2026 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, el Caminos, 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. A helmet, seat belt, and eye protection must be worn at all times on the track. Fire jacket is strongly recommended.
9. If the car is found to have anything illegal 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.
10. 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.
11. We reserve the right to re-inspect any vehicle at ANY TIME OF THE EVENT

Cage/Safety Bars

1. A of one Side bar per side of car are required. TOTAL max material size is 4''thick and cannot be taller than the top of the door, 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, engine, transmission, and transmission tunnel. All cross bars must stay straight, cannot contour or be angled in any way.bars cannot be contoured.

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, and window bars 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 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.

Bumper

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 or frame (officials discretion) 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.
6. 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
7. 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).

8. 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.

9. Homemade brackets may only be 16"L X 4"W X ½ inch thick flat plate/ Teepee plate or 16"L X 2" X 4" X ¼ inch thick square tubing/channel or 16"L X 4" X 2" X 3/8 inch thick angle iron. Max length on any homemade bracket is 16". 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.

10. If a factory bracket is used and relocated, it may be no longer than 16" total length and may only be mounted on a single exterior side of the frame rail (same as rule #6)

11. No alterations to any brackets. Cannot use automotive stock and homemade brackets together.
12. No part of the bumper may be connected or welded to the suspension or suspension parts
13. GM Impala/ Caprice or like may weld single, ½" width pass around "shock bucket" If using rule #5

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 this includes front subframe cars.

2. Unibody cars including 1961-1969 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 outer 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 doesn't include 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 if it adds no strength to the car other than steering.

4. You must use your factory sway bar, no swapping or reconfiguring, sway bar cannot be bent or manipulated in any way.

5. Heim joints may be used instead of ball joints but cannot exceed ¾ heim.

6. 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.

7. 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.

8. 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.

9. Replacement of upper a arm is allowed and must be mounted in the original location, cannot be used to strengthen car only for proper fitment of coil pocket, may be slid up or down for proper alignment.

10. You must use factory front coil springs, nothing can be mounted in spring pocket besides spring and shock.

11. 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 ball joint, 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. All other suspension rules will match with every other vehicle see rules under suspension.

2. You may use a overlay style cradle, (NLR style) this will be mounted under the top aluminum cradle mount utilizing the factory x2 bolts going threw the frame and will bolt in the factory aluminum cradle bolt holes. View on nlr website or scroll to the bottom of rules to see attached pictures max material size is ¼''.

3. Option #2 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 6'' 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 .If using this option you do not get any frame repair on your car at all.

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. And must be 3'' away from GTP.

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''x ½''.

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 of square tubing cannot exceed 3''x3'' in any direction on either option, trailing arms must be mounted by bolting only no welding.

10. Trailing arm must stay straight cannot contour, arms must mount no further back than the center of the axle tube, no part of the arms can be past the center of the axle housing.

11. 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.

12. You may run a bump stop in the rear of car that must 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.

13. 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.

14. 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.

15. 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. Any art of engine or cradle must be 10'' away from dash bar.

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 3’’ 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 seam and rear glass seam. Window bars must only be mounted in the window seam 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.

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 1’’ 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 to 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.