



## 2026 Limited Weld Demo Rules

Evergreen Speedway, Monroe, WA

**UPDATED JANUARY 12<sup>th</sup>, 2026**

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

These rules 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, official or others. Track Officials shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in their opinion do not alter the minimum acceptable requirements.

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.**

Interpretation of or deviation from these rules is left to the discretion of the officials. **Their decision is final.** It is the responsibility of the driver to ensure their car conforms to all rules and regulations at all times.

### Explanation

The **Limited Weld Demo Derby Class** is designed to be a class that allows builders more latitude when prepping their vehicles. Some welding, Engine swaps, Engine cradles and more are allowed. These rules specifically state what can be done to the vehicle. **There are no gray areas. If it doesn't say you can, then you can't.**

### Competition Rules:

1. You must make an AGGRESSIVE HIT every 2 MINUTES. Sandbagging will not be tolerated
2. Team driving will not be tolerated.
3. Any open door may cause DQ.

4. You are allowed 2 fires. A third fire will be cause for DQ in the current event.
5. Any careless or intentional driver's door hit will be cause for DQ
6. Using your driver's door as a defense will be cause for DQ
7. Drivers must remain in the vehicle with helmet, seatbelt and eye protection on & long sleeves, until notified by an official that is safe to exit the vehicle.
8. All cars are required to have a bright colored stick or flag firmly attached to the driver's side A pillar. You must pull your flag if you are unable to continue competing or if directed by an Official.
10. Intentional or repeatedly exiting the defined area of competition may result in disqualification
11. Obey the Officials commands.
- 12. Time Limits for FINAL 2 COMPETITORS. MUST make AGGRESSIVE HIT EVERY 1 MINUTE. AT the end of 10 Minutes a Tie May be Called with the 2 Competitors splitting first and second place.**

#### **A. Competing Models**

- 1. Open to any make of AMERICAN MADE CARS!**
- 2. Imperials – Hearses – Ambulance Cars ARE ALLOWED!**
- 3. Imperial sub frames ARE ALLOWED!**
- 4. Ambulances, Hearses or Limousines ARE ALLOWED!**
- 5. Body and Frame swaps are allowed (Ford to Ford) - (GM to GM) etc.**

#### **B. General Preparation**

1. **All Glass must be removed.** All loose glass must be cleaned out
2. Front windshield may be replaced with expanded metal but still must follow window bar rules.
3. Car exterior must be stripped of all molding, headlights, trim, taillights etc.
4. All Flammable material must be removed from interior. Head liner, rear seats, door panels, carpet etc.
5. All vehicles must have a roof sign showing their number on both sides. Minimum of 15" x 15". Must not strengthen the car in any way.
6. Front seat must be securely fastened to the floor. These bolts may not go through the frame.
7. 5 point safety harness is required. **Only 1 driver seat allowed. No passenger seats.**
8. Rear seats in all cars and all decking in station wagons must be removed
9. No fresh "Sedanagon" or wedge cars are allowed.
10. All cars must be painted. No dark colored cars without contrasting lettering scheme.
11. No spikes, sharp objects or pointed objects will be allowed on any car.
12. No washers over 3" OD X 3/8" for mounts on any parts.
13. All trailer hitches and related parts must be removed

#### **C. Frames**

1. No buffering, 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 with the exception 2003 and up FoMoCo's can be tilted at the front frame rails down at the fire seams only, no added metal.
3. All 80's and newer cars can only weld 1 fix it plate on each frame rail "4"x 6"x 1/4 "on the outside of the rear hump before the derby. These will not count against the repair plate rules.
4. You may notch and dimple the frame behind the rear humps. No frame seam welding of any kind!
5. No seam welding unless stated by any kind (Frame or body, no welding)
6. Cadillac and Ford front frame extensions can't touch the transmission cross member

before, during or after the show unless you are mounting the stock crossmember in the stock manner. Nothing may restrict their movement!

#### **D. Brakes**

1. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete
2. Pinion/Driveline breaks are aloud

#### **E. Tires and Wheels**

1. Any tire allowed. DOT, Forklift, Skid-steers etc.
2. Any passenger car wheel may be used. May have up to 1/2" up to 7" weld in center for switching bolt patterns. You can also weld on Valve stem protecters.
3. No MAX lip guards.
4. No bead-locks
5. No studded tires
6. No duals

#### **F. Bumpers and Bumper Brackets - (The intention of this rule is to allow you to mount the bumpers in such a way they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intensions of this rule you will be given a chance to correct it. If not corrected, you will be disqualified!)**

**1. Aftermarket loaded bumpers are allowed. You cannot put it on top of the frame / no shelving.**

**2. Bumper swaps are allowed and must be O.E.M. off a stock production car.**

3. Two bumpers are allowed, max size is 5" X 5" X 1/4 " or 6" X 4" X 1/4". It must be straight and can not have a point. The ends cant stick out more than 10" past the frame and must have inspection holes on the ends.
4. Bumper height max is 26" to the top of the bumper in this center, skins can be hammered down and welded.
5. **Front Bumper:** you can weld 2" wide x 3/8" thick x 30 "long straps from bumper to core support. 1" all thread can run threw them.
6. **Rear Bumper:** You can weld two straps, 2" wide x 3/8" thick x 30" long from bumper to trunk lid. The 1" all thread can run through it. Do not weld to the window bar or its mounting plate.
7. **Mounting The Bumper:** No other ways then what is listed below!
  - Stock OEM 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
  - Or remove ALL factory brackets and shock tubes and in its place use a 10" x 4" x 1/4" flat plate welded to the outside of the frame. Formed plates are ok however it must have started as a 4" plate. You can cut the frame to achieve this. 80's and up Mercury's and Lincolns can cut back to the point of a ford. **DO NOT** cut the body mount tab.
  - Pre 1974 single skin stock bumpers can be welded to the body. Rebar for filler is ok.

#### **G. Body Bolts**

1. No adding body bolts! Only stock locations can have bolts. Body spacers can be removed or replaced with 1" spacers and body bolts can be changed to 1/2" 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, the hood, and the trunk lid. It can be welded to the side of the frame or bolted on the bottom and top of the frame, 5" plates on all thread max.
2. 6" max gap between core support, frame and it can be filled with a 2" x 3" x 6" O.D. Tube welded on the bottom side only.

#### **H. Hoods**

1. Hoods must be bolted, chained or 9 wired shut.
2. Your hoods may be secured using 6 lengths of chain, six spots of 5" long pieces of 2" X 2" angle iron bolted back to back with a max of 2 bolts through them (any placement).
3. Maximum of 1" all thread with 6" washers. No pipe.
4. 2ea of your hood bolts may go through the factory frame holes, replacing the factory core support body bolts. If your frame has a bracket to mount the core support body mount, you may weld the bolts to the side of the frame. The other four must be sheet metal to sheet metal
5. Chain must be a single piece of 3/8"max chain, bolted together with a 3/8" bolt.
6. #9 wire may be used, 3 wraps in each spot.
7. 6" of 2"x2" angle may also be used, 1 welded to the fender and the other welded to the hood bolted together with 2ea 3/8" bolts.
8. No welding of cut outs allowed.
9. You must have a minimum 10" hole in hood for fire protection
10. Hoods must open for inspection.
11. Hoods must be able to be opened at the request of the Technical Inspector
12. Hood must be in stock location.
13. You may re-bolt hood skins 10-3/8" bolts max, sheet metal to sheet metal only.
14. You also need to cut 2 holes minimum, 6 X 6 to get a fire extinguisher into the hood over the motor

## **I. Doors and Windows**

1. A 3/8" thick plate can be put inside or outside the driver's door only!
2. There must be 2 vertical bars (2" x 2" X 39" MAX) or chain in the center of the windshield area, welded from the 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 the sheet metal or be attached to 3" X 3" X 1/4" landing plates that are welded to the sheet metal on the top and bottom. Plate and trunk strap may share the same weld. They can't be on top of the trunk lid or touch it in any way. Rear window bars can be attached to the halo except on wagons.
3. **Wagons** -Window bars can be attached to the top of the tailgate and to the roof. Tailgates count as trunks for welding shut.
4. Outer door seems must be welded shut. You can use 3" X 1/4" max strapping or 1/2" Rebar for filler.

## **J. Trunk Lids**

1. 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 quarters. Quarter Panels and taillight panel must exist and need to remain the upright. Quarters may not be cut to fold around the back. No wedges. Trunk lids can be chained with 6 chains or welding shut using 6 total 6" X 3" wide 1/4" thick straps. There must be an 8" diameter inspection hole in the center of the trunk lid.

## **K. Body**

1. Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only.
2. Trunk lid seams must be clearly visible and accessible
3. No doubling of body panels allowed. No added metal. Any spot with 4 layers of sheet metal or more will be required to be torched out completely.
4. Quarter panels must remain vertical
5. Core support seam welding or re-bolting is not allowed
6. Holes may be cut in the floor and firewall to accommodate the shifter, fuel lines and transmission lines.
7. You may cut a hole in the firewall to accommodate the engine, within reason.

8. You may have up to (5) 3/8" (max) bolts in each wheel opening. They may not be higher than 5" above the stock lip location of the wheel opening
9. You may remove speaker deck on any car.

#### **L. Radiator & Radiator Supports**

1. You must use the stock radiator mounting position. Radiators can be switch out to aluminum racing style but must be as close to stock size as possible. Radiators can be removed and the hoses looped.
2. Radiator can only be attached to the core support using metal straps, wire, a few 1" welds or seatbelt straps.
3. You may use a condenser or thin expanded metal to protect the radiator but it can only be attached to the core support. No sewer grates.
4. Can **ONLY** use water.

#### **M. Batteries & Peddles**

1. Batteries must be re-located inside the cab. **2 batteries MAX.**
2. Your battery box must be of metal Construction full enclosed, and securely fastened to the floor. The lid must be securely fastened shut using 5/16" bolts or 2" straps. (I.e. seat belts).
3. NO RATCHET STRAPS OR BUNGEE CORDS OF ANY TYPE.

#### **N. Fuel Delivery Systems and Gas Tank Protector**

1. No plastic tanks or Boat tanks allowed. Metal fuel tanks only.
2. **15-gallon tank max.**
3. Original gas tanks must be removed from the car
4. You must have the gas tank securely mounted
5. **Gas tank must be bolted in the center of car in rear seat area.**
6. It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
7. You may use a gas tank protector. It must be a maximum of 36" x 36" AND have a minimum clearance of 8" from the interior door skins on the sides and a 1" minimum clearance from all other sheet metal and **MAY NOT** extend out past the back seat. **No sheet metal may be removed from rear seat area.**
8. Gas tanks may be bolted to rear seat bar. RECOMMENDED
9. Fuel lines may be run inside the car. If you use rubber gas line, you must run the line through a larger hose such as a garden hose or electrical conduit. **\*\*NO Metal fuel lines in car\*\*** hydraulic hose highly recommended
10. Fuel lines must be secured to the floor and kept from pinch points
11. Automotive pump gas only, NO ALCOHOL.
12. Electric fuel pumps are allowed. They must be covered and have an on/off switch clearly marked in large letters.
13. All lines must be double clamped.

#### **O. Engines**

1. Any engine may be used in any car.
2. Lower engine cradles are allowed.
3. IF YOU ARE NOT RUNNING AN ENGINE CRADLE. You may chain the motor, but you must use an existing bolt. Chains may not be higher than the top of the stock engine mount cup. Chains may not be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 max OR you may weld a 6x3" inch plate for the factory engine side mount to frame.

4. No engine oil coolers are allowed.
5. You must have an air cleaner over the carburetor at all times.
6. No starting fluid is allowed.
7. Mopars are allowed to secure K member in the following ways:
  - A. Remove pucks and bolt tight to frame, stock size bolts only.
  - B. Or Leave pucks in between and weld 4 - 3 inch welds, total (not per side) of 12 inches only.

#### **P. Distributor Protectors/Cradles**

1. Absolutely no distributor protectors, mid-plates, **or valve cover/ coil pack protectors or any other protection plate/device.**
2. Lower engine cradles and pulley protectors are allowed.
3. Lower engine cradles must conform to the following:
  - A. Be no taller than the bottom of the exhaust ports
  - B. Be a minimum of 1" forward of the transmission bellhousing
  - C. Front plate must be no taller than the valve covers and 1" wider than the heads.
4. Pulley protectors may not extend more than 2" forward of the pulley, 14" wide max, and be no taller than 1" above the crankshaft centerline.
5. You may shape the engine side of the firewall only, do not weld or bolt anything to the firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.
6. **STACK PROTECTORS ARE ALLOWED. May only be attached to the exhaust and have a Carb Halo protector that is only mounted to exhaust and 2 both to front of engine cradle. Protector may be no larger than the valve cover.**

#### **Q. 7. Transmissions**

1. Transmissions must be of passenger car origin.
2. **No aftermarket transmission cases or transmission protectors allowed. AFTERMARKET BELLHOUSINGS ARE ALLOWED. Aftermarket tail housings are allowed.**
3. Transmission coolers may be used, but they must be secured in such a way to prevent injury. May not bolt through frame or act as a kicker. Metal or braided lines must be used.
4. Steel tail shafts may be used.
5. Skid plates may be used, must be bolted to the pan bolts only and no bigger than the factory pan.
6. **Transmission crossmember may be replaced with 2"x3"x 1/4" tubing max, and maximum 1 - 6" long 2"x2"x1/4" angle iron support - 1 PER SIDE.**
  - i. No leaf to coil conversions. These rules only apply to factory leaf sprung cars
  - ii. You may clamp leaf springs 4 clamps per leaf, 2in x 1/4" strap. Max 2 3/8 bolts per clamp
  - iii. No homemade mounting plates or oversized U-bolts will be allowed.
  - iv. No welding on the spring pack
  - v. No flat stacking springs

#### **S. Rear Ends**

- a. No part of rear end may strengthen the car's frame or body in any way.
- b. You may use any type of rear end (Ford / Mopar / GM / Hybrid). Full floaters allowed, but only using 5 lugs to attach wheels.
- c. OEM rear end trailing arms must be used, and may be reinforced. They must have a bushing and a bolt that allows the rear end to pivot. They may be shortened or made longer. They must attach in stock configuration for the suspension setup you

are using. Rear end must remain in the stock location within the original mounting location. Do not move rear end forward or backwards to support the frame

- d. Rear end braces are allowed, but they may serve no purpose other than to strengthen the rear end housing. They may not extend from the rear end further than 6" in any direction and may not be higher than the top of the axle housing unless it is a mounting bracket for the trailing arm. And in no way come in contact with the frame.

## **T. Cages & Door Bars**

- a. You may use channel door bars. They must be a minimum of 8" wide ¼" thick iron, wide NO guard rail or grader blade. Total length is not to exceed 78" max. This bar may not be more than 6" past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates. The ends of the side iron must be cut at a 45-degree angle.
- b. Dash bar must go from window post to window post in the former position of the dashboard. May be welded in, must be bolted, may NOT be mounted or touch the fire wall, floorboard or frame in any way.
- c. Dash bars must be mounted above the steering column, and stay a min of 5" from the fire wall.
- d. A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be a minimum of 3" pipe or square tubing with plates welded on the ends. The plates may not extend more than 15" past cross bar toward rear of car, the cross brace must be mounted with a minimum of 2 bolts on each side extending the side Iron. This Bar May NOT be welded to the frame.
- e. No kickers or contoured bars.
- f. If you choose to run an internal cage, door bars/side bars must be 4" off the floor, all other bars must be 8" off the floor, measured at the body bolt elevation
- g. You may use channel or tubing up to 8" OD max for all interior bars except door bars which may be larger.
- h. Seat bar must be no further than 8" behind the seat. Interior door bars may not extend more than 8" behind the seat bar.
- i. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. This door bar MAY be inside the door structure to allow more room for driver's safety.
- j. The ONLY cage that may be tied into the frame is; 2 down bars on each side of the car using 2"x3" material max. 1 of the bars must be directly in line with the rear cross bar and go straight down to the frame. The other may be attached to the inside door bar in the location of your choosing anywhere in between the inside front door seams.

## **U. Halo or Rollover Bars**

- a. All cars must a minimum of 1 upright vertical rollover post (recommended 2). Upright must be located directly behind the driver seat. Must be made up of a minimum of 3 inch round or square tubing with 4x4 plates welded on the top and bottom of tube. The upright must extend from the floor to the roof or from the rear cross bar to the roof.
- b. You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the car. It may not exceed 5" in diameter.
- c. This bar must attach to the rear seat cross bar, no exceptions.
- d. Halo bars must be in a direct vertical line with the seat bar.
- e. Halo bars may NOT be angled toward the rear of the car. They must be vertical.

- f. You may bolt the halo bar to the roof sheet metal in 2 places and may not extend forward or backwards on top of the car.

## **V. Repairing Pre Ran Cars**

- a. **When repairing damaged cars, you may use (4) 4"x6"x 1/4" plates. Trans Cross Member forward and 4 back. These plates may not touch each other in any way. Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.**
- b. A frame section is one frame rail in front of or behind the OEM transmission crossmember, 2 plates RR frame, 2 plates LR frame, 2 plates RF frame and 2 plates LF frame rail. You may not add any more plate than this.
- c. 2 PLATES MAX PER FRAME SECTION.
- d. **NO KICKERS ALLOWED.**

## **W. Inspection Procedures.**

- a. Official's decisions are final.
- b. **Car must be in inspection line no later than 5pm or start of PIT MEETING whichever comes first at Evergreen Speedway. (Slamfest Spring Fair Puyallup will have its own times).**
- c. You will be given one (1) opportunity to correct items on your car.
- d. Each car gets a maximum of 2 times thru inspection.
- e. YOUR HOOD MUST BE OPEN FOR INSPECTION--- IT DOES NOT MATTER WHO YOU ARE.
- f. Do not come to the inspection line if you are not done preparing your car.
- g. Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don't do it or your car will be weakened!
- h. It is your responsibility to report to tech. Failure to report to tech or competing in any event with a car that has not been inspected will result in immediate disqualification and a monetary fine
- i. Protests are not allowed. Official's decisions are final

## **X. Safety**

- a. Driver must wear helmet, seat belt and eye protection at all times during competition.
- b. Driver must remain in vehicle with all safety equipment on until directed by a track official to exit the vehicle. (fire is the only exception)
- c. Driver's door hits are illegal. Any driver's door hit deemed intentional will be cause for disqualification. Repeated unintentional or careless driver's door hits will be cause for disqualification. Official's determination is final
- d. Intentional or repeated unintentional use of your driver's door as a defense may result in disqualification.
- e. No hot rodding in the pits
- f. You are allowed 2 fires. The third fire will be cause for disqualification

## **Y. BONUS**

- a. You may use ONLY 1 of the following items:



1. Aftermarket steel or aluminum bellhousing. May only be attached the transmission using the factory pump bolts and to the engine using factory bellhousing bolt locations. May not touch or attach to cradle, pan protector, frame, or cage component. If you are running a pan protector a 1/2" gap is required between the protector and bellhousing.
2. 3 Bar transmission brace. Each bar may be no bigger than 1 1/2" OD, and be attached to the factory bellhousing bolts and a tail housing plate. Tail housing plate may be no bigger than 8" wide and 10" tall and only attached to the tail housing bolts, NOTHING ELSE. Google search for reference "Nerat 3 bar transmission brace"
3. 1ea EXTRA 4"x12" flat bar 1/4" thick PER FRAME RAIL. May be attached to the frame only in any location that you choose. 1/2" weld max and may be folded and shaped as needed. BUT it must stay as 1 piece. Leave a corner un-welded to verify thickness.

**Please text any car building questions to:  
MIKE NORDSTROM 253.381.4062**

If your question is not a basic yes or no answer, please allow for some time for a response. Everything is consulted between the Tech Inspectors.













