

Built Mini Rules per YnW Promotions Facebook Page

Rules subject to change

For questions about rules contact Shawn McCullom on Facebook at YnW Promotions!

YnW Full Weld mini car rules 2025

Basic rules

1. Any front wheel drive car with a wheel base no bigger then 110in. Any rear wheel drive car with no bigger then a 108 in wheel base. All years are ok as well as AMC's
2. No factory 4WD vehicles or full frame from factory cars (unibody only)
3. Motor swaps are allowed 4 and 6cyl cars only. no added material to make that swap possible (read cradle rules in frame section). NO CRADLE SWAPS no matter what!
4. Car must be clean of trash, bumper covers and head lights and tail lights (bulbs included) must be removed as well. This will be enforced this year especially all outside body parts.
5. You may run a shifter, gas or brake pedals and oil/trans cooler. (No added strength to the body and frame or it will be removed)
6. Drivers must have valid drivers license or be 16 with parents signature.
7. Must have helmet and eye protection, high suggest a fire suit!!!
8. PLEASE TAKE TIME to secure your gas tank and battery, if you can't then you will not run.
9. No car will be ran thats leaking fuel or deemed unsafe.
10. You must have a working seatbelt
11. Judges decisions are final!

We would really like to see drivers in fire suites or atleast the fire jackets, cheap way to save your life.

Cage

1. You can have a 4 point cage, door bars are to be no bigger then 2x8, front and rear bars no bigger then 4x4. Door bars, rear bar and dash bar must be 4 inches off any floor pan.
2. Your door bars must be no further back then 10 inches from the door post, that goes for the back seat bar as well. (This will be highly checked this year so if you gotta cut it then you didn't read this rule).
3. Tank protector is to be no wider then 28 inches. It may not proceed into the trunk area in any way. You may have an upright on each side of it with two bars going directly forward covering the sides of the tank. A horizontal bar from the top of the protector to your roll bar is fine (2x2 material). It must be a minimum of 3 inches away from the rear window bar fresh or pre ran it doesn't matter. (Don't key it in with tubing, this will be another thing highlight checked so if your asked to cut it completely out don't be mad).

4. NO KICKERS OR DOWNLEGS ANYWHERE, if you show up and caught with kickers off the dash bar you will not be given the option to cut, it goes on the trailer. Don not use your steering column or battery box as one either so pay attention when your building it.

5. Door bars, dash bar, rear bar and tank protector must be 4 inches away from and floor pan or anything to strengthen the car. The only thing that can be against the sheetmetal the the back of the tank protector and the bottom of the tank pro may rest on the floor pans. Don't not weld, bolt or pin it to anything.

6. If your batteries, steering column, trans cooler or anything acts as a kicker/pin/ gusset it will be removed.

7. Roll bar must go straight up and over. You may bolt it with 2- ½ bolts to the roof only, no bigger then a 4x4 plate for those mounting spots no bigger then 2x6 on the roll bar. Roll bar must be 5 inches off of any floor pan, you will not slice it it will be all the way removed.

Body

1. You may crease any outer panel on the body but NO WEDGE CARS! Pre bending is ok but don't get crazy!

2. Doors and trunk can be welded every 6 inches and then skip 6 inches 3x1/8 material. Must be all individual pieces but the drivers door can be welded solid and a door plate if desired. Door plate can overlap the front fender and rear door 3 inches and is to be no thicker then 3/16 material. (scared of getting hit in the door im giving you permission to plate the entire door)!

3. A 10x10 hole must be cut in the trunk lid if we cant see in it.

4. To mount the hood you can have 4 - 3 inch long pieces of 2x2 angle welded to the fenders with a ½ bolt through it to hold the hood down.if you'd rather use bolts you can have 6 locations with ¾ bolts holding it down. IT MUST be a factory mini car hood. 10 ¾ bolts max in the hood. (No self tappers anywhere on the car)

5. Windshield bar is to big no bigger then 2x2 tubing or 3 inch 3/8 flat bar. It may not be used as any kind of kicker or lock anything it to the cage or it will be cut out.

6. Rear bar can be 2x2 1/4 tubing or 3 inch wide 3/8 flat bar it cannot go to the roll bar no matter how you do it or try to configure it.4 inches welded to the roof, it has to go at the rear window area in the center of the car. No cutting a hole in the roof and running it through there. It also must mount at the speaker deck trunk lid area in the center of the car. You may have a 5x5 ¼ plate for it to set on and weld to. If you cut the speaker deck out and move the trunk back it still doesn't matter, has to be where the factory location is. If it isnt it will be removed!! Keep it away from the tank protector as well. Must be a 3 inch gap between. Hatch back cars it may only be 3 inches on the top side and the bottom of the hatch.

7. You can have a center bar for shifter or accessories but it must meet the same rules as all other cage componuts.

8. No wire, straps, cable or anything from cage to body.

9. Absolutely no self tapping screws in the body or frame, or bolts, or rivets nothing.

10. 6 - 3/8 bolts per wheel tub (24 bolts for the entire car)

11. Choose 1 or the other you may not have both. 1. You may have a single piece of 2x2 1/8 angle across the core support, it maybe be welded to the fenders and your threaded rod may proceed through it. (See rules 6 in frame/bumpers for further instructions). Run the factory condenser or nothing

2. You may have a 3/16 radiator guard no bigger then the cutout hole on the core support seam welded to the core support it bolt it in 4 corners. If you choose to do this you do not get the angle across the top.

Frame/Bumpers

1. No frame creasing or frame manipulating, sub frame as well. Don't fill in holes, don't crease a frame then add weld. If we catch something hidden in the frame or on the outside or subframe it's automatic dq. If we find anything inside the frame you will load your car.

2. You may have 12 - 3x4 patch plates anywhere you want them, any way you want them but cannot be used as a kicker or to tie into the cage in any way. No diamond plates, no angle iron it must stay a 3x4 plate.

3. You may cut the crush point out of the car, car can but cut back to the core support but no further DO NOT ALTER THE LOCATION OF THE CORE SUPPORT. If you did it last year and we didn't catch it then take it as you got it by, this year you will not. Measurements will be pulled from the front of the struts. Only the upper core support will be able to be repaired. All other parts of the core support must be stock.

4. No seam welding of any kind on the frame or body or subframe. Automatic dq.

5. Rust repair i must get detailed pictures and it will be minimal.

6. At your core support you can change that body mount out with 3/4 allthread that can go through the hood and bumper shock if you choose for it to. You cannot add any kind of tubing as spacers or pins. The only way it should go through a piece of tubing is if your shock is on the inside. (This is counted as one of your hood bolts).

7. front bumper shock You may have a 10 inch long bumper shock no bigger then 3x3 square tubing or round stock, it can be mounted anyway you like it but you can only have 1 piece on each side. If you choose to not do 3x3 you can have a flat 2 inch x 1/4 plate on the outside of the frame 10 inches long . Choose one of the three options.

8. For the rear bumper it must mount directly to the frame with factory shock for that core or weld a 6x6 plate to cap the frame off and weld the bumper to it.

9. No pins or plating the frame or it will be a AUTOMATIC DQ!

10. You may have a piece of tubing 2x2 NO BIGGER THEN 2 inches welded to the side of the frame for your strut to rest on HOWEVER no patch plate can touch this piece of tubing. It must be atleast 2 inches away or ill be removed completely!!

11 If you choose to run the factory shock it must be for that year, make and model car. You can only weld the first 10 inches of it, no bolting it either.

12. Remember your bumper shock starts at the back of your bumper, bumper cannot be manipulated to slip over a frame rail to get the shock further back.

13. FRONT bumpers are to be no bigger than 4x8 tubing and no smaller than 4x4 and have no bigger than a 8 inch point measuring from the back side and with a 30 inch spread . The ends must be capped and no sharp points. DEC, Brian's machine shop, Burnett's fab, Burton,smith style bumpers are all ok. Must be square tubing or weld together kits.

14. REAR bumpers you can have a piece of tubing no smaller than 2x4 3/16 and no bigger than 4x6 3/16 if its smaller or bigger dont waste your time it will be cut off! Cap the ends and make sure it's not a safety concern, THIS WILL BE HIGHLY CHECKED!!!

15. Bumpers can have a 6x6 1/4 mounting pad welded to the end of the frame for the bumper to be welded to (capping the ends).

16. No factory parts may be welded on in different locations, or welded on at all if it isn't from the factory.

Suspension / Drivetrain

1. You may run home made struts on the front and rear or welded / braced struts.

2. Any wheel and tire combo / if running foam filled and it becomes a safety issue you may be disqualified.

3. You may re-enforce your tie rods

4. Leaf spring cars must run factory leafs and factory shackles and clamps. No questions asked, no patching floor pans in mounting areas, no connecting to the cage or rear bumper. If the shackles are rusted you get a 3x3 plate 1/8 thick with 2 1/8 inch tabs 1x2 in size to make a new one. Leafs cannot be compressed and made flat, must have a factory arch.

5. If your in a rear wheel drive You may run a braced rear end, the rear end brace must be 4 inches away from any body or frame component.(fresh or pre ran)

6. You may run a single piece of either 2x2 angle or 2x2 tubing across the rear of a front wheel drive to make a solid axle. This must bolt to the factory hub for that year make and model car and that hub may not be Re enforced in any way. 2x2 control arms

7. If your running a rear wheel drive you may run solid shocks in the rear for ride height. 3/4 inch allthread is fine must not tie into anything or be used for nothing more than solid suspension.

8. Only RWD cars can have a piece of 2x2 - 3 inches long welded to the bottom of the frame to mount the sway bar. Sway bar can be bolted solid to the lower a-frame NOT WELDED! If you use this mount you must run the sway bar the correct way and it cannot be welded anywhere else.

9. Only RWD cars can have a lower cradle and pulley pro, it must have a 2 inch gap before the derby starts and cannot be altered or anything added at the derby or it will be a automatic DQ! Lower cradle cannot be no wider than the engine block, no back plates, steel bells or anything like that LOWER CRADLE AND PP only! Cradle cannot add strength to the frame in any way! If the pulley protector is tied into the sway bar one will have to be removed.

10. Engine mounts can be aftermarket no bigger than 3x3 pads for RWD and no bigger than 2x2 tubing for the FWD cars. If its made to strengthen the car it will be cut off.

11. You may run the one piece camry engine / header mounts.

12. You may convert and car to carb

13. Header protectors are ok but must not connect to anything else such as factory strut bars or anything else. (Other then the Camry one piece engine mount).

13. Radiators must remain in factory location, no added coolers.

14. Bumpers are to be no higher than 20 inches to the bottom and no lower than 12 inches.