

# OFFICIAL UTAH COUNTY FAIR DEMOLITION DERBY RULES

## AUGUST 16, 2008

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**IF IT IS NOT SPECIFIED BELOW THEN YOU MAY NOT DO IT! CALL FIRST BEFORE YOU ATTEMPT IT. Latest Revision Date is 1/24/06**

1. Any year O.E.M. frame and body model of passenger car or station wagon except for the following: 1973 or older Chrysler Imperial's or Lebaron's, Ambulances or Hearses.
2. No reinforcements allowed other than the specified welding below. Any metal added to reinforce the car is illegal! **NO WELDING ON FRAMES other than is specified!!**
3. All parts must be off of a passenger car.

**WE ARE PRIVILEGED TO USE THIS FACILITY. PLEASE TAKE EXTRA CARE IN STRIPPING YOUR CAR!**

### **PREPARATION:**

1. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors, trunks. All outside hardware be removed ( door handles, mirrors, chrome, moldings, screws, fiber glass, etc). All but the first inner panel above the frame hump must be removed from the station wagons, however all seams must be visible. Only four 1/2" bolts using two 2" washers (washer not to exceed 2") thru the sheet metal only may fasten this panel.
2. No added weight to the car except the weld. No packing the frames, trunks, passenger doors, or under floor decking.
3. Front seats must be securely mounted to the floor, and must have seat belts. All cars **MUST** have inner padding on drivers door.
4. All flammable materials inside the car must be removed except necessary safety padding and seat.
5. Minimal pre-bending of the body and frame only. Contact Head Official if you have any questions.

### **FUEL PUMPS:**

1. Electric fuel pumps are allowed

### **TIRES:**

1. You may use any tire and you may tube, screw, glue, tire inside of tire, flappers, and use recaps. Only air must be used to inflate your tire.
2. You may weld valve stem protectors.

### **BRAKES:**

1. All cars must exhibit the ability to stop before entering the arena. If a car loses its braking ability it will be subject to disqualification.

### **ENGINES AND REAR ENDS:**

1. Any engine and transmission combination may be used in any car, but must be mounted within 4 inches of the original motor. Must be mounted securely. You may cut a hole in the firewall to accommodate the engine within reason. However it must be covered to prevent a fire hazard.
2. You may cut a hole to accommodate the distributor. However it must be covered to prevent a fire hazard. 8"X8" maximum may be left uncovered.
3. Holes left in the firewall more than 8"X8" from removing the dash and heater must be covered to prevent a fire hazard.

4. No holes will be allowed in the floor of the car except to accommodate the transmission shifter, fuel and transmission lines and wiring. Shifters may be tack welded or bolted. Patching holes is for safety not reinforcement, if patching rust holes you may use sheet metal only not to exceed 2" past the rust area.
5. Motor mounts may be welded; transmission and motors may be chained. If making motor mounts to raise shift or use different motors in different cars, mounts cannot exceed original footprint of motor mount. (Approximately 5"X5"). No reinforcing of the engine frame cradle. No more than one fastener on each side of the motor may be used. If any fasteners they may only be welded to the top of the frame.
6. You may tilt your rear end by shortening or lengthening rear end control arms; however, they must remain functional. Do not reinforce more than one inch past cut or extension area, must use metal of same thickness or less, no other welding other than the cut seam is allowed. Cuts must be made in the middle of the arms, and no metal added to the inside or ends of the control arms.
7. Rear ends must be of a passenger car origin only (you may use any type, Ford/GM/Mopar/Hybrid). No truck rear ends or springs or floaters may be used. All rear ends must have maximum of 5 lugs.
8. Rear end spiders can be welded or anti-slip rear end can be used.

### **FOR USE BELOW**

1. Only 3/8" round hot, cold or rebar, or 1" X 3/16" flat strap may be used for seam welding. (Note due to the price of metal we will use a "within reason" clause: however, if you push it we will make you cut it!)
2. Chain must be no larger than 3/8" when chaining
3. #9 wire may be used in place of chain only and 4 strands may be twisted together.

### **SECURING:**

1. Only bolts no bigger than 3/8" X 2" may be used around any hood cut out openings. Must be spaced 12" apart. No zip screws can be used anymore.
2. Only one of the following (welding or bolting) must be used to secure your hood and trunk. The tailgate of a station wagon will be treated as a trunk. #9 wire may only be used in place of chain where chaining is allowed

### **DOORS AND WINDOWS:**

1. Doors may be fully welded. All **EXTERIOR** door seams may be welded **OR** you may chain or use #9 wire, at least twice per seam. If chaining or wiring, none may go thru or around the frame.
2. A protective bar may be placed on the drivers exterior door. It cannot extend more than 3" past the driver's door seam on either side.
3. No window openings may be snaked thru quarter panels to the roof with chain, cable, or wire.
4. One bar running from the roof down to the cowl or front dashboard bar in mandatory, centered on the front window. No more than two bars may be used. No rear window bars allowed.
5. On four door cars without posts, you may add a chain or a bar no larger than 3" in diameter from the top center of the doors to the roof.
6. DOOR seams **ONLY** may be pinched and welded where the windows come up. No added metal may be used.
7. You may use a screen or netting over drivers side front window and drivers door only. Must be chicken wire type material or netting

### **INTERIOR BARS:**

1. All interior bars may not exceed a 4" outside diameter or have greater than 8"X8"X1/2" end plates. All bars must be welded in place no bolting allowed.
2. A bar behind the seat is mandatory. It must be located no more than 6" from the final resting position of your seat.
3. One upright post or roll loop may be used. It must be attached only to the seat bar and roof and must be located behind the drivers seat. No uprights may be attached from the cross pipes to the floor or frame.

4. An optional bar may be put in the front where the dashboard was located, in between the front door posts.
5. You may weld a connecting bar on the inside of the drivers and passenger door only from front bar to the rear bar creating in essence a box.
6. All bars in the proximity of the head should be padded.

### **WELDING:**

1. No inner seam welding or alterations to strengthen the frame is allowed other than what is specified.
2. Only one third of the seam may be welded on the hood and trunk exterior seam. A seam is defined as two original exterior body to body lines on the doors hood and trunk and the front dashboard side of the hood only. No other seams or created seams may be welded other than on rule Door Window rule #6.
  - A. Your weld can be any length as long as it is not more than 1/3rd of the entire seam; however, you may not lay fill along the entire length of 1/3rd spot weld it.
  - B. A seam runs from one corner to another, and is not continuous.
3. In addition to the 1/3rd weld, two bolts not to exceed 3/4" in diameter and two washers not to exceed 3" in diameter may be placed thru the trunk lid and floor. Bolts and washers may not go thru, around, or touch the frame or uni-body except for radiator support. Rule # 4
4. The largest gap that you may fill is 1/2" with in reason.
5. No stacking of filler in any seams or gap
6. No painting or undercoating may be used underneath the car.

### **BOLTING:**

1. Instead of welding your hood and trunk you may use 6 bolts to secure the hood and 6 bolts to secure the trunk
2. No bolts may go thru, around, or touch the frame or uni-body except for radiator support Rule #4
3. Bolts may not exceed 3/4" in diameter or 8" in length
4. Washers may not exceed 3" in diameter.
5. In addition to the six 8" bolts, two bolts not to exceed 3/4" in diameter and two washers not to exceed 3" in diameter may be placed thru the trunk lid and floor only. Bolts and washers may not go thru, around, or touch the frame or uni-body.
6. The tailgate of a station wagon will be treated as a trunk.

**EXAMPLE: You may weld the hood and bolt the trunk or visa versa, but not both on the same section.**

### **CHAINS,or #9 WIRE:**

1. 3/8" inch chain is allowed to secure front and rear bumpers to the frame. Only two chains may be used. It may loop thru the hood or trunk. Excessive chaining(more than 2 wraps) will not be allowed.
2. No chain may be welded at any point to the frame or body.
3. You may weld a 3" washer to the hood to run the chain thru.
4. You may use on the bumpers, in place of chain up to 3/4" inch rolled steel or 2"x3/16th" wide flat strap welded from the body to the chrome of the bumper. It may only be welded up to 6" inches on the body and if welding this to the seam will be considered part of the 1/3rd weld rule. If bolting hood or trunk this cannot then welded to the seam

### **BUMPERS:**

The intention of this rule is to allow you to mount the bumper in such a way that it will not fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be disqualified.

1. Stock O.E.M bumpers of passenger cars must be used.
2. Bumpers may be cut so they do not smash into tires during the event. Chrome may be spot welded to the inner bumper box to keep it from separating.
3. Bumpers may be flipped
4. Bumpers may be welded to the brackets.
5. Only one bumper bracket may be welded vertically down the inside or outside of each frame rail.

6. If swapping bumper and brackets:
  - A. You may only use the mounting hardware that was on the car originally or the mounting hardware that came with the bumper. All other hardware must be removed.
  - B. Shock tube will considered the bracket is disassembled from the mounting hardware. If this is done then rule #5 applies.
7. Compression bumper shock tubes may be compressed and welded to keep it uncompressed.
8. No material may be added other than the weld.
9. No chrome may be welded to the body on compression bumpers whether it is using the mounting hardware or not. Non-compression bumpers may weld ORIGINAL bumpers to the body using the 1/3rd rule.
10. No welding of any kind other than what is specified and straps(rule #4 chains or #9 wire) is allowed on the bumper.

### **FRAME:**

1. THERE IS NO WELDING OF OR TO THE FRAME ALLOWED OTHER THAN what is specified in the Bumpers section#5 and Radiator Rule #4 and Engines Rule #5.
2. If you cut the frame for pre-bending purposed, you may not weld the cut back together.
3. All body mounts(rubber biscuit and cone) and "Pucks" must be in place. You may not remove bolts and place washers on both sides.
4. No buffing, grinding, or packing of frames.
5. Humps may be chained with one wrap, but not be welded to frame.
6. No Chrysler sub-frame chaining other than the rear humps and on the front frame in front of the motor using only 2 wraps around the frame.
7. No Imperial sub frame swaps allowed.

### **RADIATORS & RADIATOR SUPPORTS:**

1. Radiators must stay in the stock position.(No added water capacity).
2. Engine coolants are allowed
3. Upper radiator supports my be welded to the hood with a 6-inch weld or bolted with tow bolts with 3" washers. This may be done whether you use the six-bolt rule or weld your hood.
4. Lower radiator support body mounts bushings may be removed and replaced with a max.3/4" bolt diameter. Bolt may go up thru the upper core support and hood to be used in #3 above. Cars that do not have a lower radiator core support body mount or when the body mount is located in front of the core support may weld to the top of the frame a nut to screw the bolt into or burn a hole thru the frame behind the core support no more than 1/2 inch behind the core support in either case. Nothing other than the nut to the frame may be welded.

### **TRANSMISSION COOLERS:**

1. Transmission coolers will be allowed.
2. Proper hydraulic, Metal or steel braided line must be used.
3. Condenser must be enclosed or covered.
4. **Overall safety will be determined by the official's at time of inspection.**

### **GAS TANKS:**

1. Original gas tanks must be removed from the car.
2. You must have your gas tank securely mounted inside the car, behind the driver's seat and **COVERED.**
3. A maximum size of 6.5 gallons can be used.
4. A marine type tank or fuel cell must be used.
5. Fuel lines must run inside the car. Original gas line inside frame cannot be used.
6. **Overall safety will be determined by official at time of inspection.**

### **BATTERY:**

1. Only one battery of any type may be in the car.
2. It must be securely mounted inside the car in front of the seat and **COVERED**.
3. Battery box may not roll over or be bolted thru the frame.
4. **Overall safety will be determined by official at time of inspection.**

### **AIR CLEANERS:**

1. You must have an air cleaner over the carburetor at all times during the event.
2. No starting fluid will be allowed.
3. There must be a minimum of 40 square inch opening cut around the air cleaner in case of fire.
4. **Overall safety will be determined by official at time of inspection.**

### **CUT OUTS:**

1. Cut outs over the wheel well are legal.
2. Cutouts may be folded over no more than three times. If cutouts are folded you may be asked to cut an inspection hole in them.
3. Only three 3/8" bolts with 1" fender washers, directly over the fender, may be used.
4. No welding of the cutouts is allowed.
5. You must have TWO holes cut in the trunk lid for inspection. Minimum of 8" in diameter.
6. If your hood is welded must have a minimum of a 30" by 30" hole cut in the hood for inspection. If bolted, hood must be off of car during inspection. Unless the 30 by 30 cutout exists.
7. If inspection holes & fire holes are determined to be too small you will be asked to cut them larger.

### **TRAILER HITCHES:**

1. Trailer hitches and framework must be removed.

### **SUSPENSION:**

1. You must have a working suspension. ( No pulling shocks and putting pipes in their place).
2. No other means other than tires and spring spacers may be used to raise the cars suspension.
3. No added reinforcements to the suspension.
4. No putting leaf springs on top of axle.
5. You may weld coil springs to the frame so they do not fall out(no filler may be used).
6. You may not clamp the shocks. No solid suspension.
7. You are allowed 9 leaf's maximum. All leafs after the main must be a minimum of 2" shorter than the one above it on each end. You may not put anything on top of the main leaf, except factory OEM overload spring. In which case if using a nine leaf spring pack you may not use an overload spring. Any clamps used to secure this spring will be considered one of the clamps in rule #8.
8. You may use only 3 clamps total per leaf spring, no welding. Springs must be of passenger car origin.
9. No coil spring to leaf spring conversions allowed.