

Bettencourt Motorsports 2026

Limited Weld Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

No one under the age of 16 is allowed to compete.

The derby is 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 Imperials or LeBarons. 1974 and newer are allowed. Previously run cars are allowed, if 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 done prior to the arrival of the event.

We are an environmentally responsible promoter. We require that no antifreeze be used in your radiator, only water. Automatic transmission lines must be looped or ran to a cooler inside your car. Stock gas tanks must be removed, these rules state required position and size. All drivers are responsible to clean their pit area before leaving.

These items will result in your vehicle not being eligible to race:

Any arguing or disrespecting the officials at any time may be deemed for disqualification and removed from the event.

No silconing, 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. Bumper height on new cars will be strictly enforced, you cannot manipulate any surface to gain height. No welding of interbody seams or quarter panels. No welding body to frames. No altering anything with the vehicle must remain stock unless modification is specifically stated in these rules. All trailer hitches and braces must be removed. All cars must have working brakes. If the car is not able to exhibit the ability to stop it will not be inspected. No welding other than what is mentioned in this set of rules. If your car is found with any weld or alteration other than what is allowed and you refuse to fix it to the judge's satisfaction, you and your car will not run.

No obscene or vulgar language on car.

No Rebel flags allowed.

No cars will be allowed in the gate after 4pm and all cars must pass tech by the drivers meeting. No exceptions

Bumpers and Brackets

1. You can use any 5 mph bumper or homemade bumper on any car.
2. Bumper seams may be fully welded and stuffed.
3. Bumpers may be trimmed and/or flipped.
4. You may run a fabricated bumper dimensions to not exceed 8"x8" with no more than a 15" point, front of bumper 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), bumper width cannot extend past the factory position of the fenders. 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.
5. 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.

6. All factory OEM 5mph bumpers may have the chrome and seams beaten down and welded, Bumpers may be loaded.
7. You may mount a 6"x6"x1/2" plate to the backside of the bumper to attach to frame, only the mounting bracket may be welded to frame and/or bumper bracket.
8. Bumpers may be hard-nosed. Brackets may be welded to the frame and the bumper. No filler rod or metal may be used. Any stock automotive brackets are allowed. Bumper shocks may be collapsed and welded, no filler rod. Brackets in the front and rear may be no longer than 12" in length. We will measure from the tip of the frame to the end of the bracket. If you have any questions on bracket length please call. Bumper brackets may only be welded to bumper and frame, not welding or attaching to any suspension, body, or steering part is permitted
9. Homemade brackets may only be 12"L X 4"W X 1/2 inch thick flat plate/ Teepee plate or 12"L X 2" X 4" X 1/4 inch thick square tubing/channel or 12"L X 4" X 2" X 3/8 inch thick angle iron. Max length on any homemade bracket is 12". 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. No mix matching automotive brackets. No modifications to automotive brackets, if you cut it off, leave it off.
11. 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.
12. Front bumpers may install (x2) 36"x2"x1/4" flat strap welded from the bumper to front core support sheet metal, max amount of weld per side of strap is 8" total. Rear bumpers may weld bumper to body with (x2) 18"x2"x 1/4" flat strap welded no more than 8" to the body and 8" to the bumper. Cannot cover any part of the trunk seam.

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.
4. Ratchet straps, bailing wire or bolts may be used to secure the radiator.
5. You may weld two straps made of 2" x 1/8" flat strap vertically straight up and down from bottom of the core support to the top of the core support; and you can weld 2" on top and bottom of each piece of flat strap to secure.
6. No radiator protectors.
7. You may only use one AC condenser in front of the radiator.
8. The AC condenser may be bolted with four 3/8" bolts, with washers no bigger than 1" or welded 3" per side with no added metal.
9. 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 and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Heads must be in front of the firewall.
2. You may cut a hole 12" L X 12" W in the fire wall for the distributor. Hole must be properly covered.
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. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed.

5. Motor mounts may be welded to the frame. No rear motor mounts. Only 2 motor mounts may be welded off the bottom of the motor (1 per side of engine). Total weld of 5" continuous vertical and 5" continuous horizontal per side of engine. This does not mean 10" horizontal because you have no vertical weld.
6. Two head straps (1 per side of engine) from heads down to the frame are allowed, may not be kicked back, but may be kicked no further than 3" in front of the furthest point of the A frame.
7. Head straps may only be welded to the frame a maximum of 4" and may be only a 2" X 2" X ¼" thick flat strap or angle iron. You may not add a platform. Head straps may only be welded straight to the frame and cannot go inside of the frame.
8. 1957's and newer Fords and Mercurys may weld 4" to inside of spring pockets to make a motor mount platform, metal may only be 4" X 4" X ¼" flat strap if they have no motor crossmember.
9. Electric fuel pumps are allowed, they must have a shut off/kill switch for the fuel pump.
10. Transmission coolers are allowed. Any mounting cannot strengthen car in any way.
11. Homemade transmission cross members are allowed 2"x2"x ¼" 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.
12. Standard transmissions are allowed. Slider drive lines are allowed.
13. Aftermarket gas or brake pedals and cable shifters are allowed. May be bolted or welded to the floor. Shifter may be bolted or welded to the floor.

14. . 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.
15. 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.
16. 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.
17. No transmission braces are allowed. No transmission skid plates are allowed. No reinforcement of transmission. Steel or aluminum ultra-bells are allowed.
18. 2003 and Newer Crown Vic's can use a NLR Street Stock style cradle. Maximum of 1/4" thick material and only bolted in. Can not be welded to anything but the motor mounts.

Suspension

1. Stiff suspension is allowed. A-arm may be welded maximum 4" per side of A-arm to the frame, with 2" X 4" X 1/4" flat strap. Strap must remain in the footprint of the upper A-arm or use chain, a total of 2 chains per upper A-Arm. This means one on each side of each upper A-Arm. you can use no more than 7 links of 3/8" standard chain. Only the end links can be welded to the frame and A-Arm. Strap/Chain must remain within 2" of footprint of the upper A-arm.
2. A-arm may be welded to the frame in the center or the sides, not both. If welded in the center, must be able to see underneath the A-arm.
3. Tie rods may be strengthened or swapped with aftermarket tie rods cannot exceed 2" diameter.
4. No welding metal in the springs to raise the car. Big box store spring/Twist spacers may be used.
5. No strut bars to the A-arm to the frame.
6. No re-enforcing suspension. No swapping suspension must be original to the year/make/model.

7. Leaf springs must be stock to the car you are running. No aftermarket springs. No shortening of leaf springs. No leaf on top of the main leaf. No extra leaves, no tape or welding on springs, no motorhome leaf springs. Two spring clamps per spring are allowed, no wider than 2 ½", no welding clamps to the frame.
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 with a 1" washer both options must be in Factory location.
10. No homemade shackles.
11. 2 (1 per side) Bump Stops are allowed. 2"x2"x 1/4" Square tube maybe be used. Must be vertical. Welded centered in the rearend tube and bottom of the frame. Can not go up the sides or inside of the frame at all.
12. Coil springs in the rear may be welded to the rear end. You cannot bolt the springs through the frame to the body.
13. No welding K-frames on Chryslers.
14. 2003 and Newer Crown Vic's front frame and suspension must remain 100% stock from the factory but can use a spacer on the top or bottom of the strut to get height cannot reinforce anything just add height. 2" max. (official discretion is final).

Hood

1. You can use four hood bolts with a maximum 6" X 6" X ¼" thick gussets, bolts may only be a maximum of 1" thick, washers may be no bigger than 6" and must be free floating. (Your hood can be held down with no more than 4 points of contact.) Gussets can be welded to the finder/inter finder, top of core support or top of firewall.
2. If hood bolts are not used, four chains may be used, no more than ½" thick is allowed. Chains may not wrap frame or bumper. You can use hood bolts in combination with chains. (Your hood can be held down with no more than 4 points of contact)
3. 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.

4. Four $\frac{3}{8}$ " bolts, with washers no bigger than 1" are allowed to bolt the inner to the outer hood when hole is cut out for headers and carburetor.
5. A hole is required in the hood above the carburetor in case of a fire. Minimum 12" X 12".
6. No welding the inner to the outer hood.
7. Hood must open for inspection.

Safety Bars

1. All cage bars must be straight and cannot contour any part of the body, and must remain in the cabin area only. All cage bars must be a minimum of 4" off the floor or door sill whichever is higher and cannot extend past the top of the door window opening. Side bars must be a minimum distance of 4" from the firewall and touch the wheel well. Minimum of 6" C-channel.
2. 3 Cross bars may be used (dash bar, seat bar, and 3rd bar 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 bars cannot be mounted further back than the front most part of the wheel well sheet metal
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. GTP must be centered on seat 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 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. GTP cannot be pressured into the package tray.
4. Gas tank protector gussets may only be mounted to the halo bar, gussets must remain straight or diagonal and cannot add any additional strength to car aside from the gas tank protector.

5. Halo Bar upright material must be straight and cannot angle towards the rear of the car and may only be attached to door bars and gas tank protector must be a minimum of 6" between window bars and halo bar.
6. You may install x4 total down bars, x2 per side of car, mounted from door bar to frame rail OR floorboard sheetmetal, bar must be mounted vertically, you may use a maximum size material of 2"x2"x1/4" square tubing. Down bars must mount in between the front inner door seam and rear inner door seam for a 4 door car, and inner front and rear door seam on a 2dr. 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. **The intent of this rule is to secure the cage in and not to strengthen the car.**
7. Halo bars are allowed and must be within 6" from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bar may be welded to cross bars only, not to the floor or the roof. Three 1/2"-bolts with washers no bigger than 3" may be used vertically to bolt the halo to roof sheet metal only.
8. Adding posts are allowed if the car did not originally come with posts. Posts may be welded to the door bar to the top of the car.
9. Halo bars cannot be used in combination with adding a post.
10. No welding cage to frame, floor, or sheet metal.
11. You are allowed x2 window bars in the windshield area and rear glass area. Window bars must only be mounted in the window seam area at the bottom and can protrude onto the roof no more than 3". 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. Cannot go to the hood or trunk.
12. No front or rear kicker bars.
13. Driver's seat may be welded or bolted to the floor. Driver's seat cannot be welded or bolted to the frame. No plate is allowed under the driver's seat.

Batteries

1. Battery box may be bolted or welded to floorboard or cage not both! No bolt or weld can come into contact with any frame member, body brace, or frame rail. Must be at least 4 inches from vertical section (crease in floor to firewall) of firewall and may not be used as a brace.
2. Battery box cannot be welded to any other fabricated part of car, down bars and cannot add any strength to car.

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. Must be placed behind the driver's seat.

DOORS

1. All doors may be welded solid with $\frac{1}{2}$ " thick filler rod or 2" X $\frac{1}{4}$ " thick flat strap. Outside door seams only.
2. No extra metal or plate is allowed on the outside of the doors.
3. No welding the inside of the doors.
4. The window opening on the driver's door only may be pinched and welded 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 $\frac{1}{2}$ inch thick filler rod or 2" X $\frac{1}{4}$ " inch thick flat strap. No welding 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 must have a 12" hole for inspection. You may bolt the inner to the outer trunk lid with four $\frac{3}{8}$ " bolts with washers no bigger than 1" where you cut out the hole for inspection.
4. No deck lids in wagons, they must be removed.

Rear end

1. Rear end swaps are allowed. Any 5 lug or 8 luge rear end is allowed.
2. Rear end braces and axel savers are not allowed. Pinion brakes are allowed.
3. Locked rear ends are allowed.
4. Shortening or lengthening trailing arms are allowed for pinion angle. No re-enforcing trailing arms.
5. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around frame to rear end with bolts. No chain can go through the body unless the car is a unibody. Chain may be no longer than four feet and ½" thick.

Tires & Wheels

1. Any ply and mud grips are allowed. Wheel size may be no bigger than 15". No solid tires. Can have a 3" bead lip protector.
2. Valve stem protectors are allowed. Valve stem protectors must be welded securely.
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".
5. Wheels must be factory car wheels.
6. Wheels may not be reinforced.
7. Universal centers are allowed, must not go ½" past bolt holes, must be welded. Cannot use filler rod or added metal. No full centers.
8. Wheel seams may be welded and shortened down to 5" with no filler rod or added metal.

Fenders and Quarter Panels

1. Fenders may be cut out.
2. Fenders are allowed to have six ⅜" bolts, with washers no bigger than 1" above the tire to secure the inner to the outer.
3. Quarter panels may be cut out and rolled.

4. Quarter panels are allowed to have six $\frac{3}{8}$ " bolts, with washer no bigger than 1".

Body and Frame

1. Body to frame hardware and bushing must be stock. No changing body bolts.
2. You may not remove rubber pucks between the body and the frame.
3. No frame repair is allowed. No seam welding or plating frame. No pinning or running bolts through existing holes on frame.
4. Frame notching is allowed. No welding the body to the frame.
5. Hammering of the frame is allowed only on the wheel side of the rear humps 10" both directions from the center of the hump.
6. No tilting of any vehicles.
7. Frame cannot be painted or undercoated. No painting underneath the vehicle.
8. Hammering or creasing of the front and rear quarter panels is allowed. Quarter panels must stay vertical.
9. All trunk lids, speaker decks, firewall, tailgates, and tail light valance must be mounted in factory location and cannot be altered in any way.
10. **Front frame horns may be shortened to the core support or the furthest forward body mount, whichever is furthest forward.**
11. Bumpers must stay attached to both frame rails or the body. Cars with bumpers falling off will be disqualified.
12. No Sedagoning at any time is allowed.
13. You may bend the trunk lid/ deck lid down at a 90 degree bend up to 50% of the lids to tuck. Trunk lids cannot be dished, you are able to crease downward across the width of the trunk to help car roll up.

Rust Repair

1. Floors in cars may be repaired with metal the same thickness as it came originally. Overlapping of repair may only be up to 1" past the rust spot. Leave the rust there. You can not cut it out.
2. Station wagons only; if the window seam is rusty, you may pinch it together and weld 1" and skip 3", with a maximum of 1" X 1" X 1/8" flat strap.
3. If you have any other rust repair issues then mentioned above, please contact officials. Take pictures before the repair.

Personal Safety

1. Full face helmets are required.
2. Minimum of 1 lap belt is required.
3. Four-point harnesses are allowed.
4. Long sleeve shirts and pants are required. No short sleeve shirts or shorts.
5. You must have a fire extinguisher on hand in the pits.
6. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance.

Car Numbers

1. Driver and passenger sides of the car must have a car number visible, minimum of 16" tall.
2. You must run a roof sign. You cannot use the roof sign to strengthen the car. Roof signs must be mounted from the rear of the halo forward.

Disqualifications

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned the first time with a flag; the second time will result in disqualification.
3. Driver door hits are not allowed, first time will be a flag warning, and second time will result in disqualification.
4. We have a two-fire rule. Will be discussed at the driver's meeting.

5. If cars do not pass re-inspection after the main event, it will result in disqualification.
6. Unsportsmanlike conduct may result in disqualification.
7. Being timed out for more than 2 minutes will require shut off.
8. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance. 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.

Inspection/Tech

1. You will have two chances to pass tech.
2. If your car is doesn't pass on your second time through tech, you will not be allowed to race.
3. Driver and 1 pit member are allowed to be in the inspection area.
4. Your paint must be dry before your car goes through inspection.
6. If you are in the money, be prepared to have your car pulled out of the arena for a post derby inspection. Please have your torch ready and available.
9. One support vehicle per car is allowed in the pits and no trailers.
10. You must have a fire extinguisher on hand in pits.

Disclaimer

1. If it's not stated in these rules, it is not allowed.
2. Please call Dan Bettencourt 209-286-9244, if you are unsure about rules.
3. Please do not assume any rules; it may result in disqualification of your car to race.