



**If you have any questions or concerns, please contact:
Jeremy Gulley (845) 887-4117 or blausen_4@yahoo.com**

Full Size Limited Weld

You must pass inspection within three times through inspection or you will not be allowed to run.

Cars must be stock unless modifications are stated in rules.

GENERAL

1. Cars must have functioning brakes at all times, on at least one wheel.
2. Helmet, seat belt, eye protection must be worn at all times.
3. Any controversies or protests must be brought up during the drivers meeting.
4. Any questions call first!!! If it doesn't say you can.. Don't do it.
5. No painting of frames.
6. All glass, plastic, and interior parts must be removed before arriving at the event.
7. All cars must have an identifying number or slogan (aka) displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.
8. All cars MUST be at the track one hour before show time.
9. WE HAVE THE RIGHT TO RE-INSPECT, CUT, OR DRILL ANY CAR AT ANY TIME. IF YOU ARE CAUGHT BREAKING THE RULES SET HEREFORTH YOU WILL FORFEIT ANY AND ALL WINNINGS AND OR PRIZES YOU ARE DUE. JUDGES DECISION'S ARE FINAL. IF YOU STRETCH A RULE YOU WILL LOSE THAT RULE.

BODY & CAGE

1. Two 6" X 6" inspection holes MUST be put in all decks lids one on each side of the deck lid within 2" of trunk strapping in the center of the trunk. Trunk lids must be factory for that make and model of car IE GM to GM ford to ford.
2. You may Weld, wire, trunk lids and or tailgates. If you choose to wire or chain no more than six places. Two of those spots may go from the trunk lid to the bumper. If you wire no more than four strands per spot. If you choose to weld the trunk full seams OUTSIDE ONLY can be welded DO NOT weld trunk lid to rear bumper Full seam welded doors. You may weld,

wire or bolt only, no combination of the three. Strapping used for welding may be ¼" X 3" flat stock. Top door skin seams maybe smashed together and welded ¼" X 3" flat stock may be used. You MAY skin the outside of the driver's side and passenger side doors with material no heavier then ¼ inch.. IT MAY NOT BE WELDED TO THE ROCKER across the top, and up the sides ONLY.. this is to avoid bumpers to the legs and battery area.. Abuse it and lose it

3. You may add five 3/8" bolts and washers no bigger than 1¼" inches to each wheel opening ONLY.
4. No interior body seam welding will be permitted. Doors can be welded in the OUTSIDE of the body only. On pre ran cars the doors may be repaired back to stock. Rust repair is limited to Sheetmetal only
5. You may have two window bars in the windshield and one in the rear window. If using metal strapping it can be no thicker than 3/8" and no wider the 3". MAY NOT attach/touch the halo bar/dp or anything other than sheet metal in any way. They can be welded to roof no more than 6" from the window area up the roof line or down towards the trans tunnel, and welded to the deck no more than 6" back from the rear window area up or down.
6. Core support bolts may be no larger than 1" in diameter. The front two may go all the way thru the core support you may use a 2" x 2" spacer through the core support this may be welded to the top of the frame and the top and bottom of the core support.
7. You may change body mounts 5/8" body bolts max (max length of 8 inches) - must start and stop in factory locations. All mounts must be in factory locations. Washers no bigger than 4" X 4" on the top side and bottom washer. MUST BE INSIDE FRAME in the factory manner.
8. You may add ONE additional body mount per side of the car (one on the passenger side, one of the driver's side) this mount and this mount only may have the bottom washer on the underside of the frame.
9. Cars may not be smashed flat if cars are tucked the rear quarter panels on both sides must be 6" higher than the top of the bumper. If speaker deck is removed deck lid must remain within 2" of the rear package tray (behind the body bolts on the newer fords)
10. Trunk pan must remain 8" inches from deck lid to the top of the frame at the lowest point of the trunk.
11. You MUST have a cage surrounding the drivers compartment with a roll over bar. Bars max diameter is 4" square tube or round pipe or 6" C-channel must be sheet metal to sheet metal only. The front/dash bar may be tight to the Distributor protector. One gusset per corner, NO KICKERS, NO DOWN LEGS other then what is specified in the rules. The bar behind the seat can sit no further back then the kick panels meet the bench seat and must be at least 3" off the floor measured at the highest point of the floor/driveshaft tunnel. No cage components can be farther back then where the kick panel meets the bench seat. Roll over bar is considered part of the cage. You may use a floating gas tank protector that comes off the back bar it cannot be any wider than 24" to the outside. The tank protector may go back to the very back of the seat area only and cannot be attached to the sheet metal or frame/package tray. Sheet metal cannot be removed.

FRAME & BUMPERS

1. Trailer hitches and any bracing must be removed completely. No plating, pinning, heat treating, stuffing the frame of any kind.
2. Do not paint the frame.
3. No welds on the frame may exceed a single pass; no weave passes or building the weld up will be permitted.
4. No frame creasing or hammering will be permitted. Unless otherwise stated
5. You can notch or dimple the rear frame to help the rear frame roll not to strengthen the frame. You cannot re weld any notches
6. Frame seams ONE SEAM only may be welded no more than ½" wide welds from front to back.
7. Any year bumper is permitted.
8. Bumpers may be full seam welded and FRONT BUMPER ONLY may be loaded. (if you have questions please call) No spacers are permitted between the front bumper and the frame. The rear bumper must be factory .No adding metal to the rear bumper. Opening in front bumper only may be closed out.

- A. FRONT BUMPER, YOU MAY USE A 10"x 2"x 2" bumper shock (square or round you may not manipulate this in any way) Any stock shock bigger than 2 inches maybe used BUT MUST HAVE A 3/8 Hole drilled in the tops of the shock so a cam can be used prior to arrival at inspection.

AND you may add a plate to outside or inside of the frame rail:

- B. On all cars 2002 and older, this plate may be 4" x 3/8" x 20" long. You are also allowed to manipulate the plate, to create an "L" shape. This is to give you enough material to weld your bumper to the plate. Plate may be formed but it cannot double at any point. Do not abuse this rule, you will cut it. This strap must be on side of frame not top or bottom.
 - C. On 03 and newer cars, the 4" x 3/8" thick plate can be 17" from the bumper back towards A-arm DO NOT SHORTEN 03 and newer. A spring pocket may be used but it must resemble a factory spring pocket. Same thickness as the frame, open bottom, no doubled plates
9. If a frame section needs to be repaired or replaced you must call first. If the frame has damage in the rear the back 2 body mounts may be moved to no more than 6" from factory location. On pre-ran cars if the frame is shortened in the rear area and the bumper replaced it must be at least 6" away from the hump plates.
 10. Pre ran cars are allowed 4 (four) 3" X 6" X 1/4" plates to fix bends. You are allowed to attach the plates with a ½" weld on each side of the plate no exceptions IF PLATES EXCEED THE SIZE ALLOWED THE ENTIRE PLATE WILL BE CUT OFF. All plates MUST have a 3/16" hole in the center if not they will be drilled.
 11. Angle iron may be used to attach the Trans cross member to the frame rails but must be no longer than 8" and be within 12" of the original location.
 12. Body bolts may be change max 5/8" diameter bolt and max 4" washers. Body mounts must be in the stock location.

13. Front or rear bumper may not be lower than 15" and no higher than 22" from the bottom of the bumper to the ground.
14. For Coil spring cars you may use a hump plate they may be ¼" X 6" X 22" centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. MUST BE ON THE OUTSIDE (tire side) OF THE FRAME. Hump plate must be at least 2" from the rear end housing.
15. On leaf spring cars you may use ¼" X 6" X 11" hump plates to be measure the same way.
16. Hump plates may contour the frame or go straight across. Hump plate must remain a flat plate no bending of the top or bottom over the frame
17. You may clip cars with frame damage with a single butt weld with no metal added must use the same make and model of frame IE ford to ford gm to gm no hybrid frames permitted. On fords you cannot clip a 02 and older with a 03 and newer or vice versa NO EXCEPTIONS!!!
18. You may cut factory seams at the crush box and re-weld to tilt, or cold bend, or a small pie shape cut at the cross member to tilt is also acceptable. A single pass weld may be used at the pie shaped cut only. No more than ½ weld. All factory holes must remain open do not weld these shut.
19. On 03 and newer FoMoCo products you may use an 80 and newer ford or GM steel cradle. You may also use a 2wd truck/van cradle NO STRAIGHT AXLES OR LEAF SPRINGS IN THE FRONT. A arm/spindle set ups only They must be put in like the factory counterparts only using factory suspension parts and brackets. No other metal may be added. The cradle must be in the factory location and cannot be moved forward. You may use a 3" spacer from the bottom of the frame to the lower a arm where the spring goes, you may not alter the frame in any manner other than attaching the factory brackets with a single bead of weld not to exceed ½". All factory holes in front of the A arms must be open. Nothing may be welded on top of the frame over the holes in front of the frame.
20. You may also use an approved bolt in style cradle. PLEASE CALL FIRST.

ENGINES & TRANSMISSIONS

1. Any engine trans combo allowed.
2. Engines may be chained in with 2 chains 3/8" max chains may be no longer than 18" and no more than three CLOSED consecutive links may be welded to the frame in front of the A-arms (one per side). Welds for this may not exceed a continuous 3" weld. Chains MUST attach to engine and no separating the links of the chain. Distributor protectors are allowed. Nothing that attaches to the motor may be wider than the outside of the heads (or normal headers).
3. A transmission brace may be used, this may attach to bell housing or Distributor protector or midplate and the tail shaft of the transmission. Not to be welded to the trans cross member, or any part of the cage.
4. Pulley protector may be used but must be no wider than 10" the cradle and must be no further away than 3" from the crank pulley and no taller than top of the crank pulley. NOT welded to the sway bar. 5. If you choose not to use a DP/trans brace, you can install kickers.. They are to be no bigger than 2" X 2" square tubing and are to go directly from the front dash bar to no further forward then the rear a arm mount. You may use a plate 4"

long by 3/8" thickness on top of the frame to attach the kicker. IF you choose to run kickers you may run a trans brace ONLY No DP.

SUSPENSION

1. You may modify tie rods to strengthen them, aftermarket tie rods allowed.
2. Value stem protectors are permitted.
3. A arms must remain in the stock configuration.
4. Upper a arms maybe welded down with a 1/8" X 2" X 5" long (inches) piece of steel strapping on the front and the back side of the upper a arm and you may plug weld the center of the upper a arm. No other welds will be permitted on ANY part of the A arms. Lower A-arms may not be welded. You can change out new style a-arms for old style a-arms as long as it's bolt on and no welding required. Do not widen the Upper a arm mounts. Cars DO NOT have to bounce. Solid suspensions front and back are allowed.
5. Any rubber tire permitted, doubles are permitted, rims guards are permitted, bead locks are permitted but must be no bigger than 21" across.
6. Rear trailing arms may be homemade but must be no bigger than 2" X 2" square tubing or pipe.
7. Coil springs may be welded, wired or chained. Coil to leaf conversions are allowed (must follow leaf spring rules).
8. No more than 9 leafs per side and must have a 2" stagger from the main leaf and you may use four additional clamps per side. No wrapping of leafs will be allowed.
9. The leaf perches must be attached to the frame with a bracket no more than 6" in length, no more than 1/4" in thickness.
10. You may use the rear end of choice; rear end bracing must not strengthen anything but the rear end. ZTR style mounting brackets are allowed.
11. Idler arm must be bolted factory to frame no bolts will be permitted all the way the thru the frame.
12. Sway bar may be welded to bottom of the frame in the factory location; you may use one 4 inch wide bracket no more than 1/4 inch thick bracket or 2" square tubing or pipe no more than 3 inches in length to weld the sway bar to attach to the frame. Can NOT be welded to the pulley protector.

SPECIAL INFORMATION

All rules must be followed or you will not run!!!! All drivers and pit crew must be over 18 years of age and must sign entry form: photo ID required. The person that signs as the driver and the pit crew must be the same driver and pit crew at the time of the event. All drivers are responsible for their crew. All drivers and pit crew must wear shirts, long pants and no open toed shoes. Judges decision is final.

PIT PASSES \$20

Alcoholic beverages are prohibited. **Anyone caught in violation of the alcoholic beverages policy will be asked to leave the premises.** All vehicles will be subject to search upon entry to the grounds. Anyone thought to be under the influence of alcohol or illegal substance will not be permitted on the grounds. Violations by any driver or crew member will result in disqualification and removal from the grounds.

© SPINNING WHEELS PRODUCTIONS

UPDATED January 9, 2020