

# V&R Motorsports

## 2026 Limited Weld Rules

Any questions call or text: **Bobby Rutledge-** (707) 301-8324  
Email brut\_64@yahoo.com

### 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 system you will not run, no exceptions.
7. **NO PAITING OR UNDERCOATING OF THE FRAME. NO BUFFING OR GRINDING FRAME OR BODIES EXCEPT WHERE WELDING IS SPECIFICALLY ALLOWED IN THESE RULES. NO PAITING IN THE INSIDE OF THE BODY OR CAR. IF THIS IS DONE THE CAR WILL NOT BE INSPECTED.**
8. Any American made car may run with the following exceptions: No 4x4, el caminos, ambulance, hearses, trucks, limousines, 1974 imperials or older or any vehicle not specifically built from the factory.
9. All cars must be 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.
13. All cars must have working breaks. 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, other than what is allowed and you refuse to fix it to the judge's satisfaction, you and your car will not run.

---

### Safety Bars

1. A maximum of one Side bar per side of car are required. max material size is 4"thick x18"tall, Side bars must be 4" off the door sill or floorboard whichever is higher, as well as 4" from footwell transition to firewall. Bars must be 4" away from firewall and may touch the front of the wheel well, bar may follow the contour of the wheel well an additional 6" from frontmost part of wheel well. Side bars must remain flat to door and side sheet metal absolutely no contouring to another part of the car.
2. 3 Cross bars may be used with a max. size of 6" X 6" square tubing or pipe and must mount within the footprint of the side bars. All crossbars must remain 4" from any sheet metal, and must be 10" away from firewall, transmission, and transmission tunnel. All cross bars must stay straight, cannot contour or be angled in any way.
3. A gas tank protector (GTP) is allowed in place of the third cross bar, you may not use both. GTP may only be welded or attached to the seat bar and side bars. GTP must be centered on second bar with max width of 36" OD. GTP must contact package tray in only direct horizontal line from the center of the seat bar. Package tray sheet metal cannot be moved or altered in any way shape or form. GTP must stay inside the cab, cannot protrude into trunk area. Vertical portion of the GTP must be 90 degrees to the horizontal bar, and cannot be taller than 24". GTP must remain 8" from all sheet metal including deck lids unless other specified. (station wagons- same as above but GTP cannot be mounted further back than the front most part of the wheel well, deck lid may not extend towards the front of the car past the front most part of the wheel well sheet metal.
4. Halo bars are allowed and must be placed between the driver's seat and no further back then twelve inches in front of the rear wheel well. Halo bars must be in vertical position (90°) and Horizontal bar must connect in a direct line between uprights and cannot contour to rear of car. Halo bar may be welded to door bar only.

6"x6" maximum tube material may be used for halo. Halo may be gusseted to side bars or cross bars only. You may weld a total of 12" of halo bar to roof, but must stay within total halo size of 6", or you may use two x2 1" bolts with x1 3" washer per bolt to vertically go through the halo bar to bolt the halo to the roof sheet metal only. You may use x1 diagonal gusset from your halo bar to GTP, this bar cannot be contoured and must follow the guideline under the GTP ruleset.

5. You may use a fabricated gas and brake combo, battery box, and transmission cooler. All fabricated parts cannot strengthen the car in any way (officials discretion) no in cab fabricated parts can be bolted, welded, pinned, or wrapping around any frame, crossmember, or structure other than floor sheet metal.
6. Front and rear window bars are mandatory. Max of two bars may be used in rear window and two in the front windshield. Bars must be positioned in window seam only. 2"x2" max material must be used. You may use 3-inch gussets (4 per bar) gussets cannot extend past the bar more than 3". Window bars may only be secured at each end. Front window cowl cannot be altered must be in factory location.
7. **Drivers side Only** "A Pillar" may be re-enforced using 2"x2" max material, must stay in "A pillar" footprint. (official discretion)
8. The driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under the driver's seat.
9. You may install x4 total down bars, x2 per side of car, mounted from door bar to frame rail **OR** body, bar must be mounted vertically, you must use a maximum size material of 2"x2"x1/4" square tubing. Down bars must mount only to the face of the door bar, cannot be any further forward than the door bar cage rule. A total of 8" of circumference weld per down bar may be used, no skip welding must be continuous weld, 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 with anything except frame rail.
10. 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.

---

### Batteries

1. Three automotive type batteries are allowed. Batteries must be properly covered.
2. Battery tray must be securely bolted or welded to floor OR cage. Must be one or the other. Battery tray may not connect cage to body or frame in any way.
3. No welding or bolting battery tray to cross member, frame, or sub frame
4. Battery trays cannot be welded to the firewall. Must be at least 4 inches from vertical section (crease in floor to firewall) of firewall and may not be used as a brace.

---

### Gas Tank

1. Gas tank must be bolted securely to either the floor or safety cage. Gas tank may not connect cage to body or frame in any way.
2. Gas tank must be place behind the driver's seat.

---

### Body and Frame

1. Body to frame hardware and bushing must be stock for that year/make/model, in stock location and present. No

changing or moving body bolts or mounts unless specified.

2. **Body bolt and nut ONLY** may be replaced with factory specific size for your year, make, and model car. Bushings and other hardware must factory and in place, cannot be manipulated in any way.
3. frame repair is allowed. No manipulated frame repair in any manor must remain straight and flat, frame repair max size is 4"x12" with a max material thickness of ½" plate. Must use as one piece 12" long or can be broken up into two pieces 4"x6".
4. **1961-1969 Lincolns cannot** use frame repair any further forward than the front most point of the engine crossmember.
5. Frame notching (cutting) is allowed.
6. All non-unibody cars may trim front frame rails to OEM core support mount location.
7. No hammering of the frame is allowed.
8. No hammering or moving of the body is allowed. Cars must remain stock appearing. (exception- front fenders, rear quarter panels may be "pinged" but cannot be moved toward frame.)
9. All trunk lids, speaker decks, tailgates, and tail light valance must be mounted in factory location and cannot be altered in any way.
10. You may bend the trunk lid/ deck lid down at a 90 degree up to 50% of the lids width to tuck. Trunk lids cannot be dished, you are able to crease downward across the width of the trunk to help car roll up.
11. No painting/ undercoating frames or under side of vehicle.

---

### Fenders and Quarter Panels

1. Fenders may be cut out.
2. Rear quarter panels and front fenders may be cut out and rolled over tire and attached with x3 3/8" bolts with 3/8" washers.
3. No bolting fender or quarter panels unless other specified.

---

### Doors

1. All doors lines may be welded a max of 5" on 5" off with ½ inch thick filler rod or 2" X 1/4" inch thick flat strap.
2. No extra metal or plate is allowed on the outside of the doors.
3. No welding the inside of the doors.

---

### Suspension

1. No re-enforcing suspension or steering Unless noted. No swapping suspension/ steering. Must be original OEM to that car year/make/model unless specified.
2. Upper A arms may be welded down in OEM location a max of 8" per side of vehicle, using ¼" X 2" flat strap or 2 chains per A arm no longer than 7 links of 3/8" chain with only the end link welded to the A arm and frame no other links can be welded. Strap/ Chain must remain within 2" of footprint of the upper A-arm.
3. Spindles may be swapped with non-modified OEM spindles from a car that is eligible for this class..
4. No welding metal in the springs to raise the front of the car.
5. No shortening or modifying of leaf springs unless other specified. No tape or welding on springs.
6. All factory leaf spring cars may use a 5 pack leaf spring pack, with a 4" stagger measured from front of eyelit, 3" wide spring, ¼" thickness spring.
7. All ford wagons with 7 leaf pack and gm wagons with 9 pack, you may use the factory pack for that car un altered or switch to the 5 pack.
8. Coil spring cars may replace trailing arms with any other factory trailing arm that is legal to run in the event, you can not modify factory trailing arm mounts on frame or package tray in any way unless other specified.
9. Two additional spring clamps per spring pack are allowed in addition to the two factory straps, no wider than 2 ½ inches. No welding clamps to the frame. (Total of 4 per side 2 stock, 2 homemade)

10. No coil to leaf conversions, or leaf to coil conversions .
11. Leaf spring cars may re-shackle leaf springs using factory shackle from that car or bolt leaf springs directly to frame using a maximum 5/8 " diameter bolt with a 1" washer In Factory location.
12. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body.
13. No welding K-frames on Chryslers, this includes bumper bracket, nothing can attach the two together.
14. Homemade, aftermarket steering columns or steering knuckles are allowed, cannot strengthen car.
15. Tie rods may be strengthened or swapped with aftermarket tie rods cannot exceed 2" diameter.
16. 68-72 Cadillacs and like, may attach control arm support rod bracket the bumper. May have no more than 1" of surface contact and may only be secured to the bottom of the bumper with 2- 1" welds no added material. (Call if you have questions)

---

### 80's and newer

1. 03 and newer fomoco may use strut spacer if upper A arms are not welded (rule#2 under suspension). Spacers may be used on top or bottom of strut and may only mount in OEM locations using OEM size and grade hardware. Spacers may provide no other support (official discretion is final).
2. All ford products with watts link suspension may convert upper trailing arm to 4 link style, you must use a 5"x5" ¼" plate mounted to package tray with x4 3/8" bolts or x4 1" welds to secure it. You will then mount a **FACTORY** trailing arm off a car that is legal to run the event in its place, may build mount on package tray plate to attach trailing arm to plate, mount cannot go past mounting hole more than 1". Follow guidelines under suspension section. Lower trailing arm must mount in factory watts link position.
3. 1980-2002 FoMoCo may tilt front fames, frame may only be tilted by cutting crush box tabs bending down and rewelding tabs, weld cannot exceed ¼" diameter. No welding up holes, dimples, or bends. You can only weld where it was from the factory. Do not abuse this rule or you may not be able to run.

### MOTORSPORTS Bumpers and Brackets

1. Front and rear bumpers must be a minimum of 16" 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 flat cannot be angled or wedged in any way.
2. All bumpers on rear of cars must be flat with no point, whether it's a oem or fabricated bumper. Bumper must be mounted at a 90 degree face compared from the ground to bumper
3. You may run a fabricated bumper dimensions to not exceed 8"x8" with no more than a 14" point. front of bumper face must be vertical, 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 etc), bumper width cannot extend past the factory position of the fenders, all sides of bumpers must be flat and smooth.
4. 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 including factory style bumpers.
5. You can use any 5-mph bumper or a homemade bumper (rule #2 above) on any car. Bumpers may be trimmed and/or flipped. Bumper seams may be welded. Factory bumpers must have all work done internally. Bumpers may be installed using 6" L X 6"W X ½ inch thick flat mounting plates, must be welded to the bumper
6. Stock and homemade bumpers with or without mounting plate (Rule #1) maybe welded directly to the face end of the frame rail (only) with no added material (hardnosed).
7. If the rear body hangs past the rear frame In the factory configuration and the factory bracket is longer than 10" you may use the factory length bracket to accommodate factory bumper placement as long as there is only 10" of contact on the frame

rail. If using this method bumper must be mounted in the exact location as factory.

8. Homemade brackets may only be 10"L X 4"W X ½ inch thick flat plate/ Teepee plate or 10"L X 2" X 4" X ¼ inch thick square tubing/channel or 10"L X 4" X 2" X 3/8 inch thick angle iron. Max length on any homemade bracket is 10". Homemade Brackets may be mounted on any single exterior side of the frame rail, top, bottom, outer (tire side) inner (motor side). They may not be mounted inside (center) the frame. No angle/corner gussets.
  9. If a factory bracket is used and relocated, it may be no longer than 10" total length and may only be mounted on a single exterior side of the frame rail (same as rule #6)
  10. No alterations to any brackets. Cannot use automotive stock and homemade brackets together.
  11. No part of the bumper may be connected or welded to the suspension or suspension parts
  12. GM Impala/ Caprice or like may weld single, ½" width pass around "shock bucket" If using rule #5
- 

### Rear end

1. Rear end swaps are allowed. Any braced rear end is allowed. Including 8 Lug and.
  2. Locked rear ends and gears and pinion brakes are allowed.
  3. All bracing must be within 6" of center of axle tubes and no taller than the top of the housing.
  4. Aftermarket mounting brackets may be used on rear end housing ONLY. Aftermarket leaf spring mounts to rear end may be no larger than 10" X6" Max, and must mount within the center of the axle housing
  5. No re-enforcing trailing arms. trailing arms may be shortened and welded back together with max 1" overlap. No other material may be added.
  6. Rear ends may be chained to body/ frame. Single chain per side looped from rear end to body/frame. Chain ½" maximum must be bolted together. No welding chain or re-enforcing body.
  7. Any pinion brake protector if using must be a minimum of 6" from any sheet metal.
  8. All rear end bracing must be 8" away from any frame, crossmember, and sheet metal.
- 

### Tires and Wheels

1. Any ply and mud grips are allowed air or tube only in tires. Wheel size may be no bigger than 15 inches.
  2. Valve stem protectors are allowed. Valve stem protectors must be welded securely. SAFETY
  3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
  4. 3" bead lips may be welded on front and back of wheel.
  5. Lug nut size may be no bigger than 1 inch.
  6. Wheels must be factory car wheels.
  7. No full center in rims. Universal centers are allowed, must not exceed a half inch past bolt hole, may be welded in with no filler rod or added metal.
- 

### Trunk lids and Tailgates

1. Trunk lids, tailgates and decklids may be welded a maximum of 5" on 5" off per perimeter seam only (only 4 lines per), with ½ inch thick filler rod or 2" X 1/4" inch thick flat strap. No welding decklid section seams or trunk lid inner seams.
2. Trunk lids may be tucked (50% in stock location) and welded to the floor of the trunk (as x1 of your x4 lines) or creased with a single line across trunk.
3. Trunk lids and decklids must have a 10" X 10" hole for inspection.

4. You cannot weld/ bolt the inner to the outer of the trunk lid.
- 

### Hood

1. Four All thread/Bolts OR Four chains OR Four 2"x2"x4" angle iron 1/4" may be welded to fender and hood then bolted together to secure hood (you may choose any combination but may only have 4 total)
  2. All thread/Bolts may be 1-inch maximum diameter, gussets may be 6"x6"x1/4" max no additional material may be used for support. 6"max diameter washers may be used to secure hood bolts. Bolts and or gussets may be welded to sheet metal only and may not attach to the frame in any way.
  3. Chains 1/2 inch maximum may be no longer than three feet around bumper and two feet around hood and fender with one loop. Chains may go from the hood to the bumper. No welding washers to the body for the chain to go through.
  4. You may use 1" all thread in place of the core support bolts this may only be mounted with a x2 nuts threw the factory core support bolt location, unibody cars may weld the all thread vertically at the front most part of the frame on the engine side with a total of 2" weld.
  5. A hole is required in the hood above the carburetor in case of a fire.
  6. No welding or bolting the inner to the outer of hood. Hood must be OEM.
  7. Hood must open for inspection.
- 

### Radiator and AC Condenser

1. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
  2. No homemade steel radiators or steam tanks.
  3. Radiator must be in stock position. Radiators may not be welded in, must be bolted, wired, or strapped.
  4. No radiator protectors.
  5. You may use one "passenger car" type AC condenser in front of the radiator only.
  6. The AC condenser may be bolted with four, 3/8-inch-thick bolts, with washers no bigger than 1 inch or may be wired in.
  7. Use may use x1 piece of 1" all thread in place of your core support bolt must be mounted threw factory hole and vertical, you may use this in place of one of your hood bolts more info in (hood section).
- 

### Engine, Cradle and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Rear most spark plug (SBC #8) may not pass firewall.
2. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails.
3. Aftermarket engine 1/2 cradles are allowed. No full-size engine cradles. You may only use a front motor plate and lower cradle with the pulley protector. You may use 1/2 inch header flanges and can only connect to the front plate and to the back of the heads. No mid plates are allowed, no part of the lower cradle can go past the middle of the oil pan.
4. Engine front plate cannot extend past the block more than 10", front pulley protector cannot exceed the pulley more than 3", engine cradle cannot extend past engine block more than 4".
5. You may cut a hole, 12" L X 12"W in the fire wall for the distributor. Hole must be properly covered.
6. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed, max header primary tube thickness 10 gauge.
7. You may add x2 cylinder head mounts total. you may install x1 per front side of engine, must be mounted from engine front plate to frame rail. Head mount cannot extend further forward than 3"

of the front most position of the upper a arm. Head mount cannot be kicked forward of engine and must be directly in line with cylinder head, max. material is 2"x2"x1/4" angle iron, with a max. single pass weld of 4" in circumference.

8. Electric fuel pumps are allowed, must have a shut off/kill switch for fuel pump.
9. Transmission coolers are allowed, any mounting cannot strengthen car in any way.
10. Homemade transmission cross members are allowed 2"x2"x 1/4" maximum material. No bolting or welding the crossmember to the body or frame except for mounting location (two points). Cross member may be no further forward than the middle of transmission pan. All cars may choose frame to frame OR center to center but may only be connected at the ends of cross member. Cadillacs and early 70's Lincons (and like) may go frame rail to frame but must have a minimum of 3" of clearance from factory crossmember or "dog leg" (must be visible air gap) without anything mounted in that 3". Factory mounts may not be connected or touch homemade cross member in any way. Only one cross member is allowed. Cross members must be straight and not contoured.
11. Transmission adapter plates may be used to bolt different transmission on and may not connect to the cradle or header flanges and must not be used as a mid-plate. Must not exceed two inches past bell housing bolt holes. Adapter plate may not touch firewall.
12. No transmission skid plates are allowed. No external reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a 1/4 inch and may not extend pass the transmission pan bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2 inches from the cross member.
13. If you run a stock transmission with no ultra-bell, you may run 3/16 X 1 1/2 inch flat strap from the oil pan to the transmission pan, may be welded (2 inches to each pan) or bolted on, one per side is allowed.
14. No transmission braces are allowed.
15. You may use a steel or aluminum ultra-bell and a steel tail shaft. Ultra-bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the oil pan.
16. If steel or ultra-bell are use, Officials must be able to slide a #9 wire between bell/ transmission housing and body, you must also make a relief cut on center/top of trans tunnel (length) where bell will contact body. Relief must be at least 12 inches (one clean torch or grinder cut).
17. Slider drive lines are allowed.
18. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolted/welded to the floor. Cable shifters may be bolted/welded to the floor.
19. 03 and newer cars with aluminum cradle may use a plate that is secured by only the two factory motor mounting locations and the upper a arm aluminum mount. The steel may not secure to or contact frame rails OR cradle may go rail to rail and only be connected or contact the two factory raised "Boss" location using factory OEM hardware.

---

### Safety

1. Minimum of 1 lap belt is required. Four-point harnesses are allowed.
2. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.
3. You must have a fire extinguisher on hand in pits.
4. **No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance. Driver and pit crew will be escorted off grounds without refund.**

## Disqualifications

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned first time with flag; second time will result in disqualification.
3. Driver door hits are not allowed, first warning will be with a flag, and second time will result in disqualification.
4. We have a 2-fire rule. Will be discussed at driver's meeting.
5. If cars do not pass re-inspection after main event, it will result in disqualification.
6. All cars will be cut in a minimum of 3 locations a the end of the night for inspection, anything found or not willing to allow inspection crew to do this will result in immediate disqualification.
7. If you time out for more than 2 minutes, you will be required to shut off and break your stick.
8. **Driver and/or Pit Crew consuming alcohol OR fighting in pit area at any time will not be tolerated. Driver and pit crew will be escorted off grounds without refund.**
9. Unsportsmanlike conduct to any officials or drivers will NOT be tolerated. Driver and pit crew will be escorted off grounds without refund.
10. All Drivers must review Driver rules prior to participating

