

# **Utah County Fair Demolition Derby**

## **2011 OFFICIAL RULES**

**\*RULE CHANGES ARE HIGHLIGHTED IN BOLD RED\***

**IF IT IS NOT SPECIFIED IN THE RULES BELOW THEN CALL US  
FIRST BEFORE YOU ATTEMPT IT**

**All Cars will be thoroughly inspected! If something does not meet the rules below, you will be asked to correct the problem or be disqualified (entry fees will not be refunded).**

- 1- Any year O.E.M. frame and body model of passenger car or station wagon may be used except for 1973 or older Chrysler Imperials or Lebaron's.
- 2- **We reserve the right to re-inspect cars at any time before, during or after the event, even after it has been flagged. You may be asked to cut areas of question open before, during and after the derby if needed.**
- 3- **You may apply the 1980's and newer rules to cars built in 1977-79 only if there is a car built in 1980 that is of the same make, model and body style. Call with questions.**

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

### **1. PREPARATION:**

- a) All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors, trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding, screws, fiber glass, etc). Inner wagon panels may remain but all rear seats must be removed. All trailer hitches, brackets and framework aftermarket or OEM must be removed completely.
- b) No added weight to the car except the weld. No packing the frames, trunks, passenger doors, or under floor decking.
- c) Front seats must be securely mounted to the floor, and must have seat belts. All cars **MUST** have inner padding on driver's door and driver's side door posts.
- d) All flammable materials inside the car must be removed except necessary safety padding and seat.
- e) No sadagoning is allowed. (Converting a wagon into a sedan). Contact us if you have any questions.
- f) Skid plates are allowed, but must be separate oil pan/transmission plates. No full-length skid plates. No bolting or welding of skid plates to the frame or body.
- g) Your number must be at least **18** inches tall and must be painted on each side of your car and the roof.
- h) Roof signs are ok, but they must be placed as far back on the roof towards the trunk as possible. Ideal location is over the rear seat.
- i) **ALL CARS MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE INSPECTED YOU ARE NOT ALLOWED TO WORK ON YOUR CAR.** (Charging batteries, general tune up & checking fluids is ok).

### **2. Fuel Pumps:**

- a) Externally mounted electric fuel pumps are allowed. They must be wired so that they are off when the ignition is shut off.
- b) Overall safety will be determined by the official at the time of inspection.

### **3. Tires:**

- a) You may use any tire. Air **ONLY** must be used to inflate your tire.
- b) You may weld valve stem protectors to the rim if desired.
- c) Wheel balancing weights must be removed from the rims.

#### **4. Brakes:**

- a) 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.

#### **5. Engines and Transmissions:**

- a) 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
- b) You may cut a hole to accommodate the distributor. However it must be covered to prevent a fire hazard. 8" x 8" Maximum may be left uncovered. **Distributor protectors are allowed. They may be attached to the engine only. The back side of the protector must be no wider than 12", no more than 3" away from the distributor cap and no more than 1/4" thick. Distributor protector may not contact the dash bar or cage before, during or after the event and must be mounted at least 5" from the dash bar, window bar or any added metal. Forward supports must be inside normally positioned headers and may not extend beyond the engine block. Call with questions.**
- c) Holes left in the firewall more than 8" by 8" from removing the dash and heater must be covered to prevent fire hazards.
- d) Holes will not 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 inches past rusted area.
- e) Motor mounts may be welded; transmissions and motors may be chained or strapped. When making motor mounts to raise, shift or use different motors in different cars, mounts cannot exceed original footprint of motor mount. (Approximately 5" X 5"). No reinforcing of the engine frame cross member. No more than ONE fastener on each side of the motor may be used. If straps are used they may only be welded, within reason, to the frame and MAY NOT extend in front of or behind the engine block more than 4 inches. **Pulley protector may not be more than 2" from the front of the pulley and no more than 1/4" thick. It may be fastened to the engine cross member ONLY. Additional motor tie down straps must be fasted to the engine block or head and not the protector. Call with questions.**
- f) Transmission cross members may **NOT** be welded, bolted or fastened to the body or frame in any way other than the intended OEM attachment points.

#### **6. Rear ends:**

- a) Any 5 lug rear end may be used.
- b) 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 the 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.

#### **FOR USE BELOW:**

- a) One of the following may be used for exterior seam welding: 3/8" round Hot or cold rolled steel, 3/8" rebar or 1" x 3/16" flat strap.
- b) Chain must be no larger than 3/8" when chaining.
- c) #9 wires may be used in place of chain only and only 4 strands may be twisted together.

#### **7. Securing:**

- a) Bolts no bigger than 3/8" X 2" may be used around any hood cut out openings. Must be spaced 12" apart and no more than 3 inches from the cut out opening. NO zip screws.
- b) **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.

#### **8. Doors and windows:**

- a) All **EXTERIOR** door seams may be welded **OR** you may chain or use #9 wires, at least twice per seam. If chaining or wiring, none may go through or be fastened to the frame.
- b) A protective bar may be placed on the inside or outside the driver's door only. It cannot extend more than 6" past the driver's door seam on either side.

- c) Window openings may not be modified or enclosed in any way with the exception of rules #8 (d), rule #8 (e) and rule #8 (g).
- d) One or two bars running from the roof down to the firewall/cowl is mandatory! One or two bars from the rear speaker deck area to the roof are optional. No more than two bars may be used in either location and bars can not exceed 2 inches in diameter and be welded no more than 3 inches **onto the sheet metal only. These bars may not be attached to the halo, cage or other interior bars.**
- e) Four door cars without posts may be modified by adding chain or a bar from the top center of the doors to the roof.
- f) DOOR seams ONLY may be pinched and welded where the windows come up through. No added metal or filler may be used.
- g) A screen or netting may be used over driver's side front window and driver's door only.

## 9. **Interior bars:**

- a) All interior bars may not exceed a 4" outside diameter or a have greater than 10" X 10" X 1/2" end plates. Bars must have a minimum 1/8" wall thickness. End plates are MANDATORY on all bars and must be welded in place. No bolting allowed.
- b) A bar behind the seat is mandatory. It must be located no more than 6" from the final resting position of your seat.
- c) A minimum of one upright post, roll loop or Halo bar MUST be used. It must be attached to the seat bar and roof and must be located behind the driver's seat. You may bolt the halo or roll bar to the roof in two places. Uprights, or any other interior bars may **NOT** be attached to the frame.
- d) An optional bar may be put in the front where the dashboard was located, in between the front door posts.
- e) A connecting bar may be welded on the inside of the driver's and passenger door only from front bar to the rear bar creating in essence a box.
- f) All bars and posts in the proximity of the driver should be padded.

## 10. **Welding:**

- a) No inner seam welding or alterations to strengthen the frame is allowed other than what is specified in the following two rules.
  - 1. Exception is the inner rear floor panels of a wagon. They may be secured by FOUR 4" welds per panel seam. And a min of a 15" inspection hole must be made.
  - 2. You may weld the floor pan seam under the gas and brake pedal only for safety, no filler may be used. **NO OTHER INNER SEAMS MAY BE WELDED! THIS WILL BE THE ONLY EXCEPTION.**
  - 3. **Cars with 2 piece fenders may weld 1/2 of the exterior seam only. (No filler. Call before welding).**
- b) Hoods must be used. All **EXTERIOR** hood and trunk seams may be fully welded. 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.
- c) In addition to the weld, two bolts not to exceed 1" in diameter and two washer's not to exceed 3" in diameter may be placed thru the trunk lid and floor. Bolts may go through the frame or uni-body and may replace only 1 body mount and bushing per frame rail in the trunk floor pan area. Washers no bigger than 3 inches may be used.
- d) No painting or undercoating may be used underneath the car. You may not paint ANY part of the frame or bumper brackets.

## 11. **Bolting:**

- a) Instead of welding your hood and trunk you may use 8 bolts to secure the hood and 8 bolts to secure the trunk.
- b) None of these bolts may go thru, around, or touch the frame or uni-body.
- c) Bolts may not exceed 3/4" inch in diameter or 8 inch's in length.
- d) Washers may not exceed 3 inches in diameter.
- e) In addition to the eight 8" bolts, two bolts not to exceed 1" in diameter and two washer's not to exceed 3" in diameter may be placed thru the trunk lid and floor. Bolts may go through the frame or uni-body and may replace only 1 body mount and bushing per frame rail in the trunk floor pan area. Washers no bigger than 3 inches may be used.
- f) **EXAMPLE: You may weld the hood and bolt the trunk or visa versa, but not both on the same section.**

## **12. Chains or #9 wire:**

- a) 3/8" inch chain is allowed to secure front and rear bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk. Excessive chaining (more than 2 wraps) will not be allowed.
- b) Chains may **NOT** be welded at any point to the frame or body.
- c) You may weld a 3" washer to the hood to run the chain thru.
- d) You may use on the bumpers, in place of chain up to 3/4 inch rolled steel or 2" x 3/16" wide flat strap welded from the upper core support area of the hood to the chrome of the bumper. No more than 2 of these may be used per bumper. It may only be welded up to 6" inches on the body and on the chrome. If bolting hood or trunk this cannot then be welded to the seam.

## **13. 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.

- a) Stock O.E.M. bumpers of passenger cars must be used.
- b) Bumpers may be cut so they do not smash into the tires during the event. Chrome may be welded to the inner bumper box to keep it from separating.
- c) Bumpers may be flipped upside down if desired.
- d) Bumpers may be welded to the brackets and the brackets may be welded to the frame only.
- e) Only one bumper bracket per frame rail may be welded to the frame, and may be **fastened** no more than 10 inches from the front of the frame.
- f) If swapping bumper and brackets:
  1. 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.
  2. Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done then rule (e) above applies.
  3. Mounting brackets may not be attached to the Cordoba type sub or k-frame in any way.
  4. If using an Aluminum beam bumper, you may weld your front straps around and to the bottom of the bumper bracket
- g) Compression bumper shock tubes may be compressed and welded.
- h) **No material may be added other than the weld.**
- i) 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.
- j) No welding of any kind other than what is specified above and straps rule #12 (d) is allowed on the bumper.

## **14. Frame:**

- a) **THERE IS NO WELDING OF OR TO THE FRAME ALLOWED OTHER THAN what is specified in the rules 13 (e), 14(i), 15 (e) and 5 (e).**
- b) If you cut the frame for pre-bending purposes, you may not weld the cut back together.
- c) All body mounts (rubber biscuit and cone) and "Pucks" must be in place with the exceptions noted in rule 15 (d) and 11(e). You may not remove body bolts and place washers on both sides.
- d) No Buffing, grinding, packing, pinning or painting of frames allowed.
- e) Rear humps may be chained with one wrap, but may not be welded to frame.
- f) No Chrysler sub-frame chaining other than K framed cars in front of the motor using only 2 wraps around the frame only.
- g) No Imperial sub frame swaps allowed.
- h) 1980 and newer model cars may tilt the front frame rails if desired by cold bending only. No added metal, no cutting, welding or re-welding of the frame. All body mounts must remain stock!
- i) 1980 and newer model cars with coil spring rear ends may add leafs (See rules 21g, h) **OR** plate the rear frame humps using ONE plate per rail that is 7" X 4" X 1/4" thick max. Cars that have leaf springs or have been converted to leaf springs MAY NOT plate the humps.

## **15. Radiators & Radiator supports:**

- a) **OEM automotive type radiators only.** Engine coolants are **NOT** allowed. Water only.
- b) Radiators must stay close to stock position in front of the motor. (No added water capacity).
- c) Upper Radiator supports may be welded to the hood using a 6-inch weld only **OR** may be bolted with two bolts using 3" washers. This may be done whether you use the eight-bolt rule (See rule #11) or weld your hood.

- d) Lower Radiator support body mount bushings may be removed and replaced with a max. 1" bolt diameter. Bolt may go up through the upper core support and hood to be used in rule #15 (c) above.
- e) In relation to rule #15 (d) above. If the body mount happens to be located in front of the core support and you use a 1" bolt there. In addition to that 1" bolt, 1" all thread may be used behind the core support in the following way. A nut may be welded to the top of the frame, 1/2" inch behind the core support to allow for a piece of all thread as described in rule # 15 (d). This nut will be the only attachment point allowed. **Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.**

**16. Transmission coolers:**

- a) Transmission coolers will be allowed.
- b) Proper hydraulic, metal or steel braided line must be used.
- c) Condenser must be enclosed or covered.
- d) **Overall safety will be determined by the official at time of inspection.**

**17. Gas Tanks:**

- a) Original gas tanks must be removed from the car.
- b) You must have your gas tank securely mounted inside the car with a minimum of four fasteners, behind the driver's seat and covered unless a fuel cell or metal tank. Seat belts or "pull" type straps may not be used.
- c) A maximum size of 6.5 gallons can be used.
- d) A marine type tank or fuel cell must be used. No plastic cans or tanks will be allowed unless they are mounted within a four sided metal tank protector.
- e) Fuel lines must run inside car. Original gas line inside frame cannot be used.
- f) **Overall safety will be determined by official at time of inspection.**

**18. Battery:**

- a) Only one battery of any type may be in the car.
- b) Battery must be securely mounted inside the car in front of the seat on passenger side floor and covered.
- c) Battery Box cannot be made out of plastic; Seat belts or "pull" type straps may not be used.
- d) Battery Box may not roll over or be bolted thru the frame.
- e) **Overall safety will be determined by official at time of inspection.**

**19. Air Cleaners:**

- a) You must have an air cleaner over the carburetor all times during the event.
- b) **NO STARTING FLUID WILL BE ALLOWED.**
- c) There must be a minimum of 40 square inch opening cut around the air cleaner in case of a fire. (See rule 20 (g).)
- d) **Overall safety will be determined by official at time of inspection.**

**20. Cut outs and pre-bending:**

- a) Cut outs over the wheel wells are legal.
- b) Cutouts may be folded. If cutouts are folded you may be asked to cut an inspection hole in them.
- c) Only three 3/8" bolts with 1" fender washers, directly over the fender's, may be used.
- d) **NO WELDING** of the cutouts is allowed.
- e) You must have ONE hole cut in the trunk lid for inspection. Minimum of 8" in diameter.
- f) If your hood is welded, you 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.
- g) If inspection holes & fire holes are determined to be too small you will be asked to cut them larger.
- h) If the center hood cut out is bent forward to cover the radiator it may **NOT** be welded or fastened to the bumper.
- i) No wedging of trunk. Tail light panels must remain vertical.

**21. Suspension:**

- a) You must have a working suspension. (No pulling shocks and putting pipes in their place).
- b) No other means other than tires and spring spacers may be used to raise the cars suspension.
- c) No adding reinforcements to the suspension.
- d) No putting leaf springs on top of the axle.
- e) You may weld coil springs to the frame or axle so they do not fall out (no filler may be used).
- f) You may not clamp the shocks. No solid suspension.

- g) You are allowed 9 leaf's maximum. All Leafs after the main must be a minimum of 3" 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 Suspension rule #21 (h).
- h) You may use only 3 clamps total per leaf spring pack, no welding. Springs must be of passenger car origin. Clamps may be no wider than 3" using only one set of bolts per clamp.
- i) Original leaf spring cars must be mounted in original mounting position.
- j) No coil spring to leaf spring conversions allowed except for 1980 and newer models. Attach point on the frame may be no more than 3". See rules 21 (g) and 14 (i).

## **OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS!**

### **Rules of Competition:**

- 1- No intentional hitting the driver's door (must be determined by **TWO** track officials unless it is deemed blatant). If you hit a driver's door under power you will be disqualified from the heat and lose your place standing.
- 2- No sandbagging. (Determined by track officials).
- 3- No intentional hitting of a non-flagged car.
- 4- Each car will have 2 minutes to make a hit.
- 5- No team driving.
- 6- Track officials may stop a heat at any time if unsafe conditions should arise. An effort will be made to rectify the issue at which point the heat will resume.
- 7- The definition of a hit is as long as your car is running and able to make a hit unassisted in a forward or reverse motion under power. Must be ½ car length or more. Rocking will not be considered a hit!
- 8- Drivers must stay in their safety belts at all times during the competition with your helmet on.
- 9- As cars will be staged for the event, there will be no tampering of opponent's vehicles. Anyone caught tampering will be disqualified from this and any future events. This applies to your whole crew.
- 10- Drivers must wear a D.O.T. **approved full-faced** crash helmet. (No add on chin guards). **Eye protection is required.** Neck braces are highly recommended.
- 11- **NO** pit crewmembers allowed in the arena to help remove your car. Drivers may **NOT** provide their own tow vehicle.
- 12- You must wear long pants and a long sleeve shirt, no shorts and no open shoes. Fire suit is optional.
- 13- Any instances resulting in a tie. Money will be split and trophy flipped for.
- 14- If your car is rolled on its side or flipped over you will not be allowed to compete any further in that heat; however your time continues as if you were stuck.
- 15- 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; however your time continues as if you were stuck. If you must be removed from your car for safety reason your time will run out accordingly.
- 16- 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.
- 17- All official's calls are final. If you disagree with a call sorry, arguing with an official or member of the staff or other drivers are grounds for disqualification. No calls will be overturned.
- 18- No hot rodding in the pits or you will be disqualified.
- 19- Un-sportsman like behavior will not be tolerated and will result in disqualification and removal from grounds.
- 20- **No alcoholic beverages will be allowed!** Any Driver or Pit crew member who has consumed or is consuming alcoholic beverages before or during the derby will be disqualified!!
- 21- Drivers may register multiple vehicles for the derby, but will only be able to advance one car to the main event. As soon as one of his/her car(s) qualifies for the main event, all other subsequent cars will be exempt from competition and will forfeit entry fee.
- 22- Other than what has been specified above, no other alterations or interpretations of the rules will be allowed.

**PROTEST RULE:**

- 1- If you wish to protest a driver's car you must:
  - a. Pay **\$200** cash to the head official and state your protest.
  - b. Be specific on what you are protesting (you cannot protest the entire car).
  - c. If the protest is found to be true, you receive your \$200 back and the violating driver will be disqualified.
  - d. If the protest is not substantiated by the Head Inspector, you lose your \$200 and the driver being protested receives the \$200.

**Miscellaneous:**

- 1- No obscene words or graphics on the cars.
- 2- Any decorations that are used must be made out of cardboard or foam.
- 3- Be advised that by participating in this event you and your car may be filmed. You consent to the use of your image, likeness, voice and actions for photo, video and print use, sale and marketing without remuneration from the event organizers and sponsors of this demolition derby.

Feed back:

- 1- We encourage all feedback good and bad, but please do it in an adult and respectful manner. Please call or send your comments to us.

**For more event information, registration or questions please contact us:**

Norm Robison – 801-836-3826 or  
Kurt Zabriskie – 801-427-7466

If we do not answer your call, please leave a message and we will get back to you right away. Usually after 5pm.

You can also send us an email: [info@utcdemoderby.com](mailto:info@utcdemoderby.com)

Or

Visit our website

[www.utcdemoderby.com](http://www.utcdemoderby.com)



# **Utah County Fair Demolition Derby** **Rules for Previously Run Cars**

**\*RULE CHANGES ARE HIGHLIGHTED IN RED\***

The following rules apply to previously run derby cars only. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to “stock” condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely **NO ADDED METAL** other than what is specified below!

**1. GENERAL.** You may make any change or modification that complies with the full set of rules for the Utah County Fair. (Add all-thread, strap, and bolts; weld doors, etc...if the car was previously run somewhere that does not allow these things.) There are certain rules and items that are **MANDATORY** for this show, so make sure you read the rules completely. Call if you have questions. Keep in mind that you may have to cut welds, bolts and/or make other modifications to be in compliance with the rules.

**2. SAFTEY.** You may patch any hole in the doors or floor of the car for **SAFETY ONLY**. You must use sheet metal only, and your patch may only be 2” larger than the hole you are patching. Safety will be determined by inspection official at the time of inspection.

**3. FRAME REPAIRS.** Pre-run cars are allowed to repair damaged areas of the frame on the front and rear of the car (4 total repairs on the car max!). You may use only **ONE** patch that is 6” x 4” x 1/8” thick **MAX** plate for **EACH** repair. The patch may only be placed on the part of the frame that is damaged. There must be a clear sign of damage from a previous derby. (Tear, crack, or extreme bend). This will be reviewed by the official at the time of inspection. The patch must be placed **FLAT** on the top, bottom, inside or outside rail. It **MAY NOT** be welded and folded over from one side to the other. Patch may **NOT** be welded to any other patch or **ANY** other part of the car. (Body, bumper, bumper bracket, core support, inner fender, all thread, etc...) Patch may be welded only! **NO BOLTS!** No other frame welding will be allowed! All other repairs made to the frame will be cut and/or removed.

**If you have other pre-run questions, call first before you fix it!**