2025 V&R Motorsports
Welded Class Rules

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General Driver Rules & Expectations

1. ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN
2. Drivers must wear seat belt, helmet and long pants while participating.
3. All drivers must attend the drivers meeting.
4. **Any arguing or disrespecting the officials at any time may be deemed for disqualification and removed from the event.**
5. You must run a roof sign. You cannot use the roof sign to strengthen the car.
6. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in your pit area you will not run, no exceptions.
7. **NO PAINTING OR UNDERCOATING OF THE FRAME OR INTERIOR BODY. NO WELDING,BUFFING OR GRINDING FRAME OR BODIES EXCEPT WHERE ALLOWED IN THESE RULES. NO PAINTING THE INSIDE OF THE BODY OR CAR. IF THIS IS DONE THE CAR WILL NOT BE INSPECTED.**
8. Any American make car can run with the following exceptions: No 4x4, ambulance, hearses, trucks, limousines or pre 1974 imperials.
9. No altering anything with the vehicle must remain stock unless modification is specifically stated in these rules.
10. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard and must be properly secured and covered (see battery box rule).
13. All cars must have working brakes. If the car is not able to exhibit the ability to stop it will not be inspected.
14. No welding other than what is mentioned in this set of rules. If your car is found with any weld or altercation other than what is allowed and you refuse to fix it to the judge's satisfaction, you and your car will not run.

Show Rules

1. You have **2 minutes** to make an aggressive hit. After 2 minutes that car is disqualified. That is 2 minutes total. An aggressive hit is solely at the discretion of the officials.
2. For safety, DO NOT HIT THE DRIVERS DOOR! You may not get out of your car or remove you helmet for any reason during the event unless instructed to do so.
3. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.
4. Rollovers- you may keep going as long as car is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.

6. No holding or pinning.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement, please see driver's table for the driver to get signed up and fill out proper paperwork.
8. You must pass inspection within 3 times through or you will not be permitted to run.
9. A helmet, seat belt, and eye protection must be worn at all times on the track. Fire jacket is strongly recommended.
10. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
11. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.

Cage/Safety Bars

1. All cage bars must be straight and cannot contour any part of the body, and must remain in the cabin area only.
2. All cage bars must be a minimum of 4'' off the floor, door sill, or trans tunnel whichever is higher and cannot extend past the top of the door window opening.
3. Side bars must be a minimum distance of 3'' from the firewall, and may be behind 6'' past the front most part of the interior wheel well.
4. You may run a 3 crossbar system with no gas tank protector, **or** a 2 cross bar system with a gas tank protector, all bars may only be attached to door bar only.
5. Front dash bar must be a minimum of 2''x2''x1/4'' square tubing and a maximum of 6''x6''x1/4'', front dash bar must be a minimum of 12'' away from the firewall and 4'' off the floor and tunnel.
6. Rear seat bar must be within the back of the seat and the 3rd bar or end of the door bar.
7. You may install x4 total down bars, x2 per side of car mounted from door bar to frame rail **OR** body, you must use a maximum size material of 2''x2''x1/4'' square tubing, a total of 8'' of weld per down bar may be used, no skip welding must be continuous, all bars must be vertical no contouring or angling, can only be mounted on exterior of frame, no part of down bar can come into contact or be mounted to any other mount or bracket.
8. The x2 rear down bars on cage may be mounted to seat bar or gtp, must only be mounted vertically and only be welded to frame. Cannot touch or be welded to any bracket, mount, suspension part, or rear end only can only contact frame! These bars cannot go past the front of the wheel well sheet metal.
9. If mounting down bar to body instead of frame you may have a landing pad of 3''x3''x1/4'' plate welded to the interior floor sheet metal to mount down bar to, mounting pad cannot come into contact with or welded to any brackets or body structures.
10. You may run a gas tank protector, it must be centered off the rear seat bar and cannot exceed 32'' OD and must be a minimum of 4'' off the rear floor section of the floorboard, and may touch the rear pan sheet metal in a direct horizontal line from the

2nd bar , the protector cannot exceed the top of the gas tank and vertical bar must remain vertical and not angled back in any way and must be a minimum of 4'' from roof. rear pan sheet metal cannot be manipulated in any way. (station wagons)- same as above but deck lid may not extend any further forward than the backside of the GTP.

11. Gas tank protector gussets may only be mounted to door bars and halo bar, gussets must remain straight or diagonal and cannot add any additional strength to car aside from the gas tank protector.
12. You may install a halo bar, must be a minimum of 2''x2''x1/4'' material and a maximum of 6''x6''x1/4'', must be connected to roof by welding or bolting overall size of halo bar is an overall measurement including your attachment pieces.
13. Halo Bar upright material must be straight and cannot angle towards the rear of the car and may only be attached to door bars and gas tank protector must be a minimum of 6'' between window bars and halo bar.

Bumper

1. Front and rear bumpers must be a minimum of 14'' and maximum of 20'' tall and measured from the ground to the bottom of the bumper, you must run a front and rear bumper you cannot hit with only frame rails, bumpers must be within a 50-90 degree face or mounted angle.
2. You may run a fabricated bumper dimensions to not exceed 8''x8'' with no more than a 15'' point, front of bumper must be verticle, point will be measured from the back of the bumper at the mounting surface, point must taper over a 36'' spread, point can only be mounted to face of bumper and must resemble a replica bumper (DFC,Drags,Amish, or Smock Fab), bumper width cannot extend past the factory position of the fenders
3. All bumper ends must be capped, bumper point must face outward of the car, any part of bumper that is considered a safety issue will be cut or modified officials decision, all rear bumpers must remain flat with no point unless it's a factory oem bumper that has not been manipulated.
4. All factory oem 5mph bumpers may have the chrome and seams beaten down and welded, you may mount a 6''x6''x1/2'' plate to the backside of the bumper to attach to frame, only the mounting bracket may be welded to frame and/or bumper bracket.
5. You may choose **1** of 3 ways for a bumper bracket installation for all 3 options measurements cannot exceed 16'' long 4'' wide.
6. 1st 16''x4''x2''x1/4'' square tubing
7. 2nd 16''x4''x1/2'' flat plate, you have a option of no more than x1 "teepee" threw the length portion, the "teepee" cannot exceed ½'' tall
8. 3rd any oem bumper bracket, if using this method the bracket cannot be more than 16'' long unless that is the factory bracket for that car and mounted in the exact factory location with no modifications done, this option it to keep the bracket stock if any modification is done to bracket it will be teched as option 2

9. Bumper brackets may only be welded to bumper and frame, not welding or attaching to any suspension, body, or steering part is permitted

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Frame Shortening

1. You may shorten the front frame rail only but cutting and removing up to the front face of the radiator core support, factory core support location must not be altered
2. Unibody cars including 1960-1969 Lincoln's can only "square up" front frame rails by creating a 90 degree cut for proper bumper attachment, they cannot cut the frame back.

Frame Welding

1. All vehicles may weld the front top frame seam from the face of the firewall forward, weld cannot exceed more that 1/4'' tall and ½'' wide single pass only, this is not crossmembers, brackets, or a arm mounts.
2. Unibody cars have frame rails and must follow the same rules as listed
3. No welding any holes in frame.
4. You may add x1 extra body bolt per side of car from the firewall back max size bolt is 5/8''x 8'' and cannot be connected to any brackets or mounts other than specified, you may fabricate a special mount that may be welded to the frame with a max material of 3''x3''x1/4'' for the bolt to go threw, mount and bolt can only be welded to the outside of the frame not the top or bottom, bolt cannot be in conjunction with any other parts of car than sheet metal, you may use a 3''x3''x1/4'' washer on the interior side of the car for this bolt, bolt must be welded to 3''x3'' mount only if using this method only.
5. You may tilt any car once from transmission crossmember forward, by cutting a vertical slice and rewelding with no larger than 1/4''tall x ½ ''wide weld single pass only, for 1980 and newer FoMoCo you may cut the crush box tabs as your tilt location and reweld them up with a 1/4''tall x ½''wide weld.
6. You may replace all body bolts with replacement factory size bolts.
7. Front firewall bolts may be replaced with ½'' hardware grade 8, may remove firewall body bushing and use a minimum of 1'' and max of 2.5'' spacer, spacer cannot exceed onto the frame rail must only contact the factory rubber body mount footprint.
8. Factory K-member vehicles may remove rubber pucks and bolt solid with (x4) ¾'' bolts going threw factory location.

Hump Plates

1. Hump plates can be installed on coil spring cars only and may be a maximum of 22'' long ¼'' thick and the width of the frame, you may have 1 "teepee" threw the center horizontally no more than 1.5'' wide and 1'' tall.
2. Hump plate must be mounted in the center of the hump and may only be mounted to the outside of the frame "wheel side" absolutely no over welding onto frame seams hump plates will be drilled in tech inspection, we will measure plate with the tape measure straight.

Front Suspension

1. Tie rod tubes may be fabricated or braced but must not exceed 2'' diameter
2. No other steering or suspension may be braced or altered unless other specified
3. Center link and idler arm may be bent, clearance, braced, or homemade as long as it adds no strength to the car other than steering.
4. Heim joints may be used instead of ball joints but cannot exceed ¾ heim
5. Steering boxes may use an adapter plate, plate cannot exceed ½ further in any direction than the steering box and must be mounted in the factory location with no more than ½'' material can only be bolted threw the factory holes.
6. Front top a arms may be welded down a total of 12'' per side of car with a max material of 2''x1/4'' flat strap and must remain within 2'' of the footprint of the upper a arm, upper a arm must be mounted in the factory location no manipulating a arms in any way.
7. You may swap any suspension or steering component as long as it is from a vehicle that's legal to run in the event and mounts in the original location.
8. Replacement of upper a arm is allowed and must be mounted in the original location within a few inches, cannot be used to strengthen car only for proper fitment of coil pocket, may be slid up or down for proper alignment.
9. You must use factory front coil springs, nothing can be mounted in spring pocket besides spring and shock.
10. If installing aftermarket ball joints you may weld a small piece of tubing in place of factory bj to act as a socket for the aftermarket, this tubing cannot be any taller than 2'' and have a larger diameter than ½'' past the balljoint, this may **only** be welded to a arm in the factory location and not the pocket.

2003 And Newer

1. You will have x2 options on setting up front suspension and crossmember you cannot mix match.
2. 1st You may bolt in a 3/8'' plate under the factory upper a-arm mount bolts and attach to factory motor mount bolt holes on crossmember attaching to opposite side as well to weld engine down, you may sandwich this plate between top a arm mount and top of frame rail, adapter plate cannot exceed past the factory bolt hole more than 1''.
3. 2nd you may remove all of the aluminum x-member and steering and install a factory x-member from a vehicle that's legal to run in this event, you may use a 3/8'' piece of steel c channel to fit over the frame and bolted threw the factory bolt holes, cannot go past the factory bolt holes more than 1'' forward and back, if using this method you may use an additional piece on the exterior to mount upper a arm and coil pocket, coil pocket may be used with 5'' tubing cannot be mounted lower than the bottom of the frame, all brackets and modifications can only be done on the exterior of the frame and within 1'' of the factory bolts, lower a arm mount must bolt in the factory position and

cannot exceed the factory footprint of the original aluminum mount may use 3/8'' material.

Rear Suspension

1. You may use any 5 lug or 8 lug rearend.
2. You may brace the rear end, bracing must not extend the reared more than 6'' on axle tube in any direction, bracing cannot exceed past the rear diff cover and must add no strength to the vehicles body or frame
3. If using a driveline caliper brace, it must not exceed past the caliper more than 3'' in any direction.
4. Rearend housing leaf/coil mounting bracket can be no larger than 10''x6''x3/8''.
5. Leaf spring cars may run a 9 leaf pack, each leaf cannot exceed 2 ¾'' x3/8'' in size, leaf pack eyelet must be in facctory location on frame. the main leaf must be the top leaf, no other leaf can be longer than the main leaf all leafs must have a 2'' stagger, leaf pack must have a 2'' arch from eyelit to eyelit.
6. You may have up to 5 leaf spring clamps per spring pack, max size is 2''x5''.
7. On leaf spring cars you may build a homemade leaf spring shackle on rear only, it may be no larger than 3 ½''wide x 5''long x3/8'' plate. may mount with up to 5/8'' bolt , this shackel may be welded to frame must remain in factory location. **or** if running leaf on side of frame you may use a 1'' bolt/allthread to mount leak eyelit to frame, may have up to a 3'' dia. ¼'' washer on both sides of frame welded to frame for support for bolt to go threw.
8. If not using a fabricated 9 pack you may shorten your factory leaf pack for that year/make/model up to 12'' from the origional rear eyelit location on the frame.
9. Coil spring cars may brace trailing arms, or use square tubing, max size cannot exceed 3''x3'' in any direction on either option, trailing arms must be mounted by bolting only no welding.
10. On 1998 and newer fomoco you may convert watts link to a 4 link system, if using this method you may use a 6''x6''x ¼'' mount with (x4) ½'' bolt holes that mount to your package tray for your upper trailing arms to bolt to. you may cut the lower trailing arm mounts off a 1980-2002 fomoco and install it to frame to the inner side parallel to the original location, must only weld with no more than 1⁄2'' weld, or you may bolt a 7''x4''x1/4'' plate with (x4) ½'' bolts in the factory location instead of welding a factory mount.
11. You may run a bump stop in the rear of car that can be welded to the center of the rear end housing and the bottom of the frame rail, max material size is 2''x2''x1/4'' square tubing, tubing must stay vertical, must use one piece with no gussets
12. You may chain the rear end with no larger than 1⁄2'' chain with a single wrap on the frame and single wrap on rear end, **cannot** sandwich the body and frame with chain. chain cannot run threw the whole trunk.
13. If using a uni body car you may cut a hole above the rear frame to run your chain threw the trunk and back to the rear end.
14. Chain must only be mounted/ran in a verticle direction.

Tires And Wheels

1. Max size diameter or wheels are 16''
2. Double tire, tube tire, or air filled tires are legal
3. No bead locks, solid tire, foam filled, or paddle tires
4. You may run mud, skid steer or forklift tires
5. You may use full weld in center in the wheel no more than 3/8'' material
6. You may have up to a 3'' bead lip protector
7. Valve stem protectors are allowed please make sure they are welded on good for safety.

Engines

1. Any engine size may be used, front engine cradles may be used, front engine cradle cannot go further back than the middle of your engine block.
2. 1/2'' exhaust flanges are ok, may connect the front and rear cylinder heads.
3. Engine swaps, and engine set backs are allowed. you may weld your engine down to crossmember or frame with no more than 4'' max engine weld must be parallel with engine mounting area on the block, no forward or rear mounts.
4. You may run x1 front cylinder head mounts per side of engine, mount to not exceed 2''x2''x1/4'' square tube. head mount may be mounted 3'' forward of origional a arm location.
5. Rear head plates are ok, cannot extend past the valve cover location, or coil pack height for an ls engine. may connect both sides together.
6. Engine cradles cannot exceed further from the engine block more than 4''in any way, with the exception of the front plate for accessories, front plate cannot be further back than the front most part of the cylinder head, and can be no thicker than 1'' thick.
7. You may use a front pulley protector, protector cannot be wider than the outside of the pulley more than 4'' in any direction .

Transmission

1. Transmissions may have an aluminum ultra bell, trans brace, steel bell, steel tail shaft and steel pan.
2. If not using a trans brace, you may connect a piece of 3''x3/16'' flat strap from trans. pan to engine pan.
3. If using a stell bell housing, transmission brace cannot exceed the height of the steel bell, if using stock bell you may connect the brace to the cylinder heads or transmission to block bolts, if using this method brace cannot exceed 2.5'' above transmission.
4. If using a steel fabricated transmission pan, the pan dimensions must be within 1⁄2 of original pan width,transmission mounting flange can be within 2'' from mounting bolts.
5. Transmission crossmembers may be a factory car style **or** 2x2x1/4 steel tubing cannot be both. transmission crossmember can be mounted on the exterior of the frame rails only, you may have a piece of 3''x7''x 1⁄4'' angle iron mounted to outside frame to weld your crossmember to, only if you have a channel center section of frame. transmission

must be free floating on crossmember, it may only be chained or wired down. crossmember must stay horizontal, no angling or bending crossmember. no part of any of the transmission can be welded or attached to **anything other than the transmission crossmember and engine.**

Battery

1. You may run a max of 3 battery's
2. Battery box may be bolted or welded to floor board or cage not both! No bolt or weld can come into contact with any frame member, body brace, or frame rail. Battery box must be 6'' away for the front kick panel/firewall
3. Battery box cannot be welded to any other fabricated part of car, down bars, trans brace, and cannot add any strength to car.

Window Bars

1. You are allowed x2 window bars in windshield area and rear glass area. Window bars must only be mounted in the window seam area at the bottom and can protrude onto the roof no more than 3''
2. Window bar max size is 2''x2''x1/4'' square tubing, you may use up to x4 per (bar) 3''x3'' gusset to mount window bars in, these may only attach to window bar and window seam
3. If speaker deck is removed in rear of car you are only allowed x1 rear window bar and must be located directly in the center of the window and may only be mounted a max of 3'' onto the roof and welded to the trunk lid seam (more on this rule see body section)

Body

1. Body creasing is allowed but can only be done to rear quarters, front fenders, and trunk lid.
2. You may V the trunk lid down but must remain 12'' off the floor board, must have a 12'' hole for inspection
3. You may cut and roll the quarter panel and front fenders over the tire area only, no more than 18'' long section and may bolt with x5 3/8'' bolts with 3/8'' washers
4. Trunk lid perimeter seam may be welded 5''on 5'' off with 3''x ¼'' flat strap pieces or ½''rebar pieces
5. Vehicle doors may be solid welded with 3''x ¼'' flat strap or ½''rebar, you may pinch over the tops of the doors and weld solid with the same material.
6. You may have a max of x2 roof signs, roof signs must be mounted on the front side of the halo bar
7. Front driver side A pillar may be braced for safety to the driver with a piece of 2''x2''x1/4'' square tubing.
8. Rear speaker decks may be removed, if removing you are only allowed x1 rear window bar and must be located directly in the center of the window and may only be mounted a max of 3'' onto the roof and welded to the trunk lid seam within 2'' of the edge where it

touches the sheet metal above package tray, if using this method you cannot weld your trunk lid to the floor section above package tray this entire seam must stay unwelded.

9. Station wagons may weld deck lids 5''on 5'' off pieces
10. Station wagons cannot install rear window bars
11. Station wagons must remove any decklids forward of the GTP or cannot exceed past 7'' before the front most portion of the wheel well.
12. You may tuck the trunk up to 50% of the trunk lid, trunk lids must remain in the exact factory position.
13. Quarter panels must stay vertical, no laying over.
14. Drivers door may have a door skin cannot exceed the front and rear door seam more than 6'' and exceed the bottom seam 3'', max material ¼'' plate.
15. You may install up to a 2.5'' solid spacer at the firewall, this spacer cannot exceed the factory body bushing footprint.
16. You may install x4 1'' all threads into the trunk lid, they may be bolted threw factory body bolt locations **or** welded to the side of the frame up to 4'' total, all threads may only go threw trunk lid not quarter panel or speaker deck and must remain vertical no angling. Each all thread may have a top plate washer not exceeding 6''x6''x1/4''. If bolting threw factory body bolt you may use x1 3''x3''x1/4'' washer on the bottom side of the frame.
17. Any vehicle that has a pinch seam fender/quarter panel may skip weld them 5''on 5''off with no added material
18. Front bumpers may install (x2) 36''x2''x1/4'' flat strap welded from the bumper to front clip sheet metal, max amount of weld per side of strap is 8'' total.
19. Rear bumpers may weld bumper to body up to 36'' total weld with no more than 2''x 1/4''flat strap.

Hood/Radiator

1. You may have a total of x6 hood bolts 1'' max dia. With a 6'' washer on top of hood. X2 of these bolts may be mounted threw the radiator core support bolt location and bolted threw/ or you may weld to the side of the frame at the core support location with a 4'' weld. All other hood bolts can only be mounted to sheet metal with a 6''x1/4'' landing pad. Aside from the front core support all other hood bolts cannot exceed 8'' long.
2. Radiators must be mounted in factory location by bolting, wiring, or strapping in
3. You may run a factory car ac condenser in front of the radiator, may be bolted in with x4 3/8'' bolts with 2''x1/8'' flat strap no more than 3'' long or welded in with 6'' of weld per side

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Additional Items

1. You may use a fabricated gas/brake combo, this cannot be welded or bolted threw any crossmember or frame rail and cannot strengthen the car in any way.
2. You may build a home made steering column cannot add strength to firewall or frame
3. You may add x1 piece of 16''x4''x1/2'' frame repair to each side of car, this plate can be welded to any exterior face of the frame cannot be welded to anything except frame can only be broken up 4 times and must remain 4'' wide on every piece.

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