

Full Throttle Promotions Weld, Powder Puff, and Relic Cars 2023 Rules

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

- relic cars are 1959 and older any car allowed (no hearses or limos allowed)

***If the vehicle does not pass inspection or driver is unwilling to change the vehicle to pass inspection - absolutely no refunds!!

1. Ages 14 –17 must have a notarized permission slip.
2. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.
3. NO sandbagging or holding!!! You will be disqualified!!!
4. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
5. Vehicles are subject to re-inspection before any prize money is handed out.
6. All vehicles must be stock unless modification is stated in the rules.
7. All glass, plastic, chrome, and interior must be removed from the vehicle before arriving to the derby.
8. You must have a visible roof sign with car number on it
9. Driver must have a long sleeve or non-flammable jacket, pants, closed toe shoes to wear while driving in the event.
10. If you are running an electric fuel pump – it must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

Frames – Stock only, No Welding of the frame or frame seams. **You maypeen rear humps 1 inch , 12 inches each direction from center of hump.** You may run chain or number nine-wire from rear frame rail to rear frame rail(no further forward than back side of rear tires). Y-Frame Chryslers can cover 1 side only (top OR bottom) with a 4"x6" ¼" plate. If the frame is rusted thru this can be repaired with same thickness of steel as the frame- **This must be ok'd with Tech prior to repairing** (No additional reinforcement, repair only). Rust repair can be 1" past damaged area, call for questions.

Fix it plates for bends will be limited to a max size of 4"x6" 3/16" plate, maximum of 10 plates. The plate(s) must remain flat and only can be on one side of the frame rail. Must be one inch gap between plates and bumper brackets. Must be able to see the rust or the bend and must repair damaged side only.

No additional body mounts can be added or chaining of body mounts. No fabrication or reinforcement of any kind. No extra braces to the frame of any kind. Trailer hitches must be cut off. You may cold tilt frames, no cutting, plating, or re-welding of the frame rails to gain the tilt. You may use a maximum of a 3"x3"- 3/16" thick 6-inch-tall spacer at the core support, the spacer can be welded to the frame or core support but not both. **NO FRESHLY PAINTING FRAMES, FIX PLATES OR BUMPER BRACKETS, ALSO NO GRINDING OR METAL FINISHING FRAMES. Anything that is welded to frame that isn't allowed per the rules will be torch cut completely.**



Body – No welding of the body to the frame. Must be stock appearing. No pre-bending or bolting of any body panels. No double floors or additional tin or plates. You can cover rust holes only, 1” past the damaged area with same thickness of material. Cutting is restricted to the 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”. Body mounts can be removed and can use 3/4” bolt with 1/4” x 6” washer. **You will be allowed 2 nuts, 2 washers and 2 body mount plates for each body mount.** No pinning or welding any bolts or washers to the frame or body. All wagon decking must be removed. **Absolutely no body shaping, or creasing will be allowed,** other than what is stated you can do in the rules. If you show up with body shaping or creasing you will be required to pull it all out. Sedan body to Sedan frame, Wagon body to Wagon Frame.

Cage- Up to a 6” dash bar and a single 6” post behind the driver’s seat. Dash bar must be at least 5” away from the firewall and transmission tunnel. **Door bars may go any further back than the front part of the rear wheel tubs.** (Not to the frame). The post can be welded OR bolted. You can add a roll bar behind the driver’s seat mounted to the door or door bar (and/or) to the floor tin. (Not to the frame). You can add one down bar off the driver’s door bar and passenger door bar. Down bars must go straight down to the Sheetmetal and not to exceed 2”x3”1/4” tube, these down bars cannot touch or be attached to the frame at all. A window net will be allowed on the driver’s side. 2 windshield bars are allowed. Rear window bar cannot exceed 2”x2” square tube or angle iron, no further than 5” from the 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. **THE ROLLOVER BAR AND THE ONE DOWN BAR ON EACH DOOR BAR WILL BE THE ONLY BARS ALLOWED TO BE GOING TO THE FLOOR.**

Door, Hood, & Trunk Tie Downs – Doors can be welded, no more than 5” on, and 5” off max. Nothing wider than 1/4” X 3” flat strap. Drivers’ door can be welded solid. You may add a driver safety plate using 1/2” 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 - 3/4” **“rods welded vertically to the side of the frame(3 inch max welded)** and 2 – 3/4” rods thru tin only. (Maximum washer size 6” x 1/4” thick.) **OR** two 3x5 welded plates and 2 3/4 inch thread rod welded vertically (3inch max) to side of frame.

Hood- A maximum of 8- 3/8” bolts to bolt the hood skin together. Rest of hood can be chained, wired, or bolted down, Maximum 6 spots. Only 2 bolts can go to or thru frame at the radiator support. Bolts must go from frame straight up (Not angled) and have the top 5 inches welded to core support. Bolts can go thru bottom of core support only near frame. Max bolt size 1”. The rest of the bolts max size of 3/4” thru tin only (**6 inch max length**). Max washer size 6” 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. 15 gallons maximum. Place in a safe location away from doors. Must be properly fastened to the floor and covered. Gas line securely mounted to the floor inside the 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 appearing 5 lug rear end, No back braces and No axle savers. You can modify the steering & shifter linkage. 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 the top. Upper A-Arms only can be welded down with 2 - 2” x6” ¼” straps on each side of A-Arms, no farther back or forward then the upper control arm. No leaf converting on coil spring cars. **IF YOU ARE RUNNING 70’S CADDILACS YOU WILL BE ALLOWED TO RUN THE UPPER CONTROL ARM MOUNT THAT IS ATTACHED TO YOUR PINION BRAKE SETUP (POSTAL MOPAR) THIS MOUNT CANNOT BE WELDED TO THE REAREND AT ALL ONLY BOLTED TO REAR DIFF COVER AND ATTACHED TO YOUR PINION BRAKE.**

-03 and newer fords must run the factory rack and pinion steering.

- rear control arms can be shortened with a max of a 1-inch overlap, welded back together with no added material. REAR CONTROL ARMS CANNOT BE REINFORCED.

- Another option for leaf spring and coil spring mounts will be the HD mounts from the postal mopar. (see picture for reference)



Watts Conversions-

Upper mounts- Your upper mount can have a mounting plate of 6”x6” with max material of 3/8” thick, these plates must be bolted in with a max of 4-3/8” bolts. The tube that is welded to this plate for your control arm cannot exceed 6” long and 3”x3” 1/8” thick square tubing. These upper mounts must be two separate 6”x6” mounts. **IF THESE UPPER MOUNTS EXCEED THIS SIZE, YOU WILL NOT RUN!!**

Lower mounts- For your lower mounts you will be allowed to use a max size of 3”x3” 1/8” thick square tubing. Welded directly to frame in factory location. Max length on this lower tube is 5”. No added material to attach the lower mounts to frame. **IF THESE LOWER MOUNTS EXCEED THESE SIZES, YOU WILL NOT RUN!!**

These brackets should be mounted in about the same location as factory brackets. These mounts are also used to just bolt in control arms and not to support or brace the car at all. If any of these mounts are used to brace the car you will not be allowed to run.



ABSOLUTELY NO CHANGING OUT REAR PACKAGE TRAYS

Bumpers – Any car bumper can be used. You may run a seam welded internally reinforced bumper on the front. Replica bumpers are allowed, they must fit factory style measurements or will not be allowed. Or a 6x4 flat tube with a skin covering tube. Bumpers can be chained or wired in two spots to the core support. Rear bumper can be wired, 2 spots around the rear bumper. Rear bumper can be a max of 4x4 flat tube welded directly to frame. Max bumper height 28” to the top, Minimum 16” to the top.

Bumper brackets-

1. Any factory automotive bumper bracket can be used, bracket can be welded first 14 inches of the frame rail, you may plug weld bolt hole in rear of factory bumper bracket.
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. 1-inch outer lip guards will be allowed.

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. **You will be allowed two engine only tiedowns 3/8 chain max, chain can make one wrap around frame rail or have one link welded to top of frame.** 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. 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 other protectors will be allowed. 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 then the distributor, firewall must be completely cut out behind halo. No pulley protectors, No distributor protectors, No steel tail shafts.**

You will be allowed to run a **SFI rated aluminum ultra-bell**. Bell housing cannot be used to brace car in any way, or you will be making cuts in trans tunnel.

If your factory transmission crossmember cannot be used this is your allowance: you can use a 2”x2” 1/4” thick square tube or angle iron. Crossmember can have a 6-inch long 2”x2” 1/4” thick piece of angle iron on the ends for attachment to frame. Crossmember must run straight across



from rail to rail and not brace the car at all. Crossmember cannot be tied into firewall crush boxes at all.

