

2026 Chaos In The Valley Promotions LLC

Light Weld Full Size

GENERAL RULES AND CAR PREPARATION

1. Any year passenger car permitted except for the following. No specialty vehicles, checker cabs, limos, hearses, trucks, 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. **Absolutely no spray foam anywhere.**
5. Car must have a working seat belt and brakes at all times.
6. Two batteries maximum, these and fuel cell must be moved to the drivers compartment.
7. Drivers must have a DOT helmet, long pants, eye protection, closed toed shoes and we highly recommend a fire suit/jacket or long sleeves
8. 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. Will have two times through tech.
9. 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.
10. **All cars fresh or pre-run 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. Each car will be inspected regardless if it has run a prior show of ours.**
11. All added welds must be max ½" width and ¼" height. Repair plates, tilting, bumper plates, shocks brackets, etc. Must also have at least 1" gap between all plates.
12. **Any factory part can be interchanged as long as the car is permitted to run this class. This must be a factory stock bolt on part and that could be purchased from a parts store. May remove metal but cannot add back or weld to make it work, must only bolt in a factory manner. Don't abuse this, or try to read into it somehow.**
13. All rust repair must be pre-approved. This is to restore the car back to OEM not to strengthen. No replacing frame sections pre run or fresh.
14. **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.**
15. **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 and we reserve the right to refuse any car or driver.**
16. **For Tech and approval questions you must text Matthew Kingree 540-335-6439. Include your name and show your inquiry about. Mon-Thur 5-9pm Fri-Sat 10am-9pm**



FRAME

1. Frame must be absolutely 100% stock, no welding anywhere will be permitted unless otherwise stated.
2. All rust repair must be pre-approved. If approved must cut bad out with no overlapping of metal. Material must be the exact same size as OEM. Don't abuse or it will be removed.
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 rail you may only replace it with the same year, make, and model. 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" 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. No seam welding even where the factory missed. If found to be welded, you will be forced to torch, grind, or cut out the weld the entire length.
8. The rear frame section must not be shortened. Behind the rear end of car you are permitted 1 double strand of 9 wire or you may use a standard ⅝" 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 the frame and A arm.
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 all plates and ½" wide weld max
 - May have 8 spots of double strand 9 wire from sheet metal to frame or to cage
 - Plates are not allowed to tie any engine cradles, block savers, or transmission crossmembers into frames.
12. Tilting will only be allowed for 1980-2002 passenger cars or 1977 and newer metric GM and Chrysler vehicles. Must be tilted at the front crush box, in one spot and one direction. Only 14" of seam may be welded at the crush box for tilting purposes. Side rails must be left alone.
13. Hump plates allowed, must be 6"x22"x¼" maximum. Must be centered and on the exterior of the rear frame hump towards the tire. May be straight or contoured to the hump but must also remain at least 2" away from the rear end.



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,
 - No pointy or slanted bumpers allowed on rear of vehicle this goes for factory chrysler or pointy replicated bumpers
 - 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 only to the frame, nothing else. 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 onto frame.
6. May use a 12"x4"x $\frac{3}{8}$ " steel plate to help attach the bumper, must touch bumper and only be on one side of the frame, not all 4. Measurement will be from the back of the bumper.
7. If bumper shock or bracket is used it must be in factory form and location. Must be from that specific car type and year and can be welded. No welding is allowed beyond the 12" from the bumper and will not be allowed the 12"x4" plate.
8. 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.
9. 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 factory brackets must be completely removed.**

Must only be large enough to hold a stock style sized control arm and no gussets.

 - Control arms must be mounted in factory location and not moved to reinforce the car. Bottom control arm mounts cannot attach to the package tray.
 - 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 8 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. Factory leaf spring cars can not be altered in any way. May use 6 homemade or aftermarket clamps, 6 per side, 3"x2" and 5/16" bolt maximum
 - 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
7. No coil to leaf conversions
8. 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. If you interchange parts you may remove metal to make it work but cannot add back or weld to make it work, must only bolt in a factory manner. Do not abuse this, or try to read into it somehow.
2. No aftermarket or homemade ball joints, factory ball joints only. Chrysler style ball joints are permitted. Weld in rings must be no larger than 1/2".
3. A arms must remain factory origin and not contoured to the frame. These brackets and A arms must not be altered.
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. 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.



Steering

1. Stock or aftermarket steering column allowed. No hydro steering.
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 have a 1" gap between the body and frame throughout the entire length of car. Must be a rubber spacer or mount no larger than 3". Body bolts $\frac{5}{8}$ " 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 4"x4" spacer welded to the top of frame and bottom of core support only. 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's door may be welded solid. Inner and outer door skins are permitted. This is for driver safety and must not go past the door seam more than 3".
2. All other doors may be wired, chained, or welded one of the three options only. Using the 5" on 5" off method per door. 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 doors may use up to 3"x5"x $\frac{1}{4}$ " maximum plate.

Sheet Metal

1. All rust repair must be pre-approved. If approved can only overlap by 1" and only be stitched welded back. This must be the exact same size as OEM sheet metal (NOT $\frac{1}{8}$ ") Don't abuse, or it will be removed. 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 5 - $\frac{3}{8}$ " standard bolts, nuts, and washers.



Window Bars

1. The front windshield must be wired, chained, or welded in 1 spot. Front and rear windshield wire, chain, or steel must not attach or go beyond more than 6" from the 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. If welding a maximum of 2"x2" steel tubing or 3" wide flat plate. No rear window bar on wagons.
2. If you cut out the center of your firewall you are not permitted to cap the ends or rebrace.

Trunks/Tailgates

1. Trunks, tailgates, and speaker decks must remain in factory upright height and position above rain channels. These must also be factory trunks and tailgates for the type of car you are running.
2. A simple tuck or dish is allowed. No wedged cars allowed pre-run or fresh. Tuck or dish must not connect to the trunk floor pan. Dished trunks can not be any more than 6" beyond the factory vertical height of rear quarters and 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. If wired or chained only 8 spots per trunk seam. 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 the trunk lid may use 8 plates, 5" on 5" off per trunk seam with a maximum plate of 3"x5"x 1/4". If running a wagon and welding the tailgate you will only be allowed 4 plates total. 5" on 5" off per tailgate seam with a maximum plate of 3"x5"x 1/4".
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.

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 12 - 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.



DRIVETRAIN

Engine

1. May run any engine and transmission combination
2. Oil pans may be plated but must conform to oil pan and must be no larger than bottom of pan itself
3. Lower engine cradles with front plates are allowed. These are allowed only to protect your engine investment and not strengthen your car in any way.
4. Lower engine cradles must not go past the back of the headers or cylinder heads. Pulley protectors must be a maximum of 14" wide and not come into contact with any frame or crossmember. No fix it plates are allowed to attach to the cradle in any way.
5. No distributor protectors, transmission braces, coil pack protectors, or mid plates allowed.
6. If not running a lower engine cradle you will be allowed 4 - $\frac{3}{8}$ " chains. Two links may be welded to frame, all other links are to be free floating.
7. Engine mounts must be stock or can be aftermarket but must have some type of rubber or poly bushing.
8. Engine mount pad 8"x8"x $\frac{1}{4}$ " maximum and must remain at least 1" away from frame rails
9. 2003 and newer FOMOCO must run the factory aluminum cradle. Aftermarket or homemade engine crossmembers are allowed, $\frac{1}{4}$ " maximum thickness. In the bottom of the cradle its allowed to attach with one bolt through each aluminum tower $\frac{1}{2}$ " bolts with 3"x3"x $\frac{1}{4}$ " washers. These can then also bolt to the frame on both sides. No other attachment points and must remain $\frac{1}{2}$ " off the side frame rail. Repair plates may not be used to tie cradles into the frame rails either.

Transmission

1. Stock transmission cases only. Allowed an aftermarket aluminum bell. If you do not have an aftermarket bell you may weld 2 - 2"x $\frac{1}{4}$ " aluminum strips on your factory bell. This strap and weld must remain in front of the transmission pump.
2. You must run the transmission crossmember in the stock location on transmission. The transmission crossmember is the only method which the transmission may be tied in.
3. You may use any factory crossmember or it can be replaced with up to a 2"x2" piece of steel. The transmission crossmember must be one piece and must be straight from side to side. No arched crossmembers.
4. 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 $\frac{1}{4}$ " and must mount to the side of the frame to support the crossmember.
5. Cars that have frame extensions need to stay 1" off all sides of the crossmember. The transmission crossmember and supporting angle iron can not tie into or run under the frame extensions on the Cadillacs.
6. No steel bells, transmission braces, transmission protectors or cradles



CAGE

1. A 4 point cage with a halo bar is highly recommended but is optional. Center bars allowed. 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. 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 on sedans and 15" from rooftop on wagons. From this halo you may run one kicker on each side to rooftop halo.
8. 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 between front interior door seams.

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, header protectors, battery boxes, carb halos allowed
6. Stock or aftermarket shifters, pedals, and slider driveshafts allowed
7. Stock or pinion braking systems allowed
8. 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.
9. Factory A/C condenser or maximum of 1/8" flat one piece metal may be installed on core support in front of radiator. Mount using 4 - 1" welds or 4 - 3/8" standard bolts, nuts, and washers. Must stay between core support mounts and can not touch the bumper.
10. 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.

