

## Full Throttle Promotions Stock weld cars 2024

### **-no pre `74 imperials or imperial sub frames in stock weld class**

\*\*\*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 careless, 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 may peen 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 through 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. **You will be allowed a max of 10 fix plates with a size of 4x6-3/16, these plates must have a minimum of a 1 inch gap between the welds on plates. Plates must remain flat and only on one side of frame, plates cannot wrap around corners of frame. FIX PLATES MUST BE ON A VISABLE BEND. Fresh cars will be allowed two 4x6 plates one plates per side.**

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. Front frame horns can be shortened to core support body mount, front body mount must be untouched, no relocating body mounts.**

**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 than 5”. **Body mounts from the rear hump to firewall must have a 1-inch spacer 3-inch max diameter (hockey puck size).** The rest of the 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, other than what is stated you can do in the rules. Sedan body to Sedan frame, Wagon body to Wagon Frame. **Body shaping will be allowed on the rear quarter’s panels and trunk lid only!! A max of 2 inches from the factory location will be allowed for body shaping, cannot pinch any sheet metal tight (if so it will be required to torch cut). The speaker deck must remain untouched. (NO CUTTING REAR SECTION OFF)**

**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 are 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 can be tight to the rear package tray, this includes the package tray on wagons. Tank protector cannot be any further back then the package tray/speaker deck.

**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.

**Shocks can be replaced with a max size of 2x2 material , must bolt in factory location for shock. Rear leaf spring must be stock, a minimum of a 1 inch stager on leaves, max of 9 leaf’s per pack. No manufactured leaf packs.** No added leaves or leaves on top of the 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.

**Aftermarket ball joints will be allowed, this includes aftermarket weld in or bolt in collars.**

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. Factory brackets cannot exceed past the front most part of the spring pocket.
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** – Any wheel and tire is allowed, must be air inflated. No foam filled. 15 inch max size on rim. **NO BEADLOCKS**

**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 with pulley protector, 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 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. **03 and newer crown vics will be allowed to run a simple “floating” plate that can only be bolted to the top two “cradle” bolts on each side. ¼ inch thick max material on plate. This plate is intended to give you a service to mount your engine (ex. Smith metal works, nlr derby parts)**

