

CS Promotions, LLC
2023 Limited Weld Rules
Chad Anderson 402.992.0318 or Shawna Anderson 402.992.0231
Mike Korth 402-841-1465

Any American make car can run with the following exceptions: No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, frames or full cars etc....

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 officials' decision is final.**

- ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN
- All drivers must sign the driver's paperwork, or they will not drive in the event
- All drivers and crew members must attend the drivers meeting
- No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED
- You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit
- No drivers are allowed alcohol period. If you are wearing a drivers band and drinking any form of alcohol-YOU WILL BE DISQUALIFIED
- Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Tech staff only. Everyone else will stay back until cars are deemed to be legal
- Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show
- **Any questions, ABOUT these rules call us... If it does not say you can do it THEN DON'T. We can't stress enough to call first**
- Judges decisions are 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 worn at all times. Officials' decision is final.

5. Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. 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 swept of glass, debris, and must be clean. Factory floor drain plugs must be removed.

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6. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines is 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 forward 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 (officials' decision is final, must be safe). The steel plates may be bolted to the car; however, welding is highly recommended. If the factory dash is removed, a support (dash bar) similar to the seat support is required. If you use a dash bar, it must be minimum 6" from the firewall and minimum 6" from the tranny tunnel. It must not come in contact with firewall or tranny tunnel at any time. It may be connected to the seat support bar with similar material. These "door" bars may be against inner door panel, but not between door panel and outer door skin. **These "door" bars may not extend past the dash or roll over bar.** All parts & pieces of cage must remain a minimum of 6" away from the firewall and a minimum of 2" in front of the rear backseat body mount bolt. If door bars are used, you are allowed (3) "down" bars per side which includes your halo bar; 2 must go to the tin and one to the frame. **INSIDE of the interior** of the door seams of the driver/passenger doors. Maximum "down bar" size is 3" round or square tubing.

8. **Driver door** may be welded completely shut for safety. Outer and/or inner driver door skin reinforcement is Mandatory. **The inner door plate cannot be welded to the floor (must remain a minimum of 3 inches from the floor & 6" from the firewall).** This reinforcement must be steel metal to sheet metal only, may be no thicker than 1/4", and must conform to the factory bodylines. This reinforcement may not extend in front of the front door seam more than 6" and may not extend past the rear of the driver's door seam more than 6".

9. **Halo bars and or rollover** bars are mandatory. The addition of "posts" on hardtop sedans (connecting top of doors to roof) is also allowed, 2" round or square tubing or 3" x ½" thick flat maximum to add "posts" to hardtop cars. Roll over cages may run on the exterior or interior of the roof and must be welded to the seat support bar. Connecting these rolls over cages to the roof is mandatory with a maximum of 4 bolts (1/2" diameter maximum) or a maximum of (4) 4" long weld beads to roof tin, that do not extend more than 8 inches away from either side of the halo bar. 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, if the rollover bar is attached to the frame. This rear roll over bar may be welded to the top of the frame (**top of frame only**) and must be a minimum of 2" forward from the center of the backseat body mount bolt on a full frame car (will be measured straight back, not at an

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angle). On a sub frame car, the roll over bar can be welded to the rear floor foot pan tin or to the rear sub frame **but must remain in front of the front leaf spring bracket or** can be welded to the front sub frame but not both. Halo bar may not be connected to front window bars.

10. A maximum 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, or 3"x 1/2" flat maximum). These straps or bars are required to prevent the hood from entering the passenger compartment. Dash tin, rain trough or firewall tin must be in stock location (cannot be smashed down) **officials' decision is final**. Straps can only extend 6" down onto the firewall/ rain trough & 6" onto the roof. Windshield bars must be at least 10" apart where they meet the firewall/ rain trough. You will be allowed a maximum of (2) horizontal bars to connect the vertical windshield bars together ONLY if firewall tin has been removed between the two vertical bars, these horizontal bars are of the same size regulations as the vertical windshield bars.

11. Battery must be relocated inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered (**officials' decision is final**, must be safe).

12. 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 and must not exceed 12 gallons. **Officials' decision is final**, must be safe. Gas tank protectors must be 30" wide maximum, minimum 6" from the flat part of the floor tin and minimum 2" on a fresh car from the backseat tin. You may have vertical bars extending up from your main gas tank protector, these bars must go straight up (not angled back, forward or to the sides) these bars must remain at minimum 8" away from your roof tin, you may connect your vertical gas tank protector bars straight forward & down (gusset) to your backseat bar or your main gas tank protector frame. Gas tank protectors cannot reinforce the car. **Officials' decision is final**.

13. Hoods must have a minimum of two 12" holes for fire control.

14. Cars must have some type of working brakes. Pinion brakes are allowed (**Officials' decision is final**, must be safe).

15. 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.

16. Low-pressure rated fuel hose in the passenger compartment, from electric fuel pump to fire wall, must be covered.

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17. Tires no bigger than 16 inches, No split rims, No studed tires. Foam filled or doubles tires are ok. Valve stem protectors are ok. Tires may be screwed to rims. Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and reinforcement stays within factory bead. No bead locks are allowed.

18. Distributor protectors or valve cover protectors are allowed but firewall must be cut out 1 inch past the distributor protector and all the way down to the top of the tranny bell housing. It cannot come in contact with any part of the cage at any point. The distributor protector and mid-plate must not come in contact with firewall, dash bar, window bars etc...

Car Building Rules

Cars must remain stock unless stated otherwise in these rules. If there are any alterations to these rules, you will not be allowed to run. Official's decisions are final. IF IT DOES NOT SAY YOU CAN DO IT THEN YOU CAN'T. CALL BEFORE DOING IT, OR YOU WILL CUT OR POSSIBLY NOT BE ALLOWED TO RUN!

BUMPERS & BRACKETS These bumper & bracket rules are for front & rear bumpers.

Bumpers: FRONT: Either can be stuffed or homemade bumper with factory specs. You are allowed (2) 8"x8"x $\frac{3}{8}$ " mounting plates (one per rail, two total), to help mount your bumper to the frame. You may trim bumper ends or fold them around. No welding bumper to the body in any fashion! Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or the frame whichever is lower to the ground, must be no more than 14" at point. **BACK:** 6 OD Square tube only bumper or factory bumper. Most follow the front bumper height rule stated above.

Bumper Brackets: can be welded to the bumper and to the frame on one of the four sides of the frame. Bumper can be welded to the frame with no foreign material, factory brackets are allowed to be stretched back and placed on any ONE side of the frame but must not extend any farther than 14" behind the bumper. You must leave the back open if formed for inspection purposes. OR a piece of $\frac{3}{8}$ " thick, 4" wide by 14" long strap may be used instead of the stock brackets (not both). You are also allowed to 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. Your bumper strap MUST NOT exceed 18" long total this includes the 14" allowed to weld flat along the frame and the 4" allowed to wrap around the front of the frame making a "L" shape for the Total piece being NO MORE than 18" long! No brackets can extend any further back than the first 14" of the frame. Nothing can be put inside the frame and all brackets can only be on one side of the frame. All bumper brackets must be on the exterior of the frame, unless they came from the factory on the interior of the frame. If using the stock bumper bracket and it came from the factory on the interior, it may remain on the interior of the frame. All homemade

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bumper brackets must remain on the exterior of the frame. NO EXCEPTIONS. **Officials' decision is final.**

2: Body

All EXTERIOR doors: seam can be fully welded. Maximum 4" wide, 1/8" thick strap. Tops of doors may be pinched together and welded with maximum 4" wide, 1/8" thick strap.

All EXTERIOR trunk: seams can be fully welded. Maximum 4" wide, 1/8" thick strap. Two 1" all-threads also allowed from trunk lid through floor tin & welded to the side of the frame ONLY, 4" of all-thread may be welded to the side of the frame (both sides of all-thread may be welded) and must remain vertical on the frame. All-thread must be cut of flush with the bottom of the frame and cannot extend forward, rearward, or to either side. This 1" all-thread is allowed to pass through the roof on wagons not sedans. Trunk tin can be reformed. (NO WEDGING) Fenders must remain vertical and in stock locations. **An 8" inspection hole is required for inspection.** You may tuck the trunk (only 50% can be tucked, 50% of the trunk needs to remain in stock location). If you tuck the trunk, you may bolt the tucked part to floor tin only with maximum of (8) 3/8" bolts. Exterior body shaping is allowed, absolutely NO interior, firewall, or underside body shaping will be allowed. **Officials' decision is final.**

Fenders: may be pre-cut and bolted back together with (8) 3/8" bolts per fender, but not re-welded.

Hood: may have a maximum of 8 hold down bolts not to exceed 1" in diameter. Front two hood bolts may run down the core support but must run through factory body mounts holes on frame. (These 2 rubber bushings can be removed). If a spacer is used between the frame and core support it cannot exceed 3" Square or round material, spacer can be welded to the frame only NOT THE CORE SUPPORT. Other hood bolts must be welded to tin only, must not exceed 14" in overall length and may attach to tin with a 5"X5" plate. Hood bolts must remain vertical & not formed or used as a "kicker" (5" hood washers max). You are allowed to use 2" x 2" x 4" long x 1/4" thick angle iron on the hood/fender as a hood bolt attachment with a maximum bolt size through the two pieces of angle iron of 1" diameter. Hood must have a minimum of (2) 12" holes cut completely out for safety. Maximum (8) 3/8" bolts for bolting hood tin back together. No welding of stock hinges.

Body mounts: you may use factory body mounts (i.e., rubber bushings) or rubber hockey pucks or steel body bushings (minimum 1" thick) cannot be welded to the frame or body, body spacers must be separate for each body mount hole opening. You may replace body bolts with longer bolts, 3/4" bolt max for body bolts. You are allowed to put a 2 1/2" washer and nut inside the frame and a 5" maximum washer on top of the body bolts to help hold down the body. (DO NOT WELD THE WASHERS AND NUTS TO THE FRAME OR BODY) If the make, model, and year of car you are running came with a provisional "extra body mount" you may put a

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body bolt in that spot. ONLY ONE EXTRA BODY MOUNT BOLT MAY BE USED PER FRAME RAIL AND IT MUST BE IN THE SAME LOCATION THE FACTORY MADE THE PROVISION FOR IT!

Aftermarket steering columns: (NO HYDRAULIC), gas pedals and shifters allowed. No steering brackets, gas pedals, brake pedals, shifters, gas tanks, tranny coolers, battery boxes or seats brackets can be attached to or touching the frame, tin ONLY. If you use your battery box, transmission cooler, pedals, shifter, or seat bracket, or any other accessory to re-enforce the car it will be CUT! Maximum 3" washer size on fastening bolts on underside of floor tin.

NO SEDAGONS and NO DECKING ALLOWED IN THE BACK OF WAGON'S

Sheet Metal rust repair: must be repaired with factory thickness of sheet metal of the car you are running, **YOU MUST** provide pictures of rusty spots at Tech. Any and all sheet metal repairs can only overlap in all directions 1" maximum, pre-ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs.

3.Frame

You are allowed to weld from the front side of the A-Arms forward, frame seams top & bottom in addition you are allowed to re-weld 14" of factory frame seam per frame rail ½" wide weld beads maximum (**THIS INCLUDES TILTING OF A FRAME & WELDING IT BACK TOGETHER**). No other welding to or on frame (except bumper brackets and motor mounts) of any kind! (NO FRAME SHAPING OF ANY KIND).

Frames: must match Make & Model of Body, this includes re-stubbing of a **pre-ran** car. (Example 79-02 Ford Frame must be under a 79-02 Ford Body, 71-76 Chevy Impala frame must be under 71-76 Chevy Impala body, 69-72 Caddy frame under 69-72 Caddy body, 73-74 Caddy under 73-74 caddy, 75-76 under 75-76 caddy, Mopars are to follow the same rules. Y-Frame Sub under Y-Frame body, Shocker Sub under Shocker Frame Body Etc. Etc....) No shorting of frames under doors to make fit etc. On all re-stubbing of pre-ran cars, officials' decision is final. **You Must Call before re-stubbing a pre-ran car.**

Frame Shortening: You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run. DO NOT SHORTEN OR SLIDE BACK THE FRONT CLIP OR RE-LOCATE THE RADIATOR SUPPORT. Cadillacs must remain 18" long from the front side of the spring bucket lip forward (call if in question). And remember can only weld main frame seams, no fingers or brackets coming off the frame.

Frame rust repair you must call prior to fixing and provide pictures.

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Absolutely no stitch/spaghetti welding on frames in any place, if caught with it you will NOT run!

4: Drive Train

Motors: can be changed out (Chevy to Mopar, Mopar to Chevy, Chevy to Ford and so on) but must be mounted to meet rule 4:2 & must remain within 2" of factory location. Slider drive shafts allowed. **Distributor protectors or valve cover protectors are allowed but firewall must be cut behind and cannot come in contact with any part of the cage at any point. The distributor protector and mid-plate must not come in contact with firewall, dash bar, window bar etc...**

Motor Mounts: You can use a lower engine cradle but must be welded to the cross member (Engine saddle) **not** frame, you may use a maximum of 8" of attachment per side to weld your engine to the saddle. You are allowed an Engine Top Halo/Header Protector, but no part of protector can be any farther rearward than 8" in front of the backside of the engine block and cannot come in contact with the frame. (Measuring in the center of the engine block straight forward). **No angle iron is allowed on top of the frame. No solid motor mounts to the frame must be rubber bushing mounts.**

Transmission: mount must be in stock location to make, model and year of car. Cross member must be stock cross member or replaced with 2"x 2" by 1/4" thick material, cross member (must have 5/16" pilot hole to gauge thickness, IF TECHS CANNOT GAUGE THICKNESS, WE WILL DRILL A HOLE FOR YOU). Cross member may have TWO 3/8" bolts to help hold to floor tin (floor tin only) with maximum size washer of 3". Where the transmission tail shaft housing meets the transmission cross member, you are allowed to attach (bolt, chain, or wire) the transmission to the cross member, but transmission mount must not exceed a 12" wide area measured from the center of the cross member out 6" on each side. **DO NOT WELD THE TRANSMISSION IN SOLID TO THE TRANSMISSION CROSSMEMBER!** You may use one piece of 8" long 2"x2"x1/4"" thick angle iron per frame rail to mount your cross member to (cross member must come in contact with both of these angle irons), these angle iron pieces must be placed at least 8" rearward of the front part of the side frame rail. This will be measured on the inside portion of the side rail. (Example: 80's + Fords we will measure from the inside corner where the crush box meets the side rail, Old iron GM we will measure from where the side rail meets the "S Curve". You must remove factory cross member mounts if angle iron is used.

Aftermarket Transmission Bell Housing's are allowed but must not be welded to the mid plate or transmission case.

Transmission braces & Aftermarket Transmission Cases will be allowed but must follow all of these strict guidelines: Transmission must have 3 inches of unobstructed slide before locking in. No bolting, welding or chaining to hold the transmission tight.

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If you have a 2x2 crossmember, Tranny brace has to have a 45 angle to slide up and over. tranny tunnel has to be cut every 3" down the middle.

Radiators: must be in stock location. No water barrels or auxiliary cooling of engine allowed. You may use (4) ½" pieces of all-thread to hold your radiator in place, these pieces must extend down through the lower sheet tin of the radiator support, at the top of the radiator support you are allowed ONE piece of 1/8" thick x 3" wide x 8" long per side to run your all-thread pieces through. ALL-THREAD MUST BE SPACED ATLEAST 20" APART.

Air Conditioning Condensers: may be bolted in with a maximum of (8) 3/8" diameter bolts or welded in with (1) 1/8" thick x 4" wide x 8" long piece of flat strap per side (one on passenger side & one on drivers' side)

Rear ends: may be changed out. Must be a 5 lug or an 8-lug full floater, single wheel rear end. 16" tire size max. Back bracing allowed. Axle flange protectors are allowed.

5: Suspension

Coil spring: cars must have a stock coil spring from a car (NO TRUCK, SUV, ETC. COIL SPRINGS), DOUBLE COIL SPRINGS ALLOWED IN THE REAR ONLY. Coils springs can welded or wired top or bottom, **not** both to help hold in place. No aftermarket coil springs. Coil springs must remain stock shape and cannot be bent or shaped to form the frame or spring pocket.

Trailing Arms: Both upper and lower can be aftermarket or factory braced.

Leaf spring: cars can have a max of 7 leafs, with a 2" total stagger (1" on the front side of the rear end & 1" on the back side of the rear end). Must be stock Main leaf spring to make, model and year of car. No flat stacks. You may use 6 clamps, 3 in front of the housing and 3 in the back (maximum size 2"x 4"x 1/4" thick) per side with a maximum of (4) 3/8" diameter bolts per clamp. May have (2) 3/8" bolts in shock tower to help hold it to the body. May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS. Mopars or Cars without the rear spring hanger directly under the frame/uni body are allowed to fabricate leaf spring hanger brackets out of ¼" thick 2" wide by 6" long to reposition the leaf springs underneath the rear sub (**NO** shortening the factory length of leaf springs)

Watts link conversions on newer Fords: You may convert a watt's link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford.

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No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump. Must mount in the stock location or you may use upper mount tray out of older car but must remove all of original factory package tray, the older style package tray you install must not be welded any more than a factory package tray and must stay at minimum $\frac{3}{4}$ " away from the frame hump seam. **Do not re-weld seam.** Welds may only weld to package tray. Or if you leave in the stock package tray, you can use a 4-piece bolt-in watts link conversion kit.

Front suspension: Aftermarket tie rods allowed (No "Big Chiefs") with stock size ball joints. Do not re-engineer the way the steering components mount to the frame. Only stock size car replacement ball joints and tie rod ends are allowed, no pickup or van tie rod ends. **Officials' decisions are final.**

Tire rule: We don't want flats. Doubled tires, foam filled front tires, FULL CENTERS, BEAD PROTECTORS, SOLID FORKLIFT TIRES ARE all ALLOWED but (NO FOAM FILLED REAR TIRES and NO BEADLOCKS!). Wheels may be narrowed! **All Officials' decision is FINAL!**

Must have door numbers (in a contrasting color) and roof number sign on all cars. Maximum 30" X 30" size roof signs allowed. No reinforcing of the car allowed.

If any iron is added in or on frames or bodies anywhere, you will not be allowed to run. You will have no opportunity to remove it either.

"One trip fix it rule" If you have something to change or cut during inspection, you have one opportunity to get it fixed.

Repair rules:

The Following Rule is Exempt if you choose to run a transmission brace or an aftermarket transmission case in which case you are allowed NO repair plates on a Fresh car and (4) per frame rail on a Pre-Ran car. Same plate rules apply as stated below beside only being allowed 4 plates per rail

You are allowed 6 frame repair plates total ($\frac{1}{8}$ " thick 6" x 6" long) per frame rail on a pre-ran car. No over lapping of plates and must have a 1" gap between welds. Absolutely no stitch/spaghetti welding on frames in any place. Plates may be formed, but must stay in one piece and no cutting the plate to make bigger. Fix it plates cannot touch or be welded to any part of the drive train, body or cage.

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#9 Wire will be allowed on Pre-Ran cars only. TWO places per window opening with (3) loops allowed (6 strands), #9 wire must go from the roof (allowed to weld standard 5/8" flat washers to keep sheet metal from tearing) to or around the frame ONLY (In the flat part of the floor ONLY), must not be wrapped around any part of the cage, halo, down bars, gas tank protector, transmission cross member, etc. OFFICIALS' DECISIONS ARE FINAL

Sheet Metal rust repair must be repaired with factory thickness of sheet metal of the car you are running, YOU MUST provide pictures of rusty spots at Tech. Any and all sheet metal repairs can only overlap in all directions 1" maximum, pre-ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs.

03 and Newer Rules:

Must be factory rack & pinion, no steering box conversions.

Must run the factory aluminum cradle, no added metal allowed.

May use aftermarket tie rods.

Struts, spindles, and A-arm may be switched to direct bolt on for a car that is legal in the class.

No cutting, welding, and fabbing to make it work.

Engine mounting: you may use a cradle like Grey Area or Budde cradle or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points and must remain ½ inch off the side rail. Repair plates may not be used to tie cradle into the rails.

Watts link conversions are allowed but look in watts link conversion section as mentioned above.

You must follow all the other rules as mentioned in the rules above. **All officials' decisions are final!**

* **Disclaimer to car builders and drivers:** If it does not say you can do it within these rules, do not do it! Any cars that do not pass inspection will need to be corrected or you will remain loaded. All officials' decisions are final – if you, your pit crew, or any of your spectators choose to argue with any of the officials before, during, or after the event(s), you will be disqualified and escorted out. This is a family event and you must always remain respectful.