

Full size Builders

Frame

- Seam Welding-
 - All frame seams can be welded, ½" wide bead maximum, only 1 pass on all frame seam welding.
- Tilting-
 - Tilting is allowed, the only tilt that can be supported by additional material is the tilt at the transmission crossmember.

Shortening

- Shortening of frame is allowed to the front edge of the core support mounting hole on frame rails.

Frame Plating-

- Frames can be plated, but you must show the proof of the bend. Plating material cannot exceed 5"x5" No more than 8 plates total of ¼" thickness OR 16 plates of ⅛" thickness. All plates will be 1" (weld included) away from each other. Any excessive plating will need to be cut. Re-stubbing of cars is allowed.
- To even the playing field with pre-ran cars 50% of plating rules will be allowed on fresh cars.

Kickers

- All vehicles will be allowed (2) 2"x2" kickers extending from the dash bar to behind the a-arm. You can weld a landing pad which must follow the frame plate repair guidelines and will be considered as a frame repair plate and count against total plates allowed

OR

- You are permitted (1) kicker from the dash bar to the back of your Distributor protector. This kicker cannot exceed 4"x 4" tubing.
- **Choose one! Not both!**

Hump Plates-

- Plates can be 30" long x 1/4" thick and cannot be taller than 1" off the frame. Previous years that used ⅜" thickness will be slicing gouges in their hump plates in four spots.

Engine Cross Member-

- Engine crossmember can be plated with ⅜" plate 1" off the rails, top side only. Can only stick out 1" passed front and rear of crossmember only.

Engine Attachment-

- Use engine of choice, engine must be in stock location. You have two options for tying in

Your Engine

- Distributor protector allowed. If using a distributor protector, it must be attached to the engine or transmission only, the backside must be no wider than 12 inches. 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 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 has to follow the DP rule. The mid plate has to be 6" from the dash bar. 8"x8" extra motor mount rule will be ok and must touch the engine crossmember. May be welded to the cradle, frame, crossmember.

Transmission Crossmember and Attachment-

- You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 3" OD, this means 3"x3" square tube or 3" round tubing.
- 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. The transmission brace and skid plate can only meet the cross member over a 12" surface area.
- The transmission can be welded, chained, or bolted to the crossmember. None of this can extend beyond the 12" you are allowed to attach to the crossmember. With (4) 1" welds connecting trans to crossmember.

Bumper-

- You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed.
- Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
- Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
- Front and rear bumpers may have (2) spots of #9 wire (4 loops) or 3/8" Chain from radiator support/trunk lid or deck/threaded rod to bumper (not frame) to aid in holding the bumper on.

- Cars are allowed (2) 2"x2"x1/4" tubes to mount to the outer layer of core support tin or core support spacers to top of the bumper. The core support side of the tube cannot be in front of radiator

Bumper Brackets- You get 1 choice, pick 1 or the other, not both!

- Any automotive bumper brackets may be used from any car that is legal to run in your class. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with a bracket. Brackets cannot go any further back than the very front most part of your front top- a-arm mount factory weld.

OR

- You can use (1) 4" wide x 3/8" thick plate. You can wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Brackets cannot go any further back than the very front most part of your front top- a-arm mount factory weld.

Rear Frame Rails-

- You may tie frame rails together behind the rear end with 4 loops of #9 wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through. This wire may pass through the trunk floor if you choose.
- Notching/Dimpling is allowed, pre-bending rear frame rails is allowed.

Rear Bumper Bracket-

- Cannot be any longer than 14" from the back of frame rail. One side of the frame rail. 4"x 1/4" thick strip of steel

Vehicle Height-

- Cannot exceed 24" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the frame in the rear, whichever is lower.

Rear Suspension-

- The rear of cars can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with (1) 3/8" chain per side wrapped around the rear-end and wrapped around the frame. Absolutely no welding anywhere on this chain. On a unibody rear vehicle, you can cut 2 holes for this chain to pass through the body.
- You will be allowed to run (2) 1" rods that may be welded to the rear end, up through the factory hole in the package tray, and up through the body. This rod can be welded only to the rear end, if welded anywhere else, you will need to cut all the way around the rod and remove the piece completely.
- Coil Sprung Vehicles-
 - No converting coil cars to leaf spring suspension.
 - Coil sprung vehicles may double springs, stretch springs etc. to get rear bumper height.
- Leaf Sprung Vehicles-

- Leaf sprung vehicles can restack their pack. 3/8" max per spring, and springs cannot be more than 3" wide. 9 leaf max, you may have 1 spring as long as your rear main, but only one. These 2 must be in the top of the pack, and all other springs must be shorter than the main. 6 leaf clamps are allowed on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1/4" thick, (2) 3/8" bolts may be used to clamp these together.

Tires and Wheels

- Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats! Foam filled and solid tires are allowed on drive tires.
- Outside of the rim may be reinforced. Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.

Rear-Ends & Mounting-

- Use the rear end of choice but must be no more than 10 lugs. Welded or Posi-track highly recommended.
- Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.
- Rear Control Arms
 - Stock rear end control arms can be reinforced. You can fabricate your own control arm, but material cannot exceed 2"x3" thickness. Control arms must clear all frame and rear end components, they cannot be fabricated to strengthen the car or frame. They must have a bushing or at least a bolt and pivot unobstructed whatsoever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using. Control arms must clear all frame and rear end components, they cannot be fabricated to strengthen the car or frame.
- Watts Conversions are allowed and must mount in the factory location. All brackets must be only large enough to hold a stock style sized control arm and cannot be gusseted. The conversion kit can be welded in. This cannot be used to strengthen the vehicle, just to allow a traditional suspension set-up. No swapping package trays to an older style, it must remain the package tray factory for the car. Do not use the bottom control arm bolt to pin the frame, it must go from inside of the frame rail through the control arm.

Front Suspension and Steering-

- Aftermarket spindles, hubs, steering boxes, tie rods, ball joints, and springs are allowed. Swapping of components is ok, but it must bolt on to the vehicle in a factory manner.
- Steering box adapters are allowed but they cannot be used to strengthen frame.
- A- Arms/Control Arms-
- A-Arm swaps are ok but must be from a vehicle able to run in this class and in the factory location.
- A-Arms and Control arms cannot be reinforced.
- A-arms may be welded and bolted down. A-arm welding can be (2) 2"x4"x1/8" strap.

❖ Body

Doors-

- You may weld your doors solid with nothing larger than 3" by 1/8" strap, it must follow the door seam.
- You can add bracing to the exterior side of the front driver's and passenger door. Driver's Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior driver door seam either forward or backward.
- If the sheet metal on your car is torn open excessively, you will be allowed to repair the tears with nothing thicker than 1/8" material. You must have proof of sheet metal tears and approval prior to the show. We do NOT want full sheeting of cars; this is not a 5' class.
- Doors can be welded along the top (where the window comes through), no strapping larger than 3" by 1/8".

Shaping-

- Body lines/shaping may be pounded on the outside of the car.
- Body cannot be pounded over and welded or bolted together.

Body Mounts-

- Bolts can be replaced with up to 1" bolts, bolts must be up inside of the frame as factory and may not exceed 8" long. Bolts may extend through the body and have up to a 5"x5"x1/4" square or 6"x1/4" round washer on top.
- Absolutely no body mounts may be moved or added, unless otherwise specified.

#9 Wire in Window Openings-

- #9 Wire is allowed in window openings. 4 loops in 2 spots per window from body to frame., but we must be able to get you in and out of the car in case of emergency.

Hoods and Front Clips-

- Hood must have at least a 12-inch square hole cut out in case of fire. You can cut slits and fold material around to make a hole. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together.
- You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread. (4) rods may go to the frame.
- Other 4 connections must be sheet metal to sheet metal only, 8" long maximum. If you do not have sheet metal to go through on the bottom, you may weld a 5"x5"x1/4" square plate off the inside of the fender, with a 1" hole for the rod to pass through. ▫ If not using threaded rod, chain (3/8" max) 9 wire (4 strands) or angle iron (5" long, 2" x 2", 1/4" material welded to hood and fenders with (2) 3/8" bolt through it) is allowed, 4 connections max.
- You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.

Core Supports-

- Core supports can be interchanged; core support must come from a car legal to run in this class.
- If you wrap or fold your fenders around the front of the core support do not exceed (4) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
- Core support spacers may be welded to the body and core support mount. Single weld not bigger than 1/2".
- Core Support Spacers cannot exceed 3" square material.

Trunks/Hatch-

- Truck lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Inspection hole may have 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together.
- Trunk seams can be welded solid with 3" wide 1/4" thick strapping. 5" on 5" off welding pattern.
- Your trunk lid may be V'D or canoed in the center.
- (4) 1" All-thread may go from the trunk lid to the frame or trunk pan. If welding to the frame, the rod must be welded vertically. Threaded rod must pass through trunk lid and not through fender. You will be allowed a washer on the trunk for the threaded rod not to exceed 5"x5"x1/4" square or 6"x1/4" round.

Firewall-

- Firewall must be factory for the vehicle you are running. No doubling up the panels of the firewall. May pound flat to allow dp to rest against.

Wheel Wells-

- You may cut wheel wells for tire clearance. Fenders may be bolted back together with (5) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.

Miscellaneous-

- GM Wagons must remove all rear decking and seat components.

Sheet Metal Rust Repair-

- DO NOT cut any sheet metal you are repairing out. Sheet metal must be the same thickness as the body. This metal can exceed 2" past rusty metal. Picture evidence is required.
- Pre-Run vehicles can patch torn up body panels with sheet metal the same thickness as body. This can extend 2" past beyond torn metal. Please contact me before doing any patching with evidence. Full sheeted cars are NOT allowed.

❖ Cage and Safety Components-

- A 4-point cage and some sort of rollover protection is mandatory; this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.

4 Point Cage-

- All cage material may be no larger than 6" diameter.
- Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
- Door bars may be located inside the door.
- The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
- All cage material besides dash bar must have a gap between floor, you are not allowed to run cage material tight to the floor.
- No cage component may be welded to the frame – except the down legs mentioned above.

Down Bars-

- You will be allowed (4) down legs. Down legs can be no bigger than 3"x3"x1/4" besides the halo bar legs, which cannot exceed 6" material, welded to the door bars, and they must be completely vertical. All down bars must be inside the passenger compartment. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material used to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62".

Gas Tank Protector-

- Tubing for the protector must be 6" diameter or smaller. The protector must be no wider than 32". Protector must be at least 4" off the floor and must be in the center of the car. Cannot pass where the start of the package tray is located inside the car.

Halo/Rollover Bars-

- Must be attached to the 4-point cage following the length of bar rules above. Can be welded to the frame with no larger material than 6". Must be vertical, not angled forward or back. The bars may be welded or bolted to the roof.

Rear Window Bar-

- You are allowed 1 rear window bar which may not be any larger than 2"x2"x1/4" square tubing. The bar must be in contact with the front trunk seam and can only extend 6" on the trunk/speaker deck and 6" on the roof; these bars must stay on top of trunk sheet metal.

- Station wagon's tailgate window is considered the rear window, and the tailgate is considered a trunk.

Front Window Bars-

- For safety, all cars must have (2) windshield straps or bars extending from the roof of the car to the firewall/dash. Straps cannot be any larger than 3"x3/8", and tubes cannot be any bigger than 2"x2"x1/4". No more than 6" of these bars is allowed on the firewall. Mounting must be 1" away from driveline components and dash bar if mounted to the firewall. If mounted to the dash bar it may only be welded to the top of the dashboard and no part can pass the front edge of the dash bar.

❖ Drive Train, Braces, Aftermarket, and Interior Equipment

Drive Shafts

- Slider driveshafts are allowed.

Motor-

- Use a motor of choice.

Radiators-

- Any automotive or aftermarket radiator is allowed. Radiator must be mounted in core support in the factory location.

Engine Protectors-

- Cradles will be allowed, must be attached to engine or transmission only, back most parts may be no wider than 12 inches. It may not be welded, bolted, or connected to the body or hood in any way. Forward supports (halo bars) must be inside normally positioned headers and not extend past the water pump. No portion of the midplate or distributor protector may extend past the heads more than 3". Pulley protector cannot extend 2" past the water pump.

Transmission Brace and Skid Plate

- You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the back of the heads or DP to the back of the transmission. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be chained, bolted, or welded to the crossmember.
- Aftermarket bellhousings, tail housings, and cases are allowed.

Transmission Cooler, Battery, Pedals, Shifters, etc.

- All equipment must be fashioned tightly to the vehicle! * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
- Equipment cannot be attached to floor sheet metal and cage, one or the other. You cannot use any interior equipment to strengthen the car in any way if it provides a safety hazard. If this is the case, you will be required to relocate it.

Gas Tank-

- Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. Fuel lines must be secured.
- Fuel tank must be bolted or chained in place with a floor mat covering it.

❖ 2003+ FoMoCo Products

Welding in Crossmember-

- Crossmembers can be welded in, 1980-2002 ford crown vic(fomoco equivalent) crossmember

Bolt in Crossmember-

- Bolt in crossmembers are allowed, material cannot exceed 3/8" thick material, and cannot be significantly wider than the engine crossmember. If building a bolt in crossmember it must be approved prior to the show. NO WELDING TO FRAME.

Spring Pocket-

- You will be allowed to weld a spring pocket onto the frame, spring pocket cannot exceed 6" diameter, 3/8" material thickness max. You must have a 1" inspection hole in the spring pocket. Spring pocket must be flat on the top, it is only used to make a spot that the a-arm can rest on, not to reinforce the a-arms. If we feel your spring pocket is excessive, you will be required to change it to run.

No sheeting of vehicles, other than what is specified in these rules. No plating cars unless there is a bend, or it is specified in these rules. This is a builder's class, which means a heavier build, not an anything goes class or a 5' class. There is some leniency in these rules to allow cars from other shows to run, but we have loaded cars in this class before. If you have any questions or concerns, please contact us to make sure your car will be allowed to run.

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