

Ultimate Demo Promotions No-Weld Set of Rules 2010

Promoted by – UDP

Sam Williams – 303-726-8337

No-Weld Rules

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
2. Any American make car can run with the following exceptions. No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc...
3. Drivers must be 18 years of age. Ages 16-17 must have a NOTARIZED permission slip and a valid driver's license.
4. The person that signs in as the driver – must be the driver for the event.
5. Driver must wear a seat belt, helmet, FIRE SUIT JACKET.
6. All Drivers and Crew Members must attend the drivers meeting.
7. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
8. Any open door or fire will cause disqualification, for that heat, of that particular car not the team.
9. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified, not the team.
10. No drivers are allowed alcohol - period. If you are wearing a drivers band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
11. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the head judges, and Sam Williams only. Everyone else will stay back until cars are deemed to be legal.
12. There is a \$250.00 protest fee, and you must be a driver in the main event to protest another driver's car. Driver must have cash in hand directly after the feature in order to protest. If the car is found to be illegal the car and driver will be escorted off the grounds and will not receive any prize money.
13. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
14. Any questions, give us a call: Sam Williams 303-726-8337. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
15. Judges decisions are FINAL!!!

Car Preparation

****No Fresh Paint or Under coating on Frame****

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. Tires no bigger than 15 inch, No split rims, No studded tires. Foam filled or doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims.
5. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place, but don't strategically strengthen the frame. You may attached a strap on all four corners of engine going down to the frame, this strap may be welded directly to the top or side of the frame only, not to exceed 3/8" thick by 2" wide strap. The straps on the front of the motor cannot extend on the frame any more than 2" past the front of the head and cannot extend backwards at all. The straps on the rear of the motor cannot extend back on the frame any more than 2" past the back of the head and cannot extend forward at all. These straps can be connected from front to back, but the connection piece must be at least 4" above the frame and not to interfere with the A-Arm. Motor cradles are ok and can be welded to the cross member. This Rule will be Enforced. You must run the transmission cross member in the stock location you can weld 2" angle iron no thicker than 3/16", no longer than 6" to the side of the frame to support the cross member. If you pre-bend your frame do not use angle iron to re-support the bent area. The transmission cross member is the only method my which the transmission may be tied in. Do not attach transmission to dash bar or any other point in the car other than the cross member. If you choose to run an

engine mid-plate this can only be attached to the frame by using the straps on the back of the motor. If you have questions on this please call!!!!!!

6. Use rear end of choice, but must be no more than 5 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended. Back braces are welcome.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes.
9. A-arms, ball joints, and tie-rod ends must remain stock. Tie rod tubes may not be reinforced in any way.
10. All trailer hitches and braces must be removed.
11. Original gas tanks must be removed. You must use a boat tank or well made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat use to be.
12. Transmission coolers are allowed, but must be safe and properly secured.
13. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
14. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car.

Car Building

1. NO welding will be allowed on any part of the body or frame unless specified in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you will not run – this is a stock no-weld class. **IF YOUR CAR IS FOUND TO HAVE WELD ANYWHERE OTHER THAN SPECIFIED AND IT CANNOT BE FIXED PROPERLY WITH A TORCH YOU WILL RUN IN THE LIMITED WELD CLASS OR NOT AT ALL!!**
2. All doors must be chained shut. Driver's door may be welded inside and outside. Six chains per side for a four-door car. Four chains per side for a two-door car. No chains longer than 3'. Do not wrap chains around cage.
3. **For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, and you may also have a bar across your dash bar to bars behind the seat across the inside of the front doors only. You can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the floor and bolted to the roof – no kickers going back or front of the car. You may also weld a steering column to the cage. Back of cage including roll bar can only be 10" behind the back of the driver seat. You may also run a kicker from the door bar down to the floor or frame half way between the dash bar and seat bar, on the driver's side only.
4. Bumpers are interchangeable. Use your choice of bumper brackets either from bumper itself or car's stock bumper - no enclosing or boxing frames with bumper brackets or foreign material, do not strategically place brackets to strengthen frame. Choose one and only one way. Any automotive bumper and bumper brackets may be used on any car. No homemade bumpers or bumper brackets. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is not allowed. When welding bumpers, shocks, and brackets - do not add any metal. Weld them solid. We do not want them coming off. Bumper may not be welded to the body. Bumper height not to exceed 24" to the bottom of the bumper to the ground. Bumpers must be in stock location.
5. Trunks – May have 6 fastening points, if you run the trunk hinges these count as two fastening points. You may also have 2-1" All-thread may go from the trunk lid to the frame, **MUST** go through body mount hole, and you must have a spacer between the body and frame, this will count as two of the six fastening points. If you are running the trunk hinges you may be chain from sheet metal to sheet metal in two other locations. If you do not run trunk hinges you can chain in four locations. Chryslers can either go through the frame or weld all thread to side of frame but the all thread must be vertical.
6. You can fold hoods or trunk lid over, but 60% of the hood/trunk lid must be factory location. Do not slide your hood or trunk forward or back this would mean that 0% would be in the factory location.

7. Hood must have at least a 12 inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer a maximum of 6 per hole. If you choose to cut one large hole in your hood you may weld it or bolt it back together with 3/8" or less bolts and 1.25" diameter washers a maximum of 10 per hole. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts. All other tie down spots must be sheet metal to sheet metal only! You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. If you use the stock hood hinges these count as two fastening points.

8. Body mounts cannot be tampered with except for: the radiator support mounts can be removed, and you can suck the radiator support down solid and if you choose to run the 1" all thread through the trunk it maybe modified according to rule #5. Absolutely no body mounts may be moved or added. Do not add bolts, wire, chain, or cable in any fashion from the body to the frame other than stated in these rules. Chrysler k-member cars – do not remove the rubber pucks between the frame and the k-frame.

9. You can patch rust holes on the floor boards of the car with sheet metal only, no other patching without permission. Do not cut rust out; weld 2" beyond rust. If your frame is rusted through, call for instructions on how to fix the rust hole. Do not fix it without calling and expect us to allow you to run it.

10. Suspension must be stock height. Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side. Homemade clamps can't exceed 2x4x1/4". You can put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except spacers in or on the springs. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. Coil springs may be doubled and tied together in no more than two spots. Do not weld the coil springs together if you double them. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear end to frame in 1 spot on each side. You cannot leaf non-leaf cars.

11. Rear end control arms can be reinforced. If you reinforce your control arms you must build them starting with a stock set. They maybe shortened or made longer.

12. Steering/suspension must be remain stock .

13. You can run shifter through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.

14. You may alter your steering column to prevent steering loss.

15. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. If you wrap or fold your fenders around the front of the core support do not bolt them back to the core support of fender.

16. For safety, you must have 2 bars in windshield from roof to dash for safety reasons. Bars may not exceed 3"x3/8", and may only have 3" on the roof and 3" on dash or cowl. Bars may be tied together but may not be tied to the cage. They must attach to sheet metal only.

17. No distributor protectors.

18. No radiator guards

1971-1976 GM Wagons

1. All rear decking must be removed from all wagons.

2. Wagons can chain the hump to the rear end but chain must have at least 2" of slack in the chain. Do not short shock them.

3. Rear side windows can have #9 wire with 4 loops of wire (no cable or chain) in one location going down to sheet metal.

2003 and Newer Fords

1. Do not change out the aluminum cross member it must remain stock. You can change steering components but they must not weld to the frame. If you have any questions please give a call.