LIMITED WELD

BUILD RULES 2025

Head Official: Tyler Warner, Wrecked Neck Racing

Please contact Tyler with build rule questions at 801-709-8300

Definition of a full size car: Any **sedan** that has a wheel base of 110" or more.

No full framed imperials or sub swapped imperials, convertibles, Lebarons, ambulances or Hearses allowed.

PLEASE BE RESPECTFUL OF ALL WRECKED NECK RACING PERSONNEL AND OTHER PARTICIPANTS. DISRESPECTFUL BEHAVIOR WILL RESULT IN BEING ASKED TO LEAVE BY SECURITY IMMEDIATELY, AND YOU WILL BE ASKED NOT TO COME BACK TO THIS SHOW. THIS INCLUDES ALL PIT CREW AND FAMILY. NO REFUNDS.

Any frame pinning, plating, or welding is grounds for immediate disqualification without a chance to fix it. Do not push the GRAY area!

Aftermarket Derby Parts that will be allowed:

Transmission Cooler, Gas and Brake Pedals, Shifter, Steering column, Transmission Bell Housing, Drive Line, Drive Line Brake, Yokes, Gas Tank, Battery Box, half engine cradle, Body Spacers, Engine Mounts.

PREPARATION

1. ALL glass, plastic, stock gas tanks and pot metal must be removed. Nothing may remain in the bottom of the trunk or doors. The back seat must be removed. Station wagons must remove decking.

2. Mirrors, chrome, moldings, and anything flammable except driver's seat must be removed.

3. All trailer hitches and related parts must be removed.

4 PLEASE ENSURE YOUR CAR IS CLEAN FROM DEBRIS!

SAFETY

1. The driver's seat must be bolted or welded securely to the floorboard.

2. Must have a functioning seat belt. NO DUCT TAPE. Must have either a lap belt, lap belt/shoulder combo, or a racing harness. This will be checked before you enter into the arena.

3. Pad all bars around the driver. Up to 3/8" thick plate can be put inside or outside on the driver's door only from seam to seam.

4. All cars MUST have a gas tank protector in some form or fashion in their car.

5. All drivers must have full face helmets, close toed shoes, long sleeve shirts, gloves, and long pants (NO Shorts).

CAGES

1. All Cage material must be no larger than 8" O.D. unless specified smaller by a specific rule. A square cage around the driver is required and must only be welded to the A and B pillars.

2. Door Bars can be a max length of 68" long.

3. You may have a total of 6 down bars, three per door bar side. Down bars must be vertical without covering up any of the body mounts. If using 6 down bars, the middle down bar MUST be in the center of the front door. If your halo bar if running to the floor it is considered 2 of your 6 down bars.

a. Drivers' door ONLY MUST be reinforced for drivers' safety. **It may not be attached to the frame or body mounts.**

b. All down bars may go to frame but must be vertical within the door seams.

c. Maximum front and middle down bar size is 2"x 2"x1/4".

4. Dash Bar and center bar must be at least 3" off the transmission tunnel and dash bar 6" off firewall.

5. Halo bar above the roof is required. Halo must be made from at least 2"x2"x 1/4" material. No leaning bar back, must stay perpendicular with the frame.

6. Gas Tank Protector- Max 3" x 3" square bar, can't touch or be attached to anything but the back bar. It must be centered between the frame humps and the outside dimension cannot be more than 38" wide. The Bars must be more than 6" above floor. Must have 2 inches between the protector and sheet metal. The gas tank protector may have its own halo but cannot be taller than the tank itself and may not be angled out the back window. It may have gussets but must gusset to tank protector only.

7. **Mandatory** 4-point minimum cage with halo bar. (Dash bar, driver side bar, passenger bar and behind seat bar).

***Please ensure that your welds are solid. Cages that are not welded in correctly will not be permitted to run.**

BODY

1. Outer door seams must be welded shut. You can use 3”x 1/4” max strapping or ½” rebar for filler.

2. Hoods can be secured using: four lengths of chain or four locations of 5” long pieces of 2”x2” angle iron welded back-to-back with a max of 2 bolts through them (any placement) NOT BOTH.

3. One inch all thread is allowed to replace 1 body bolt per frame rail in the front and rear. (Core support and Trunk)

4. Hood There must be a reasonable hole cut in hood over carburetor for fire protection. No coverings of any kind over said opening.

5. Only Fenders and quarter panels can be creased with a hammer! Trunk lid must attach in stock location and can be dished or tucked but may not attach to trunk floor or inside of the quarters. Quarter panels and taillight panel must exist and need to remain upright. Quarters may not be cut to fold around the back. No wedges. Trunk lids can be chained with 4 chains or welded shut using 4 total 6” x 3” wide 1/4” thick straps. There must be a 10” diameter inspection hole in the center of the trunk lid. Trunk lid may have 90-degree bend into trunk area.

6. There must be 1 or 2 vertical windshield bars (2”x2”x39” max) or chain in the center of the windshield area welded from firewall to the roof. Rear window bars are max of 2 (2x2) and need to be 6” off of the pillars. Window bars can only attach to sheet metal or be attached to the speaker deck or firewall. They can’t be on top of the trunk lid or touch it in any way.

7. **No adding body bolts!** Only stock locations can have bolts. Body spacers can be removed or replaced with 1” inch spacers and body bolts can be changed to ½” bolts, 3” washers and nuts can be used on top of body bolts. The front 2 and 2 in the trunk can be replaced with up to 1” all thread that runs up through or immediately next to the stock mounting holes, through the body and through the hood and trunk lid. It can be welded to the side of the frame or bolted on the bottom and top of the frame.

8. **NO seam welding unless stated of any kind on the frame or body! No welding created seams.**

9. A roof sign with your number on it must be attached to the roof at the back half of the car.

10. Firewall all holes in firewall and the floor must be covered with metal or nonflammable material of the same thickness.

BUMPERS

1. Loaded OEM bumpers are allowed. Pointy bumpers and homemade kits are allowed. Please call for any questions or clarifications on bumpers.

2. Tube bumpers are allowed, Max size is 5”x5”x1/4” or 6”x 4” x ¼”. It must be straight and cannot have a point added. The ends can’t stick out more than 10” past the frame and have holes in the ends for inspection.

3. Bumper height max is 24” from ground to lowest point. Bumper skins can be hammered down and welded.

4. Front bumper: You can weld two 2” wide x 1/4” thick x 14” long straps from bumper to core support. 1” all thread can run through them.

5. Rear bumper: You can weld two 2” wide x 1/4” thick x 14” long from bumper to trunk lid. The 1” all thread can run through it.

6. Two chains must be secured from the front of the hood to the core support. The hood can be chained to bumper. One loops minimum. NO wrapping of the chains.

7. Mounting the bumper: no other way than what is listed below!

• Stock to the car bumper brackets and shock tubes must stay in the stock locations and may be welded to the front 10” of the frame only. Compression shocks can be collapsed and welded together. (Hard nosing is allowed)

- Or can remove stock bumper brackets and shock tubes and use 10”x4”x1/4” flat plate, must touch and be welded to the backside of the bumper.

FRAME

1. No buffing, grinding, packing, cutting, bending, or welding the frame other than what is specifically stated in the rules. Do not prebend the frame or the body.

2. 80’s and newer cars can tilt the front frame rails down at the fire wall seams only, no added metal.

3. You may notch and dimple any frame behind the rear frame humps only! No frame seam welding of any kind!

4. Two plates per side of frame 4” X 6” X ¼” plates. Extra plates need to be cleared by tech.

5. Y frame cars can close Y’s and utilize rules. No frame trimming past core support, and no moving core support.

6. **No Frame Pinning!**

DRIVE TRAIN

1. You can use aftermarket motor mounts and a lower cradle to hold in the motor. If using the stock upper and lower motor mounts, you may use 2 chains from motor to frame, 1 chain per side. The chains cannot go more than 3” past the A-arms. May weld 2 link.

2. Transmission cross members can be stock or 2”x2”x1/4” O.D. straight square tubing.

3. Headers through the hood are highly recommended. You also need to cut a hole big enough to get a fire extinguisher into the hood over the motor.

4. Half cradles and Transmission cages allowed. Two head straps allowed total.

5. Transmission coolers are allowed, if mounted inside the driver's compartment, transmission cooler must be covered.

6 **Any motor and trans combination is allowed. No alcohol engines.**

REAR ENDS

1. ¾ Ton rear end Maximum. Braced rear ends allowed. (drive line brakes do not

count as bracing but beware that the mounting doesn't turn into bracing, or you'll

cut it all off)

2. Hybrid rear ends allowed (putting Chevy into Ford or vice versa). Must use

OEM factory brackets on rear-ends. Gears can be changed or welded.

3. WATTs conversion brackets may only be bolted on no welding.

a. Upper watts brackets may only be bolted to the package tray and not thru the sheet metal. Washers may not be larger than 2.5"

b. Lower brackets may only be bolted to the frame using up to TWO ½" bolts and must be located on the exact opposite side of the frame as the original bracket. Washers may not be larger than 2.5"

c. All original WATTs bracketry must be removed from the frame.

SUSPENSION AND STEERING

1. You may swap trailing arms or shorten the upper control arms by cutting and

welding with minimal overlap. No plating or reinforcing of control arms at all!

changing leaf springs, you must run what came on the car. You can weld or

bolt coil springs to the rear end side only.

Rear end suspension may be locked out. (do not go excessive or you will have to cut)

You may only use 4 clamps per leaf pack no bigger than 2" you may have up to 7 leafs matched no oem thickness

3. No leaf spring to coil spring conversion or vice versa

4. You make run homemade for aftermarket spindles BUT YOU MUST RUN OEM BALL JOINTS. FROM YOUR LOCAL PARTS STORE if you are not running OEM ball joint be prepared to go get oem ones from the local parts store.

5. Front suspension and steering must be factory for a car in this class. Swapping

around from model to model is ok but no fabrication or reinforcing is permitted.

Upper a-arms can be welded down by using two 2” wide by ¼” thick by 8” long straps per side. None of the straps can be outside of the a-arm shaft footprint. Factory tie rods may be reinforced

6. You must use stock gear box but gear box to steering wheel can be aftermarket

COOLING

1.Radiators can be removed, and the hoses looped.

2. Radiator can only be attached to the core support using metal straps, wire or a few 1” welds.

3. You may use aftermarket radiators

4. You may use a condenser or thin expanded metal to protect the radiator, but it can only be attached to the core support. Max thickness ⅛ thick.

4. Transmission coolers are allowed. If in the drivers' compartment, they must be mounted in a safe manner.

FUEL

1. The original gas tank MUST be removed. Stock automotive tanks, racing fuel cells, and marine fuel cells are allowed. Approved fuel tank must be installed in rear passenger seat area. A properly fitting gas cap must be used (NO RAGS). No rope, plumbers’ tape, bungee cords, ratchet straps, or duct tape. No "plastic filler type". No 5-gallon jeep or jerry cans. Make sure your tank does not come loose and will not leak.

2. **Any pump gas or E85 can be used. No alcohol engines**

3. Fuel lines can be run under the body or inside. If inside they must be doubled to keep fuel from leaking into the drivers’ area. If you use an electric pump, please let us know how to kill it or we’ll just rip the wires out of it.

4. Fuel tank protector optional may not be connected to anything but 4-point cage.

BATTERIES

1. Batteries must be secured inside the car and **covered** unless using a gel style

battery.

2. Max 2 batteries, Battery boxes must be metal and bolted to the floor. **No ratchet**

straps.

TIRES/BRAKES

1. You can also weld valve stem protectors.

studded or foam filled tires allowed.

2. Any air-filled tire may be used. No solid forklift styles. You may put tubes in

them.

3. All cars must show the ability to stop before entering the arena and tech!

4. Drive line brakes will be allowed if you can show that it stops the car.

5. Covered narrowed wheels, and bead protectors allowed.

6. Weld in centers are allowed max diameter is 8inches

PRE-RAN CARS

1. Frames may be pulled straight, and cracks welded with permisson. Please contact Wrecked Neck Racing BEFORE any repairs are made. Text Tyler at 801-709-8300 with picture proof.

2. Pre run cars need to be exactly that. Bump and grind in the parking lot is not a pre-run. We all know what it is. If we feel it is not a legitimate pre-run it won't run.

3. Pre-run cars are allowed 6 plates on the frame at 6"x4"x1/4". If you need more, contact tech so we can work with you!

4. Pre-run cars can have a 6"x4"x1/4" fix it plates on the humps if needed 1 per side.

RULES OF COMPETITION:

1. No intentional hitting the driver's door. Seam to seam. (must be determined by a track officials). If we pull your flag, your placement stops when we pull your flag.

2. No sandbagging. (Determined by track officials)

3. Each car will have 2 minutes to make a hit. You will be asked to pull your flag after 2 minutes. Failure to pull flag in a timely manner means we will stop the show and pull it for you.

4. The definition of a hit is if your car is running and able to make a hit unassisted in forward or reverse motion under your own power. Must be half a car length or more. Rocking will not be considered a hit!

5. Drivers must always stay in their safety belts during the competition with your helmet on, even if you are out of time. If you need to leave, please flag down an official.

6. As cars will be staged for the event, there will be no tampering of opponent's vehicles. All cars will be quarantined after passing inspection.Anyone caught tampering will be disqualified from this and any future events. This applies to your whole crew.

7. Drivers must wear a D.O.T. approved full-face crash helmet or a helmet and goggle combo. (No add on chin guards). Eye protection is required. Racing neck braces are highly recommended.

8. NO pit crew members allowed in the arena to help remove your car. Drivers may NOT provide their own tow vehicle.

9. You must wear long pants and a long-sleeved shirt, no shorts and no open shoes. Fire suit is optional.

10. Any instances resulting in a tie. Money will be split, and trophy flipped for.

11. If your car is rolled on its side or flipped over you will not be allowed to compete any further in that heat and your time will stop. If you get hung up on a car you roll you will be brought back on your wheels or pulled apart and you will be able to continue to run if your car is deemed safe to compete.

12. If you have 2 fires of any kind that need extinguishers to put it out, you will not be allowed to compete any further in that heat and your time will stop. If you must be removed from your car for safety reasons your time will stop.

13. Once you are timed out or disqualified you may not help other drivers. Both you and

the driver you assist will be disqualified for the heat.

14. No hot rodding in the pits or you will be disqualified.

15. Un-sportsman like behavior before, during, or after the derby will not be tolerated and will result in disqualification and removal from grounds.

16. Each driver must submit a completed entry form and pay a registration fee before the entry deadline. Entries are non-transferrable and nonrefundable. Early registration is highly encouraged, drivers whom register early will receive discounted registration fees. Please register at wreckedneckracing.com

17. Other than what has been specified above, no other alterations or interpretations of the rules will be allowed. Please allow plenty of time for your car to be inspected. Cars will be quarantined upon passing inspection. Make sure your car is race ready when passing inspection. The exception will be after your car is quarantined you MAY connect a portable battery charger. No refunds will be made if your car does not pass inspection.

Each car will be allowed one truck and one trailer in the pit area AFTER your car has passed inspection. No excavators, tractors, backhoes etc. allowed in the pit area.

18. MANDATORY driver meeting the day of.

19. Driver and Pit Crew MUST sit in designated seating area while watching the derby and must complete a waiver in order to be in the pits. Please display your pit pass at all times.

20. All drivers and pit crew must sign a liability waiver before entering the pits. All children must have a purchased pit pass and a signed liability waiver. They MUST stay with a parent at all times. Children will not be allowed to run around during the loading of cars. We kindly ask that they be seated in pit seating during the show. If we have to warn you once, we will ask the kids to leave the pits for the duration of the show and loading of the cars. Please respect our safety rules so we can continue having this show.

21.Official's calls will be the final word as far as placements go. They may not always be 100% correct, but we will strive for perfection in determining placements. This will be done using a board of timers determining timing and hits. If there is a discrepancy, please let us know before awards. After award ceremony, we will not be changing any placements.

22. You may request a second tech inspection of a car only through Tyler. This needs to happen after the heat is done, but before it makes it back to the pit area. After it is back to the pits, we will not be re-teching cars. We ask that you be respectful to the opposing driver, as well as any of their pit crew and family. Please know we will do our due

diligence to be as fair as possible during re-tech, but if it comes back the car is abiding by our rules, the final call is up to the tech inspector. If it is found that the car has been cheated, we will disqualify the driver and rescind any placement or money if originally awarded.

23. You must be respectful of all Wrecked Neck Racing personnel, promoters, team, tech inspection, volunteers, officials, announcer etc. before, during, and after the show. Any disrespectful behavior will result in being asked to leave the grounds by security, and we will ask that you not return to this show. No refunds.

Wrecked Neck Racing

***PLEASE CONTACT TYLER WARNER WITH ANY QUESTIONS AT 801-709-8300 OR AT**

WRECKEDNECKRACINGUT@GMAIL.COM.