

2025 Chaos In The Valley Promotions LLC. Wire Full Size

General rules/ car preparations

1. Any automobile will be permitted except for the following **no suv/trucks/specialty vehicles/ chrysler imperials/imperial subs/ checker cabs/ hereses / limos**
2. Cars Must be complete stripped clean no trim interior or any other flammable materials must be removed prior to the show all wagons must remove roof racks and decking
3. All glass must be removed and swept clean
4. Original full tanks must be removed and placed in back seat area
5. All batteries must be moved in the drivers compartment (2 battery maximum)
6. **Drivers must have a dot helmet,long pants,eye protection, and closed toed shoes we highly recommend a fire jacket/suite or long sleeves**
7. Car must have a seat belt and working brakes at all times
8. You will have two times threw tech if on your second attempt you did not meet satisfaction to what the inspectors wanted you will be loaded and no refund will be issued (as our job of inspections we will make sure it is clear and understandable of what we want done so there shouldn't be any questions or miss understanding)
9. **Drivers only 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) must have paper with you for re tech**
10. All rules are to the interpretation to the officials (if unsure of a rules call or text to get clarification so you understand what we want
11. All judge's decision are final
12. We reserve the right to drill,scope,unbolt anything we feel could potentially be hiding something
13. Pre ran cars must follow these rules and change what needs to be changed we will not change the rules to fit your car you must change your car to fit our rules
14. We reserve the right to refuse any car/ driver
15. **Drivers under the age of 18 must be 16 years and older with parent/guardian signature and be notarized proof of id may be asked for**
16. **No passengers**
17. All added welds must be max ½ inch wide and ¼ inch tall (repair plates,tilting,bumper plates,shocks brackets etc)
18. **Drivers please understand that this event can be dangerous and if your having any kind of medical problems before the show to inform any Chaos In The Valley Promotions employee**

Frames

1. Frames must be 100 percent stock absolutely no welding anywhere will be permitted unless otherwise stated
2. No seam welding even where factory missed
 - Only 14 inches total of seam at crush box may be welded for tilting purposes (1980-2002 cars only with exceptions of 1977 gm metrics)
 - Must be painted a bright color for easy identifications

- If any other seams are welded you will be forced to grind or torch the center out of the weld the whole length
3. No frame shaping (other than dimpling)
 4. Cars may be dimpled or notched on top side of frame in two locations per rear frame rail to help with rear of car to bend up.
 5. UNIBODY CARS STILL HAVE FRAME RAILS, FOLLOW THE FRAME BUILDING RULES.
 6. Pre run only If your car needs a new stub or frame rails you may only replace with same year make and model rails this is for pre runs only 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 inch wide
 - Must use same type of frame car specific model,year,and shape
 - Must be put back as it would be from factory
 - Must use same year frame
 - 1960-1970
 - 1970-1980
 - 1980-1991
 - 1992-1997
 - 1998-2002
 - 2003-2011
 7. No painting of frames
 - If found you will be required to remove
 - Over spray is considered paint and will be removed also
 - No fresh undercoating
 8. Sway bar must be 100% factory on both frame and a arm/ spindle
 - If running a sway bar pulley protector must be removed
 9. **03 and newer ford mercurys and lincoln's must run the factory aluminum cradle see engine mounting rules for motor details**

Shorting of frames

1. May shorten frame to front edge of coresupport whole
 - 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 seems on mount may be rewelded
 - If your car does not have a weld on mount may only shorten to 1 in infront of factory core support whole
2. Rear of cars may not be shortened

Tilting

1. 1980 - 2002 Cars may be tilted in one spot and one direction
 - Must be done at crush box seams only
 - Side rails may not be touched
 - **No tilting of 2003 and newer fords**

- **No tilting any pre 1979 and older cars (only exception is 1977 metric chevy cars)**

Frame rust repair

1. All rust repair must be pre approved with pictures
2. Must be same thickness as factory must have a 2 - ½ inch hole drilled in repair plate
3. You must cut out bad area and but weld new piece in no overlapping

Repair/prior plates/9 wire rules

1. If car is fresh/ pre ran you are allowed 4- 4x4" ¼" square plates (2 per rail)
 - Square plates or parallelogram plates
 - Must have a 1 inch gap between welds
 - May not fill 1 inch gap with any extra weld
 - 1/2 inch weld max around plate
 - Welds/plate Must remain 2 inches away from bumper shock/ bracket or 6"x4" plate
 - Welds/plate must remain 1in away from a arm strap
 - May have 4 spots of double strand 9 wire from sheet metal to frame May not connect or go around any part of cage
 - Plates must be external
 - Plates Must be painted bright color for easy identification
 - Welds must be painted orange where cars are restubed
 - Plates are not allowed to tie any engine cradles/ midplates/ block savers/ transmission crossmember into frames.
 - Behind rear of car You are permitted 1 double strand of #9 wire or May use a standard ¾ chain must wrap around frame one time or go through a factory whole no metal may be added to frame
2. You will not be given any extra plates so use wisely

Bumpers

1. Any factory loaded seam welded automobile bumper
2. **Use bumper rules for front and rear of car**
 - we will be allowing a smith metal works or similar bumpers
 - Home made bumpers not to exceed 8x8 tube may have a point must not be no more than 4in away from front face of bumper and must expand 32 inches across the front
 - Rear bumpers must be a minimum of 5 inches on back surface
 - Replicated bumpers will be allowed
 - **No pointed or slanted bumpers on rear of any car (chrysler pointys replica or factory)**

Bumper mounting

1. Bumpers may be welded on must adhere to following rules
 - Bumper may be hard nosed
 - If hard nosed factory shock/bracket must be removed
 - May use a 4"x6"x¼ inch flat plate to help attach bumper must touch bumper and only be on one side of the frame not all 4

- If bumper shock/bracket is used must be in factory form and location and must be bolted no welding allowed on shock/ bracket and will not be allowed the 4"x6" plate
 - Brackets/shock must be from that car specific no changing models years or makes
 - no alternating brackets or shocks
 - ½ inch weld max around plate
 - Measurement will be from back of bumper
 - Bumpers may be welded on to the end of the frame no sliding bumper over or inside of end of the frame or subframe rails
2. May use a 6"x6" ¼" plate welded to end of frame to make a flat mounting surface must be welded in between the frame and bumper and remain the 6"x6" no folding over plate on to frame
 3. If unable to weld your bumper on you may wire, and chain
 4. You are allowed two spots of double strand 9 wire from bumper to sheet metal only must follow the following
 - On the front bumper 9 wire may only go around core support may not be wrapped through hood or around front all thread mounts
 - Rear bumper 9 wire may only go from bumper to trunk lid must only be to sheet metal

Bumper height restrictions

- Front bumper height is 22 inches to bottom of the bumper
- Rear bumper height is 15 inches to the bottom of the frame around the bumper mounting area.
- All cars will meet bumper height requirements by our inspection area and all cars fresh or pre ran will meet requirement

Body

1. No body modifications must be stock unless otherwise stated
2. All cars must be stripped clean and swept clean
3. Rear decking must be removed from rear of wagons and roof racks must be removed
4. No body swaps allowed

Body mounts

1. changing of body mounts will be permitted must follow the following guidelines
 - Bolts can not be no bigger than 5/8 in bolts or threaded rod
 - Must stop and begin like factory
 - No extra mounts allowed
 - Washers on inside of frame and body must not be no bigger that 3 in round or square
 - Must have a 1 inch minimum gap with a rubber or poly mount
 - Max spacer height at core support is 6 inches
 - Max height at crush box is 2 inches
5. The front two core support mounts may be changed to 1in thread rod and can be ran through the hood but will count as two of your tie down spots and can use no washers bigger than 4x4" ¼" plate or 5in round

Doors

1. Driver door only may be welded solid
 - Inner and outer door skins are permitted on drivers door only this is for drivers safety may not go past door seem more than 3 inches
2. all other doors May be wired or chained one of the two options
 - Wired 8 spots per vertical door seam can not be wrapped around the frame.
 - If chained, 6 spots per door can not be wrapped around the frame.
 - May weld a 5/8 standard store bought washer over wire or chain holes

Body patching

1. Patching will be limited to floors and roofs must be done with same thickness of metal can only overlap 1in past hole and must prove rust (with a picture prior to the show) all other areas will need to be approved before doing so
2. Rust repair welds must be 1 inch on 1 inch off method (weld 1 inch skip 1inch)
3. If car is pre ran you may plate over ripped sheet metal on doors and doors only must use no thicker than 14 gauge material and welds must be 2 inch on 2 inch off method (weld 2 inch skip 2 inch)

Trunks/ tailgates

1. must remain factory and above rain channels Rear quarters must remain factory height
2. Quarters may be creased but tops must remain in upright position
3. You may roll bottoms of quarters but may not bolt back to body or be in between frame
4. Trunk floor may not be squeezed or manipulated in any shape or form
5. **If your car is pre ran and your quarters are folded over you must attempt to bring them back up to factory location**
6. may do a simple tuck or dish is allowed
7. No wedged cars allowed (pre ran or fresh)
8. Trunks may not be connected to the floor
9. Dished trunks can not be dished any more than 6 inches measurements will be taken from top of quarters with a straight edge
10. May be wired/chained/ bolted not all three
 - If chained or wired you may do 8 spots you
 - May not go around frame
 - may weld a standard 5/8 washer around holes to prevent ripping
 - you may use 2"x2" angle 6 inches long in 6 spots with 2 standard 1/2 in bolt and washer
11. Speaker decks must be up and in factory location
12. Wagons will be considered a tailgate no matter what way it opens
13. **If your car is pre ran and your quarters are folded over you must attempt to bring them back up to factory location**

WHEEL WELLS-

1. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers.

2. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8” bolts with 1.25” washers to bolt back to the core support of the fender.

Hoods

1. Hoods must have a minimum 12x12 hole in it for fires can be bolted back together with 4 3/8 bolts with a standard nut and washer
2. hoods must remain open for tech if you come threw tech with it chained or wired down we will not inspect your car
3. hoods may be chained or wired in 8 spots you may weld a standard 5/8 washer around holes to prevent ripping
4. you may use 2”x2” angle 6 inches long in 6 spots with 2 standard 1/2 in bolt and washer
5. must choose one or the other hood mounting options

FRONT CORE SUPPORT

1. Cannot be moved back from its factory location. It must stay BOLTED to the fenders the same way that it came factory.
2. The front two core support mounts may be changed to 1in thread rod and can be ran through the hood but will count as two of your tie down spots and can use no washers bigger than 4x4 1/4 plate or 5in round
3. spacers for coresupport may only be 2x2 tubing and can not be welded to frame or core support and must remain under core support
4. Nothing may be ran from core support spacer to bumper
5. All thread allowed thru core support is 1in max

Front and rear window openings

- You may have two front window bars
 - 2x2 max or 3in wide plate can run from halo to dash bar or cowl panel/ bottom of windshield
 - May be no closer than 12 inches together
 - If bar/plate is ran from halo to dash it will be considered part of cage and will need to remain 5 inches away from fire wall
 - If running to cowl panel it may not be more than 4 inches from bottom of windshield opening
 - May only have 2 attachment points 4 inches long on roof
6. No rear window bars allowed
 7. If you cut out the center of your firewall you are permitted to cap the ends may not touch dash bar
 8. Sun roofs must be covered
 9. Fixing of sheet metal is limited to doors,roof,floor pans with in the driver's compartment
 10. All sheet metals repairs may be done with metal no thicker than 1/8 material and can only overlap 1 inch and can only be stitched welded back
 11. No sheeting of quarters or fenders of cars

Cage

1. A 4 point cage and halo bar is highly recommend but is optional
 - Cage size may not exceed 2 x 6 1/4 or 4 inches in diameter
2. Cage can not be in the doors

3. All cage material must be 5 inches off floor no exceptions
4. your dash bar must be 5 in off the firewall and 5 in off the trans tunnel your 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)
 - Side bars must be 62 inches long and must also remain 5 inches away from fire wall and 5 inches from floor rocker panel beside seats
5. Center bar must be 5in off all parts of the floor sheet metal? Trans tunnel
6. Halo bars are allowed must be straight up and down and connect to rear seat or side bars it may be connected to the roof in two spots
 - Attachment points may be 2x2 ¼ 6 inch long angle with a ½ bolt with a standard washer and nut only
7. You can have guessests in corners of the cage
8. 4 inch long max and 1/4 inch material

Gas tank protector

1. You will be allowed a 32in wide tank proctor
 - It may touch package tray but can not attach in anyway
 - If your car does not have a package tray you must keep your tank protector in front of rear axle
 - You are allowed to build an upper halo around your gas tank protector but can be no higher than 5 inches above tank
 - You may have bars running from tank protector to halo bar

Down bars

1. You may weld two down bars total, one per side from the cage to sheet metal vertically to the floor to protect batteries and your feet. And must follow the following
 - These down bars must be mounted at front interior door seam and no farther back than center of drivers and front passengers door
 - These bars cannot not exceed 2"x2 1/4

Front suspension

1. No aftermarket or modified spindles allowed must be a **factory car** spindle that is permitted to run this class
 - No aftermarket hubs must be oem you may turn the factory rotor down only
 - No bracing of spindles
2. No aftermarket springs must be factory car springs permitted to run this class
3. No aftermarket ball joints oem only store bought joints
4. No weld in ball joints
5. Arms must be for a car permitted in this class
 - A arms must remain factory origin and not contoured to the frame
6. You may lock front suspension by welding a 2x4¼ strap to front and rear side of a arm
 - No extra welds permitted other then the 2x4x1/4 strap all other welds will removed
 - Strap may not extend no more than 2 inches away from a arm
 - Nothing can be welded from lower control arm to frame
7. Cars with new style wishbone a arms may switch to older style
 - May run any style a arm that matches vehicles that permitted for this class

- but must bolt to frame/brackets with no modifications allowed to brackets except cutting to remove metal but not be allowed to add back
 - Nothing can be between the a arm brackets if switching to older a arms
8. No removing of the shock cups on newer fords
 9. Strut spacers are allowed but must be bolted no welding permitted
 - 10. 03 and newer may run 80 ford spindles only all other suspension parts must remain the OEM part that come with the 03 and newer ford,mercury,lincolns.**

Rear ends & rear suspension

1. Use the rear end of choice but must be no more than 10 lugs.
2. Welded or Posi-track highly recommended.
3. Back braces and axle savers are welcome
 - May only attach to the factory locations on frame
4. May run aftermarket rear control arms but must be with in following guidelines
 - Can not be bigger than 2x2 tube
 - Must have some type of bushing or pivot point
5. You may brace factory control arms with ¼ material
6. No aftermarket springs must be factory car springs permitted to run this class
7. Coils may be wired to rear end only
8. Factory leaf spring cars only can not altair in anyway may use 6 aftermarket clamps (3 per side) 3in long 2in wide and 5/16 bolt max
 - The main leaf must be the top spring in the spring pack
 - Leafs must be mounted as factory intended
 - Leafs must have factory stagger
 - Leafs must be same size and thickness that your vehicle was designed to have
9. No coil to leaf conversions
10. 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 max ¾ chain but remember your bumper height restrictions
 - Front bumper height is 22 inches to bottom of the bumper
 - Rear bumper height is 15 inches to bottom of the bumper/frame at mounting area
 - All cars will meet bumper height requirements by our inspection area and all cars fresh or pre ran will meet requirement

shocks

- All thread shocks permitted in front and rear of vehicle
- Nuts and washers must be free floating max washer size is 3x3 ¼
- No washers or nuts permitted on inside of spring pockets
- No spring spacers allowed on top of springs inside the frame in front and rear of vehicle
- Must mount to factory location on frame for year your running
- No making mounts must be where factory intended

Watts conversion

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/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 1/2"x1/4" to frame.
Top Bracket: 11"x4 1/2"x1/4" in factory location.
 - Nothing on the top side. May use (4)-1/2" bolts plus the center bolt to mount the bracket. Non-wat cars cannot change their mounts.
 - Can not bolt thru 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 97 and older FOMOCO cars

Steering

- Steering column may be changed to an aftermarket
- aftermarket or modified tie rods will be allowed
 - May use hemi joints with 5/8 bolt max
- **03 and newer fords,mercurys,and lincolns must use the factory rack and pinion oem only no truck racks and no hydro steering**
- Must run factory steering box for car that is legal in this class
- Adapter plates are permitted and cannot reinforce the car.
- Adapter plate can be 1/2" bigger than the steering box housing and 1/2" thick, it may not be welded to the frame.
- The adapter plate can only mount to frame where the steering box mounted to the frame factor

Tires

1. Any tire and wheel combo permitted except following
 - No studded tires
 - No paddle tire
 - No atv tires
2. Must have started as a factory rim
3. May run bead locks, lip proctors, full centers, valve stem protectors

motor/trans

1. May run any motor and transmission combination
2. Oil pans may be plated but must conform to oil pan and may be no bigger than bottom of pan itself
3. Lower cradles with front plates are allowed
 - Lower cradles may not go past headers/back of head
 - If your cradle has a pulley protector swap bar must be completely removed
 - Pulley proctors may not come into contact with any frame/crossmember on any vehicle
 - No fix it plates are allowed to attach cradle to frame
4. No distributor protectors transmission braces coil pack protectors no spark plug protectors no mid plates no protectors in general

5. You may run a simple transmission adapter plate but nothing else
6. If not running a lower Cradle you will be allowed 4 motor chains $\frac{3}{8}$ links two links may be welded to frame all other links are to be free floating
7. **03 and newer Engine Mounting rule you may use a cradle like grey area or budde cradle or a smith metal works cradle. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower or big bolts on top of the frame one or the other. no other attachment points and must remain $\frac{1}{2}$ inch off the side rail. Repair plates may not be used to tie cradles into the rails call for any questions**

Motor mounts

1. must have some type rubber or poly bushing can be aftermarket
2. Motor mount pad may not exceed 6"x6"
3. Mounting pads may not exceed 6"x6"x $\frac{1}{4}$ " for cars needing to move motor forward or backwards

Transmission

1. Stock transmission cases only
 - You will be allowed an aftermarket aluminum bell
 - If you do not have an aftermarket bell you may weld 2- 2 inch wide $\frac{1}{4}$ aluminum strips on your factory bell
 - Strap/weld must remain in front of transmission pump
 - Tails must remain factory
2. Transmission pans may be plated but must conform to the pan and at no point be bigger than outer edge

TRANSMISSION CROSSMEMBER

1. You must run the transmission cross member in the stock location on trans
 - You can weld 2" angle iron no thicker than $\frac{1}{4}$ ", no longer than 8" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron.
 - You may use any factory crossmember or it can be replaced with up to a 2" x 2" piece of steel.
 - The transmission cross member must be one piece and must be straight from side to side (No arched cross members).
 - The transmission cross member is the only method which the transmission may be tied in
 - **Cars that have frame extensions need to stay one inch off the cross member. The transmission crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" clearance from the front,top,side, and bottom of the crossmember.**

Full tanks

1. Any metal fuel cells permitted or boat tanks if its a plastic tank it must be in some type of metal structure
2. Must be secured and safe if we deem any part of fuel system is unsafe you will fix issues until it's deemed safe

3. **(we all have families that need us this rule is the most important and will be enforced no matter the outcome)**

Aftermarket parts

1. Transmission or oil coolers are permitted but must be mounted in drivers compartment and must use appropriate lines (hydraulic hoses are highly recommended)
2. You may run aftermarket shifter
3. Aftermarket pedals may be ran
4. Sliders permitted
5. Headers will be allowed
6. Simple radiator line loop is allowed no home made radiators allowed
 - Radiator may only be mounted in engine compartment in the core support
 - You will be allowed two spots to mount

Tech and approval question call matthew kingree (540) 335- 6439

no calls after 8pm