CFC MAX WELD CLASS 2017

These rules are REQUIRED and must be met or you will not run.

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. WE DO NOT BELIEVE IN GREY AREA AS WE ARE STRICTLY BLACK AND WHITE. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED.

ALL JUDGES DECISIONS ARE FINAL MEANING: IF YOU OR YOUR PIT CREW WANT TO CHOOSE TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF THE EVENT. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES.

1. Overall condition must be safe. This applies to used cars as well as fresh cars. IF the officials deem the car unsafe to run, it will not run. The official's decision is final.

2. SFI-1 or better, Certified Fire jacket required. SFI-1 or better, pants recommended. Long pants are required. Eye protection, Neck Brace and gloves highly recommended. Shoes are required.

3. Minimum of D.O.T. rated helmet required. Full-face helmets recommended.

4. Seat belts are required, must be functional, and fastened to the floor or seat bracket and must be at all times. Official's decision is final, must be safe.

5. Cars must be fully stripped of all flammable material. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be free of glass, debris, and must be clean. Factory floor drain plugs must be removed.

6. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines recommended. Factory fuel tank may not be re-used.

7. A steel seat support (seat bar) is required from the inside of the driver door(s) across to the passenger door(s), must be behind the seat, and must be no farther back than 6" from back of driver's seat. Cars with two doors may have a seat bar at the rear of the doors at the door jam. A second seat support bar is also allowed on two door cars ahead of this rear support bar, placed just behind the driver seat. This seat bar must be made of steel, 2" x 2" x ¼" square, 2 ½" x ¼" round minimum, 6" x ½" square or round maximum. Steel plates are required on the ends of this seat bar, 6" x 6" x ¼" minimum, 12" x 12" x ½" maximum. These steel plates must be welded well to the seat bar (official's decision is final, must be safe). The steel plates may be bolted to the car, however welding is highly recommended. A dash bar similar to the seat support is required. The dash bar must not come in contact with tranny tunnel at any time and it must not be less than 6" away from

any floor, transmission tunnel, engine blocks, head plates, mid plates, transmission, transmission protector or distributor protector. It may be connected to the seat support bar with similar material. Welding door bars in is required for your safety these “door” bars may be against inner door skin. These “door” bars may not extend past the dash or seat supports more than 6”. 2 down bars on the driver side not to exceed 3” in width are allowed in the door opening (front down bar must be a minimum 6” behind interior front door seam), these down bars must extend straight down from the door bar to the frame. 1 down bar on the passenger side not to exceed 3” in width is allowed in the door opening to the frame as well. Driver door bar, and driver’s door down bar is highly recommended for your safety.

8. Halo bars and or rollover bars are required. The addition of “posts” on hardtop sedans (connecting top of doors to roof) is also allowed. Roll over cages may run on the exterior of the roof, and must be welded or bolted to the seat support. Connecting these roll over cages to the roof is required. The rear roll over bar, behind the seat, must be vertical (not angled up and back). This rear roll over bar may extend down through the floor tin and to the top of the frame or sub-frame. This rear roll over bar may be welded to the top of the frame or sub-frame (top of frame only). Please do not extend the halo bar back further than what is allowed in the above paragraph for your seat bar rule, the halo bar must be mounted directly above and below the rear seat bar. “4 Door Unibody cars” will not be able to weld their seat/halo bar vertically to the frame as this means you have moved your seat bar too far back and will not be allowed as this strategically reinforces the car and does not fall within our rules. Full frame FORD and GM CARS will have to weld their halo bar to frame no closer than 5” ahead of rear body mount in back seat area.

9. Driver door must be welded shut for safety and welding the outer driver’s door seams completely is required. Welding of the inner driver door seams allowed. Outer driver’s door skin reinforcement is required for your safety. This reinforcement must be steel sheet metal only, may be no thicker than 1/4”, and must conform to the factory bodylines. At a minimum this reinforcement must be no smaller than 1/8" thick by 10" tall and must extend from the front driver’s door seam to the rear driver’s door seam. This reinforcement may not extend in front of the front door seam and may not extend past the rear door seam by more than 6”. This sheet metal may be bolted, however welding is highly recommended. No grader blades, pipes, “C” channel, or other material allowed on the outside of the driver door other than sheet metal. Reinforcement on the inside of the driver door with pipe, down bar and other material is allowed. Padding such as foam, noodles and etc. will be allowed on inside of driver’s door between driver’s door and driver’s seat. The driver's door must be safe or you will not run and the officials decision of the door safety is final.

10. A minimum of two steel straps or bars must be located in windshield area. These may be bolted or welded and must only attach to sheet metal only (2” round, 2” x 2” square maximum or 3” flat strap by 3/8” thick maximum). These straps or bars may not make contact with the rollover/halo bars, dash bars, DP’s, mid plates or tranny protectors. These straps or bars are required to prevent the hood from entering the passenger compartment (official’s decision is final, must be safe).

11. Metal allowed, in two spots, from the dash support bar forward to the firewall sheet metal only. This metal may not make contact with the windshield bars or straps, engine block, head plates, mid-plates, DP’s, frames, transmissions or protectors. 4”x4” wide by ¼” thick maximum allowed and must be mounted on the outside edge of the engine header pipes on each side of the engine. Anything mounted within the width of the header pipes or engine block will have to be cut. This rule is not to strengthen anything other than the firewall.

12. Battery must be re-located inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered (official’s decision is final, must be safe).

13. No steel gas “cans” or plastic gas “jugs” allowed. A steel boat tank is allowed, however, any metal tank deemed safe by the officials is acceptable. Metal tanks do not need to be covered. Any plastic or urethane “fuel cell” must be in a solid metal container and must be covered with metal. The fuel tank must be securely fastened inside the passenger compartment. Official’s decision is final, must be safe. Gas tank protectors are allowed in sedans or hard top cars only and may not run back to frame humps and should be used to protect the gas tank only and not strengthen the car. Gas tank protectors must be no closer than 12” from rear doors or side sheet metal, no closer than 4” to floor tin and no closer than 2” from the back seat tin. Must be welded/bolted to seat bar and if the protector is running in-line back to frame humps you will be required to cut the protector.

14. Hoods must have a minimum of two 12” holes for fire control. You may cut more holes than required in hood but you are only allowed a maximum of 12 3/8” bolts with up to a 1.25” diameter washers. Hoods must be mounted in original stock location. Hoods may be altered or interchanged with no added material other than what is allowed in these rules. We want to see your hood and you must bring your hood to the inspection area. All hoods must pass inspection before car will be allowed to run.

15. Cars must have working brakes. Drive shaft brakes are allowed (official’s decision is final, must be safe).

16. Engine oil and transmission coolers are allowed. IF air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure (hydraulic type) lines and fittings are recommended. No gas hose is allowed. It must be compatible with transmission oil. If low pressure rated oil hose is used, minimum of two hose clamps per fitting. Non high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure.

17. Low-pressure rated fuel hose in the passenger compartment, from electric fuel pump to fire wall, must be covered and all electric fuel pumps must have a shot off switch.

18. No wheel weights or balance weights allowed on wheel rims. Valve stem protection is allowed.

19. Radiator coolant over flow tubes must point straight down. Any large holes in the firewall must be covered with non-flammable material to prevent competitor from being sprayed by hot oil, or water. No homemade radiators allowed.

Frame and Body Rules:

20. Any Full Size Car, Age or Model may be entered as long as it is not a Pickup, Truck, El Camino, Convertible, Van, SUV, Ambulance, Hearse.

21. 1973 and older Imperials or 1973 and older imperial sub-frames ARE allowed.

A. 1970 and older Fords, 73 and older Imperials and Suicides may weld the front bumper to the frame rails and may weld bumper to the front cross member. 1970 and older Fords, 73 and older Imperials and Suicides are not allowed to weld 3/8” strap to frame per side A-Arms forward. They may only weld bumper bracket that came with car or bumper and no more than 14” from the back of front bumper.

B. 2003 or Newer Fords are allowed.

B1. 2003 0r Newer fords may weld the front bumper to the frame rails. They are not allowed to weld 3/8” strap to frame per side A-Arms forward. They may only weld bumper bracket that came with car or bumper and no more than 14” from the back of front bumper.

B2. 2003 or Newer Fords may change out the engine cross member with an 80’s ford factory cross member only (No home-made cross members or imp K members) This conversion must be no stronger than older Ford strength. Any excessive welding or strategic reinforcing of this conversion will cause disqualification.

C. Watts-Link Conversions-You may convert a Watts Link Ford to a Standard GM/Ford rear end mount style with upper and lower control arms. Use control arms off an older Ford or GM. You may manufacture brackets for the upper control arms and no positioning of brackets to strengthen, shock tower, frame or humps. This conversion must be no stronger than older Ford/GM factory stock strength. Any excessive welding or strategic reinforcing of this conversion will cause disqualification.

22. Frames must remain stock other than what allowed in this paragraph and in the below rule number

23. No re-welding factory frame seams. No filling factory holes in frame or pinning frames. No frame plating inside or out. No re-painting frames with paint or under coating. No "grease and dirt tricks". No welding on frame anywhere, other than what is allowed in the following rules. Ford cars may cut their crush box to tilt and re-weld after cut at firewall body mount only. Do not shape frames on cars other than what is allowed in rule 22A below.

22A. Frames may only be shaped on fresh cars and a total of 22” per frame rail on the hump area of fresh cars. Do not do any other frame shaping on cars other than on fresh cars and in the hump area only. In this 22” allowed on fresh cars you may shape all four sides but may not add in metal.

23. Re-welding of factory frame seams (both top side and bottom side) from the front of the "A" frames forward is allowed. 1/2" wide weld bead maximum. The re-welding (12” total length, ½” wide bead maximum, per frame rail) of factory frame seams from the “A” frames rearward is allowed. This rule is to allow the welding of frame seams that were not welded correctly at the factory. Only a total of 12” allowed. This may be 5” on top, 7” on the bottom, etc., (builder’s choice) for a total of 12”, per frame rail. This 12” does not include the cutting and re welding of crush box on ford cars as this is not an original frame seam and is allowed in the above rule 22.

24. Cutting and or pre-notching the rear frame rails are allowed, but must not re-weld any part of it. No adding of extra, non-factory body mounts to the frame and body allowed. Minimal frame pre-bending allowed.

25. Engines and transmissions may be interchanged from make and model of car. Engine must be in stock location (NO sliding the motor back). Engine and transmission mounts may be fabricated and welded as long as these mounts do not strategically reinforce the frame; “A” frame mounts, or shock towers. No engine mounts, cradles, braces, cables, or chains may extend more than 4" in front of, or 4" behind the engine block. Maximum length of frame angle or frame plate is 4”. Maximum size allowed is 2” x 2” x ¼”. Angle or plate must extend upward from top of frame. Rear Engine mounts may only be Maximum 2” x 3/8” flat iron attached to the top of the main frame rails, or top of the angle or frame plate to the back of the engine. NO tying front to rear engine mounts together. NO welding to the vertical frame surfaces. "K frames” in B and R Body Mopar cars may be welded to the main frame rails. A maximum of 1/2" diameter rod, as filler only allowed. No plates between the frame rails and “K frames” as filler, allowed. This filler rod and weld must not extend more than 4” in front or 4” behind the engine block. “K Frames” in cars may remove rubber mounts and bolt solid but

do not extend bolts all the way through the frame (one layer of frame only). Fabricated transmission mounts are allowed. Transmission mount brackets, welded or bolted at the frame rails, are allowed. The front edge of these brackets must start at least 5” behind the firewall body mount bolts. On Ford cars, these mounts must be 5” from the rear of the “crush box” and all other cars no closer than 6” to center of firewall body mount. Maximum length of these brackets is 12”. Maximum size angle allowed is 3” x 3” x 3/8”. Two ½” bolts allowed from transmission cross member up threw the floor tin.

26A. Distributor protectors, pulley and valve cover protectors are allowed but must be mounted to the engine or transmission only. Backside of DP may not be wider than 12” and must be located no closer than 6” from dash bar, windshield bars or any other bracket. Do not weld, bolt or connect DP to body. Extended forward supported DP mounts/brackets are allowed but may not extend outside of the header pipes or any further forward than the water pump. Pulley protectors may not touch the front steering, sway bars or torsion bars.

Please read the below options very carefully if you plan to use a DP:

26B. If you chose to run a DP and four points of contact (2 front & 2 rear) or two front points and a mid-plate welded from motor to the frame as explained under rule #6, the firewall will have to be cut no less than 16” wide and 12” deep directly behind the center of the engine block and the DP will have to be 6” from dash bar or DP will need to be removed too. No exceptions and officials decision is final.

26C. If you chose to run a DP and zero points of contact from motor to top side of the frame rails in 4 locations and only run a lower mounted engine cradle welded or bolted to the factory engine cross member the firewall may be left fully intact.

26D.Transmission cradles, braces or struts (to protect the transmission) are allowed and must be located at least 6” away from the dash bar. You may only use 2 transmission protector bars down along the transmission bell housing and no larger than 1” square or round. These bars can connect to the back of the engine heads or DP but may not be connected to the transmission cross member and may only be attached to a plate mounted on the back of the transmission in the factory bolt holes. These two protector bars may be gusseted with no more than 4” in all 4 corners and tied together in the center with a gusset no greater than 6”x6” totaling 5 gussets maximum. Anything not meeting this above criterion and you will be forced to cut your transmission floor tunnel completely out. If you manufacture your own transmission mount or cross member do not bolt the transmission mount to the cross member when using a transmission protector as the only method that will be allowed is a loop of chain or nylon strap looped over the tail shaft housing and around the cross member.

26E. Transmission and engine oil pan skid plates may be used but may not make any contact with frame or cross member or strategically reinforce the motor/transmission from moving back. If we feel these skid plates will prevent movement and strengthen a car you will be forced to cut them out. These skid plates should serve one purpose and only one purpose and that is to prevent the oil pans from being punctured by debris on track or other cars.

27. Body mount bolts may be replaced with up to 1" diameter bolts. Rubber body bushings may be in place with steel cones inside them or replaced with steel spacers or washers at least 1” thickness or you can eliminate spacers and car bodies may be bolted to the frame solid. Body bolts may not go through both layers of the frame except for the two separate pieces of all thread in the trunk and the two radiator core support all thread. All remaining body bolts may only go through the top side original body bolt hole. Maximum size of washers or plates on the topside of the trunk pan and floor pans is 5”. These washers or plates may not be welded to the trunk pan or floor pans. Body bolts,

washers or plates, under or in the frame, must be in the stock location of make, model and year. The addition of two body mount bolts, (one bolt per frame rail) through the body isolators in the rear seat area of GM sedans allowed. The addition of two body mount bolts through the floor sheet metal, down to the shock absorber towers, below the rear speaker deck in Mopar cars will be allowed. The addition of two body mount bolts (one bolt per frame rail) through the frame, near the top of the "humps" in 71' - 76' GM station wagons allowed. These bolts are allowed to be put in the spot where GM made a provision for a body mount, but only installed this body mount in a few wagons. Now all wagons are allowed to have this mount. 74” – 78” Mopars may but a sub bolt in the provisionary body mount hole in sub frame rail where the transmission mount and frame meet. Bolt cannot go through the bottom of the frame (top layer only).

28. Radiator support mount bushings may be removed completely. The radiator support may contact the frame but must not be welded to it. Two “radiator mount” bolts are allowed to attach the radiator mount to the frame. These two radiator core support mount bolts may be up to 1" diameter. These two bolts may be welded to the frame. These two bolts may extend straight down threw to the bottom side of the frame. These two bolts may be placed on the outward side, or inward side, of the frame rails. No angling back to “A” frames to form a “kicker”. These two bolts may extend up next to the radiator support, through to the top of the hood, and be used as two hood hold down bolts. These two bolts may be welded to the radiator support. Thicker (taller than factory) spacers are allowed between the radiator support and the frame. No bolts allowed in front of radiator. #9 wire, in four locations, (2 loops or 4 strands each) may be used from the radiator support (core support) down to front bumper. A bushing or nut (1” inside diameter maximum) allowed to be welded to the top of the bumper to attach the #9 wire.

29. All trailer hitches, tow bars, and other material used for towing, must be removed completely.

30. Bodies must remain stock. No re-welding factory seams inside engine compartment. No re-welding factory body seams inside passenger compartment, trunk compartment, or seams under body. No re-welding seams under hood or seams under trunk lid. No adding metal to body other than driver door.

31. Hoods must be open for inspection. Hoods must remain in the stock location and position. Bending down, or bending up, excess hood in front of radiator support allowed. Hoods must have a minimum of two 12” holes (round or square) for fire control. Holes cut in hood for fire control, or exhaust, may be bolted (not welded) back together with up to twelve 3/8" bolts and 1.25" outside diameter washer’s maximum. Hoods must be either chained or bolted shut. You may use only one method to hold the hood. No angle iron with bolts may be used. No wire may be used to fasten hood.
If bolted shut: A minimum of six bolts, 3/4" diameter, must be used. These minimum six bolts must be used with washers or plates with a minimum of 4” diameter. A maximum of eight bolts, not to exceed 1" diameter is allowed. The factory hood hinges do not count as a hood hold down. Only the front two bolts on each side of the radiator may go down through the hood and the frame. The other six bolts, if used, must be sheet metal to sheet metal only. Washers or plates for the topside of the hood may not exceed 5" square and 3/8" thick. The hood washers or plates may be welded to the top of the hood. 5" square washers or plates may also be welded to the inner fenders at the corners (fender to radiator support and fender to the firewall or cowl), just below the hood. Bolts may then be bolted or welded to these washers or plates under the hood to help hold hood in place and sheet metal to sheet metal only.

32. Radiators must be in the stock location and may use factory type mounts. Ratchet straps, wire, and chain may be used to hold in radiator. Aluminum radiators may be used and no homemade steel radiators allowed. Electric fans may be used. Air conditioner condensers may be welded directly to the radiator support, and may use filler rod (1/2” diameter maximum) or plates to do so. Up to four

spots may be used. Maximum size allowed is 4” tall by 1/8” thick. These filler plates may be bolted or welded to the radiator support and to the air conditioner condenser. No “protectors” between the fan and radiator allowed. You may weld or bolt two 2” wide flat straps by 1/8” thick from top of core support to bottom to help hold your radiator in place.

33. Fenders may be cut for a larger wheel well opening. Fenders may be bolted or welded back together. Only one method may be used. Up to twelve 3/8" bolts with 1.25" diameter washer’s maximum per wheel well opening allowed. Full welding allowed, however only one fold of the radius allowed and No filler material allowed in these cut and pre-bent wheel well openings. Excess front fender in front of radiator support may be cut, folded over, and bolted or welded back together with no added filler material. Four 3/8" bolts with 1.25" washer’s maximum allowed per fender. Front fender inner wheel wells may be welded to the 4” angle iron (on frame for motor mounts) on the top side only, with NO added material.

34. All doors must be welded (exterior seams only) shut. No chain, wire, or bolts allowed can go through or around frame. 4" wide by 3/16" strap maximum allowed to be welded over door seams. Other exterior body seams may be welded. 3" wide by 3/16" strap maximum allowed.

35. Trunk lids and station wagon tail gates may be chained, wired, bolted, or welded shut with up to 3” wide maximum flat strap. Any two methods allowed fastening the trunk lid or tailgate. No method may go to, or around the frame or rear bumper. 60% of the trunk must be in factory position. 40% of the rear of the trunk lid may be "tucked" down inside the trunk compartment. Trunk lid may not be welded to the trunk floor pan. Two bolts (maximum 1" diameter) are allowed in the trunk from the bottom of the trunk pan up through the top of the trunk lid. These two bolts are allowed to go down through the frame and may be welded to the frame. The all thread has to be welded to frame vertically only and not angled forward or rearward. The use of 5" washers or plates is allowed the same as the hood in/on the trunk sheet metal. These two bolts must be cut flush with the top of the nuts. Pre-forming or pre-bending the body sheet metal is allowed. It may be cut to shape it, but may not be re-welded or bolted back together (except for the front edge of the front fenders, wheel well radius, and hood holes).

36. “NO Wedging” of sedans allowed. However, if your sedan trunk lid is not tucked in the manner explained above you may shape the rear of your car starting at the speaker deck and moving to the rear to look as a canoe. You may beat the center of your speaker deck and trunk lid as low as you wish as long as the vertical sides of the rear quarter panels are still standing at least 10” high in their stock location. You may cut sheet metal to shape but do not weld in pre-cut or pre-bent sheet metal. Station wagon tail gates may be lowered and chained, wired, bolted, or welded shut.

37. Tops of doors, and areas that had moving windows, may be pinched together and welded. Weld bead only, no plates or other material allowed. Inspectors must be able to see down into the doors and body.

Interior rules:
38. No re-welding of interior body seams. The re-welding of the doorpost or pillar, to the floor sheet metal, allowed on both the driver side and passenger side.

39. The use of fabricated parts such as DP’s, transmission protectors, pulley protectors, steering columns, fuel pedals, brake pedals, transmission shifters, seat brackets, battery boxes, fuel tanks, and coolers allowed. Transmission and engine oil coolers are allowed.

40. Seat, battery, fuel tank, and cooler brackets must be welded to, or bolted to, the floor sheet metal

or securely mounted to your cage as long as it is not secured to cage and floor. No chain, wire, or rubber type straps allowed fastening these items. The seat, battery, fuel tank, and coolers must be secure (official's decision is final, must be safe). No bracket may extend in front of the dash bar (other than steering column bracket, and the two brackets as explained under rule # 11 above is that go forward to the firewall or dash). No bracket may extend past the rear of the rear seat bar other than the gas tank protector explained in rule #13 above. Brackets in the front seat area must be welded to, or bolted to, floor sheet metal only. Brackets in the back seat area must be welded to, or bolted to, the floor sheet metal only. Bolts in the back seat area may not go through, or around, the frame or sub-frame. Brackets in the back seat area must not be attached to or come in contact with the seat bar, door bars or frame. The official's decision is final.

41. One post or pillar is allowed in the rear window area. 2" x 2" square, or 2" round maximum size allowed. This post or pillar must mount (bolted or welded) to the back edge of the roof and extend down to the front edge of the trunk lid. One 5" x 5" x ¼" maximum size plate allowed at the top, and one 5" x 5" x ¼" plate allowed at the bottom. This post or pillar, with plates, must be mounted to sheet metal only. This post may not make contact with any bracket for roof sign.

42. Remove or loosely fasten rear "decking" in station wagons. It may be bolted, wired, or chained, but not tightly. No method may go to, or around, frame or sub-frame. These bolts in decking must be sheet metal to sheet metal only with no added materials besides 3/8" bolts. Two bolts (1" diameter maximum) may be used in station wagons. These two bolts may go from the bottom of the frame, up through the decking, and up to the top of the roof. These two bolts, with washers or plates, are similar to trunk lids on sedans. "Decking" may not be welded. A 12" (round or square) inspection hole in "decking" or lower floor sheet metal is required.

43. Number nine wire: #9 wire is allowed in all year cars. #9 wire is allowed in fresh cars. Two spots per window allowed. Each spot may be up to 2 loops (four single strands). This #9 wire is allowed only from the roof, down to the flat area of the floor. Washers (1" inside diameter maximum) allowed to be welded to the roof. The #9 wire is allowed to wrap around the frame rails. The #9 wire may also be attached to the floor area, and to the body mount washers or plates. No #9 wire may be attached to the front firewall body mount bolts or plates. The #9 wire may only be attached to the flat area of the floor, #9 wire must be vertical, and no crossing of loops or braiding the 9 wire through any cage material. Official's decision is final.

43A. You may use up to one strand of 3/8" cable looped once from the roof to frame in the same manner as explained above instead of #9 wire. However you may only use up to no larger than a 6" turn buckle for cable and the turn buckle must be safely mounted inside the car.

Suspension Rules:

44. No leaf springs under non-leaf cars allowed. No reinforcing of steering or suspension components other than what is allowed in these rules.

45. The interchange of front spindles, rotors, "A" frames, and steering gear boxes allowed. The parts must not be reinforced or altered and must be considered OEM car, not truck or SUV. Only a minimum of fabrication is allowed to do this. The "A" frame mounts, if needed, may not strengthen the frame, or be stronger than what is considered stock. You may weld your A-Arm's solid using no larger than one 2" wide by 4" long by 1/8" thick flat strap per A-Arm with the intention to stiffen the front suspension only. You may strengthen your tie rod arms by using up to 3/8" round rod or 1 ½ angle iron by 1 ½ angle iron only to be welded to the adjustable link of tie rod only and builders choice of angle or round.

46. Rear axle assemblies may be interchanged and may be up to 8 lug full floater type housings. You must not have more than eight wheel studs per axle shaft. “Hybrid” type housing assemblies are allowed. Rear axle housing braces are allowed. Mounts may be fabricated. Mounts may be a maximum length of 12”. Rear end bracing or mounts may not strategically reinforce the frame.

47. No more than 9 leaf springs per side and no greater than 3/8" thick leaves will be allowed. The leaves must stagger down to bottom spring with a minimum of 1" stagger. The leaf directly under the main may not extend longer, or past, the main leaf eyebolt. No double wrapping of the main leaf. No leaf may be as long as the main leaf. No leaf springs on top of, or above, the main leaf allowed. 6 leaf spring clamps allowed per leaf spring pack. Maximum size of clamps is 2" wide by 4" long by 1/4" thick.

48. Factory rear control arms on coil spring cars may be lengthened or shortened. Only a minimum of reinforcing of these original factory control arms are allowed. “Boxing” of rear control arms, allowed. Double coil springs are allowed, (one coil spring turned inside a second coil spring). Coil springs may be wired, welded, or cabled in on top or bottom. Only one place is allowed to hold coil spring in (top or bottom, builder’s choice). Air shock lines must be cut.

49. Front and rear factory leaf spring brackets, on Mopar cars, may be welded to the floor brackets, and or sub-frame brackets. Leaf spring cars may re-locate rear of leaf springs under frame. Fabricated rear shackles are allowed. Front leaf spring brackets, on leaf spring cars, may be reinforced, but must not strategically reinforce the frame or rear sub-frame.

50. No chain, wire, cable, or similar methods allowed attaching rear axle housing to frame or body, other than what is allowed below.

51. Shocks are allowed and must have 2” minimum travel. One strand (not loop) of chain (no wire or cable) 3/8” size maximum allowed replacing the shock. This strand of chain must be mounted at the same factory location, both top and bottom, as the factory shock. Or you can loop chain (no wire or cable) 3/8” size maximum around frame and rear end, “NO WELDING” to frame. You may use only one form, shock and loop around frame, or one strand of chain, not both (builder’s choice). The chain links must not be welded to frame. The chain must flex.

52. Wire (four loops maximum) or cable (one loop of 3/8") from driver side frame rail, across to the passenger side frame rail, is allowed. If used, it must be located above and behind the rear axle housing. This wire or cable may go through or around the frame rails. No welding of brackets to the frame.

53. No bigger than 15" rims, no split rims, no studded tires on drive wheels. No rim reinforcements. Weld-in rim inserts that are up to 8” in diameter maximum may be welded in the center of the rim. No full wheel disc’s allowed. No spikes, paddles, or other material to be welded inside or to the rim. No liquid filled tires allowed. Rim screws allowed. Implement tread, forklift type, foam filled, urethane, solid, and double tires are allowed. Valve stem protection is allowed. Any ply allowed.

53A. NO HOME MADE BUMPERS. Bumpers may only be reinforced as explained below.

54. Any car bumper is allowed on any car. Bumpers may be loaded with material as long as it is on the inside of the bumper only. Bumpers may be chained, bolted, or welded on. Bumpers may be cut. Bumpers may be welded to the brackets. Brackets may be welded to the frame. Bumpers may be welded to the frame. Brackets may be cut. Use only factory brackets, NO extra steel or other

material allowed as a bumper bracket. You may use either the factory brackets that came with the bumper, or you may use the factory brackets that came with the car, not both (builder's choice). Bumpers may have seams welded, no extra steel or material allowed on the outside of bumpers. Bumper chrome may be welded to inner bumper support. Bumpers may be mounted upside down. Rear car bumpers allowed on the front. Front car bumpers allowed on the rear. Rear bumper brackets may only be used on the rear of the car. Front bumper brackets may only be used on the front of the car. No bracket may extend rearward more than 14" from the back of front bumper. This is measured at the factory mount surface. Brackets may be bent to conform to the frame rails. Brackets may not be cut and butt-welded together to strengthen the frame. All brackets must make contact with the bumper. Mopar cars 1973 and older (Y-framer), may only "plate" (using factory brackets) only ONE side of the "Y", top side or bottom side of "Y" and not both (builder's choice).

54A. FRAME BUMPER STRAP: If you do not choose to use the above rules to weld your front bumper on your car you may use up to one 3/8" thick by 4" tall flat strap from the center of the ball joint forward to your bumper and shape this flat strap at end of frame to an L shape to weld your bumper on per frame rail. This flat strap may be cut to better conform to the shape of the frame if need be. This strap may be welded in its entirely to the frame and to the bumper.

55. Two straps 3" x ¼" x 10" long from rear bumper to trunk lid allowed. #9 wire allowed from front of radiator support, down to the top of front bumper. Bumper chrome may be welded to the body sheet metal on non-cushion (non-5-mph) bumpers where it makes contact. Bumper chrome may not be welded to the body sheet metal on Cushion (5-mph) bumpers where it makes contact. Bumpers must be smooth at the edges. Bottom of rear bumper must be a minimum height of 14".

Repair of Used Cars, Rust Repair:
56. Repairing, straightening, fixing, and rebuilding cars that are damaged is allowed. Repairing, fixing, rebuilding damaged cars to better or stronger than it was original and fresh is NOT allowed.

57. NO multiple layers of sheet metal on or in body allowed (other than driver door). Repair to a cut or tear of body sheet metal is allowed, but must remove damaged area before you replace or patch it with the same gauge sheet metal. Patches must be same thickness as factory material for that car. Official's decision is final.

58. Welding cracks in frames of used cars is allowed. If the frame metal is torn, it may be welded with no filler or extra metal allowed. Weld bead only. If the frame is damaged, the damaged area may be cut out and replaced with the same thickness material. Do not overlap metal, butt weld only. Do not grind weld down flush when finished. Do not buff. We need to see the repair. Making the damaged area stronger or better than original is NOT allowed. Do not paint over or undercoat repairs. Official's decision is FINAL on all repairs.

59. Patching or repair of rust is the same as repair to tears in sheet metal and repair of damage to frame. Patching or repair of rust to stronger or better than original is NOT allowed.

60. Cross-hatch type welding on frames for repair is not allowed. Single bead weld, for cracks, is allowed on frames. Official's decision is final.

61. "Number 9" wire is allowed as repair on all year cars.

62. Steel Plates as repair to damaged frames on used cars are allowed. NO steel plates allowed on fresh cars. Up to 4 repair plates per frame rail is allowed (builder's choice). These plates may be up to 5" wide. These plates may be a maximum thickness of 1/8". These plates may be as tall as required for that particular section of frame rail. These plates must have an edge extend above and

or below the frame rail (minimum ½" exposed) to allow verification of plate thickness. These plates may be butt-welded together (builder's choice). These plates, as repair, may not overlap. These plates are allowed as repair only on used cars. These must be legitimate repairs. No plates allowed on fresh cars or cars that do not have clear visible frame damage from a past run. These steel plates must have a minimum of a 1" hole in the center to allow verification of a legitimate repair and do not weld the diameter of this 1" inspection hole. We need to be able to see the repair and if we feel the repair plate is not needed you will be required to remove the repair plate. Do not plug weld your repair plates and please only weld the 4 sides of your repair plate.

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED.ALL JUDGES DECISIONS ARE FINAL MEANING: IF YOU OR YOUR PIT CREW WANT TO CHOOSE TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF THE EVENT. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES.

ALL DECISIONS BY OFFICIALS ARE FINAL!

Any car building question call Head Inspector - Randy Morgan (402) 201-5458

Any other question call Promoter - Leon Pearson (308) 440-5491