

# 2025 Chaos In The Valley Promotions LLC

## Weld Full Size

Tech and approval questions call or text Matthew Kingree 540-335-6439

### GENERAL RULES AND CAR PREPARATION

1. Any year passenger car permitted except for the following.  
No trucks, vans, SUV, 4WD vehicles.
2. Drivers must be 16 years of age or older. Drivers under the age of 18 must have a parent/guardian signature and be notarized. Proof of age and ID may be requested and must have documentation on hand if requested. No passengers allowed.
3. Cars must be completely stripped clean and done so prior to the show. No interior or any other flammable materials present. All wagons must remove roof racks and interior decking. All glass must be removed and swept clean. Original full tanks must be removed.
4. Car must have a working seat belt and brakes at all times.
5. Batteries and fuel cell must be moved to the drivers compartment (2 battery maximum)
6. Drivers must have a DOT helmet, long pants, eye protection, and closed toed shoes and we highly recommend a fire suit/jacket or long sleeves
7. The driver is the only one allowed in tech, no one else is allowed. We will give you a piece of paper with everything written down for you to take back with you to show your crew. You must have your paper with you for re tech.
8. All rules are to the interpretation of the officials. If unsure of a rule call or text to get clarification so you understand what we want. We reserve the right to drill, scope, unbolt anything we feel could potentially be hiding something.
9. **Pre-run cars must follow these rules and be changed to our rule format. We will not change the rules to fit your car, you must change your car to fit our rules.**
10. We reserve the right to refuse any car or driver
11. All added welds must be max ½" width and ¼" height. Repair plates, tilting, bumper plates, shocks brackets, etc.
12. **Any factory part can be interchanged as long as the car is permitted to run this class. This must be a factory part and that could be purchased from a parts store.**
13. **Drivers please understand that this event is a dangerous high impact motorsport and if you are having any kind of medical problem before the show you need to inform any Chaos In The Valley Promotions employee.**
14. **You will have two times through tech, if on your second attempt you do not meet inspectors standards you will be loaded and no refund will be issued. Our job as inspectors is to make sure it is clear and understandable of what we want done so there shouldn't be any questions or misunderstanding.  
All Inspection decisions are final.**

## FRAME

1. Frame must be from a car permitted to run this class.
2. All rust repair must be pre approved with pictures. You must cut out the bad area and may weld a new piece in with no overlapping. Must be the same thickness as factory and must have a ½" hole drilled in the repair plate.
3. No frame shaping, tilting, cold bending or any other kind of framework allowed unless otherwise stated.
4. Cars may be dimpled in two places per rail behind the rear axle.
5. Unibody cars still have frame rails, follow the frame building rules accordingly.
6. If your car needs a new stub or frame section you may replace it. This is for fresh or pre runs and must follow the following guidelines:
  - No metal may be added
  - All metal must be butt welded together no overlapping of the materials
  - No weld can be more than ½" width and ¼" height
  - Must be put back as it would be from the factory
  - No fresh undercoating or painting of frames. Over spray is considered paint. If found you will be required to remove it.
7. Seam welding allowed.
8. The rear frame section behind the rear end of car you are permitted 1 double strand of 9 wire or you may use a standard ¾" chain, must wrap around frame or go through a factory hole in one spot, no metal may be added to frame.
9. Sway bar must be 100% factory on both frame and A arm or spindle
10. May shorten front frame to front edge of core support hole
  - If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.
  - No seams on mount may be rewelded
  - If your car does not have a weld on mount may only shorten to 1" in front of factory core support hole
11. If the car is fresh or pre-run you are only allowed 4 plates, 2 per rail. 4"x4"x¼"
  - Square, round, parallelogram or taco plates allowed, only external on frame
  - Must have a 1" gap between welds and ½" wide weld max
  - Welds and plate must remain 2" away from bumper shock
  - Welds and plate must remain 1" away from A arm strap
  - May have 8 spots of double strand 9 wire from sheet metal to frame must not connect or go around any part of cage
  - Plates are not allowed to tie any engine cradles, midplates, block savers, or transmission crossmembers into frames.
12. Tilting will be allowed. In one spot and one direction.
13. Chrysler K-Members cannot be altered.
14. 2003 and newer FOMOCO may run a weld in cradle.
15. Hump plates, Non leaf sprung cars may have a 22"x6"x¾". Leaf sprung cars 11"x6"x¾".
16. You are allowed 2 kickers, 2"x2" steel tubing, one per frame rail. Must go from the dash bar to the backside of upper A arm and only attach on the top side of the frame.

## **BUMPERS**

1. Use bumper rules for the front and rear of the car unless specified otherwise.
2. Any factory loaded seam welded automobile bumper may be used
  - OEM bumper, loaded/homemade, replica or similar aftermarket bumpers allowed
  - Homemade bumpers must not exceed 8"x8" with a 4" point over a 32" spread
  - Rear bumpers must be a minimum of 5" on back surface
3. Bumper height restrictions
  - Front bumper height must be a maximum of 22" to bottom of the bumper
  - Rear bumper height must be minimum of 15" to bottom of the bumper
  - All fresh or pre run cars must meet bumper height requirements
4. Bumper may be hard nosed and welded onto the frame. No sliding bumper over or inside of the frame or subframe rails. If hard nosed factory shock/bracket must be removed.
5. May use a 6"x6"x $\frac{1}{4}$ " plate welded to end of frame to make a flat mounting surface, must be welded in between the frame and bumper and no folding over plate on to frame.
6. Factory bumper shock/bracket may be used or steel plate but must only choose one method.
7. Front bumper may use a 4"x $\frac{3}{8}$ " steel plate to attach the bumper. Must touch bumper and stop at front side of upper A arm. Must only be on one side of the frame, not all 4.
8. Rear bumper will be allowed a 14"x4"x $\frac{3}{8}$ " steel plate to attach bumper. Measurement starts from the back of the bumper. Must only be on one side of the frame, not all 4.
9. If factory shock or bracket is used, must be in factory form and location. May be welded.
10. If unable to weld your bumper on you may wire, chain, and or bolt your bumper on and you may leave the shock. This is for the cars that the bumper was not welded only.
11. You are allowed two spots of double strand 9 wire or 3/16" chain from bumper to sheet metal only. May use a standard 1" washer welded to keep sheet metal from ripping.
  - At the front bumper it may only go around core support, must not be wrapped through hood or around front core support mounts
  - At the rear bumper it may only go from bumper to trunk lid must only be to sheet metal

## **SUSPENSION**

### **Watts Conversions**

1. Watts Conversions are allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted.
  - Control arms must be mounted in factory location and not shortened or moved to reinforce the car. Bottom control arm mounts cannot attach to the package tray.
  - All factory brackets must be completely cut off. Lower Bracket: 7"x4  $\frac{1}{2}$ "x $\frac{1}{4}$ " to frame. Top Bracket: 11"x4  $\frac{1}{2}$ "x $\frac{1}{4}$ " in factory location.
  - May use four  $\frac{1}{2}$ " bolts plus the center bolt to mount the bracket. Non-watt cars can not change their mounts.
  - Can not bolt through sheet metal or tie into cage
  - If doing a watts conversion, you have to do the full conversion, you have to move all the control arms and shocks like 1997 and older FOMOCO cars

## Rear Suspension

1. Any rear end of choice, but must be no more than 10 lugs.
2. Back braces and axle savers are allowed but must follow these guidelines,
  - Braces may not extend more than 5" on the outer 10" of a stock size axle tube and 13", all the measurements will be off the center of the axle tube. Rear end brace has to be 1" from the frame & case. Brace cannot go through the floor.
3. May run aftermarket rear control arms but can not be any larger than 2"x2" metal. Can be round or square stock and must have some type of bushing or pivot point.
4. Factory rear control arms may be braced with 1/4" material
5. Coils may be wired to rear end only
6. Coil to leaf conversions allowed.
  - Must be factory leaf springs and made of stock leaf spring material.
  - Maximum total of 9 leafs per side, maximum 3/8" thick by 2 3/4" wide.
  - The main leaf must be the top spring. Must go from longest to shortest.
  - All leafs must have at minimum a 1" stagger.
  - Leafs must be mounted as factory intended
  - Mounting bracket/shackles must be a maximum of 6"x3"x1/4" steel tubing. It may weld to frame. Has to be mounted on frame in a factory manner.
  - May use 6 homemade/aftermarket clamps, 6 per side, 3" long 2" wide and 5/16" bolt maximum
7. You may set your rear height by chaining it down. Chains can not be welded and can only wrap around frame in one location on each side, maximum 3/8" chain. Remember your bumper height restrictions.

## Front Suspension

1. Any factory part can be interchanged as long as the car is permitted to run in this class. This must be a factory stock bolt on part and that could be purchased from a parts store.
2. Factory and aftermarket ball joints allowed. Chrysler style ball joints are permitted. Weld in rings must be no larger than 1/2".
3. A arms may contour to the frame.
4. You may lock the front suspension by welding a 2"x4"x1/4" plate to the front and rear side of the upper A arm only. Plate must not extend no more than 2" away from the A arm. Nothing may be welded to the lower A arm.
5. No removing of the shock cups on newer fords
6. Strut spacers are allowed but must be bolted no welding permitted
7. 1" all thread shocks permitted in front and rear of vehicle. 4 Nuts and washers per all thread shock. Must be free floating and maximum washer size is 3"x3"x1/4". No spring spacers allowed on top of springs inside the frame.
8. Aftermarket or homemade spindles allowed
9. Aftermarket coil springs are allowed.

## **Steering**

1. Stock or aftermarket steering column allowed.
2. Stock or aftermarket tie rods allowed. May be stock reinforced or modified, or heim joints with  $\frac{5}{8}$ " bolt maximum.
3. Steering boxes are interchangeable as long as the car is permitted to run in this class.
4. Adapter plates are permitted but must not reinforce the car. Plate can be  $\frac{1}{2}$ " larger than the steering box and  $\frac{1}{2}$ " thick, it must not be welded to the frame. The adapter plate, steering box, and idler arm must only bolt to the frame in the factory position and way.

## **BODY**

### **Body mounts**

1. Changing of body mounts will be permitted. Must be a rubber spacer or mount no larger than 3". Body bolts  $\frac{3}{4}$ " maximum and must be installed like factory. Washers must also be a maximum of 3" on the inside of the frame and body.
2. The core support is allowed to have a maximum of a 3"x3" spacer. The front two core support mounts may have a maximum of 1" threaded rod. This can run from frame through the hood but will count as two of your tie down spots. Washers can be no larger than 4"x4"x  $\frac{1}{4}$ " plate. It must remain in the factory location and bolted to the fenders the same way that it came from the factory.

### **Doors**

1. The front driver and passenger door may be welded solid. Inner and outer door skins are permitted on both front doors. This is for driver and passenger safety and must not go past door seam more than 3".
2. All other doors may be welded solid using 3"x  $\frac{1}{4}$ " maximum door strapping. No overlapping the material.

### **Sheet Metal**

1. All sheet metal repairs must be done with metal no larger than  $\frac{1}{8}$ " sheet metal and can only overlap 1" and can only be stitched welded back. Fixing of sheet metal is limited to doors, roof, and floor pans within the driver's compartment. No sheeting of quarters or fenders on cars.
2. Sun or moon roofs must be covered using no larger than  $\frac{1}{8}$ " sheet metal.
3. Front fenders and rear quarter panels are allowed to be creased. You may also cut wheel wells for tire clearance. Wheel wells may only be bolted back together using up to 5 -  $\frac{3}{8}$ " standard bolts, nuts, and washers.
4. No rolling your fenders and welding them. You may wrap or fold your fenders around the front of the core support and bolt together but, you must not exceed 4 -  $\frac{3}{8}$ " standard bolts, nuts, and washers.

## **Window Bars**

1. The front windshield must be wired, chained, or welded in 2 spots. Must not attach more than 6" from the top or bottom of the windshield opening. One double strand of 9 wire or 3/16" chain and may use a standard 1" washer welded to keep sheet metal from ripping. 2"x2" steel tubing or 3" wide flat plate maximum, and must be 12" between both bars. If the bar or plate is run from halo to dash it will be considered part of the cage and will need to remain 5" away from the fire wall.
2. If you cut out the center of your firewall you are permitted to cap the ends, but must not touch the dash bar and must use the same size sheet metal to do so.
3. The rear windshield can be wired, chained, or welded in one spot. One double strand of 9 wire or 3/16" chain and may use a standard 1" washer welded to keep metal from ripping. If welding, a maximum of 2"x2" steel tubing must not go 6" beyond the bottom of the windshield opening. No rear window bar on wagons.

## **Trunks/Tailgates**

1. These must be factory trunks and tailgates for the type of car you are running.
2. Tucked, dished, or wedged cars allowed pre-run or fresh. Trunks must not connect to the trunk floor pan. Must remain 10" off the floor from top of the frame rails. Dished or wedged trunks must have two 5"x5" holes in the trunk lid, may bolt back together with 8 - 3/8" standard bolt, nut and washers.
3. Trunk lid or tailgate may be wired, chained, or welded but must only choose one method. None of which are allowed to attach, go around, or through the frame. One double strand of 9 wire or 3/16" chain and may use a standard 1" washer welded to keep sheet metal from ripping. If welding may be welded solid using 3"x 1/4" maximum strapping. No overlapping the material.
4. If your car is a pre-run and your quarters are folded over you must attempt to bring them back up to factory location. Rear quarters may be creased but tops must remain in upright factory position. You may roll the bottoms of quarters up but must not bolt back to the body or be in between the frame.
5. May run 1" threaded rod through the trunk lid in only two places. Must run vertically straight up and down and may go through the frame. May weld or bolt but adhere to body mount rules. This will not be allowed on station wagons.

## **Hoods**

1. Hoods must remain open for tech or we will not inspect your car.
2. Hoods must have a minimum 12"x12" hole in it for fires. It can be bolted back together with 8 - 3/8" standard bolt, nut and washers.
3. Hoods may be chained, wired, or welding bolt together brackets in 8 spots. Must only choose one method. If you are using 1" threaded rod through core support and hood this counts as two of your tie down spots.
4. If using chain or wire you are allowed one double strand of 9 wire or 3/16" chain and may use a standard 1" washer welded to keep sheet metal from ripping.
5. If welding brackets, a maximum of 2"x2"x6" long angle. Bolted together with 2 standard 1/2" bolts and washers per bracket.

## **CAGE**

1. A 4 point cage with a halo bar is highly recommended but is optional. Cage size must not exceed 6"x6" total diameter or the equivalent of this dimension.
2. Cage material can not run through the doors
3. All cage material must be 5" off all floor sheet metal, no exceptions.
4. Dash bar must be 5" off the firewall and 5" off the trans tunnel. Rear seat bar may not be any farther back then where the rear kick panel meets the floor (where the front of the back seat would be located)
5. Side bars may be a maximum of 62" long and must also remain 5" away from the fire wall and 5" from all floor sheet metal.
6. Halo bars are allowed, must be straight up and down and connect to the rear seat or side bars. It may be connected to the roof in two spots. Attachment points may be 2"x2"x6" long angle with a 1/2" bolt with a standard washer and nut only
7. Gussets in the corners of the cage are allowed, 4"x1/4" material
8. You may also have a center bar
9. Fuel cell protector must be no wider than 32". It may touch the package tray but can not attach in any way. If your car does not have a package tray you must keep your tank protector in front of the rear axle. You may run a kicker to either the side bar or backseat bar for more support. The top of the fuel cell protector/halo must not be any higher than the speaker deck. From this halo you may run one kicker on each side to rooftop halo.
10. Four vertical down bars permitted from side bar to the top of the frame, 2 per side. No larger than 2"x2" steel tubing. These down bars must be mounted straight up and down and within the 62" length of side bars.

## **DRIVETRAIN**

### **Engine/Transmission**

1. May run any engine and transmission combination. It may also be pressured in.
2. Full cradles, mid plates, distributor protectors, carb halos, transmission braces, coil pack protectors, header protectors, pulley protectors, etc. are allowed.
3. Engine mounts may be no larger than 6"x6"
4. If the trans brace or plate catches the sheet metal excessively you will be required to cut reliefs into the transmission tunnel.
5. Your trans brace can only be 12" from where it meets the transmission cross member. This will be measured from the center of the tail shaft, 6" each direction.
6. Trans brace may be no more than 2" off the transmission housing.
7. You are allowed to build a 90-degree angle where it meets the transmission cross member. It may be tied down with 9 wire, 3/16" chain, or 2 - 5/8" bolts. May also be welded to the cross member 4" maximum seam weld.
8. You may use any factory crossmember permitted in this class or it can be replaced with up to a 2"x2" piece of steel. The transmission cross member must be one piece and must be straight from side to side. No arched cross members.
9. If you are not using the stock crossmember mounting bracket then you must remove and can replace with a piece of angle where needed. Maximum of 2"x2"x8" long piece of angle iron no thicker than 1/4" and must mount to the side of the frame to support the cross member.

## **AFTERMARKET AND/OR BOLT INS**

1. All aftermarket parts must adhere to all rules previously mentioned above and must not be used to strengthen cars in any way. Most of these should be simple bolt in parts.
2. Any metal fuel cells or boat tanks permitted. If it's a plastic tank it must be in some type of metal structure. It must be safely secured, if we feel any part of the fuel system is unsafe you will fix issues until it's deemed safe.
3. Transmission or oil coolers permitted but must be mounted in the driver's compartment.
4. Stock and aftermarket hoses are allowed but we highly recommend the use of hydraulic lines. Regardless, be sure they are secured and properly installed.
5. Headers, battery boxes, switch boxes, electric fuel pumps allowed
6. Stock or aftermarket shifters allowed
7. Stock or aftermarket pedals allowed
8. Stock or pinion braking systems allowed.
9. Stock or slider driveshafts allowed
10. Stock or aftermarket aluminum radiators allowed, no homemade radiators. Looping radiator hoses is allowed but the use of steel tubing is not to be welded to or used to strengthen the car in any way. Both of these methods must only be mounted in two spots and secured in the stock location of core support.
11. Factory A/C condenser or maximum of  $\frac{1}{8}$ " flat one piece metal may be installed on core support in front of radiator. Mount using 4 - 1" welds or 4 -  $\frac{3}{8}$ " standard bolts, nuts, and washers. Must stay between core support mounts and can not touch the bumper.
12. Any wheel and tire combo permitted, maximum 16". Must have started as a factory rim. May run bead locks, lip protectors, full centers, valve stem protectors, etc.