

YnW 2024 Light weld Large Car Rules

(We will use this set of rules ALOT this year!)

1. Any stock automobile 1970 and newer NO hearses
2. Cars are to be stripped clean without debris in them as well.
3. Fire suites are highly recommended, must have working seat belts.

🌟 Engine, transmission & rearend. (drivetrain areas)

1. Any Engine and drivetrain can be used in any car
2. You may run a simple lower cradle and pulley protector only. By simpler lower cradle I mean it must bolt to the engine bosses on the side of the block and must not go any further back than the mounting area there. It may bolt to the front of the engine and the heads but that's it. It cannot proceed to go backwards towards the carburetor or have header flanges tied into it. The pulley protector must not be tied into or have contact to the sway bar at any time before the derby. You also cannot manipulate the swap bar or pulley protector after inspections or it will be a automatic DQ and no refunds will be given.
3. You will be allowed a steel or aluminum bell housing but it must be only bolted to the pump bolts and that's it. This is more of a safety concern with what happens when bell housings bust. Everything else remains factory on the transmission including the tail housing.
4. Any rear end may be used, it can be braced but cannot re enforce the body or frame in any way. All bracing components must be 3 inches off of any frame rail (fresh or pre run).
5. You may run a aftermarket polyurethane engine mount that can also be welded in. BMS style mounts are perfect, nothing extreme or it'll be cut.
6. You may run a ratchet strap, 9 wire or use any factory mount to mount the trans.
7. A single piece of 2x2 tubing or the factory cross member is to be used for a transmission crossmember. If your using 2x2 it must go straight across. You may weld a piece of 3x3 angle 6 inches long to the mid rail to mount the cross member to. This angle must be behind the factory cross member mount within 6 inches of it.
8. You may run aftermarket shifter, gas pedal and brake pedal as long as it doesn't not strengthen the car. This cannot tie into the boxes or cage in any way.

9. You may have a fan style trans cooler / oil cooler as long as it doesn't strengthen the car.

10. You may cut the firewall out for clearance issues but leave the trans tunnel.

11. Any wheel and tire, Beadlocks are ok. However if your running a solid tire and it comes apart you will be disqualified.

12. Slider driveshaft are recommended.

Cage

1. You can have a 4 bar cage, door bars are to be no bigger than 2x6, they must be 6 inches from any part of the firewall and no further back than 12 inches past the rear door post towards the center of the car. Cage should be 6 inches off of any floor pan, firewall or trans tunnel. Roll bar goes straight up and over, 2x6 is max size on it as well.

2. You may have a 28 inch wide gas tank protector, upright halos off of it are ok but bars must go straight forward to the tank pro or rear bar. Nothing to the roll bar. Gtp is there be pushed into the sheetmetal only, no tacks, bolts or pins through any of it or it'll be removed.

3. You will be allowed two 3in wide ratchet straps around the side door bars, through the floor pan and around the frame. These straps can only be within 12 inches forward or behind the crossmember mount. (1 strap on each side, around the cage).

4. Center bars are ok to mount shifters and accessories.

Frame, Bumpers & Suspension

1. You may pitch only 80-02 Ford Products. Pitch by cutting 3 tabs loose (front top and back) and single weld them back up. No added metal!

2. Amish, BMS, Burnett's Fab Bumpers are all Legal. Any home made pointy must have a 30 inch spread with a 12in point measured from the flat back side area of the bumper.

3. You may also run a square tubing back bumper as well, same rule it must be capped on the ends and no sharp edges. No smaller than 2x6 and no bigger than 4x6 (once again trying to make it easier and cheaper on everyone)

4. If your running a 80 and up car you may only mount your bumpers this way. You may have a 8 inch long 3 inch tall 1/4 in thick plate either on the top side or out the outside from the back of your bumper back. This plate must stay only that

size and cannot be manipulated. Same for the rear bumper, you may use those brackets to set the angle of the rear bumper as well.

5. If your running a old iron car you may run the factory bumper bracket for that year make and model but only weld the first 8 inches of the bracket to the rail.

Same for the rear bumper

6. You may put a piece of 2x2 ¼ plate on the front OR back side of your a-arm to get ride height, thats one plate per side NOT 4 total. You may also use twist ins if you prefer those. Factory coil springs for that make and model car.

7. At the end of the frame you may cap it off with a 6x6 1/4 plate to give you a flat surface to weld the bumper to.

8. I will have a measurement of each car between the rails on the inside (radiator support area). Whatever the factory measurement is for that car you may be 1 inch less. (That's a 1/2 pull on ea side)

9. You may cut the original front tab off the frame at the core support to re position it to let the allthread hole line up but you must put the entire tab back on and use it. You may weld the top and both sides but nothing more then what the factory did (leave the gaps or you will blow them out). 2x2 tubing spacer, no taller then 8 inches. No smalle gussets welded from it going to the bumper or anywhere else. Weld it to the tab on the frame and the body. If you choose to not move that tab then you may still re weld it. (I will have the measurement from the front of the spring pocket forward to the back of the bumper by tomorrow. 03 and up I'll have a measurement for them as well.

10. A arms and spindles may be swapped but must stay stock and not manipulated. No plates spindles or any aftermarket hubs. NLR style oversized nuts are ok. You cannot weld the old style wish bone between the coil spring pockets, leave it out if it doesn't come factory.

11. Any tie rod.

12. No hydraulic steering or aftermarket racks. 03 and up have to use the original racks for those cars.

13. Sway bar can be bolted with no bigger then a 1/2 bolt to the lower a arm. No welding anywhere.

14. NO hump plates but you may crease them from rear body mount behind the tire to the mount in front. 1 inch deep.

15. If your running a 98 and up and choose to run the watts suspension you may not change the control arms from factory ones.

16. Watts link swaps are allowed with toast, ztr style mounts. 2 piece design (lower brackets no bigger then 6 inches welded to the rail). 2x2 control arms on any rear suspension.
17. You may run solid shocks in the rear for ride height. You CAN NOT run solid shocks in the front, either use what's factory or remove it.
18. Rear end of choice and it can be braces. However that brace must be 3 inches off any pre ran or fresh frame rail.
19. bumpers no higher then 21 inches to the bottom. frame rails no lower then 15 inches fresh or pre ran, bumpers no lower then 16 inches. We will not let wedge cars run, no questions asked!
20. No welding on the frame other then what's stated.
21. Fresh or pre ran cars may have a total of 6 - 4x4 1/4 plates these plates must stay a square 4x4 and must have a 1 inch gap in the welds. You may fold them into a Teepee for the boxes but that's the only two that may be manipulated.
22. You may simple or notch any part of the frame you choose.
23. No chains or cables anywhere in the car or around and suspension components.
24. Factory style ball joints, no screws or aftermarket stuff. Something you can buy over the counter at a auto parts store for that make and model car.
25. Cars with leafs in the rear must stay factory leafs, shackles and clamps. Must be arched the way they come from factory. (No flat leafs)
26. 03 and up cars may not tilt
27. 03 and up must use a simple bolt in cradle similar to SMW. NOTHING WILL BE WELDED TO THE RAILS.
28. Strut risers are ok with the 03 and up cars.

Body

1. You may bolt your hoods down with in 6 spots with no bigger then 1 in bolts or 2x2 angle welded to the fender and hood. 6 inch long max welded to the fenders and hood. Your welcome to use wire or chain if you dont choose to bolt it. Your core support will count as two of your hood downs.
2. Mandatory front windshield bar 3x 1/4 flat bar or something in its place but no bigger. Run 1 or 2 is fine but can only be welded to the roof 6 inches and the cowl 4 inches past the front windshield edge.
3. You may weld your trunk lid shut with two 3x6 1/8 plates per seam. Two 10 x 10 holes cut in the trunk lid. Same goes for a station wagon.

4. Rear quarters and pillars can be creased but don't get too extreme, no pre bending and welding the frame back up where its folded, we can tell if a car has been pre ran or not. No squeezing of rear quarters, no sheetmetal is to be over or flush with the rear rails.

Front fenders may be creased as well.

5. You can bolt your fenders together with 6- 3/8 bolts per wheel. No seam welding anywhere!

6. You may change body mounts out to a 1/2 bolt, bolt through the top side of the frame only. . Must have 1 inch gap between body and frame. Solid spacers are ok but must remain floating. 3 inch max washer inside the body, 2x3 washer in the top side of the frame is ok.

7. Hoods may have 6 hold downs, your core support mount will count as 2 of those. 3/4 bolt or angle welded to the fender and hood, 6 inch long max on the angle.

8. Radiators must remain in original spot, you may run a factory condenser or a 1/4 radiator guard. I'll have measurements for the size on those today, bolted in 4 spots with 1/2 bolts. No welding anywhere on those. .

9. Drivers door may be plated solid with a 3/16 full door plate, outside only. No inside door plates!

10. Doors may be welded with 16 - 3x6 1/8inch straps on the passenger side and 6 pieces on the drivers side if your drivers door is welded solid. If you choose to not weld it sold then you may have only 16 on that side as well.

11. Rear window bars are ok, 2x2 or 3x1/2 flat bar. 6x6 pad on the roof to mount it, 6x6 pad on the trunk lid speaker deck area o mount the bottom. Must be within 3 inches of the edge of the trunk lid. Window bar must be 4 inches away from any tank protector.