

2025- Light Weld Rules

2025 RULES AND REGULATIONS

R&R Total Destruction Promotions, LLC

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General Rules

***If car does not pass inspection or the driver is unwilling to change car to pass inspection - absolutely no refunds!!

1. All rules will be followed, or you will not run!! Car and Driver qualify for each race. No changing of car or driver!!
2. Any American make sedan or station wagon can be run. NO 4x4's, ambulances, hearses, trucks, limousines, etc.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
4. Driver must wear seat belt and helmet, along with eye protection. ALL drivers and crew members must attend the drivers' meeting.
5. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or careless, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified. No hot rodding in the pits, keep it at an idle.
6. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
7. NO sandbagging or holding!!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up. No alcohol in pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
8. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee, and you must be a driver in the class you are protesting. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event to pro-test. Any controversies will be taken up at the drivers meeting. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!! Judge's decisions are FINAL!!!

Car Preparation

1. All cars must be stock unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby. All decking in station wagons MUST be removed!!!
3. Tires no bigger than 16-inch, split rims, No studded tires. Foam filled or doubled tires OK!!! Valve stem protectors OK. Tires may be screwed to rims.
4. **Full weld in centers and bead locks will be allowed! Don't cover the tire itself.**
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You must use a radiator, and it must be in stock location. All cars must have working brakes.
8. All trailer hitches and braces must be removed.
9. Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered.

No gas cans. Plastic gas tanks must be placed in a metal box!! The fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be.

10. Transmission coolers will be allowed but must be safe and properly secured.

11. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

12. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with number on it for judging and recognition of car.

13. **No painting of frames, suspension, repair plates and interior of car.**

Car building:

1. **NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other than what's allowed, you will not run!! No, you will not be allowed to grind or cut welds. If you want to cut the weld completely out/threw frame, then we'll allow that.**

Top seam of frame from firewall boxes, not side rails, may be welded top side only. Only one weld bead ½ wide, ¼ inch tall may be used to weld the factory seam. This is only for the frame seam itself. **No welding of frame brackets, A- arm mounts, etc.**

2. Doors may be chained, wired, bolted or welded shut and must be sheet metal to sheet metal. Welding of Outside of doors only will be allowed. Must weld 5 inches, skip 5 inches, weld 5 inches, etc. Use no bigger than 3-inch-wide material for welding doors shut. Drivers' door may be weld shut inside and outside solidly with no bigger than 3" strap material.

3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount in back seat area. Mopar's can only be in front of spring mount. You will be allowed 2 down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars must be behind inside of front door interior seam or will be cut out. Down bars must stop at top side of frame and can be welded to top of frame only, no added metal! Cage materials no bigger than 6-inch X 6-inch for any part of the cage.

At any point in the event, if your cage touches, gussets or re-enforces the car by hit, touching or bouncing any part of the drivetrain against the cage, you will be DQ'ed!!!!

Gas tank protectors are allowed, no wider than 24 inches, must be completely (top & bottom) 2" away from rear sheet metal. It must run straight back from rear seat bar in center of car and must be 4" off the floor. Gas tank can't be connected to protector unless gas tank is mounted to top of protector and not to floor. The protector must be free floating- not connected to anything but roll bar and back seat bar! You are allowed to connect the Roll loop behind gas tank to uprights of Halo bar behind seat. Only 1 connector bar on each side. Halo behind gas tank maybe angled but must remain 2 inches away from all sheet metal. Do Not beat sheet metal away from Gas tank protector!

Gas tank protectors must be NO wider than 24 inches across the back- 6 inch tall on back with **2-inch** gap between all sheet metal around back side of gas tank protector. No smashing/beating back of sheet metal. Tank Protector can only be attached to cage only with nothing attaching up or down to body/frame. You may gusset to back seat bar and Roll loop/Halo only. Must be 4 inches off floor and stay below where speaker deck attaches to floor! **You are allowed a loop behind, up off your gas tanks protector, but must be straight up and not angled. Nothing higher up than 4 inches above gas tank. Loop can have 2 cage bars off roll over bar uprights only. The uprights cannot attach to anything but the tank protector.**

Cage materials no bigger than 6x6 tubing may be used and all side bars, cross bars must be 6 inch off flooring minimum. Only 1 side bar allowed on passenger's side of car and Driver's side door only may have a second side bar with a 2 gap from other driver's side – side bar. Second side bar must stay in between the driver's door interior seams.

If you try to use a cage to re-enforce car (judge's decision) you will be asked to cut or change it.

Bumpers:

4. Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be used on any car. Homemade bumpers/replica bumpers will be allowed. Replica bumper must replicate another factory bumper. Not just make your own bumper. You will also be allowed a flat Tube for bumper front or rear bumpers, nothing bigger than 6x6- 3/8 flat tubing. This must remain flat, with no shaping or filling tubing. Tubing cannot be any wider than the car fenders. You may trim bumper ends or fold them around. Bumpers and brackets may be welded solidly. Brackets are interchangeable from car to car. If you don't use the factory front brackets to the car, you'll be limited to a 14-inch bracket, this will be measured from the back of bumper straight back on frame. Brackets must stay factory length or can be shortened but you CAN'T stretch out brackets to make longer. If you don't use a factory bumper bracket you may use a 4inch X 14-inch long 3/8 thick flat plate. This plate must be welded to the bumper. The bumper plate can only be welded on the outside of the frame and can only follow the frame, shaping of plate is allowed but no more than 1/2 bends. Bumper plates/ brackets cannot wrap the frame. Bumpers may be stuffed inside of original bumper only. We will allow you to use the original backer to bumper, fill inside original backer, then weld chrome skin back over it. Must be factory chrome and not homemade skins. Bracket can be welded solidly but can only be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way. NO Brackets may be stuffed inside of the frame rail exterior only.

You may have 4 spots #9 wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid. Bracket rules apply for front and back bumper brackets!!! Front & Back Bumper can NOT be any higher than 28 inches from top center. The back frame rail at the farthest point back can NOT be lower than 15 Inches from bottom of frame rails to ground. No tilting or pre-bending of rear frame rails. Frame must remain straight for bumper measurement. This rule is to help cut down the issue of roll over and safety of this issue.

HOOD/TRUNKS:

5. **Hood must have at least a 12-inch square hole cut out in case of fire. You will be allowed 8 spots to hold the hood down (bolts, chain, or wire); you MUST have at least 4 spots holding hood

down- hood hinges don't count! You may have up to 1" all thread – 2 may be used from the hood down to the frame but must go through the front **Factory** body mounts with no taller than a 6 inch 3 x 3- ¼ spacer. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – All thread may pass through frame. Hood holds down spots must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2-inch square plates. Any hood plate on top of hood must stay only on the hood sheet metal. You are allowed a 5x5x 1/2 in square plate mounted/welded to sheet metal only under the hood, but you must have your hood bolts attached/welded to this plate to hold hood down. All Hood plates must be only on sheet metal, Can Not attached to window bars, any cradle/drivetrain, Frame or cage. Hood bolts can be up to 1 inch in diameter. Besides all-thread to frame thru body mount holes, all other hood bolts cannot be longer than 6 inches. Only allowed 8 spots total to hold down hood- chain- wire- bolts- etc. You are allowed 12- 3/8" bolts to bolt hood skins.

6. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in a factory location. Tucking of roofs is allowed but only on factory coil spring wagons. Can tuck roof to top of rear quarter panels. You may chain/wire roof to top of rear quarter panels in 2 spots on each side.

7. 2 - 1" All-thread may go from the trunk lid Or tailgate on wagons to frame, **MUST** go through the body mount hole if going to frame with spacer between body and frame, otherwise you may go to the body only with all-thread. You may use wire in 2 spots with 4 loops, from trunk lid and may go around the frame with the wire. **CAN'T DO BOTH.** If the car has a short trunk lid, you may run all-thread straight up from mount to tray between back windshield and trunk lid.

8. Trunk lids and tailgates may be welded but only in a factory location. No welding of tucked area or no welding of sheet metal folded over trunk lid. You can weld 5 inches skip 5 inches using no bigger than 3-inch-wide materials. Trunk lids may dish but only 6 inches down from front to back from top of quarter panel. If quarter panel is dished, we'll measure from back edge of back roof pillars. So, keep this in mind as you may be pulling trunk lids back up or out.

9. All Trunk lids must have an inspection hole of 12-inch by 12-inch square cut in center of trunk.

BODY MOUNTS:

9. Body mounts must remain stock, no adding of body mounts. You can replace the bolt with ½ inch bolt, bolt must be up inside of frame as factory with nothing up inside frame except 1- 3X3X1/4" thick washer then a nut and a 3X3-1/4"-thick washer on top of floor. No added body mounts allowed! You may use a solid mount between the body and frame. All body mount plates must be individual plates. No connecting or over lapping of body mount plates. The mount spacer can't be bigger than 3X3 and must be 1 ¼" tall pipe or tubing. **NO** welding of body mount spacers. Nothing can act like a gusset of any kind!! Radiator support spacer can be welded either to top of frame or to bottom of radiator support body/sheet metal, no added gussets on spacers. You be asked to prove that body spacer or body mount bolt are **NOT** welded to body or frame. **So be prepared! If found with body bolts welded to frame, you will be loaded without cutting!!**

10. If you use all-thread in hood or trunk, the body mount rubber may be replaced with a steel body mount same thickness as factory rubber mount- 1 ¼ inch. Radiator support spacer can't be any taller than 6 inches and 3X3 inch tubing only this body spacer will be allowed to be welded to top of the frame and nowhere else!

SUSPENSION:

11. Suspension must be stock. Leaf springs must be stock, Stock springs only! 2-inch stagger behind rear end and a 1-inch stagger on the front of rear end on all leaf springs. You can put spacers in sagging coil springs to get your height. You can loop chain, wire or cable from rear end or springs to frame in 2 spots on each side. No welding chains, wire, cable, althread, washers, etc. to frame or body. No bigger than #9 wire or 3/8-chain or cable may be used. If you use althread rod (1in or less) for rear springs from rear end to frame, this can NOT attach to body and will count as 1 of your 2 spots to chain, wire, cable rear end to frame rails. You may double your coil springs. Leaf spring cars will be allowed 6 clamps on each spring pack. The clamps may be home-made. Home-made clamps not to be larger than 2 inch wide by 5 inches long flat strap. No more than 4 bolts to mount rear end to leaf springs. No more than 9 leaf springs in any car! This includes tow package springs! You may have your second leaf spring may be as long as the main spring, but the second leaf spring cannot go past the factory mount bolts in the eyelets of main leaf spring. Main leaf spring must be the top spring in the pack.

12. Rear end control arms may be replaced with Tubing 3/8 walled but must remain factory length. Tubing control arms must be mounted with a bolt no larger than ½ size. Tubing control arms cannot be welded in, no relocating of mounting brackets, etc. 98-02 fords may use a bolt in upper tray for top control arms or weld a 3x3 square tube to factory tray to bolt upper control arms too and may weld a factory bottom bracket or 3X3 square tube on the driveshaft side of frame in factory location for lower control arms.

13. You may use any braced rear end along with 8 lug rear ends. After market axles and axle savers may be used as well. You can use a spool inside the rear end to make posi-track. You can swap out rear ends from a different car but must mount to factory rear brackets of the car only. You may change rears from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, etc. Rear end or Rear end bracing may **NOT** act like a gusset to frame or car! All rear end bracing must remain 6 inches away from frame. Head Inspector will have final say on this!

14. Front upper A-arms will be allowed 2 - 2" X 2" straps. 1 strap on front side of A-arm and 1-strap on back side of A-arm. Must be welded to the side of the frame only. Straps can be ¼" thick. You use 1 loop of 3/8" chain around frame and over A-arm. No welding. Not to be excessive with loop of chain as the loop of chain can only be on 1 side of the A-arm! Not allowed to do both choose one.

All Suspension parts must be factory car suspension. Direct bolt on only. No modifying suspension to fit or modifying frame to make suspension fit. Examples that are accepted: Ford Vic spindles on a Gm sedan. Metric Gm upper A-arms on a Vic. Etc. Etc.

15. All Tie-rod ends, centers connectors, pitmen arms, center links and ball joints must be factory parts to the car you are driving in event. No aftermarket or specialty parts! No combining parts to make a part either! We are allowing ball joints to be changed, must be a factory bolt in only type ball joints. No welding on ball joints, no welding in collars, etc.

ENGINE MOUNTING:

16. Engine mounts may be welded to factory engine cradle. Engine must be mounted in stock location. You may use a front lower engine cradle with full front plate and pulley protector mount to mount your engine. Nothing is going back past the factory engine mounts. NO full cradle will be allowed!!!

17. Use motor and tranny of choice, motor must be in stock location. You may chain or weld the motor to keep in place (don't strengthen the frame). Transmission will be allowed a factory transmission mount, 1- 3/8 chain around tail housing down around transmission cross member only. You must use a factory cross member or a 2" X 3" tubing welded to frame with nothing else added for mounting transmission. You will be allowed to use 3x3-6-inch-long angle iron to mount cross member too if factory location doesn't work. Transmission Cross member must be mounted in center of angle iron. IF you do not use the factory mounts for your transmission cross member you must **Remove factory mounting tabs**. No using angle iron to fix frame, bridge frame top to bottom or weld over cold bent area. No shaping of cross members, no using cross member as a gusset!! This can be out of another car. **Tranny cross members must mount in factory location for the car only or if re-location is needed, must be under tail housing of tranny where factory tranny mount would be located!** NO Tranny Braces. Steel tail housings are allowed. You may use an ultra-bell if you wish. Standard scatter shields will be allowed for manual transmissions. No aftermarket manual transmissions! We will allow steel bell housings, but when using steel bell housings, you will be required to cut floor out over/around bell housing completely and the floor must have a 2-inch gap between sheet metal and back of bell housing. All cage materials must have a 6 gap from all sides of bell. If cage should ever contact bell, you will be disqualified from event. If we feel you are trying to use engine and or transmission to brace frame/car from not bending, you be cutting! No Headers or Header protectors used to brace engine to body or frame, again you will be cutting! Header protectors are only directly around the header upright pipes. 1 cross bar, no bigger than 2x2 tubing, must go straight across to other header. Nothing off headers to engine. Header protector is only to protect headers!

18. All transmissions must be factory housing, no specialty housing or homemade housing.

19. You may have a 2-straps- 3 inches wide from the front side of motor heads to frame but must mount only the engine cross member under engine nothing outside the factory motor mount location.

STEERING:

20. *Tie-rods, A-arms, ball joints and all other steering/suspension must remain stock. Must be what came on the car. OEM replacement parts for that car only. Must be right from parts store, not a specialty shop or aftermarket. This means one complete stock item, not a combination of parts to make tie-rods, steering, etc!* The steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, Hydro steering, etc are **ALLOWED**. May change steering box but must bolt to factory steering parts. Ball Joints may be changed to a factory type bolt in style ball joint. No welding on ball joint. No weld in or bolt in sleeves. Play fair and we won't have issues!

21. Tie-Rod centers only can be re-enforced by a sleeve over the factory Tie-Rod end. Sleeve can be no larger than 1 ½ outside diameter tubing only or maybe re-enforce with rebar, welded factory center, etc. Factory/stock Tie-rod ends must be used.

Fenders:

22. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender. Not roof pillars!

23. For safety, ** Hardtop cars may have a 4-inch-wide strap welded at the door post to the roof. Must have 2 safety front windshield bars. No bigger than 3 inches wide and 5 inches welded to top side of firewall/dash and 5 inches to roof, no farther back than 6 inches from windshield opening.

Roof signs cannot attach to windshield bars or roll over bar. Roof signs must bolt on one side of roll over bar only!

You will be allowed 1 – 2 inch wide strap at steering wheel area and 1- strap on passenger's side straight up. This strap can only go from dash bar straight up to top of dash. 4 inches on top of dash, not connecting to windshield bar, drivetrain, hood plates or bolts, etc.!

Misc.:

24. You can run the shifter through floor, and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

25. You are allowed 2 spots with 4 loops of wire in each window opening and may go around the frame or through a frame hole. Wire or cable may come off cage or pulling off cage. If you choose to use cable, 1 spot each window opening with 1 loop of 3/8 or smaller cable. 1 turn buckle no longer than 10 inches. All #9 wire & cables must stay inside passenger's compartment only. Don't get stupid or you'll get my famous words—**CUT!** No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame; this cannot be bolted to the frame.

26. NO Distributor cap protectors or Full cradles!! You are allowed a front lower cradle, full front plate and pulley protector, sway bar must be removed when using a pulley protector. If the front cradle extends to be used as re-enforcement to frame, you will be asked to cut it.

27. Aftermarket gas pedal and brake pedals are allowed but must have 1 inch gap. Call and I'll explain this!!!! Must be mounted to cage or body. Not to frame or used as a gusset to re-enforce the car in any way. Everything that's mounted to floor/sheet metal must have a 1 inch of clearance from floor pans where it bends to go up on front side and same for the bend that goes up on side rails, this is measured from the flat plate of pedals on floor. If you extend over size mounting areas, you might be asked to cut it down or to remove it!

28. No frame shaping except to beating in the exterior and interior side only of rear arches over tires but must stay back away from front bend & rear bend of frame rail at least 4 inches. Nothing else on frame may be shaped. Exterior Body shaping is allowed but no double rolling of body lines. No bolting, welding, wiring, etc of body lines.

29. You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on roof and 5 inches on dash. You may have 1 cross connector to connect window bars. Must be 6 inches above top of dash sheet metal and can only be 3 inches wide. Nothing else may be connected to window bars!

30. Sliding Drive shafts will be allowed along with a pinion brake. Pinion Brake can only have 1 strap welded to rear end tubes on each side but must be welded next to center carrier only!! No gussets off straps! NO pinion brake protectors!

31. Cold bending of frames will be allowed; you may use 1 of your fresh plates where you cold bent frame! No cross members welded to cold bend area or angle for cross member.

32. You may cut off front frame rails, but the factory body mount bracket/hole in frame must be there completely. No relocating any part of frame, suspension, and body mounts, etc. No shorting of rear frames. No cutting of frame anywhere else except for your rear notch or dimples in frame rails.

33. Body creasing is allowed, no double rolling of creases. Creases are 1 line, not folded over or bolted through. Trunks can be dished but only 6 inches down from top of quarter panels. Must be able to see inside trunk area completely. If we can see inside trunk area, Holes and I said Holes (more than one) will be cut for inspections. All Body panels will be drilled!

34. Metric Gm's (1977 & newer) will be allowing hump plates, 4-inch-wide X 20 inches long and ¼ inch thick. Weld to only one side of the frame. Hump plates must be on the tire side of the frame only. No rolling to the second side of frame. No shaping of hump plates. Must have center of arch covered. Plate will be measured with string across both top and bottom sides of plate. Hump plate must follow frame. Hump Plates will be measured following the frame rails.

35. No Radiator guards, only allow Ac condenser to be bolted or welded. This includes no straps or bolts between Radiator and Ac condenser! No back window Bars!

***** NEW*****

36. 80 & newer fords will be allowed to cut front tad on boxes to cut and tilt front ends. You will be allowed 10 inches of welding to weld back together. If you choose to cut/tilt, you will be allowed only 1 Fresh plate on each side to start. Cold bent car will have 2 fresh plates each side of car.

37. Homemade Bumpers will be allowed! I'll have an updated list of bumpers that will be allowed. The Homemade bumper must be and have shape factory shape/design of a factory bumper. If you have any questions, call/text number listed on top of page!

38. You will be allowed to weld frame seam from front of A-arm mount forward to end of frame. This will only be the top side of the frame. Don't weld A-arm mount. ½ wide weld beam only!

39. When cutting off front frame rails, the factory body mount hole must remain in stock location. Front althread must be able to pass through the factory body mount hole.

40. 1967- 1972 Caddy frame must measure 17 inches long from front of engine staddle to end of frame rail. 1973- 1976 caddy frame must measure 18 inches same as above.

*****RUST REPAIR & FRAME REPAIR:**

41. You may repair rusted out sheet metal with 20-gauge sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8th inch or less. You are allowed to weld the patch 1 inch past the rusted-out area, leaving the rust in place. Any frame rust repairs must be painted white. Any rusted sheet metal repairs must be proven to inspectors. Pics will not be considered. Sheet metal rust repairs must be painted a bright color other than paint color/colors of car.

*****Car repair plates:**

42. All cars that have not been cut and tilted- will be allowed 2 fresh plates on non-bent areas Passenger's side frame rail and 2 plates on driver's side frame rail. All plates must remain on the exterior of the frame. Plate size is 6 X 6 – 1/8th inch thick only. Plates start out as a 6 x 6 square plate before shaping. The plates may be welded solid, plug welded and can be shaped. Plates must be completely on frame and no cutting of plates. You must have a **1/2-inch hole** in the patch. No re-patching or layering of patches. All Plates must have a 1" space including welds between any frame bracket, bumper bracket and other repair plates including welds! Nothing attached to cage, body, drivetrain, etc.

43. All cars are allowed 2 more repair plates on each side of the car to use on frame rails only after you have run your heat. No layering of plates must still have 1 inch gap between welds of plates.

This will be the only repair plates allowed! Plates are only allowed on the frame rails. Nothing to cage, engine, transmission, car body, etc!

44. If you use a plate on the front of a Ford box, you can NOT fill the corner over the factory tab on the box. You must leave it open to prove to R&R that the factory Tab is still in stock location. If we cannot see it, you will have to cut until we can see that the Tabs haven't been cut or messed with!

Used Car – Re stubbing rules: applies to all Fair events. Please use rule #5 on plates.

1. When you re-stub a car, you must use the exact same type of frame that came factory with the car. Frame must match same make/model, same ERA of car. If the center of your car is a C –channel frame you must use a C-channel middle stub - This is example! If you try to use a frame that never came in your car, you will be loaded!
2. You must cut frame behind tranny cross member, you are allow to butt weld the two frames back together and allowed to wrap butt weld with 1 inch wide 1/8th inch thick strap.
3. You are not allowed to place your cross member, cross member angle iron or any other type of extra support to the butt weld area.
4. No tipping frame at cut. If the two frame rails aren't straight/level with each other, you will be loaded for tipping!
5. Once you re-stub the frame you can put your 2- fresh plate on each side of stub, but must follow plate rules.

List of things that will get you Loaded without a chance to fix.

1. Any frame welding that is not allowed!
2. Any- Body seam welding anywhere!
3. Any Driver that gets in an officials face – we all know what this means! We can calmly discuss things.
4. If you add anything to your car after first inspection!

2003 & newer will use the above listed rules along with below additional rules.

Any rule listed below will replace the same rule that might be listed in the above rules as this pertains to only 2003 & newer.

1. No cutting and tilting of frame, you are only allowed to cold bend front frame but must be done in the side rails and not to exceed more than 3 locations.
2. Front suspension may be replaced with stock suspension from another car. Suspension must be a direct bolt on without modification to parts or suspension mounts.

3. Must use factory aluminum engine cradle. You are allowed to use a bolt in type cradle to mount to aluminum engine cradle to mount engine. This cradle must use the factory 2 mount on the aluminum engine cradle then you will be allowed 2 addition bolts down through the flat area of aluminum engine cradle between the 2 factory mounting bolts. Bolt size not to exceed $\frac{3}{4}$ bolts, may have 1 washer no bigger than 3x3-1/4 under engine cradle. The washers must be 2 separate washers and not overlap each other. Bolt in cradle that attaches to factory cradle must be 2-inch gap from inside of frame rails.
4. 2003 & newer A-arm straps may be 2 x 4- 1/4 on upper arm only. Must remain 1 inch away from repair plates, bumper bracket. 1 strap on front side and back side of A-arm only.
5. Must use factory steering rack and must be mounted in factory location! Tie-rod may use the new Tie-rod rules listed above.