

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 of or behind motor.
11. Body mount bolts can be replaced with up to 1" bolts. Body mounts can be replaced with steel mounts or washers, must be stock thickness and stock diameter. You may or may not have body spacers your choice. Bolts must be inside frame as factory, may extend inside of car. No bigger than 5" round washers on inside floor of car. Radiator support mounts and rear body mounts maybe removed and bolted solid. On GM's dummy puck over coil springs may be replaced with bolt and spacer. On sub frame cars front sub bolts allowed. On all makes extra bolts may have 5" washers on floorboard.
12. Front and back fenders maybe cut, folded and welded back together for tire clearance. Weld 6" skip 6" rule doesn't apply to this. Front fenders maybe bolted in 5 spots over wheels no bigger than 3/8" bolts.
13. Rust repair of sheet metal is permitted 2" in front and 3" behind rust. Thickness of original sheet metal only.
14. Frame repair, width of frame 1/4" 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.