



# Limited Weld Derby Rules

## Saturday, May 17, 2025

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Open to any American made hardtop model stock car or station wagon.

No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive or foreign type car. No pre 1973 Chrysler Imperial's or LeBaron's. 1974 and newer are allowed. Previously ran cars are allowed, given they meet the rules.

Remove all glass, plastic, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats and flammable material. All preparations must be complete prior to arrival at Fairgrounds.

No silicone, undercoating or painting of frames, interbody panels, inside trunks or tailgates, paint may only be on outside of vehicle body and bumpers. Your paint must be dry by inspection. All rules and times will be strictly enforced.

All Drivers are responsible for complying with rules as stated below.

Please build to these rules only. Officials have the final say and may remove anyone from the competition at any time for any reason. If you have questions, please contact Glenn County Fair at 530-865-1168.

### **Safety Bars**

1. Two Side bars are required. Must be 3 inches from firewall and no further back than 6" past the front most point of rear hump/wheel wells to the rear. Must have a 4" gap from the highest point of the floorboard and no taller than the lowest point of the door window opening. Side bars must remain inside the cabin area and not through doors or pillars.
2. Three Cross bars may be no bigger than 6" X 6" square or circle tubing and must mount within the footprint of the side bars. All crossbars must remain 4" from floor/ tunnel/ transmission/ bell housing. The front cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory. The middle cross bar must be behind the driver's seat and within 6 inches of the seat. Middle cross bars are mandatory. Rear cross bar must be placed behind gas tank straight across and may extend no further the front edge of the rear wheel well vertically (floorboard and wheel well). May only be welded to the side bars.
3. A gas tank protector (GTP) is allowed in place of the third cross bar. GTP may only be welded or attached to the safety cage not to body in any way. Gas tank Protector must be centered on second bar with max width of 32". GTP may contact package tray in a direct horizontal line from mounting point. Package tray may not be moved or altered in any way. GTP may not extend past the vertical section of the package tray in any way. Vertical portion of the GTP may NOT be angled to the rear but may be gusseted to the vertical portion of halo. GTP must remain 4" from all sheet metal unless specified. (station wagons- same as above but deck lid may not extend any further forward than furthest point (backside) of GTP).



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4. Halo bars are allowed and must be placed between the driver's seat and no further back than 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. Halo bar may be welded to cross bar only, not to the floor. 6-inch maximum material may be used for halo. Halo may be gusseted to side bars or cross bars only. No welding halo to roof. Two bolts one inch in diameter and washer 3" max diameter may be used vertically through the halo bar to bolt the halo to the roof sheet metal only.
5. NO welding cage to frame or floor of car. No Bolting accessories such as gas/ brake pedal, Shifter, battery box etc. through frame or crossmembers or sub frame
6. Two front window bars are mandatory. Two bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2-inch maximum material may be used. You may use 3-inch gussets (4 per bar) to mount the window bars and may not be welded to trunk seam weld, must have ½" gap. Window bars may only be secured at each end. Front window cowl cannot be altered.
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.

### **Batteries**

1. Three automotive types of 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 trays may not connect the 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. The gas tank may not connect the cage to body or frame in any way.
2. Gas tank must be place behind the driver's seat.



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### **Body and Frame**

1. Body to frame hardware and brushing 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 changed with 3/8 grade 5 bolt and standard nut. All other washer, bushings and hardware must be year/make/model
3. No frame repair is allowed. No seam welding or plating to the frame. No pinning the frame or running bolts through existing holes.
4. Frame notching is allowed.
5. Front frame rails may be trimmed back to OEM core support mount location.
6. No hammering of the frame is allowed.
7. No hammering or moving of the body is allowed. Cars must remain stock appearing. (exception- front fenders and hood may be folded over if frame is trimmed no reattaching)
8. No flattening of trunks, speaker decks, or tailgates.
9. No tilting of any vehicles or pre bending of the frame
10. No painting/ undercoating frames or under side of vehicle.
11. Roof signs are allowed but must have 2" gap from roof if connected halo.
12. If bumper bracket installed on top of frame covers OEM core support mounting hole and stock core support bolt is not long enough. You may replace bolt only with a max of 3/8 grade 5 bolt. Factory washer and body bushing must be used.

### **Fenders and Quarter Panels**

1. Fenders may be cut out.
2. Quarter panels may be cut out and rolled over the rear tire.
3. No bolting fender or quarter panels.

### **Doors**

1. Driver door may be welded solid with ½ inch thick filler rod or 2" X 1/4" inch thick flat strap.
2. All other doors may be welded a maximum of 12 inches per line using ½ inch thick filler rod or 2" X 1/4" inch thick flat strap. (only 4 lines per door)
3. No extra metal or plate is allowed on the outside of the doors.
4. No welding the inside of the doors or window seam

### **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 arms may be welded down in OEM location a maximum of 8 inches per side of vehicle using 1/4X2X4-inch 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 in the footprint of the upper A-arm.



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3. 03 and newer may use strut spacer if upper A arms are not welded (rule#2). 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)
4. Spindles may be swapped with non-modified OEM spindles from a car that is eligible for this class.
5. No welding metal in the springs to raise the front of the car. Leaf springs must remain stock. No after-market springs.
6. No shortening or modifying leaf springs. No tape or welding on springs
7. Two additional spring clamps per spring pack are allowed in addition to the two factor straps, no wider than 2 ½ inches. No welding clamps to the frame. (Total of 4 per side 2 stock, 2 homemade)
8. No coil leaf conversions.
9. 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. In Factory location.
10. Bump stops are allowed (one per side) and may be welded to the rear end (center/ top) and bottom of the frame or subframe only in a vertical position (90\*). Only 2" material max may be used. No gussets or bracing allowed.
11. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body.
12. No welding K-frames on Chryslers.
13. Homemade, aftermarket steering columns or steering knuckles are allowed.
14. Tie rods may be strengthened or swapped with aftermarket tie rods.
15. 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)

### **Bumpers and Brackets**

1. You can use any 5-mph bumper or a homemade bumper (rule #2) on any car. Bumpers may be trimmed and/or flipped. Bumper seams may be welded with no add material (no loading or plating). Factory bumpers must have ½" hole for inspection on each end. Bumpers may be installed using 6" L X 6" W X ½ inch thick flat mounting plates, must be welded to the bumper
2. Homemade bumpers may be made of 4" W X 6" H X ¼ inch mild steel square tubing, must be hollow (no exceptions on size or material). You must (mandatory) cap the end of the tubing on each side with ¼ inch metal. Must have a ½" hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. May have point welding in the center/ middle no greater than 12" width and 4" depth and must have ½" hole for inspection. Point and tubing must be hollow.
3. Bumpers (front and rear) may be no higher than 20" and no lower than 14" from the bottom of the bumper. official's discretion.
4. Stock and homemade bumpers with or without mounting plate (Rule #1) maybe welded directly to the end of the frame rail (only) with no added material (hardnosed).



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5. OEM brackets front and rear (no swapping front and rear) for that specific year/make/ model vehicle, are allowed to be welded in the OEM configuration and location. Bumper shocks maybe collapsed and welded, no filler
6. 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.
7. 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)
8. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
9. No part of the bumper may be connected or welded to the suspension or suspension parts
10. 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 non-braced rear end is allowed. Including 8 Lug and "stock appearing" rear ends.
2. Locked rear ends and gears and pinion brakes are allowed.
3. No axel savers or other bracing allowed.
4. Aftermarket mounting brackets may be used on rear end housing ONLY. May not be used as bracing (officials' determination) Aftermarket leaf spring mounts may be no larger than .10" X10" Max
5. No re-enforcing trailing arms. Upper 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.

### **Tires and Wheels**

1. "No tire rule". Any ply and mud grips are allowed. 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. Lug nut size may be no bigger than 1 inch.
5. Wheels must be factory car wheels.
6. Air filled tires only. No solid or foam filled
7. No full center in rims. Universal centers are allowed, must not exceed a half inch past bolt hole, maybe welded in with no filler rod or added metal.



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### Trunk Lids and Tailgates

1. Trunk lids, tailgates and decklids may be welded a maximum of 12 inches 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 or creased with a single line across truck to a depth no greater than 6" from original location. **All hammering must be done before Tech.**
3. Trunk lids and decklids must have a 10" X 10" hole for inspection. No cutting or folding the quarter panels in behind the truck must remain stock in the upright position.
4. No welding and/or bolting the inner trunk to the outer trunk lid.

### Hood

1. Four Bolts OR Four chains OR Four 2"x2"x4" angle iron ¼" 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. 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 be attached to the frame in any way.
3. Chains ½ 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. A hole is required in the hood above the carburetor in case of a fire.
5. No welding or bolting the inner to the outer of hood. Hood must be OEM.
6. Hood must open for inspection.

### Radiator and AC Condenser

1. Radiators must be the 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.
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.

### 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 the center cross member, not to the frame rails.



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3. Aftermarket engine cradles are allowed. No full-size engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. ½ inch header flanges are allowed 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. You may cut a hole, 12" L X 12" W in the fire wall for the distributor. The hole must be properly covered.
5. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed.
6. If no cradle is used, motor mounts may be welded to the frame not to exceed 3" X 3" square tube. No rear motor mounts or head straps.
7. Electric fuel pumps are allowed, must have a shut off/kill switch for fuel pump.
8. Transmission coolers are allowed.
9. Homemade transmission cross members are allowed 4"x2" maximum material. No bolting or welding the crossmember to the body or frame except for mounting location (two points). Crossmember 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). Factory mounting may not be connected or touch homemade crossmember in any way. Only one crossmember is allowed. Cross members must be point to point.
10. 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.
11. No transmission skid plates are allowed. No external reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a ¼ 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.
12. If you run a stock transmission with no ultra-bell, you may run 3/16 X 1 ½ 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.
13. No transmission braces are allowed.
14. You may use 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.
15. 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).
16. Slider drivelines are allowed.



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17. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolted/welded to the floor. Cable shifters maybe bolted/welded to the floor.
18. '03 and newer cars with an aluminum cradle may use a plate that is secured by only the two factory motor mounting locations. 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.

### **Frame Repair**

12 inches of frame repair per frame rail allowed on new and used cars. 4x1/2' flat bar max. Repairs may be broken into multiple plates but no shorter than 3 inches long.

### **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. The driver and pit crew will be escorted off grounds without a refund.

### **Disqualifications**

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned the first time with the flag; second time will result in disqualification.
3. Driver door hits are not allowed, the first warning will be with a flag, and the second time will result in disqualification.
4. Any concealing of metal or other materials inside bumpers, frames etc. will result in disqualification. If found, you will NOT have the opportunity to remove.
5. If cars do not pass re-inspection after main event, it will result in disqualification.
6. If you time out for more than 1 minute, you will be required to shut off and break your stick.
7. Driver and/or Pit Crew consuming alcohol OR fighting in pit area at any time will not be tolerated. The driver and pit crew will be escorted off grounds without a refund.
8. Unsportsmanlike conduct toward any Glenn County Fair staff, officials or drivers will NOT be tolerated. The driver and pit crew will be escorted off grounds without a refund.
9. All Drivers must review Driver rules prior to participating

Any questions regarding the rules, please contact Glenn County Fair at 530-865-1168.