

## WFA

No full size van trucks or suv 80s and newer

“All wheel and four wheel drives must remove one of the driveshaft just is for safety we don’t want anyone getting hurt thank you”

- only wires that may be moved is the harness outside the front core support must be moved to inside front core support and attach to front core support all other wiring will stay in factory location , no aftermarket harnesses.

- All cars must be stripped of all plastic, glass, headlights, tail lights, and anything else that could possibly fall off onto the track during the show.

- All cars must remain stock, ABSOLUTELY NO WELDING UNLESS ALLOWED IN RULES.

- DOT approved tires only.

- Bumpers must remain stock, do not alter bumper in any way. Factory bumper shocks must remain in factory location. You may remove rear bumper and shocks. There is to be no welding done to the bumpers. Front and rear bumper covers must be removed before inspection.

- Batteries must be moved to inside of car. Must be secured. NO RATCHET STRAPS

- If factory gas tank is in front of rear axle it may be left under. If it is behind it must be moved to the rear seat area. Must be secured. No factory fuel tanks inside of car. May be a aftermarket tank.

- All doors may be wired or chained or bolted. 6 places per seam. THE BOLTS ARE DOORS ONLY

- Trunks, hood, tailgates all may be wired or chained in 6 spots per seam. Sheet metal to sheet metal only. Nothing to frame or bumpers. If you remove trunk, hood, or tailgate you lose that wire or chain.

- You must run a rear seat bar it may be welded to post if anything needs to be added to get it away from seat please call first this is to stop sides from coming in it is not intended to help any other part of the car.

- You are allowed to run a driver side bar up the inside no larger than 2x6 must be cut flush with rear seat bar. May weld a plate on outside or inside of drivers door. This is for drivers safety.

- These rules are pain and simple, You should not have to call to ask many questions for this class. If it does not say you can do it then that means YOU CAN NOT DO IT

No aftermarket weld ins or bolts in at all

For questions on rules and clarification please call or text.

Please allow 24 hour notice for response:

Gage Williams 724-762-1293 or Rc Beighley 724-549-8723

## Limited Weld FULLSIZE v8

### GENERAL RULES 2025 season

Please read carefully... if it is not clearly stated in these rules, it is NOT PERMITTED!!! You will be asked to remove or repair any items not permitted, failure to comply will result in disqualification. We intend to inspect each and every car by these guidelines below. We will use any method we see fit to properly inspect your car before or during each event. If you feel you are uncertain of a particular rule or "grey area" please ask for clarification prior to the event. Only the person driving the car to inspection is permitted to be in the inspection area. Any yelling, screaming, cursing, arguing or physical contact with any officials or lions members will not be tolerated. You will get 3 fire after that you will be done.

80s and up no 70s no trucks vans or suv or hearses or limousine

-all cars must be stripped of door handles, chrome molding, mirrors, glass, etc... please sweep all broken glass and debris from inside the car. All factory fuel tanks must be completely removed.

- any aftermarket, bolt in, or weld in components that are permitted may only be used for there manufactured purpose and cannot be manipulated. You may not connect components to the floor and welded to the cage(choose 1). You may not connect anything to body mounts in any fashion unless stated.

- All batteries must be relocated to front passenger seat or floor area. They must be properly secured in some type of metal battery box and all batteries must be covered.

18x18 and 12" tall max size for battery boxes.

- No plastic fuel tanks permitted. Fuel tanks must be bolted securely in place.

Please keep in mind that You will not be permitted to compete if any battery components, fuel components, or any safety areas are deemed to hazardous or unrepairable before or during the event.

- NO HYBRID FRAMES meaning you may not use frame sections from other year make and models. Example: If you run a 1987 chevy frame the frame must be 1987 chevy or compatible year from bumper to bumper. Example: you may not run 98-02 front with 09-11 back. You may swap bodies from make to make only(ford to ford)

### Steering & suspension & Rearend

- You may run aftermarket steering column connected to the dash bar only.

- Tie rods may be reinforced with up to ½" thick rod or tube style aftermarket. Big pin and heims joint approved. 5/8 max size bolt in heims joint style. Centerlink must remain factory. Factory oem spindles only. Oem screw in or bolt in style balljoint with 1" tall weld in

sleeves. No manufacturing or homemade ball joints. No ball joint protectors. Sway bars may not be altered or welded.

- You may run 1" all thread in place of shocks(not both) in the front and rear, must be in factory location(4 washers & 4 nuts per all thread) 3"x1/4" max washer. Washers and all thread must be free floating. You may weld the nut to the all thread only if you choose to.
- Aftermarket or stretching of Rear coils permitted and may be welded, chained, etc to the rearend only. may not be fastened to the upper spring pockets.
- All leaf spring cars may have a total of 7-5/16" springs with 2' stair step and max of 3 clamps per side. Clamps can be no bigger than 2x5x1/4" with 1/2" bolt on each end. All leaf springs and brackets must remain factory in the factory location.
- No hydro steering permitted.
- Front suspension may be welded in 1 of 2 ways but not both!!

1- You may use 2 pieces of 2x4x1/4 or 3x3x1/4" flat plate per a arm. Must be welded to the a arm at some point.

2- You may use 2x2x1/4 tubing or smaller to run from the lower control arm to the bottom side of the frame. Must run straight up and down and can be welded on each end.

It may not run up the side of the frame.

You are not permitted to cut and contour a arms. Must be bolted in factory location.

- WATTS LINK may bolt upper brackets in with 4- 1/2" bolts to package tray. Must be 2 separate mounts. Lower brackets may be welded to the frame and be max size of 3x3x1/4". Aftermarket brackets and arms permitted. No control arms may be larger than 3x3x1/4" and must bolt in only. No welding control arms to brackets, rearend, or frame.

- You may run any oem car or 14/15 bolt rearend of choice with bracing, axle savers, and pinion brake. 16" max tire size. Rearend bracing may not be attached to the car in any manner or be used as a bump stop. If it is determined that you intentionally added material to the top or sides for bracing in a attempt to use it as a bump stop you will be asked to remove it or you will not run. (if you are unsure please ask prior to adding it).

## WHEELS/TIRES

You may run any tire and wheel combo that your heart desires!!! 16" maximum wheel size. Bead locks, full centers , solids are all permitted.

## FRAMES

Factory frames only. No seam welding permitted anywhere.

You may shorten the front frame rail to the front of the core support mount. You may not shorten the rear frame. No foreign material of any kind is permitted inside of the frame or outside of the frame other than what has been stated. This includes no pins and no frame caps anywhere. We will drill and frame scope as we feel necessary. Dimpling and/or

peining of the side facing frame rails is permitted. Reshaping or manipulating frame rail from factory design is not permitted. If you are unclear or uncertain about this meaning please ask us. do not alter, relocate, or weld any brackets or bracing on frames.

ALL rust repairs or frame repairs must be preapproved!!!!

Fresh and preran cars will be allowed 8 total fix it plates. 4x4x1/4" (03+ and all pre 1980s total of 6 plates) they cannot be separated but they can be heated and contoured. Parallelograms are permitted. 1" minimum gap between plates. Max of 1/2" wide weld for plates. Do not bridge weld if you are setting plates 1" apart. These are intended to be frame plates on the external of the frame rails. You cannot use them to attach the frame to the body, or to connect bolt in parts to the frame. Cannot be used to attach the engine or transmission to the frame or body in any manner.

03+ are not permitted to frame tilt in any manner. All other years may tilt in 1 spot per rail and must be between the engine cross member and transmission crossmember. No extra metal of any kind permitted and any welding over 1/2" wide will be removed.

Do not sand, buff, grind or paint any sections of the frame!! If we feel you are attempting to hide something by doing this we will cut, drill, grind etc.. to any questionable area. you are permitted 2 down bars. 3x3 or 2x4 tubing max and must run straight up and down. These must be attached to the top side of the frame or floor and to the side bar and be no taller than your side bar height. you may use 1 flat plate per side to attach to the top of the frame. These plates can be no more than 1/2" wider than your down bar diameter and the down bar must be centered on this plate. Down bars can be no further back than the front side of the rear seat bar and must be behind the inside front door seam (meaning if we look across the car from door seam to door seam, the seams must be visible and the down bars must be behind them).

This includes the mounting plate if you choose to use it. these are not kickers!! Any attempt to manipulate this rule will result in complete removal of down bars. These bars are designed to be for safety purposes only.

You are allowed to have 24 inch hump plates 1/4 thick max must be centered on center of the hump.

#### - BUMPERS

- Any oem bumper permitted, bumpers may be capped and loaded. Aftermarket and replica bumpers permitted. NO SLOPED/KNIFE EDGE BUMPERS. tube style rear bumpers may not be tilted more than 50 degrees. Chrysler pointy and aftermarket pointy approved with maximum dimension of 8"x8" and 14" to the point from the back of the bumper (measured from the farthest point back on the bumper to the furthest point forward). The point must taper over a 32" span minimum. 74 & 76 replicas and Smw heavy point style approved.

- You may shorten the front frame back to the front side of the core support body mount hole.

- BUMPER MOUNTING, CHOOSE 1.

- 1] You may hardnose directly to the end of the frame. You must remove all bumper brackets and shocks. No bumper brackets of any kind

- 2] you may leave all oem bumper brackets and shocks bolted in place, collapse the shocks and weld a single pass around the shocks only. You may not weld any brackets to the frame. You must use factory brackets and shocks from that specific make and model. You are not permitted to use brackets and shocks from different makes..

- 3] remove all bumper brackets and shocks, weld 1 piece per side of 4x4x1/4 tubing or smaller to the end of the frame rail.

It must run with the open ends up and down and it cannot be sleeved over the frame in any manner.

- \*\*option 1&3 will be permitted to use 2"x6"x1/4" flat plate for bumper brackets and must follow these guidelines\*\* each plate must be attached to the bumper separately and to outer surface of the frame(top,bottom,left,right with nothing internal). You may have 2 plates total per rail. YOU MUST have a 1" gap between the plates and you cannot bridge weld/weave the plates together in any manner. These are permitted for front and rear bumpers so you will be allowed 2 per rail in the front and 2 per rail in the rear for a total of 8 per car, only in the specified format!!!

- You may run bumper chains front and rear. 1 chain 3/8 free floating links max per frame rail. Must be welded within 6" of the back of the bumper. Ran from the top of the frame rail, around the front of the bumper and welded to the bottom of the frame. Max of 6 links welded on, 2 on the top rail, 2 on the bumper, and 2 on the bottom rail

- \* at no point are any welds permitted to be wider than 1/2".

This includes any plates or components welded to the frame or body. Do not attempt to weave multiple passes of welds along the frame rails to achieve more surface area or you will be asked to completely remove it!!!!

- Maximum front bumper height of 22" and rear minimum of 15"

#### Body & body mounts

- All body panels and sheet metal must remain in factory location. Shaping forming or creasing is permitted. Quarter panels must remain upright and are not to be smashed or wedged down. You are not permitted to sandwich or bolt quarter panels through body mount bolts. You may not roll your quarter panels over to create several layers.

- Trunks must have 12" inspection hole in the center or 2-8" holes, 1 per side. You may dish your trunk down 10" max. If we cannot properly look through the inspection holes and see

the top seams of your quarter panels and see the rear corners of the trunk please do not get mad when we cut and drill into in several places for proper inspection!!

- Cut outs can be bolted with 5/16 diameter bolts with standard store bought 5/16 washers.

All bolts must remain within 2" of the cutout and only be used to bolt the 2 trunk layers together. No extra metal can be added. No hoods are permitted to be used for a trunk.

Drivers door may be welded solid and is strongly recommended to be reinforced. Nothing protruding along the outside of the car. If using a outer skin No more than 3" overlap past the door seams. Inside reinforcement may be welded to driver side cage bar and may be welded to the floor or body metal. It may not be attached to the body mounts or ran through the floor to the frame in any fashion.

This is for driver safety only along the drivers seat.

All other doors and trunk may be welded with 3on 3 off pattern using 3x3x1/4 flat strap. Or

You may bolt, chain, wire, or band with 3 on 3 off pattern. (1/2"x2" bolts if bolting,

3/8 max chain size)

You are permitted to have a maximum of 6 bolts per wheel well 3/8 bolt with standard 3/8 store bought washers. Wheel wells may be cut or rolled for tire clearance but cannot be welded back together.

Body mounts

You may change all body mounts with 5/8"x6" max bolt with

1-3x3x1/4 washer on top and 1 on the bottom and they can only run through the top layer of the frame and up through the body. May not run to the bottom side of the frame rail.

You must maintain a minimum of 1" and max of 2" spacing between the body and frame. If using tubing or round pipe for spacers, max size of 3x3 is permitted. Core support spacers may be a max size of 3x3 and no longer than 6".

Firewall spacers max of 3" tall.

You are not permitted to weld any spacers or body mount washers.

All body mounts must remain in factory location or completely removed. Do not weld on any body mount brackets.

you may run 1" all thread for core core support mount. It must run straight up and down and not manipulated in any way. Do not sleeve all thread or weld anything to it. 5 total nuts and 3x3x1/4 washer permitted per side.

You may bolt fender wheel wells with 6 total bolts 3/8"x1" long with standard 3/8" washers. No welding permitted.

## HOOD

- all hoods must have minimum of 2-12" holes in them. Holes may be bolted 5/16 max bolts, standard 5/16 store bought washers and as many spots as you would like within 2 inches of the cutout. These can only be used to attach the 2 layers of the hood together.

- You may fasten your hood down in maximum of 6 spots. The 1" core support all thread counts as 2 of these spots. All other bolts are ½" max with 3x3x1/4 washers. You may weld angle or flat plate to the hood and to the fender to bolt through. It cannot be any larger than 3x3x1/4 and no longer than 3". If choosing to chain wire or band the hood shut, you must follow the same guidelines.

## CAGE

- All internal cage material may be max size of 4x4 or 2x6 and must be minimum of 5" from the firewall, transmission tunnel, and floor unless otherwise stated. The internal cage must run inside the car and is not permitted to be outside the doors and is not permitted to be through the doors or through any sheet metal.
- REAR SEAT BAR IS MANDATORY.
- Front dash bar must run straight across, no contouring.
- Rear bar may be no further back than the back seat kick panel. If you are running only the rear seat bar you may weld 12"x12"x1/4 flat plate to attach it to the body.
- Side bars(per side) may be up to the firewall but may not be ran through. Do not manipulate or bend the firewall in any manner and no further back than the front side of the factory location of the wheel humps. Do not attach them to the wheel humps.
- You may run a rollover halo. Must run straight up and straight across and attached to the rear seat bar/side bars. It may not be any further back than the rear seat bar. It may not connect to the floor. You can run 2 pieces 12" long, max diameter of 6" on top of the roof, and welded to the halo cross bar only. 8 bolts total, ½" diameter may be used to bolt the halo and window bars to the roof.
- You may run a center bar for shifter mounting and must be 5" from all sheet metal.
- Internal cage/tank protector corners may use gussets, no longer than 12" at any point and must follow all cage guidelines.

GAS TANK PROTECTOR may be 32" wide max and may be pressed tight to the rear package tray area. Tank protector must be centered on the rear seat bar and DOES NOT have to maintain the 5" minimum rule so it can be against the sheet metal in the rear seat area. Do not weld or bolt or fasten tank protector to any sheet metal or package tray. It may only be connected to the rear bar and halo bar.

You may use 2x2x1/4 or smaller ONLY!!! to make a back and sides to protect the gas tank. It can only be welded to the top or the inside of the gas tank protector and at no point can it be over 24" wide. It must run vertically and IS NOT, IS NOT, IS NOT permitted to angle back towards the speaker deck!!! Measured from the bottom of the gas tank protector(not the top) it cannot be any higher than 16". This is simply to protect your tank from getting punctured.

You may run 1 piece of 2x2 per side from the halo bar back to the outside of the tank protector (this is the only spot permitted to be wider than 32") It must run straight and it cannot be any higher than the bottom of the window line.

#### WINDOW BARS

A minimum of 1 front window bar is mandatory and a maximum of 2.

1 rear window bar permitted.

Front and rear, Max size of 2x2x1/4 tubing or angle or 3x3x3/8 flat metal.

Front window bar may be attached to the top of the dash bar (not in front) or to top of firewall area. If attaching to sheet metal, max of 3" on firewall and may be attached to the roof or to the halo cross bar. All bars may be attached by either welding or with 1/2" bolts. Window bars are not permitted to be attached to anything other than what is stated in this section.

Rear window bar may attach 3" onto the trunk and be attached to the roof or to the halo cross bar. The trunk attachment must match up with your trunk hold down. No extra plates or extra welding permitted on the trunk.

Rear window bar must run straight from the roof line to the trunk attachment.

#### ENGINE AND DRIVE TRAIN

You may run a basic lower cradle with front plate and pulley protector. Aftermarket rubber lower mounts permitted. No solid mounts. Motor mounts can only be mounted to the engine crossmember. A mounting plate of approximately 8" x 8" permitted to attach lower mounts but cannot be welded to anything other than the engine crossmember.

You may use standard 3/8 size chain, 1 per side to secure the engine. Must be free floating links with a maximum of 2 links welded to the engine crossmember only and 2 links connecting it to the engine running in a straight line. Engine chains cannot be attached to or be wrapped around the frame and cannot be used to weld over any frame seams.

2003 and newer may run bolt in style engine mounting cradle. It can ONLY BE BOLTED to the upper arm bolts.

Absolutely no welding the cradles to the frame. You may swap arms but they must be OEM style from a passenger car and mounted in the factory manner and follow all other arm rules stated in these rules. You are not permitted to tilt in any manner. You are allowed a max of 6 total fix it plates not 8.

You may run either stock transmission crossmember or 2x2x1/4 tubing or 3" C channel. [only 1 transmission crossmember permitted]. Must be in the factory location and used in the factory manner. Factory style rubber mounts only, no solid mounts permitted.

Crossmember must run straight across and cannot be contoured. Nothing may run through the outer frame rails in any manner. You may use 1 piece per side of 3x1/4 max angle or flat plate max 6" long to mount crossmember to the frame. You may also use 1 piece of 3x1/4



max angle or flat plate 6" long in the center to attach your rubber transmission mount. No gussets or other material permitted of any kind on crossmember. You may use 3/8 chain ,banding or strap to help secure the tailshaft and it must remain within 1" of the transmission mount. aftermarket bell housing and slider drive shaft permitted. Mid plates are permitted but must not exceed 1" wider than the engine block and may not come in contact with any body or frame material. You may run aftermarket gas & brake, steering column, shifter, transmission cooler, headers, bolt on header protectors.

**\*\*YOU MAY NOT USE-** full engine cradle, distributor protector, transmission bracing of any kind, steel tail shaft, kickers, down bars, partial or full radiator guards, aftermarket spindles, skid plates, hydro steering**\*\*** Radiators must remain in factory location. you are not permitted to weld or attach core support to the frame in any manner other than the front core support body mounts. You may not reinforce the core support in any manner. Any rust repair in this area must be preapproved!!! you may run a radiator protector. It may be maximum of ¼" thick. It must connect to the core support sheet metal only with max of 8 bolts ½" diameter or Swelds 1" long. It cannot be connected to the frame, or core support mounts in any way .

#### RUST REPAIR & FIX PLATES

ALL FRAME RUST REPAIRS MUST BE PREAPPROVED.

Body/sheet metal is limited to the front driver and passenger side floor area. Any repairs are to be with sheet metal thickness only. overlap no more than 1". You may not repair with multiple layers, single layer only. If it is determined your repair far exceeds the rusted area and guidelines above you will be asked to completely remove it so use common sense here!!! If you are unsure please ask.

#### FIX IT PLATES

You will be permitted to have a maximum total of 8 plates, 4x4x1/4 per car, fresh or pre ran. 03+ and all pre 1980s will be allowed a max of 6) You may not relocate plates once they are added. All plates must have a minimum of 1" gap between them. You are not permitted to weld several passes side by side in an attempt to gain more weld area. Welds are not to be any bigger than ½". You may not bridge weld between 2 plates. All plates must be on the external of the frame and must remain as 1 plate. You are permitted to bend or contour plates.

#### 9 wire

You may have a total of 6 spots per car with these guidelines only.

All 9wire must run from 1 fixed point to 1 fixed point in a straight line. It may not go around multiple objects in a attempt to manipulate the rule. Example: you cannot go from front

bumper, through the core support, then back down to the frame. Or from around the frame, over the halo, then back to the frame.

2 spots max from front bumper up to the front of the core support area or front of the hood, 2 spots max inside the drivers compartment(firewall to speaker deck) from around the frame or crossmember up to the cage, halo or roof, and 2 spots max from rear window opening downward to rear frame behind the humps or to rear bumper. You are not permitted to weld any washers or any brackets of any kind to run 9 wire. Any attempt to run 9 wire in multiple directions it will be completely removed!

For all rule questions or clarifications contact

Rc Beighley Facebook messenger or 724-549-8723

Scotty Glance Facebook messenger or 724-464-4513

Gage Williams Facebook messenger or 724-762-1293