

GENERAL CAR BUILDING

1. Bracing from drivers side to passenger door post (maybe angled or straight across) permitted. Dash bar also permitted. Bars connecting the two (Bar behind the seat and dash bars) are not to exceed 6" passed the rear of the front door seam. Role over loops are allowed, but CANNOT be attached to the frame, sheet metal only. Maybe built to the roof. In the rear seat area a gas tank/tranny cooler rack is allowed. CANNOT be attached to the humps in anyway.
2. Drivers door, build it to take a hit. Drivers door plate ay be on the outside made of FLAT IRON ONLY, no tubing, channel iron or sharp corners. WE WILL MAKE YOU CUT IT OFF>
3. Radiators must remain in stock position, radi barrels are allowed, no bigger than a stock radiator, in stock location.
4. Hood and trunk may be chained or bolted in 6 spots maximum, no more that ¼" threaded rod (must be cut off, maximum of 3" above hood/trunk) or 3/8 chain, bolts may go through the frame or be welded to the frame, no filler added just rod, back hood bolts that go to frame may have a 3" by ¼" thickness triangle to help attach the rod to frame. Trunk lid seams may be welded, weld 6" skip 6", no metal patches wider than 3" by 1/8" thick to weld trunk lid shut.
5. Drivers door may be fully welded, patch weld or chain other doors. Weld 6" skip 6". Any sheet metal seams on car maybe welded, weld 6" skip 6". One piece of angle iron 2 x 2 x ¼" thickness maximum allowed on top of radiator core support from fender to fender, maybe welded down.
6. Seam welding of frame seams top and bottom is allowed from the firewall forward.
7. Bumpers maybe put to the end of the frame or on brackets, you may fully weld bumpers and brackets. Nothing can be put inside of the frame to mount the bumper. Bumpers are interchangeable with any mass produced car bumper. Minimum of 1 or maximum of 2 chains from frame to bumper to prevent bumper from falling off car.
8. Rear suspension must remain stock, doubled coils are ok on coil cars, leaf sprung cars may have up to 9 leafs per side and maybe clamped in no more than 4 spots per side. Must be factory leaf springs, no homemade springs allowed (no exceptions). Rear end maybe chained in 2 spots per side of car. Coil springs maybe wired in. Upper and lower trailing arms maybe reinforced, but they still have to function in a factory manor. Any 5 lug rearend allowed.
9. Front suspension A frames may be welded or spring spacers for height. Tie rods maybe reinforced, but must function in factory manor.
10. Motor and tranny of choice, stock location. Maybe welded or chained down, Don't strengthen frame with motor tie downs (judges discretion). No distributor protectors allowed except for distributors located on front of motors and these may not exceed in front or behind motor.
11. Body mount bolts can be replaced with up to ¾ " bolts. Body mounts can be replaced with steel mounts or washers, must be stock thickness and stock diameter. Must have body spacers. Bolts must be inside frame as factory, may extend inside of car. No bigger than 4" round washers on inside floor of car. Radiator support mounts and rear body mounts maybe removed and bolted solid. On GM's dumbo puck over coil springs may be replaced with a bolt and spacer. On sub frame cars front sub bolts allowed. On all makes extra bolts may have 4" washers on floor board.
12. Front and back fenders maybe cut, folded and welded back tighter for tire clearance. Weld 6" skip 6" rule doesn't apply to this. Front fenders maybe bolted in 5 spots over wheels no bigger that 3/8" bolts.
13. Rust repair of sheet metal is permitted 2" in front and 2" behind rust. Thickness of original sheet metal only.
14. Frame repair, width of frame ¼" thickness maximum, 2" in front of the bend to 2" in behind bend. Has to be a visible bend. Try to keep it under 10" per side of car. THIS IS MADE TO BE A REPAIR NOT TO STRENGTHEN YOUR CAR.

Please call Joe Moehlmann 320-336-8831 with all repair questions before you weld. If it is overboard you will cut or you will not run. JUDGES DISCRETION.