

Limited Weld Rules

NOTHING other than what is listed below is allowed

Follow general preparation

Any questions Text 651-775-3609 and your question will be answered in a timely manner.

ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.

Judges decisions are FINAL!!!

1. Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1973 or older Chrysler Imperials or Imperial sub-frames, no 1970 or older Lincolns 4x4's, ambulance, hearses, trucks, limousines, etc....
2. All drivers and pit crew must sign the driver/waiver paperwork, or they will not drive in the event.
3. Driver must wear a seat belt, helmet, Long sleeve heavy shirt, or racing type jacket, welding jacket etc. Goggles/ glasses
4. All Drivers must attend the drivers meeting.
5. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
6. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Derby staff only. Everyone else will stay back until cars are deemed to be legal. If a car is found illegal, the car will be dq'd!
7. You will only be allowed your first tech and 1 re tech. If you don't pass re tech you will be loaded

Car Preparation:

1. No re-stubbing of any car. Original body and frame must be used.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
4. All trailer hitches and braces must be removed.
5. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
6. All cars must have working brakes. If the car is not able to exhibit the ability to stop it will not be inspected.
7. Anything can be removed; NOTHING can be added. Other than what is specified in the rules
8. **After Market parts that are allowed: Metal Gas tank, Transmission cooler, fuel cooler, brake & gas pedal, shifter, battery box, steering column up to the steering box, drive line, driveline brake, lower saddle cradle with front plate up to cylinder heads and must not go back any further then factory motor mounts, motor, rear ends, transmission bell housing, tail shaft.**

Frame:

DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED

BESIDES BUMPER BRACKETS ALL CARS WILL BE ALLOWED 6-4X6X1/4 INCH PLATES ON FRAME WHEREVER THEY CHOOSE. YOU MAY **NOT** CUT PLATES UP AND USE PARTS OF PLATES IN DIFFERENT LOCATIONS. IF CAR IS BENT MORE THAN 6 SPOTS YOU ARE ONLY ALLOWED TO FIX SPOTS WITH THE 6 ALLOWED PLATES. IF THERE IS MORE PLATING IT WILL BE **REMOVED** NOT JUST SLICED.

Frame Shortening

1. You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run.

Frame Welding

2. No re-welding of any factory seams is allowed other than what is specified.
This applies to all parts of the frame rails.
3. No changing or doubling of the rear package tray.
4. 14" total of welding is allowed between the back of the a-arm and transmission cross member. 80's and newer cars will be allowed to cut and tilt using the 14" of weld or cold bend in front of the transmission cross member. All old iron cars will be able to use the 14" to reweld seams where the factory missed or any other factory welded seam (weld must be continuous).
5. First 15" of frame seams can be welded top and bottom. Front bumper and rear bumper.

Frame Shaping / heat treating

6. No frame shaping is allowed.
7. No Heat treating of the frame is allowed if caught, you will be DQ'd.
8. No Fresh Paint or Undercoating on the frames at all.
9. If dimpling or notching the frame you can only do so on back frame rails behind the rear wheels.

Rear Suspension:

1. Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.
2. Leaf springs must remain stock material. Springs must have 1" stagger with no leaf spring as long as the main leaf with the main leaf being the top spring. Total of (7) leaf springs no thicker than 3/8" thick and 2 3/4" wide.
3. Leaf Spring Hangers can be made of 2" x 6" x 3/8" thick strap must be mounted with (1) 1/2" bolt per frame rail (No welding)
4. You may use 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump), links may not be welded or bolted to the frame.
5. No All Thread Shocks.
6. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using.

7. Watts link conversion kits are allowed. Upper control arm bracket plate may be no larger than 6"x6"x3/8" and may not weld to the package tray in any way. Bolts may not pass through the body. Lower mounts may only be 3"x3"x1/4" and only weld to the side of the frame. No gussets or added material, and these cannot weld to the top or bottom of the frame in any way. All brackets must be in the position a car without watts link would be (example: 98-02 ford must be mounted like a 97 ford). All other brackets must be removed.

Rear Ends:

1. Any rear end allowed.
2. Rear end bracing or axle protectors are allowed
3. No spring spacers any bigger in diameter than the springs
4. You may adjust the pinion angle. Welded, spool or Posi-track allowed
5. Rear ends must not support the frame or body in any way.

Front Suspension/Steering:

1. Suspension must be stock components.
2. Tie Rods and Ball Joints – After Market tie rods and ball joints may be used.
3. Upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame. You may reinforce stock tie rods with a 1"x 1" x 1/8" angle. No other front suspension or steering may be reinforced.
4. Ball joint sleeves-rings can be 1/2" bigger than the outside diameter of the ball joint itself and 2" tall and may only be welded to control the arm. Example on the last page or rules. Ball Joint cannot be welded to frame in any way.
5. A-Arms: Upper A- arms may be welded. May only use up to two 3"x4"x3/16" thick strap per upper A-arm. This strap must weld to the a-arm & frame and cannot extend further forward or backward than 1" past the widest part of the A-arm. If swapping upper control Arms, they must be direct bolt on with no manufactured mounts.
6. Steering box – May be interchanged, A-arms must remain stock or stock replacement.
7. Idler Arm & center link must remain stock or interchanged for an idler arm that is off a car that is legal in the class you are running.
8. Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.
9. Spindles – must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in factory position. Must be sedan OEM in origin.
10. No all thread shocks

Tires

1. No split rims, studded tires, or foam filled. Straight tread tires must be used on drive wheels.
2. Any rim is allowed, wheel centers are allowed. No bead locks
3. Valve stem protectors allowed. Wheel weights must be removed.
4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

5. You may not change tires after inspection without the official's consent.
6. Steering bump stops can be no bigger than 3/8" od bolt or cold roll and no longer than 4". Can only be welded or bolted on one side.

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have final say.

1. Loaded bumpers may be used.
2. Homemade bumpers are allowed if building a point on the bumper you must have a 6" point spread over at least 32" no sharp points (officials discretion) max size of bumper 6" x 6"
3. Bumpers are interchangeable Stock O.E.M. bumpers off passenger cars may be used (do not need to be fresh) OEM replica bumpers are allowed.
4. Bumpers may be cut so they do not smash into the tires during the event.
5. Chrome of bumpers may be welded to the inner beam of the compression bumper only.
6. No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Bracket may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically.
7. Cups and or horns count as brackets.
 - a. Passenger car OEM shock tubes must be used.
 - b. Instead of using bumper brackets you can use (1) 4" wide x 3/8 thick strap 16 inches long per side. Strap must remain in front of the furthest forward stock location of an arm.
 - c. Strap Must be on the Exterior of frame left, right, top, bottom
 - d. Can only use a factory mount or 16" bracket not both.
8. Bumper height not to exceed 22" from the bottom of the bumper to the ground and must be a minimum of 12" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.

Engines:

1. Motor - Use motor of choice, motor must be in stock location of the car you are running, within reason approximately 6" from the front edge of the original motor mount on the frame.
2. Lower Engine saddle type Cradles with a front plate up to the heads are allowed engine. When welding cannot have more than 6 inches per side welded to the frame holding motor in. Lower cradles may not extend any further back than factory motor mounts on block.
3. If using factory engine type size mounts with rubber bushing, you may weld the pad completely. If you are hard mounting, you are allowed a maximum of 8" per side to hold the motor in. with either style cradle you may also bolt using up to quantity of (4) 5/8" bolts.

4. If trying to mount an engine with an engine cross member and the motor mounts do not line up, you may use (2) 6"X6" X 1/2" plates on the frame engine saddle to attach your engine mounts to. This may not be welded to the outer frame rails.
 - a. If using Stock motor mounts or your motor mounts are broken after a heat, Motor may be fastened with only one strap or chain per side to the top of the factory engine cradle, or you may use one length of 2" x 2" x 3/16" angle bolted to the front of the head area and may be welded within 4" of the A-arm and be welded to no more than 4" on frame/unibody.
5. There is NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan or steering clearance, but nothing can be welded back in.
6. Distributor and cam sensor Protectors are not allowed. you may cut out the area behind the Distributor or hammer it back for clearance.
7. Mid Plates are not allowed
8. You may use a bar between headers above air cleaner max size 3"x3" material, for hood support and to protect air cleaner. May not be any wider than the headers and may not attach to the hood.
9. Header protectors can only be the shape of the header and may not go any lower, in front, or behind the valve cover. See example on last page of rules.
10. No protectors of any sort can come in contact with, engine cradle, transmission, bell housing, firewall.
11. Lower Damper pulley protectors are allowed. Must be no more than 1/2" thick plate and not more than 1" away from the front of the pulley and may only cover the lower half of the pulley.
12. Transmission braces will NOT be allowed.
13. Skid plate/ pan protectors may not be used, no aftermarket transmission pans, aftermarket bell housing and tail shafts are the only aftermarket parts to use on the transmission. If using a spacer between transmission bell housing and block the spacer can be no larger than the factory bell housing or nerat bell housing size. NO BRACES AT ALL
14. No part of the transmission bell housing or the engine cradle can come in contact with each other.
15. Transmission Cross member- Must mount to side rails of frame only. You may weld 2" angle iron no thicker than 1/4" no longer than 8" to the outside frame rail to support the cross member (1) per frame rail. You must remove the stock mount if you run the angle iron. If you replace the stock cross member it can be no larger than 2"x2"x1/4" material. The cross member must be one piece and straight from side to side and up and down. The transmission cross member is the only method the transmission may be tied in.
16. Frame extensions on Cadillac's must not come in contact with cross member or transmission, during, or after the event.

Body:

Body Mounts:

1. Body mounts may be removed but must have a 1" space between frame and body. If not using down bars from the cage you may add 4 additional body mounts inside of the car only.6x6 washer. You **CANNOT USE BOTH**. Cannot be connected to the cage in any manner. 9 inch length on bolts up to 1" diameter.
2. Spacer size 1"x3" od can be made of anything you'd like but must be 1" tall/thick and no bigger than 3" in diameter NO WELDING
3. Body mount washers may not be any bigger than 3"

4. Can replace body mount bolts with ½” bolts with 3” OD washer
5. Additional body mount bolts may have a 6x6 max washer.
6. Radiator support mounts can be removed, and you can suck the radiator support down solid. (see Radiator rules) do not shorten the front of your car and move back past the body mount hole as your car will not run.
7. If you have to build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded. Core support spacers cannot exceed 6” in length and 3” in width.
8. The front frame must not be shortened too far enough that the 1” all thread must pass through the factory stamped hole.

The all-thread may only be welded to the side of the frame in this location. Chrysler k-member cannot be altered.

9. You may have up to 1” all-thread, it may go from the hood to the frame, only 4” of weld on all thread to frame.
10. Must go through the front body mounts, or down the side of the frame and welded to the frame only. this may be welded to the frame after it passes through the body mount but may not be nudded underneath the body mount if it is welded. One per frame rail.
11. MAX WASHER SIZE ON CORE SUPPORT BOLTS IS 6”
12. Body must remain in factory location and the body bolt must go through the factory body mount hole.

Body Shaping:

1. Body line creasing is allowed on fenders and rear quarter panels. All fenders, quarter panels, and rear sheet metal above bumper must remain in vertical position. No wedging.

Rust Repair:

1. Floorboards will be allowed sheet metal repair to mount battery boxes gas tanks, etc. for safety.
2. Floorboard definition front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.
3. May fix rust on trunk floor where body mounts are with same thickness sheet metal no larger than 6”x6” diameter

Doors:

4. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
5. You may weld your doors shut with nothing larger than 4” strap 6 inch in length patches or ½” round stock and must follow the door seam. Do not overlap the strap or you will cut the strap off. 6 PATCHES PER DOOR.
6. You may smash the inner and outer skin together of the window opening on doors only and weld them solid. You may use the same filler as in welding the door seems but no longer than the window opening per door.
7. Driver’s door and driver’s side of front windshield may have “netting” for driver’s safety.” You may “double skin” the driver’s door for safety; however, it cannot exceed 2” O.D. past the footprint of the driver’s door.

8. You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may only be 12" tall and must not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.
9. You may cut wheel wells for tire clearance. Fenders may be bolted or welded back together with 3/8" bolts or less.
10. Wagons. Rear decking may only be welded in 6 spots with 3x3 patches 1/8 inch thick. MUST have inspection hole cut into decking
11. All front clips-dog houses must mount in factory position with factory mounts. Must be family to family. (GM-GM FORD-FORD)

Radiators, radiator supports:

1. Radiators with protectors and radi barrels are allowed. No water barrels allowed in cars. ALL must be attached to the core support. Radiators may be mounted in such a way to hold the radiator/barrel in place, not strengthen the frame. (DO NOT weld to frame rails)
2. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
3. You may have up to 1" all-thread, it may go from the hood to the frame at the core support. Must run directly up behind or in front of the core support. May be welded down the side of the frame. 6x6 plates allowed.
4. If using a condenser to protect the radiator, it may be tie wired OR BOLTED WITH MAX OF (4) 3/8" BOLTS to the core support only.

CAGES & DOOR BARS:

1. All cage material must be no larger than 6" O.D. (official's discretion on all parts of cage), unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight. Side cage Bars may not be any longer than 60" and must follow the gas tank 4" rule to any sheet metal in front, rear, and floor.
2. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.
3. 4 down bars allowed from frame. 3x3 max. must be located between transmission cross member and firewall. Down bars must remain vertical. If using down bars you **CANNOT ADD 4 ADDITIONAL BODY MOUNT BOLTS**
 - a. Back of the seat cage cross bar, including the roll bar must be placed above the rear side of the foot well kick up directly behind front seat.
4. You may have a roll loop/Halo behind the seat, may only be attached to top of the cage. Not to floor or frame
5. You may also weld a steering column to the cage.
6. Gas Tank Protector - You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide ID. It must be a full 4"

away from rear sheet metal, which cannot be removed. The bracing must be 4" above and away from all sheet metal, and rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4" from the rear seat back sheet metal. You may have one 2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards front of car

7. Gas Tank Protector on wagons may not go any further back then the beginning of rear frame humps.

Hood and Trunk:

1. **Be prepared to remove your hood for inspection.**
2. Trunk Lid and Hood, hood must be able to open
3. Any cut outs in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer
4. Hood may be secured by a total of (8) 1" all thread. The 2 at the core support, and 6 more. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8" in length. (2) 6"x6" washer may be used per bolt. NO ANGLE IRON
5. You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean.
6. May add (2) 1" all thread welded to the side of the frame and up to the trunk lid with 6"x6" washer. Must be vertical with only 4" welded. Must be no further forward than the base of humps.
7. Truck seams may be welded with no larger than "4x6x1/8" strap in 6 spots or bolt the lid down with no larger than 3/8"x2" bolts with 1.25" od washer.

Windshield Bars and Firewall:

1. Firewall – You can lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.
2. Window Bars – No Front Window bars
3. One rear windows bar placed off the center of the roof. Bar may not be longer than 30" long by 2" x 2" O.D. Bar may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 8" x 3/16" angle or plate on the roof, cowl, speaker deck or trunk. Bar must be within 4 inches of the speaker deck/trunk lid seam. If using the rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position. If your window opening is larger than 30" than you must mount the bar with the mounting plate being within 1" of the window opening.
4. Window bars may not be attached to the halo bar or any cage components.

Fuel Tank, Oil Coolers, & Transmission Coolers:

1. Original gas tanks must be removed.
2. Only metal type tank, metal fuel tank or derby type metal fuel tank is required.
3. Place the fuel cell behind the driver's seat or in the center of the car where the back seat used to be. Must securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.

4. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.
5. Transmission and fuel coolers are allowed.
6. If you are not using a gas tank protector, the fuel cell and tranny cooler protector must be 4" away from the rear sheet metal.

BATTERIES:

1. Batteries must be moved to the passenger
2. front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to (2) 12-volt Batteries may be used.
3. Battery box must be made from metal! It must be bolted to the floor.
4. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver's safety with sheet metal only. You may not patch clean and solid floors.
5. All body mounts must be visible.