

Weld Compact Class

2024 RULES AND REGULATIONS
R&R Total Destruction Promotions, LLC
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General Rules

***If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

1. All rules will be followed, or you will not run!!

2. Any-Front wheel driver compact 113" or less car but rear wheel driver compact cars must have a 105" or less wheelbase. 4 & 6 Cylinders motors only. When using stock tank under car, must relocate Fill tube thru floor into backseat area. Secure fill tube to sheet metal.

3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 -17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!

4. Driver must wear seat belt and helmet, along with eye protection.

5. ALL drivers and crewmembers must attend the drivers meeting.

6. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified. No hot rodding in the pits, keep it at an idle.

7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.

8. NO sandbagging or holding!!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.

9. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.

10. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test. Any controversies will be taken up at the drivers meeting.

11. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!! Judges decisions are FINAL!!!

Car Preparation

1. All cars must be stock, unless modification is stated in the rules.

2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

3. All decking in station wagons MUST be removed!!!

4. Tires- No split rims, No studded tires. Foam filled or Doubled tires OK!!! Valve stem protectors OK. Tires may be screwed to rims.

5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.

6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.

7. You must use a radiator and it must be in stock location. All cars must have working brakes.

9. A-arms, ball joints remain stock.

10. All trailer hitches and braces must be removed.

11. Original gas tanks must be removed. You must use a boat tank or well, made fuel cell and it must be properly secured and covered.

No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat, use to be.

12. Transmission coolers will be allowed, but must be safe and properly secured.

13. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

14. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

Car building: WELDING:

1. Only the Outside of Doors, trunks & Tailgates may be welded solid with 3 inch wide straps x 3/16 inch thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.

2. DO NOT weld on the frame or the frame seams. You can weld top frame seam from the front of the A-arms forward or front of strut tower forward. No Frame/ K-member welding. The frame seam weld can't be larger than 1/2" wide or it will be cut! No additional weld allowed on frame or under hood.

3. K- member can be bolted solid to uni-body frame and you are allowed to weld K-member to uni-body where they bolt together only.

4. No Engine cradle or pulley protectors allowed. This has gotten too carried away with!

Bumpers:

5. ****Front bumper may have 1 - 3 inch wide X 3/8 thick- 6 inch long strap welded from bumper to frame. 3 inches on bumper and 3 inches on Frame only- 1 side of frame. Must be welded on top or bottom of frame only. You may use a stuffed bumper but must be a factory bumper with factory shape. Max height for bumper is 25 inches top side of bumper

6. Factory bumper brackets can only be 12 inches long and welded to 1 side of frame and you must have a 1/2 inspection hole in bracket over the side frame inspection hole. Or you may use 1- 3/8 inch x 4 inch wide 12 inch long flat strap as bumper bracket. The strap must be welded to outside of frame and only 1 side of frame and this must have a 1/2 inch hole in bracket

over the frame side inspection hole that factory there. Must be welded to bumper!!! You will be required to have a 1/2 inch hole drilled in frame thru brackets into frame for inspection!

7. You can shorten front frames to front of radiator support.

HOOD/TRUNKS:

7. **Hood must have at least a 12-inch square hole cut out in cast of fire. You are allowed 12 extra- 3/8" bolts to bolt your hood skins (NOT TRUNK SKIN) back together. You will be allowed 8 hood bolts; you MUST have at least 4 hood bolts. You may have up to 1" all thread – 2 may be used from the hood down to the frame. The top 5" of all thread may be welded to radiator support. Bolt can be welded to side of uni-body frame. Hood bolts must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter. All hood bolts except for the front all thread, can only be 5 inches long under hood. Bolts must be straight and not act like a gusset.

Cage:

1. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount behind back seat. Mopars can only be in front of spring mount. Dash Bar must be 6 inches away from firewall and frame connection to firewall.

2. You will be allowed 2 down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars can't be any wider than 4 inches. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame only, no added metal!

Gas tank protectors must be NO wider than 24 inches across the back- 6 inch tall on back with 2 inch gap between all sheet metal around back side of gas tank protector. Tank Protector can only be attached to back seat bar with nothing attaching up or down to body/frame/ cage. You may gusset to back seat bar only. Must be 4 inches off floor and stay below where speaker deck attaches to floor! **You are allowed a loop up off your gas tanks protector, but must be straight up and not angled. Nothing higher up than 4 inches above gas tank.**

STEERING:

1. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc can be used. **Struts may be re-enforced with a sleeve but must remain stock on both ends. Must have a 1/2 hole drilled in sleeve for inspections.**

FENDERS:

2. Fenders may be trimmed and re-bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

MISC:

3. For safety, you are allowed 1 strap in each door window opening straps can be 2" wide – 1/4" thick and can be welded 5" on the door & 5" on the roof – you may not use wire if you use straps ** Hardtop cars may have another strap at the door post. You must have 2 bars in windshield from roof to dash for safety reasons. They may be connected but 3 inches above dash.

4. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

5. You are allowed 2 spots with 4 loops of wire or cable in each window opening and may go to the frame. No welding washers around holes on car body.

6. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this can't be bolted to the frame.

*****7. No frame shaping allowed. You can beat the outside/inside of rear arches over the back wheels 10 inches down from center, but DO NOT SHAPE EDGES! Frames may not be shortened past the factory radiator front body mount**

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. You must be able to prove to us that the sheet metal is rusted out. Pictures will not be used as proof of rust as we can't be sure that it's even the same car in the pictures. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

2. Bent frames only may be repaired with 4" X 6"- 3/16" thick flat plate. You are only allowed 4 plates per frame rail front and rear of car. The center door post divides the car in half. The patch may be welded solid, but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. If you are found with a plate on a NON-BENT area, you'll have to cut all repair plates off in order to run event. **Be fair to us. IT's driver's responsibility to show inspectors the bend in the frame!**

3. **No adding repairs at the events! You must repair after event and then run another event.**

4. **Team show event cars with be allowed 2 fresh plates. 1 on each side of car.**