

Full Throttle Promotions STANDARD WELD CLASS: (Includes Powder Puff cars and Relic cars Pre 59- no limos or hearses)

-relic cars can be any car 59 and older

-no pre `74 imperials or imperial sub frames in standard weld class or powder puff.

Frames – Stock only, No Welding of frame or frame seams. Y-Frame Chryslers can cover 1 side only (top or bottom) with a 4"x6" ¼ plate. If frame is rusted thru or badly damaged, this can be repaired with same thickness of steel as frame (No additional reinforcement, repair only). Must be able to see rust or bend and must repair damaged side only. Rust repair can be 1" past damaged area, call for questions. No additional body mounts can be added or chaining. No fabrication or reinforcement of any kind. No extra braces to frame of any kind. No bolting or wiring of frames together from side to side. Trailer hitches must be cut off. You may cold tilt frames, no cutting, plating, or re-welding of frame rails to gain the tilt. You may use a maximum of a 3x3- 3/16 thick 4-inch-tall spacer at core support.

Body – No welding of body to frame. Must be stock appearing. No pre-bending or bolting of any body panels. No double floors or additional tin or plates. Can cover rust holes only, 1" past damage area. Cutting restricted to diameter of tires. You may bolt front fenders and quarter panels (inner and outer skins) with up to 6 – 3/8" bolts around wheel opening, no higher up than 5". No extra bolts or screws of any kind in hood or trunk. Can modify steering & shifter linkage. Up to 6" dash bar and a single 6" post behind driver's seat. Dash bar must be at least 5" away from firewall. Door brace may go across from driver's door to passenger door post or can angle the brace from post to floor (Not to frame). Post can be welded or bolted. You can add a roll bar behind driver's seat mounted to the door or door bar (and/or) to floor tin. (Not to frame). You can add one down bar off driver's door bar and passenger door bar, down bars must go straight down to Sheetmetal and not to exceed 2"x3"1/4 tube. A window net will be allowed on driver's window and windshield in front of driver. Rear window bar cannot exceed 2"x2" square tube or angle iron, no further than 5" from rear window opening (top & bottom). No other bars allowed in window openings. Inside door bars optional (drivers' side and passenger side) but must be connected to dash bar and seat bar only. Body mounts can be removed and can use 3/4" bolt with ¼" x 5" washer. No pinning or welding bolt or washer to frame or body.

Door, Hood, & Trunk Tie Downs – Doors must be chained, wired, or welded. If welded, no more than 5" on, and 5" off max. Nothing wider than ¼" X 2" flat strap. Drivers door can be welded solid. You may add a driver safety plate using ½" X 8" flat plate, no longer than 3" past the door seam. Weld or bolt to outside of door only. **TRUNKS** may tuck 50% but must remain in factory location attached to hinges. Remaining trunk lid may be welded 5 on 5 off **OR** four total hold-downs 2 - ¾ "rods to side of frame 2" maximum and 2 – ¾" rods thru tin only. (Maximum washer size 5 x ¼" thick.), If wiring trunk 2 wraps of 9 wire may only go through trunk and around rear bumper. Header pipe holes can have tin bolted to inner hood with 8-3/8 bolts. Rest of hood can be chained, wired, or bolted down. Maximum 6 spots per hood. Only 2 bolts can go to or thru frame at radiator support. Bolt must go from frame straight up (Not angled) and have the top 5 inches welded to core support. Bolt can go thru bottom of core



support only near frame. Max bolt size 1". Rest of bolts max size of 3/4" thru tin only. Max washer size 5" x 1/4" thick. Hoods must be in stock location and front of hood can be bent downward if it is sticking out, in front of core support only. No other bending of hood allowed. Hoods must have at least one 12" hole for fire access.

Gas Tank & Battery – Gas tank and battery must be removed, and steel tank placed inside vehicle. 5 gallons maximum. Place in safe location away from doors. Must be properly fastened to floor and covered. Gas line securely mounted to floor inside car. A gas tank protector may be ran with the dimensions of 24"x24" placed in center location and must be 4" away from all Sheetmetal.

Suspension – Stock suspension. In stock location. No fabricated parts. Stock automotive OEM 5 lug rear end. No back braces. One chain allowed, per side, around hump. Can chain around differential housing to body. Stock and working shocks. No air or stuffed shocks. Rear leaf spring must be stock. No added leafs or leafs on top of main. 4 additional homemade or aftermarket spring bands total per side. Welded rear end OK. Maximum bumper height 28" to top. A-Arms can be welded down with 2 - 2" x 1/4" straps on each side of A-Arms, no farther back or forward then control arm.

Bumpers – Any car bumper can be used. You may run a seam welded internally reinforced bumper on the front. No manufactured bumpers. Bumpers can be chained or wired in two spots to the core support.

Bumper brackets-

1. Any factory automotive bumper bracket can be used, bracket can be fully welded to the frame rail.
2. Instead of using bumper brackets you are allowed to use 1- 4inch wide by 3/8 thick strap extending from your bumper down one side of the frame and cannot extend any further back then the first 14 inches of the frame. Plate must remain flat but can follow contour of the frame.

Tires – Stock rims only. Aftermarket 8" dia. multi lug rim centers are allowed, rest of rim must remain stock.

Any air inflated tire can be used up to 15". No solid or foam filled tires. Stuffed tires are allowed. Valve stem protectors will be allowed. (however, they must be flush to the rim, cannot be sharp or excessive.)

Engine, Transmission, & Radiator – Engine swapping is allowed. However, they must be in stock location. Stock radiator in stock position. Engine must not be pushed against firewall. Transmission coolers will be allowed but must be properly mounted with metal lines and securely fastened to the floor, away from the driver. Safety first! Slider drive shafts are allowed. Motor & transmission can be chained or wired. No other bracing allowed in engine compartment. A simple block saver can be used, but not mounted or tied to the frame in any way. It must be bolted to rubber motor mounts and cannot extend to protect or reinforce any other part of the motor. No fabricated or custom-made engine cradles, distributor protectors, or transmission ultrabells and cradles. Transmissions cannot be braced against cross bar, must be



able to move and float with mount. You will be allowed to run a carb halo, cannot be any further back than the distributor, firewall must be completely cut out behind halo. **No pulley protectors.**

