

# V&R LIMITED WELD RULES

2022

**\*\*\*\*THESE ARE THE RULES, THEY ARE NOT SUGGESTIONS. YOU MAY NOT DO ANYTHING THAT IS NOT SPECIFIED IN THE RULESET. THIS IS WHAT YOU MAY DO TO PREPARE YOUR VEHICLE FOR THE DERBY. IF YOU ARE UNSURE OF SOMETHING OR IF YOU HAVE ANY QUESTIONS PLEASE CALL BEFORE YOU DO IT!**

## PREPARING YOUR CAR

- ALL GLASS MUST BE REMOVED.
- STOCK GAS TANK, TOW PACKAGES, AND SPARE TIRE MUST BE REMOVED.
- ALL ORIGINAL TRIM, HEADLIGHT AND TAILLIGHT BEZELS MUST BE REMOVED.
- OFFICIALS RESERVE THE RIGHT TO HAVE YOU "CUT" OPEN, DRILL OR INSPECT ANY PART OF THE VEHICLE BEFORE, DURING, OR AFTER EVENT.
- OFFICIALS DISCRETION IF FINAL!
- THESE RULES ARE MEANT TO BE STOCK, HAVING SAID THAT THESE RULES ARE STATING THE **ONLY** THINGS YOU ARE ALLOWED TO MODIFY FROM STOCK, IF YOU HAVE ANY QUESTIONS OR CONCERNS PLEASE CALL BOBBY RUTLEDGE 707-301-8324

## CARS LEGAL TO RUN IN THE EVENT

- NO LIMOUSINES, VANS, HEARSE, MILITARY VEHICLES, OR PRE 1974 IMPERIALS WILL BE ALLOWED.
- ANY OTHER PASSENGER CAR NOT LISTED ABOVE WILL BE ALLOWED TO COMPETE, IF YOU HAVE QUESTIONS PLEASE ASK.

## CAGE AND DOOR BARS RULES

- ALL CAGE BARS MUST BE STRAIGHT (HORIZONTAL) AND CANNOT CONTOUR ANY OF THE BODY.
- ALL BARS CANNOT BE WELDED TO WINDOW PILLARS, FRONT COWEL OR FIREWALL
- YOU MAY RUN 1 DOOR BAR PER SIDE OF CAR, MUST ONLY BE MOUNTED INSIDE OF CAB
- YOU MAY RUN UP TO A 3 CROSS BAR CAGE SYSTEM, ALL BARS MAY ONLY BE CONNECTED TO THE DOOR BARS.

- YOU MUST MOUNT X1 CROSSBAR IN PLACE OF ORIGINAL DASH AREA, X1 CROSS BAR MOUNTED BEHIND DRIVERS SEAT, LAST BAR MAY BE MOUNTED ANYWHERE BEHIND SEAT BAR WITHIN THE LENGTH OF THE REST OF THE DOOR BAR.
- DASH BAR MUST BE A MINIMUM OF 10" BEHIND THE FIRE WALL.
- ALL CROSS BARS MUST BE A MINIMUM OF 10" OFF THE HIGHEST PART OF THE FLOOR.
- ALL BARS MUST BE 4" ABOVE THE HIGHEST POINT OF THE FLOORBOARD AND OR DOOR SILL, AND NOT HIGHER THAN THE TOP OF THE INSIDE OF THE DOOR.
- DOOR BARS MUST BE 6" AWAY FROM ORIGINAL FIRE WALL POSITION AND MAY TOUCH THE FRONT OF THE FURTHEST FRONT PORTION OF THE WHEEL WELL SHEET METAL, THE WHEEL WELL SHEET METAL CANNOT BE MANIPULATED IN ANY WAY OTHER THAN STOCK, MUST BE IN STOCK POSITION.
- IF THE WHEEL WELL SHEET METAL IS BEAT BACK YOU WILL HAVE TO CUT YOUR DOORBAR TO WHERE THE OFFICIALS CONSIDER STOCK LOCATION OF WHEEL WELL.
- FRONT DASH BAR MUST BE A MINIMUM OF 2X2X ¼ WALL MATERIAL AND A MAXIMUM OF 6X6X ½ WALL, AND BE 12" BEHIND FIREWALL AND A MINIMUM OF 6" OFF THE HIGHEST PART OF THE TRANSMISSION TUNNEL, THIS BAR CANNOT COME INTO CONTACT WITH ANY OTHER PART OF THE CAR.
- HALO BARS **MUST** BE USED, MUST BE A MINIMUM OF 2X2X ¼ PIPE OR SQUARE TUBING, AND MAXIMUN OF 6X6X ½", MUST BE CONNECTED TO ROOF IN ATLEAST 3 SPOTS WITH EITHER BOLTS OR WELDING.
- HALO BAR CONNECTION TO ROOF MAY ONLY BE A MAX SIZE OF X3, 12" LONG BY 2X2X1/4" ANGLE IRON. WELDED HORIZONTAL TO HALO BAR AND ROOF
- ALL HALO BAR MATERIAL MUST BE STRAIGHT AND NOT ANGLED, HALO BARS MAY ONLY BE ATTACHED TO DOOR BARS.
- ROOF SIGN MUST BE USED, MAY BE WELDED TO ROOF, HALO BAR OR BOLTED WITH A MAX SIZE OF ½" AND CANNOT COME INTO CONTACT WITH ANY WINDOW BAR, CANNOT BE USED TO STRENGTHEN CAR, OFFICIALS DISCRESION.
- YOU ARE ALLOWED X2 WINDOW BARS IN WINDSHIELD OPENING AND X2 IN REAR WINDOW OPENING MUST NOT EXCEED 2"X2"X1/4" SQUARE TUBING AND MUST BE MOUNTED INSIDE OF WINDOW SEAM ONLY.

## SUSPENSION

- ALL SUSPENSION MUST BE FACTORY TO THAT VEHICLE.

- CENTER LINKS MAY BE BENT, AND OR CUT AND EXTENDED FOR OIL PAN CLEARANCE, IF EXTENDING THE CENTERLINK IT MUST ONLY BE BUTTED UP WITH THE SAME SIZE MATERIAL AND BE WELDED VERTICALLY.
- ALL OTHER FRONT SUSPENSION MUST BE OEM STOCK.
- YOU MAY HAVE A HOMEMADE STEERING COLUMN, AND STEERING JOINT TO STEERING BOX, NO PART OF THIS MAY STRENGTHEN YOUR CAR IN ANY WAY.
- FRONT TOP ARMS MAY BE WELDED TO FRAME 12" PER A ARM, MAX MATERIAL SIZE IS 2"x1/4" FLAT STRAP.

## **2003/NEWER VICS**

- STOCK ALUMINUM ENGINE X-MEMBERS MUST BE USED
- YOU MAY USE X1 PIECE 4X4X1/4" SQUARE TUBE, OR ANGLE IRON NO LONGER THAN 6", BOLTED TO FACTORY MOUNT ON TOP SIDE OF ENGINE X-MEMBER THAT BUTTS UP TO THE FRAME HORN THAT MAY THEN BE WELDED TO THE RAIL AND BE USED AS A MOTOR MOUNT.
- IF USING THIS METHOD YOUR MOTOR MOUNT MUST ONLY BE MOUNTED TO THAT BRACKET.
- OR YOU MAY RUN A 4X4X1/4" PIECE OR SQUARE TUBING TO WELD DIRECTLY FROM YOUR OEM MOTOR MOUNT LOCATION ON YOUR BLOCK TO THE SIDE OF THE FRAME RAIL.

## **FRAMES**

- ALL FRAME RAILS MUST BE STOCK AND NOT MANIPULATED IN ANY WAY.
- ALL FRAME SEAMS MUST BE UNTOUCHED UNLESS OTHER SPECIFIED.
- YOU MAY TILT YOUR FRAME X1 TIME PER FRAME RAIL
- YOU MAY ONLY TILT FRAME IN 2 WAYS
- (X1) CUT CRUSH BOX TABS, BEND FRAME AND RE WELD TABS WITH 3/8" WELD
- (X2) NOTCH FRAME WITH A "V" BEND CLOSE GAP AND WELD THE CIRCUMFRANCE OF THE FRAME WITH A SINGLE PASS NO MORE THAN 3/8" WELD.
- ANY GAP AT FIREWALL FROM TILTING, YOU MAY ONLY ADD A RUBBER SPACER TO TAKE UP GAP.
- YOU MAY REPLACE X2 FIREWALL BOLTS PER SIDE WITH LONGER BOLTS. MUST BE THE SAME DIAMETER AS FACTORY AND CANNOT STRENGTHEN THE CAR IN ANY WAY, OFFICIALS DISCRETION.

## **BUMPERS/BRACKETS**

- YOU MAY RUN ANY OEM PASSENGER CAR BUMPER.
- BUMPER SEAMS MAY BE BEAT DOWN AND WELDED SINGLE PASS 1/4" WIDE AND 1/4" TALL.

- YOU MAY RUN A 6"X6"X3/16" SQUARE TUBE BUMPER, YOU MAY ADD A 6" POINT TO THE CENTER, POINT MUST TAPER TO INSIDE OF FRAME RAILS.
- THERE ARE ONLY X2 OPTIONS FOR BUMPER BRACKETS, STOCK OEM BRACKET FOR THAT YEAR AND MAKE, OR A HOMEMADE BRACKET
- IF USING STOCK BRACKET, YOU MAY ONLY WELD UP TO THE FIRST 12" OF THE BRACKET, BRACKET CANNOT BE MOVED FROM FACTORY LOCATION OR MANIPULATED IN ANY WAY.
- YOU MAY RUN UP TO A 12"X4"X1/2" BUMPER BRACKET, MOUNTED TO THE OUTSIDE OF FRAME RAIL.
- BRACKET CANNOT BE CONNECTED TO ANYTHING EXCEPT FRAME RAIL AND BUMPER, AND MUST MOUNT ON THE SAME SIDE OF THE RAIL AS THE ORIGINAL BRACKET DID.
- BUMPERS MAY HAVE UP TO A 6"X6"X1/2" MOUNTING PAD TO MOUNT TO BUMPER BRACKET.
- YOU CANNOT CUT ANY FRAME RAILS BACK, YOU MAY ONLY "SQUARE" UP FRONT RAIL TO MOUNT FRONT BUMPER.
- 1961-1969 LINCOLNS CAN ONLY SQUARE UP FRONT FRAME RAIL TO MOUNT BUMPER, FRAME RAIL CANNOT BE CUT BACK. ONLY THE TOP CAN BE CUT TAPERING TO THE STOCK LOCATION OF THE BOTTOM OF THE RAIL.

## **RADIATOR**

- RADIATOR MUST BE MOUNTED IN FACTORY LOCATION.
- RADIATORS MUST BE FACTORY STYLE MADE ONLY FROM BRASS, COPPER, OR ALUMINUM, CANNOT BE HOMEMADE OR BRACED IN ANY WAY.
- RADIATOR CORE SUPPORT MUST BE BOLTED OR WIRED IN ONLY,
- YOU MAY REMOVE CORE SUPPORT RUBBER MOUNT AND ADD A PIECE OF 2X2X1/4 SQUARE TUBE IN PLACE, MUST BE NO TALLER THAN 6" MAX, MAY REPLACE FACTORY BOLT WITH A 1" BOLT.
- THIS BOLT MAY ONLY BE ATTACHED THREW FACTORY FRAME MOUNT THREW CORE SUPPORT AND SPACER, YOU MAY USE A 3"X3"X1/4" WASHER ON TOP OF CORE SUPPORT.
- X1 AC CONDENSOR MAY BE USED IN FRONT OF RADIATOR, AND MAY BE WELDED TO CORE SUPPORT ONLY NO MORE THAN 12", OR BOLTED WITH X6 3/8" BOLTS AND WASHERS.

## **BODY**

- YOU MAY WELD EACH **EXTERIOR** DOOR SEAM UP TO 12" TOTAL PER SEAM.
- DOOR MATERIAL SIZE CANNOT EXCEED 3"X1/4" FLAT STRAP, OR 1/2" REBAR.
- EXTERIOR SIDE OF DRIVERS DOOR MAY BE WELDED SOLID

- FRONT FENDERS AND REAR QUARTER PANELS MAY BE "PINGED", BUT SHEET METAL MUST REMAIN VERTICAL. CANNOT BE PULLED INWARD
- TRUNK LIDS MAY BE TUCKED UP TO 50%.
- QUARTER PANELS MUST STAY VERTICAL, AND AT OEM HEIGHT.
- ABOVE EACH TIRE, YOU MAY ROLL UP FENDER FOR TIRE CLEARANCE ONLY USING A MAX. OF (X3) 3/8" BOLTS PER SECTION TO KEEP IT TOGETHER.
- FIRE WALL MAY BE CUT OUT FOR DIST. ROLL BACK
- FIREWALL METAL CANNOT BE MANIPULATED IN ANY WAY OTHER THAN WHAT THE FACTORY INTENDED FOR IT.

## **HOOD/TRUNK**

- HOODS AND TRUNK LIDS MUST OPEN UPON INSPECTION.
- HOODS AND TRUNK LID MAY BE HELD DOWN WITH ONLY 1 OF 3 WAYS
- 1<sup>ST</sup>, HOOD MAY BE CHAINED IN 4 LOCATIONS THREW HOOD AND FENDER WITH UP TO 1/2" CHAIN.
- 2<sup>ND</sup> (HOOD ONLY OPTION) YOU MAY USE X4 1" HOOD BOLTS WITH 6"X6" MOUNTING PAD WELDED TO FENDER IN ENGINE COMPARTMENT SIDE WITH A 6"X6" WASHER ON TOP OF HOOD, CANNOT BE WELDED TO FIREWALL.
- 3<sup>RD</sup> (X4) SPOTS OF 2"X2"X1/4" ANGLE IRON PAIRS WITH ONE PIECE WELDED TO FENDER AND ONE WELDED TO HOOD WITH NO MORE THAN X2 3/8" BOLTS THREW EACH MOUNT.

## **MOTOR/TRANS**

- LOWER ENGINE CRADLES ARE ALLOWED.
- ENGINE SET BACKS ARE OK, REAR SIDE OF CYLINDER HEAD CANNOT EXTEND PAST THE FURTHEST FRONT FACE OF THE FIREWALL.
- ENGINE CRADLE CANNOT BE FURTHER BACK THAN 2" PAST THE OEM MOTOR MOUNT FOR THAT ENGINE.
- YOU MAY RUN A FRONT ENGINE PLATE THAT CANNOT EXCEED PAST THE CYLINDER HEAD MOUNTS MORE THAN 4", AND THEN VERTICAL FROM THAT POINT DOWN.
- YOU MAY RUN X1 HEAD MOUNT PER EACH FRONT SIDE OF ENGINE

- HEAD MOUNT CANNOT EXCEED 2X2X1/4 ANGLE IRON, AND MUST BE MOUNTED TO TOP OF FRAME RAIL ONLY. HEAD MOUNT MUST BE VERTICAL WITH FRONT FACE OF CYLINDER HEAD, NO ANGLING.
- YOU MAY RUN A PULLY PROTECTOR CANNOT EXCEED THE PULLEY MORE THAN 4" IN ANY DIRECTION.
- NO PART OF THE ENGINE CRADLE CAN STRENGTHEN THE CAR IN ANY WAY, OFFICIALS DISCRETION.
- THERE ARE 3 OPTIONS FOR TRANSMISSIONS YOU MAY ONLY CHOOSE X1.
- 1<sup>ST</sup> YOU MAY RUN A STEEL BELLHOUSING, IF USING THIS METHOD BELLHOUSING CANNOT MOUNT ABOVE THE BLOCK MOUNTING SURFACE, YOU MUST ALSO CUT A 15" VERTICAL CUT IN TRANS TUNNEL STARTING FROM WHERE THE FIREWALL MEETS THE TUNNEL, MUST BE ABLE TO VISUALLY SEE TRANSMISSION BELLHOUSING THREW CUT.
- 2<sup>ND</sup> YOU MAY RUN AN AFTERMARKET ALUMINUM BELL
- 3<sup>RD</sup> YOU MAY RUN A STANDARD OEM BELL.
- IS USING AN ADAPTER PLATE, NO PART OF BRACKET MAY EXTEND 2" PAST ORIGINAL MOTOR BELLHOUSING FLANGE.
- THE MOTOR MAY BE WELDED DOWN TO THE CROSSMEMBER NO MORE THAN 4" HORIZONTAL AND 4" VERTICLE.
- X2 OPTIONS FOR TRANSMISSION CROSSMEMBER, YOU MUST USE THE OEM ONE FOR THAT YEAR, MAKE, AND MODEL VEHICLE, OR A 2"X2"X1/4" SQUARE TUBING, TUBING MUST BE STRAIGHT.

## **REARENDS**

- SLIDER DRIVELINES ARE OK.
- YOU MAY RUN UP TO 5/8 WHEEL STUDS.
- YOU MAY RUN A BUMP STOP TO GAIN HEIGHT IN THE REAR, MAX SIZE IS 2X2X1/4
- IF USING BUMP STOP IT MUST BE X1 VERTICLE PIECE, MOUNTED VERTICLE, AND CENTERED IN THE MIDDLE OF THE HUMP ONLY WELDED TO THE REAREND
- YOU MAY RUN A PINION BRAKE, AS LONG AS IT DOES NOT STRENGTHEN THE CAR OR REAREND HOUSING IN ANYWAY.
- NO COIL TO LEAF CONVERSIONS
- YOU MAY RUN DOUBLE COIL SPRING IN REAR
- YOU MAY RUN UP TO X4 LEAF SPRING CLAMPS PER LEAF PACK.
- CLAMPS CANNOT EXCEED 2"X5"X1/4"
- YOU MAY RUN ANY 5 LUG PASSENGER CAR REAREND.

- YOU MAY RUN AFTERMARKET RING AND PINION.
- REARENDS AND AXLES MUST BE ALL OEM, WE WILL BE INSPECTING THIS.
- IF SWAPING A REAREND THAT DOES NOT HAVE TRAILING ARM PERCHES YOU MAY CUT OEM ONES OFF AND WELD THEM ON THE NEW HOUSING WITH **NO** ADDED METAL AND SINGLE PASS ONLY, OR MAY REPLACE THEM WITH HOME MADE/AFTERMARKET. IF USING THIS OPTION, THEY MUST MATCH STOCK HEIGHT, WIDTH, AND LENGTH.
- IF CHANGING A REAREND AND THE LEAF MOUNTING PADS ARE IN THE WRONG LOCATION YOU MAY MOVE THE FACTORY ONES, BY CUTTING THEM OFF AND RE WELDING THE WITH **NO** ADDED METAL SINGLE PASS ONLY.
- YOU MAY EXTEND OR SHORTEN TRAILING ARMS BY, MAKING X1 SINGLE CUT VERTICALLY AND ADDING A PIECE OF MATERIAL THE SAME DIMENSIONS AND THICKNESS AS THE FACTORY TRAILING ARM, WITH NO MORE OF A ½" OVERLAP TO WELD TO.
- YOU MAY CHAIN REAREND WITH UP TO ½ CHAIN, SINGLE WRAP AROUND CENTER OF FRAME HUMP ONLY, NOT AROUND ANY BODY.
- IF YOU HAVE A UNIBODY CAR YOU MAY CUT THE BODY TO RUN CHAIN AROUND HUMP WITH ONLY A SINGLE PASS.

## **TIRES**

- YOU MAY RUN MUD GRIP TIRES.
- YOU MAY RUN ANY TIRE, AS LONG AS IT IS AIR FILLED ONLY, NO SOLIDS.
- NO BRACING OF WHEELS, OR WHEEL LIPS.
- YOU MAY RUN A 8" MULTI LUG WHEEL CENTER 3/8 MATERIAL MAX.

## **GAS TANKS**

- YOU MAY ONLY RUN A MAX OF 12 GALLONS OF FUEL
- NO PLASTIC FUEL TANKS
- MUST BE SECURE MOUNTED
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## **BATTERYYS**

- YOU MAY RUN UP TO X3 12V BATTERYYS.
- BATTERYYS MUST BE COVERED.
- BATTERY BOX CANNOT STRENGTHEN THE CAR IN ANY WAY.

## **FRAME REPAIR/RUST REPAIR**

- YOU MAY HAVE UP TO 12"X4"X1/2" FRAME REPAIR.
- PLATE MUST BE USED AS X1 PIECE OR BROKE INTO X2 6"X4" PIECES.

- IF USING THE X2 PIECE METHOD, BOTH PIECES MUST HAVE A 1" GAP IN BETWEEN EACH PLATE WELD.
- ALL RUST REPAIR CONTACT BOBBY AT 707-301-8324