” channel. Brackets may be welded to the frame. Only one hole to be used to bolt the control arm in place, no other bolts are allowed on these brackets. Bracket must be within ½” of the original mounting bracket. All other stock brackets must be removed.

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 final say.

1. Any Factory passenger OEM, JYD OEM passenger car shaped (must resemble factory OEM bumper) or 6”x6”x⅜” max square tube bumpers may be used, all bumpers may be loaded.
2. If you use a square tube and add a point to the front of the square tube. Point must be to the following specs. Ends must be capped.



sheet metal only. Front and rear bumper height not to exceed 20” to the top of the bumper from level ground and must be a minimum of **16” on coil spring cars and 14” on leaf spring cars** from the bottom of the bumper or frame rails (Lowest point) to the ground. **THIS WILL BE STRICTLY ENFORCED.** Must maintain bumper height through the event and will be re-measured each day before pulling on the track. (Unless FUBAR) Officials discretion. (This goes for the front and the rear)

5. Rear bumpers must be a factory OEM rear bumper or a flat face manufactured bumper. If it's a manufactured bumper it must be square or rectangle. No larger than 6”X6”. No pointy bumpers or sharp edges/spikes (No ramp or wedge bumpers). **THIS WILL BE**

STRICTLY ENFORCED. Rear bumpers will be re-inspected daily as you come back to impound, you must follow the rules and meet rear bumper height requirements and bumper description.

a. You may use a flat strap or 9-wire to help hold your bumper on.

b. You may have (2) Front and (2) rear bumper straps that can be no larger than 36" x 2"x¼" thick. Up to 8" of the strap may be welded to the hood, top of radiator support or trunk lid and 8" of the strap may be welded to the bumpers. These may angle in front of the radiator but not cross. These may not go to the frame.

c. Straps may have a hole burned through it and be placed over the core support all thread bolts.

2. 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, **Wagons must keep the rear bumper in the factory location.**
3. Bumpers may only be welded to the end of the shock tubes, brackets and/or frame rails, pending your mounting choice.

BUMPER BRACKETS

4. On 2002 and older models the front bumper brackets or factory shock tubes may be welded to (one) side of the frame, and may extend to the center of the shock mount tower, (including the weld). Weld may only be 1/2" wide single pass. (Brackets may not be inside the frame or engine saddle). (03 and newer refer to the 03 section on page 17)

5. Rear brackets or shock tubes are not allowed to extend or be welded any further back than the last 10" of the frame unless you are using the factory bracket **that came with that car** and tube in the Factory position.
6. No more than one set of bumper brackets may be used. Brackets 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 to the bumper Shock tube. Bumper shock tube must be attached to the bracket in the factory position. If not, you must discard either the bracket or tube.

a. Passenger car OEM outside shock tubes may be used and may be compressed.

b. Instead of using factory bumper brackets on the front or back, you are allowed to use a 4" wide (beginning width must be 5" wide) x 18" long x ⅜" thick strap. Plate may be formed (teepeed) 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. Brackets/Tubes/Straps may be put on the top, bottom, or sides of the frame. The same rule applies for rear bumpers.

c. Brackets must be on one side of the frame ONLY: **on the engine side or tire side, top or bottom, but not inside, following all other rules.**

d. Rear bumper brackets must follow the rules above but must not be any longer than 10". This will be measured from the end/back of the frame

e. Before you turn your wagon into a sedagon you must discuss rear bumper rules with officials before doing so. We need to make sure we don't have frame rails/leaf spring harpoons sticking out the back for safety reasons.

ENGINE

1. Motor - Use motor of choice, motor must be in stock location of the car you are running, within reason approximately 5 inches from the front edge of the original motor mount on the frame.
2. You may select ONE of (2) options for Engine Cradles:
    a. Option 1: Lower Engine saddle type cradles with a front plate up to the heads (see sample pic). are allowed but must only attach to the engine cross member and not the frame rail. The cradle cannot wedge **(Must have 2" gap)** or connect to mid-plate in any way before or after the show. 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 8"** of weld per side and **must remain 1" from frame rails or spring pocket** to hold the motor in. If you use this method, you are allowed to run kickers from the dash bar to the frame. Follow the kicker rules listed above.
    b. Option 2: Distributor protectors are allowed. If using a distributor protector, it must be attached to the engine or transmission only, the backside must be no wider than 13". It may not be welded, bolted, or connected to the body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. Aftermarket cradles are allowed. If running a pulley protector, it cannot be any wider than 14", it must not come in contact with the steering stabilizer or extend 2" past the water pump. No portion of the midplate or the front plate may extend past the heads more than 3" in width. Fan shrouds are allowed, the outside diameter can be no more than 22" wide and 4" out from the front side of the water pump flange. If running a motor with a front mounted distributor or a coil pack motor. The mid plate must follow the DP rule. The mid plate or DP must be 6" from the dash bar.Nothing can be between DP and dashbar except the firewall, **(except fix-it plates using the repair rule**). Cradle must stay 4" away from the frame rails. Nothing can come in contact with the DP or Mid-plate before or after the show. If you decide to run this style of a cradle you will not be allowed kickers whatsoever. Call with Questions.
3. You may use (2) 6"x6"x⅜" (one per side) plates on the frame engine saddle to attach your engine mounts to. **If this plate protrudes off the engine saddle it must be 2" away from the frame rail and must remain 1" away from the spring pocket.**
4. There are NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan, but nothing can be welded back in.
5. You may cut off or bend over the front "tongue" on the engine cross member.
6. Transmission tunnel may be split with one cut using a cutting wheel to relieve pressure.
7. Lower damper pulley protectors are allowed. Must be no more than ½" 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 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.
8. Skid plate / pan protectors may be used but must only be the size of the pan and they may not be connected together or be attached to the frame or body in any way. Pan protectors must be free-floating in the back and cannot connect to your mid-plate. This is to protect your oil pan only. May not bridge engine and transmission together.

9. Aftermarket bell housing, transmission protectors, and tail shafts may be used. It may not come in contact with the frame before or after the event. A B.O.P adapter plate no larger than the bell housing (see pic below) may be used.
10. IF using a stock transmission with NO bells, tail shafts, or protectors, you are allowed to bolt the transmission down to the crossmember using factory transmission bolt holes.
11. Transmission crossmember may be welded or bolted to the frame. Crossmember must be within 10" of OEM attachment points. Transmission crossmember must be underneath the factory transmission mount.
12. **Your trans brace can only be 12" were it meets the transmission cross member, measured from the center of the tail shaft 6" each direction. Transmission may only be connected to the crossmember within this 12". You may weld or bolt within the 12" footprint.**
13. If using a custom crossmember, you can weld 2"x2"x¼" angle iron no thicker than ¼", 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"x 3" solid material. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in. If you run the custom cross member, the Cadillac cross member brackets/frame extensions must not be connected to the crossmember (Unless using a fix it plate to tie it in after the heat)

TIRES

1. 1. Wheels no bigger than 16 inches, no split rims, no studded tires. Doubled tires and solid tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. NO foam filled tires on the back at all. Inner beadlocks are okay, no outer beadlocks.

BODY MOUNTS

1. Body mount bolts to the frame can be replaced with **5/8"** bolts.
2. Body mounts can be replaced with steel or washers, must be at least 1" tall and must be the same size as a stock body mount puck in diameter. **May not be welded to the frame.**
3. Bolts may extend through the body and have up to a 3"x ¼" thick washer on top and bottom, washers must be separate and cannot reinforce the frame. Bolts, nuts and washers must be up inside of the frame. Bolts may not exceed 8" in length.
4. Radiator support mounts can be removed completely. (see Radiator rules for details)
5. Absolutely no body mounts may be relocated; do not shorten the front of your car past the original foremost body/core support bolt or you will not run.
6. If you have to build core support spacers, **you may weld it to the body AND the frame mount**. It must ONLY be welded on the top side of the frame. Core support spacers cannot exceed 6" in length x 3" in width x ¼" thick. **You may weld a gusset on each of the core support spacers. The gusset max size will be a 6" in length x 3" in width x ¼" thick square tube and it must only be welded from the front bumper to the front of the core support spacer.**

7. You may add (2) body mounts in the position of your choice from the firewall back to the rear bumper. ⅝” bolts up to 8” in length and must have a 1” body spacer in between frame and body. They must be painted a bright color for easy viewing. Wagons with extra bolts in the humps already will be considered your (2) extra mounts. If you decide to bolt your coil springs in place through the frame and rear package tray, these will count as your added mounts if they go through the body. They may be 1” in diameter. Must follow all other body mount rules.
8. The (4) “K”-Frame pucks may be removed and frames may be bolted directly together using only stock bolt or a ⅝" bolt, (1) washer on each side not to exceed 3" in diameter with (1) nut and/or k-frame may be welded directly together using max ½” filler. All other body pucks need to stay in place unless otherwise explained. If pucks are pulled no chain wrap is allowed.
9. You may use up to 1” all-thread, with (4) nuts, (3)-3” washers and (1)-3” washer (that must be on top of the hood and trunk lid) per all-thread. It may go from the hood and trunk lid to the frame, but must go through the front body mounts, or down the side of the frame and be welded to the frame only or a nut welded to the top of the frame. All options must be within 1” of the core support. 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. One per frame rail in hood and trunk. If you choose to use a body mount hole for your trunk all thread, this does not have to be up inside the frame, a washer can go on the bottom side of the frame and be no larger than 3” O.D.x¼” thick. If you run your all thread through the body mount, you must still have a 1” spacer between the body and the frame: or you can weld this all-thread continuously 4” vertically down the side of the frame, but MUST stay behind the back side of the hump. Trunk deck and core support may be nutted and washered with a 3” washer.
10. On wagons, bolts welded to the frame must be located within 5” of the rear frame body mount; they may be bent and continue through the rear door only.

BODY

BODY SHAPING

1. Body line creasing is allowed on fenders and rear quarter panels. **(This year we will be drilling seams with a hole saw bit. If anything is found beyond the factory sheet metal be prepared to cut the entire seam out).**
2. Cars with 2-piece fenders may weld half of the exterior seam only using 2” on 2” off. No fillers may be added. Call if you need clarification.
3. You may cut wheel wells for tire clearance. You may roll your fenders and bolt them but you may not weld them. Rear and front fenders may be bolted back together with (8) ⅜” bolts or less with 1.25” diameter washers. If you wrap or fold your fenders around the front of the core support do not exceed the (8) ⅜” fender bolts you are allowed.

RUST REPAIR

4. The only body rust repairs that will be allowed using sheet metal of the same thickness as the body are: (RUST REPAIR FOR SAFETY PURPOSES ONLY)
    a. The floor pan is to “FIX” rust holes only: no skinning of the entire floor. This applies to the driver seat & foot area, battery and gas tank mounting areas only. You may only weld 1” beyond the rust. Nothing up the doglegs or excessive or it will be removed completely. Rusted metal must stay.(Do not cut out the rust)

b. No other body rust repairs will be allowed.
c. All cars may use a piece no bigger than 14”x14” of 12 gauge sheet metal to patch the “PILLARS” only. **Only one per side of the ca**r.

FIREWALL SEAM

5. You may weld the entire floor pan seam under the gas and brake pedal. **Welds must be on the firewall only and must stay between the side bars of the cage**. No filler may be used. NO OTHER INNER SEAMS MAY BE WELDED! THIS WILL BE THE ONLY EXCEPTION.

DOORS

6. You must weld your doors shut with nothing but larger than 3”x3/16 ” strap or ½” round stock and must follow the exterior door seam. Do not overlap the strap or you will cut the strap off. You may smash the inner and outer skin together of the door window openings and weld them solid. You may use the same filler as in welding the door but no longer than the window opening per door.
7. Driver’s door and driver’s side of front windshield may have “netting” for driver’s safety. NO other windows may have “netting.”
8. The driver's and/or passenger front doors may be “skinned”; however, it cannot exceed 2” past the footprint of the driver’s/passenger front door and may not be thicker than 3/16”.
9. Wagons must remove all rear decking and seat components. Tailgates are considered trunk lids. All other rules above must be followed.
10. All cars must have a 12”x12” Inspection hole in the TRUNK LID for inspection purposes.

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 in the original stock location and position. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.
    a. For mounting radiators, you may use up to (4) ⅜ ” all-thread. This may pass through the bottom and top of the core support. If you have no lower or upper mounting area, you may attach (2) 2”x 6”x⅛” flat steel on the top and bottom and must be welded to the core support; they must be outside the fan area.
    b. Or if welding radiator in place you may use (4) 2” welds, one per corner. No added metal may be used to mount the radiator. It may be welded to core support only; cannot be attached to bumper, bumper brackets or frame.
3. Radiator protectors are allowed.
    a. You may create a box around the radiator but may not exceed the diameter of the radiator by 1” in each direction.
    b. Cannot be thicker than ⅛” metal. **They may be welded in using 3” on 3” off method OR (12) ⅜ bolts with 2”x2” washers.**

4. If you do not use a radiator protector,you may place ⅛" of flat metal or **factory passenger car AC condenser** (no bending or welding) in front of the radiator **using 3" on 3" off method OR (12) ⅜ bolts with 2"x2" washers.**
5. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
6. If not using a radiator, Radiator loops may be used.
7. 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.
8. You may have up to 1" all-thread, it may go from the hood to the frame.
9. 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; official's discretion.
10. Radiator coresupport, protector, guards may not be welded to the frame, bumper brackets, bumpers or anything else.
11. No FOAM fill can be used.

CAGES & DOOR BARS: SEE Diagram on last page

1. All cage material must be no larger than 6" O.D., unless specified for a specific rule. It must also be a minimum of 4" off the floor and **rockers** everywhere except the down legs going straight down.**(anything inside rocker to rocker and firewall to speaker deck is considered floor sheet metal).** No cage material may be within 6" off the middle of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight. Driver's door bar may be wider for driver's protection.
2. Side bars including roll over may be a max length 62" long. Side bars may be any dimension but must remain off the floor everywhere 4" (including rockers), they must remain 6" away from the firewall (Vertical flat side of engine compartment) and rear sheet metal. This is for driver's safety, not to strengthen the car, if we feel you have pushed this, you will cut!!!
3. You may weld a bar behind the seat from doorpost to doorpost, it can be an X: do not connect it directly to the frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and rear seat bar.
4. **You may weld (3) down bars per side from the cage to the floor pan or frame vertically from the cage. If your frame doesn't line up with the cage you may weld a dogleg over to the frame. These down bars cannot exceed 3"x3". They may only be welded to the TOP SIDE ONLY of the frame within a 3x3" footprint and must go to the outside frame rails. Down bars must be welded within the 62" side bars.**
    a. Down bars may be welded to the floor sheet metal with a max 10"x10" plate or to the top of the frame with no plate.
    b. No bolting unless for a Chrysler subframe; may use a 1" bolt through the subframe behind the seat, and bolt through a max 10"x10" plate welded to the floor may be used. Officials have discretion.
5. You must have a vertical roll loop/halo behind the seat, above the rear seat bar; (must stay inside the 62" sidebar measurement) this may extend to the floor as your rear seat down bar, not in addition to, following rule 4. Halo must be attached to the roof with (3)

attachment points, each not exceeding 3”x3”: (1) of which must be in the center of the roof. No welding bars off halo (no kickers). Roof signs must be bolted to sheet metal only!

6. A gusset is allowed and encouraged in all corners where 2 bars meet (Except down bars)
7. You may also weld a steering column to the cage.
8. One gusset per side may run from the rear of the fuel tank protector to upright posts of the halo bar.

Gas Tank Protector

1.You must run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps and must be 4” away from doors and wheel wells. It can angle in from your roll over protection but must stay within the gas tank dimensions. It may be tight to rear sheet metal, which cannot be removed. The bracing must be 4” above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area. May extend 6 inches above the factory speaker deck height vertically (Vertically means a 90 degree angle straight up and down. Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the tunnel. The front side of the tunnel is 3” in front of the horizontal hump body seam. Call if you have questions. Gas tanks will also follow the gas tank protector rules.

HOOD & TRUNK

1. Trunk Lid and Hood must be 100% in stock location, as if mounted on the hinges, and have a min 20”x 20” hole for inspection and fire access in the hood and hinge spring must be removed.
2. Any cut outs in the hood may be bolted back together with ⅜” or less bolts and 1¼” diameter washer; no more than a total of (12) bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
3. You can fold hoods or trunk lids over. Trunk lids must be stock shaped but may be folded in but keep it clean.
4. Rear quarters: YOUR TRUNK LID MAY BE V’D IN THE CENTER. Rear quarters must remain 10” tall at rear body mount in trunk, the 10” will be measured from the top of the frame rails.
5. Hood: You are allowed to bolt, not including the 1” all thread to the frame. All other tie down spots must be sheet metal to sheet metal only. You have (3) ways to secure the hood:
    a. You may use (8) bolts in the hood: not including the (2) core support bolts in the hood. Bolts may be no larger than 8”x1” with (2) 3” washers per bolt, with the exception of the two core support bolts thru the frame. Washers may be welded to the inner fenders and to the HOOD only.
    b. You may use (8) points, not including the (2) core support bolts of two 6-inch individual lengths of 2”x2”x¼” angle iron may be welded to the hood and body only back to back and bolted together with (2) ⅜” bolts. These cannot be welded across the seam.

c. If you choose not to bolt, you may fully weld the hood using only ½" inch round stock or 3"x3/16" flat stock. Must lay FLAT on the outside of the seams, not vertical in the seams. If welding, you must cut out 50% of your hood for inspection purposes.

6. Trunk seams may be welded 5"on 5" off. You may do so using only ½" 5" long round stock or 3"x5"x3/16" flat stock. Must lay FLAT on the outside of the exterior seams, not vertical in the seams.
7. You may add (2) 1" bolts from the trunk lid through the floor. These may be attached to, or go through, the frame. They may utilize an existing body mount hole but MUST have a 1" body mount/space between the frame and body. You may use (4) nuts and (4) washers, not to exceed 3" in diameter.
8. If you remove the speaker deck you can only use a total of 15" ((3)- 3" x 5" plates) of weld to attach it to the floor.

WINDOW BARS/ FIREWALL

1. Firewall – If you shape, weld, or bold the firewall to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.
2. If adding a sleeve/pipe/tubing in the firewall to run the wiring harness or throttle cable through, it may not extend further than 1" inside of the engine compartment and 1" inside of the cab. If this comes in contact with the Dash bar before, during or after the event you may be disqualified.
3. For safety all cars must have (1) 2"x2", but you can have up to (2) 2"x2" piece of square tubing can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar. Window bars may not come in contact with the engine cradle/DP at any time before, during or after the show.
4. **The rear window bar may have 2 bends, one at the top and one at the bottom. Top 6" where it mounts to the roof. The bottom of the rear window bar may be mounted to the trunk lid. It must be mounted at the front trunk seam and only 6" may extend past the seam either forward or backwards. The area of the window bar that is in the window area must remain straight and go directly from the roof to the front trunk seam.**
5. 6"x4"x¼" angle or plate on the roof, cowl, speaker deck or trunk lid . If using the 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 the original closed position.
6. No wiring or chaining of any window openings.
7. Window bars may not be attached to the halo bar or any cage components.

FUEL TANK & TRANSMISSION COOLERS

1. Original gas tanks must be removed.
2. Metal marine type tank, metal fuel tank, or derby-specific metal fuel tanks are required. **NO PLASTIC TANKS ALLOWED!!!**

3. Place the fuel cell behind the driver's seat or in the center of the car where the back seat used to be. Must be securely mounted with bolts, metal straps, chain, or you may suspend it on your cage, following cage rules. No seat belts or pull tie straps may be used; No other source of gas/ether inside the car at all.
4. 15-gallon tank **max** may be used, must fit within gas tank protector specs.
5. 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.
6. *****If running alcohol, you must bring to the officials attention so we can mark the car for safety reasons.*****
7. Tranny 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.
    a. If you are not using a gas tank/trans cooler protector, the fuel cell and tranny cooler must be 4” away from the rear sheet metal.
8. Protector or not, nothing can be within 4” of any sheet metal.
9. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint.
    a. An “E” will be attached to the rear pillar during tech to identify the electric fuel pump.

BATTERIES

1. Batteries must be moved to the front passenger area. 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 out of metal! It must be bolted to the floor or cage: Bolts may not go through or around the frame or transmission crossmember. Seat belts or pull type tie downs may not be used.
3. 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.
4. All body mounts must be visible.

FOR ‘03 & NEWER FORDS

CRADLE AND SUSPENSION

1. Only steel cradle or bolt-in cradle:
    a. You are allowed to use the Johnson Bolt-in Cradle Type System as a conversion to a steel cradle.
    b. or an identical bolt-in system with no modification
    c. or weld in a factory Ford cradle. If you weld in a factory Ford cradle (1980-2002 Crown Vic cradles only) you are only allowed to butt-weld a cradle in between the factory frame rails

2. **The cradle must be mounted between the factory frame bolt holes used to bolt in the factory aluminum cradle. You are allowed to weld OR bolt on factory Ford mounts only and the uppers must be mounted between the factory frame holes.**
3. **The bolt in engine cradle must utilize the factory size bolts that hold the standard Aluminum cradle in. Four (4) bolts on the main saddle and three (3) bolts on each lower a-arm bracket in the factory location. NO welding of this engine cradle to the car (this makes it not a bolt in cradle anymore).**
4. **The bolt in cradle must wrap the frame tightly using a max of 3/8" steel plate and can extend no further forward (toward bumper) or backward (toward firewall) than 2" past the centerline of the factory bolt holes used to mount the cradle.**
5. **Upper a-arm mounting brackets must mount only to this 4 sided box you have created, upper a-arm brackets must be of factory car origin or fabricated in similar fashion as factory style mounting bracket. A-arms must bolt on like they would have factory and use factory sized hardware.**
6. **Spring pockets may be fabricated from a max diameter of 6"x6"x1/4" material. Spring pockets must mount only to the 4 sided box you have created. This spring pocket must not hang down more than 3" below the frame rail. and must not stick out (toward the tire) than 6". Ball joint rings may be welded directly to this spring pocket as allowed in other cars (if you choose to do this it will count as one of your a-arm straps). Spring pocket can not reinforce a-arm. Follow coil spring rules above for what you are allowed.**
7. **Lower A-arm must bolt into the factory location as stated about using the factory three (3) bolt holes. You will be allowed a maximum of 3/8" thick plate for making your lower a-arm bracket. This plate must not be welded to the frame. This plate must follow the original shape of the factory bracket on the factory bolt in cradle. You may extend this bracket forward (towards the bumper) just far enough to mount your lower a-arm bracket. You can weld a factory 1980-2002 Ford Crown Vic, lower a-arm bracket to this plate or fabricate a 3 sided box from max of 3/8" thick material not exceeding factory bracket size. The lower a-arm must bolt on in a factory manner using factory size hardware. All other Ball joints and other suspension rules apply above. You may use the factory strut the way it was intended from the factory instead of a coil spring.**

FRAME

1. You can only weld your motor mounting plates to the cross member which are no larger than 6”x6”x⅜”.
2. No welding on the boxes or frame rails.
3. **Bumper bracket must stop at the front side of the spring pocket on a weld in cradle.**
4. **Bumper bracket must stop at the front side of the bolt in cradle. Bumper brackets may not be welded or connected to the bolt in cradle in any way shape or form. You are allowed to use a 4” wide (beginning width must be 5” wide) x 18” long x ⅜” thick strap. You may only wend on with ½” weld single pass.**

TILTING

1. You are allowed to tilt the frame in one location and only one direction.

STEERING

1. You are allowed to drill up to (3) holes on the driver side frame rail to mount the steering box.
2. These bolt holes may be sleeved but sleeve may not be any bigger than ¾" O.D. round tube.
3. The bolts must run through the side of the frame and mount just like they did at the factory.
4. You are allowed to drill two (2) bolt holes on the passenger side frame rail for the idler arm-mount. These bolt holes may be sleeved but sleeve may not be any bigger than ¾" O.D. round tube.
5. All steering must be set up as it was from the factory on a 1980-2002 Crown Vic. Do not modify steering components or lengths. Center Link may be shortened. Follow steering rules from the rules above. No drag links or 3rd tie rods allowed.
6. No sway bars will be permitted on '03 and newer fords.

REPAIR RULES:

1. Frame repair plates that may be used will be **6"X6"X1/8".**
2. Plates may be bent and cut but must be used on the frame only. If you cut, you cannot use the excess pieces anywhere else.
3. Plates and weld must be separated by 1" in between welds and or plates; stitch welding is not allowed between plates.
4. Cracked frames may be welded with a single pass. Notify the Head Inspector ahead of time.
5. You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.
6. You may reinforce damaged steering components using one piece of 1"x1"x⅛" angle, but you must use factory type and strength parts.
7. No wedges may be used between firewall and frame.

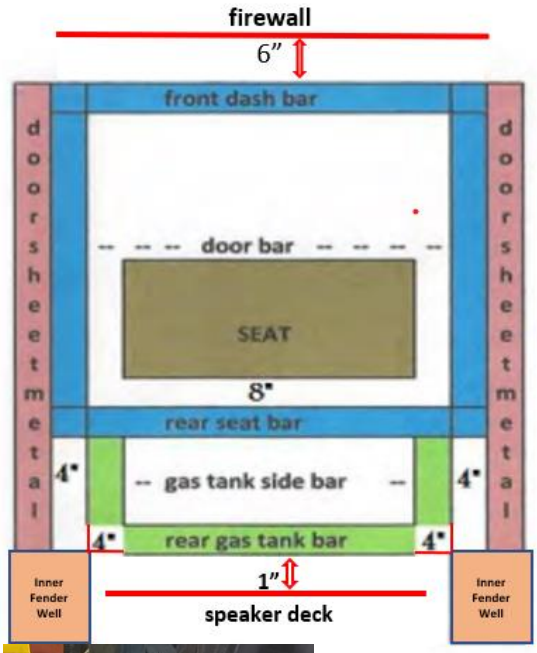
OVERALL SAFETY IS OUR GOAL.

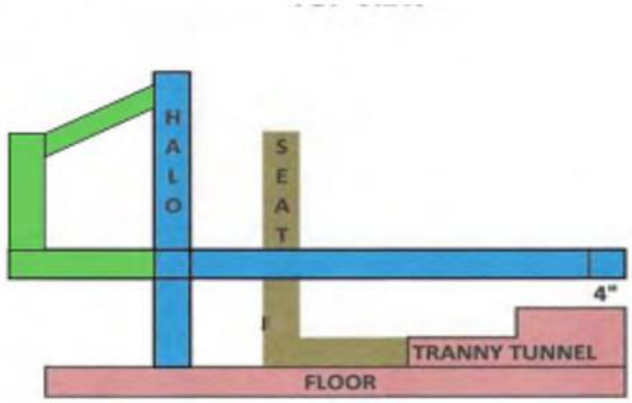
ALL BUILD REPAIR RULES WILL BE AT THE DISCRETION OF THE OFFICIALS

CARS MAY BE REINSPECTED AT ANY TIME BEFORE, DURING, OR AFTER ALL INITIAL INSPECTIONS AND HEATS

Sample Cage Layout

TOP VIEW **SIDE VIEW**







Mopar Examples



FULL Trans Brace

Gas Tank Protector Max





Control Arms



Lower Engine Cradle &
Pulley Protector



Adaptor Plate



Questions? Please contact us.

<u>Rules / Tech / Cars</u>:

Please text for questions. If questions are not answered within 48 hours, please text, Facebook messages will not be answered. Please don't put yourself in the position of needing an immediate response.

Derek Kohrt @ (605) 759-0048

<u>General Questions / Registration</u>: Full Contact Racing

Please call Eric with general event and registration questions. He will not be answering any rule questions; please direct rule questions to Derek.

Eric Brown @ (909)573-4968

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