

2019 Kamas Valley Fiesta Days Limited Weld Derby Rules

Inspections will start at 12pm on Saturday July 20th. All cars must PASS inspection by 5pm.
NO CARS WILL BE INSPECTED AFTER 5PM.

Any American made car can run with the following exceptions:

No '73 or older Imperials or Imperial sub frames, 4x4s, ambulances, hearses, trucks, limousines, etc.

Aftermarket parts that are allowed: Motors, Lower Engine Cradle, Metal Gas Tank, Transmission cooler, 5 bar style transmission protector, shifter, battery box, steering column up to the steering box, drive line, seat and seat belt, pinion brake, gas and brake pedals.

GENERAL PREPARATION:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. Rear seats in all cars must be removed.
- All outer hardware must be removed- door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
- Front seats must be securely bolted to the floor; however, these bolts may NOT go through the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than the safety padding and driver's seat.
- No adding weight to the vehicle. No stuffing of frames, trunks, passenger doors or under floor decking.
- Trailer hitches must be removed.

CAGES & DOOR BARS:

- A single bar 4pt cage system only may be used. No double bars with the exception of the drivers door.
- You may use channel or tubing up to 6" O.D. For all interior bars.
- Seat bar must be no further than 8" behind the seat. All bars must be straight. Interior door bars may not be more than 6" behind the seat bar.
- End plates must be a minimum of 4x4", and maximum 8x8".
- You are allowed a gas tank protector; these may not be attached to anything other than the back seat bar. Gas tank protector side bars must be 6" away from any side and inner fender well sheet metal. Rear bar cannot extend beyond the side bars or be closer than 1/2" from the back seat sheet metal. All interior sheet metal must remain in stock position.
- You may add 2 vertical down bars from the front dash bar to the floor and 2 vertical down bars from the rear seat bar to the floor only. Down bars may be welded to your door and to the floor sheet metal only. These bars may not attach to the frame or conceal a body mount.
- No kickers, angled or otherwise. No cage components may be welded to the frame.
- All cage components must be a minimum of 6" off of any floor sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal.
- All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar MAY be inside the door structure or on the outside of the driver's door only to allow for more room for the driver's safety.

- Driver's door may have a plate MAXIMUM 6" wide welded across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.

HALO OR ROLLOVER BARS:

- You MUST add a halo bar or an upright post to the cage components listed above.
- Upright post must have a min 4"x4" plate attached to the roof, welded or bolted.
- Halo bars or upright post must be mounted vertically and in such a way it will not bend (ex. Gusseted)

DOORS:

- Doors may be welded solid, 3/8" chained, or #9 tie wired.
- If welded: you may use rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.

WINDOWS:

- You must have at least 1 window bar in the front and back window, but are allowed up to 2 front & 2 rear window bars or 3/8" chain.
- Bars may not be bigger than 2"x 2" x 1/4" x 34" long.
- No other added metal or mount plates.
- Window bars MAY NOT be attached to the halo bar or any cage components.

FIREWALL:

- If you shape the firewall or weld or bolt it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced.
- You may cut the firewall and pound it flat.

BUMPERS, BUMPER BRACKETS:

- One of the following bumper options may be used:
 - Stock O.E.M bumpers off of passenger cars may be used.
 - A maximum 5" by 5" O.D. SQUARE tube may be used, but cannot extend more than 10" from the outside of the frame.
- Only stock O.E.M. bumpers may be stuffed. Square tube bumpers must have open ends.
- Bumpers may be cut, Chrome may be welded to the inner bumper box.
- Bumpers may be welded to the brackets and the frame only.
- Only one bumper bracket per frame rail is allowed.
- Bumper bracket may be welded and/or bolted no more than 10 INCHES FROM THE FRONT OF THE FRAME. This applies to the rear bumper bracket as well.
- Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done, bumpers may be welded to the shock tube and the frame only.
- Mounting brackets may not be attached to the Cordoba type sub or k-frame in any way.
- You may use in place of shock tubes, pipe up to 2" O.D. Max 3/16" max wall thickness. And must be open ended on the A-Arm side of the tube.
- Shock tubes or pipe may be no longer than 14" including any hardware and must be at least 5" from the strut tower.

- If putting shock tubes/pipes inside of the frame, a 1/2" hole must be placed on the top or on the outside of the frame rail 15" from the front of the frame if no stock frame hole is available, nothing may go past this point inside the frame.
- Compression bumper shock tubes may be compressed and welded
- No chrome may be welded to the body on compression beam bumpers, whether it is using the mounting hardware or not. This includes square tube bumpers. Non compression bumpers may weld ORIGINAL bumpers to the body.

BUMPER STRAPPING:

- You may have 2 front and 2 rear vertical bumper straps that can be no larger than 24" x 2" x 1/4" thick. 8" may be welded to the body and 8" may be welded to the bumper.
- You may use 3/8" chain in place of straps.
- Bumper straps may not be welded over a hood or trunk seam.

FRAMES:

- NO FRAME WELDING IS ALLOWED. Other than what is described in the bumper/bumper bracket, pre ran cars, transmission, and engine rules.
- No plating, shaping, stuffing, dowel pinning of the frame, heat treating or foam filling of frames is allowed. DO NOT paint or undercoat your frame or you will not even be inspected.
- You may weld your motor mounts to the factory engine cradle, not the frame rails.
- You may notch the frame for minimal pre-bending.
- You may chain your axle to the frame hump with one wrap, it may not be welded.
- K-Frame Mopars are allowed to chain the K-Frame to the frame in front of the A-Arm with two wraps of chain around the frame only. These frames may not be welded in any way.

*****For 03 and newer Fords*****

If using the factory Aluminum cradle it may not be reinforced in any way with the exception of a single 4"x1/4" piece of plate mounted only to the top of the aluminum cradle from frame rail to frame rail, this option may be welded to each frame rail with a 4" weld. Or you can swap it out with a Johnson bolt in cradle or equivalent as long as it's using a 79-02 ford passenger car cross member, the cross member cannot be reinforced and must bolt on the frame in the factory location and position using the 4 original cradle bolts. You can use bent steel or angle no longer than 14" from front to back welded to the outside of a Stock OEM steel cradle. The cradle cannot be welded to the frame and may not connect any of the steering components together other than where the control arms bolt on. The cradle must have the stock bracket for the lower control arms front mount to bolt on. A 4"x12" bracket may be bolted to the frame using the stock 3 bolts to build a hanger to hold the rear mount of the lower control arm. This bracket may not be welded to the frame at all. It may not be used in any way to strengthen the frame or steering in any way. Upper control arms, spindles & steering must still bolt on using the same method as the aluminum parts. You are allowed to weld four 5/8" or less bolts or tap your frame for 5/8" bolts to mount your steering gear box to the frame.

No other cradles may be used.

HOOD & TRUNK:

- Hood & trunk lid must be 100% in stock location.
- Hood must have minimum of 30"x30" hole.
- Hood may be welded or chained with four total - 4"x4" plates or four total -2"x2"x4" long back to back bolted angles, or four total single wrapped - 3/8" Chains.
- Trunk may be welded or chained with four total - 4"x4" plates or four total -2"x2"x4" back to back bolted angles, or four total single wrapped - 3/8" Chains.
- You may also have four bolts/all threads through the hood and four bolts/all threads through the trunk lid, no larger than 1" with max washer size of 6"x6". Washer may not be welded over any hood or trunk seam. 2 hood bolts may go through the frame and 2 trunk bolts may go through the frame only.

ENGINE:

- Any engine may be used in any car, but it must be mounted within 5" of the original motor.
- No engine mid-plates or metal plates of any kind are allowed in or around the bell housing/motor or firewall.
- Holes bigger than 10" x 10" in the firewall must be covered with tin or heavy rubber.
- Holes may be cut in the floor & firewall to accommodate the battery cables, shifter, fuel lines, and transmission lines.
- If using stock motor mounts (ex. Cups and pads)
 - You may weld a gusset or chain the motor from the motor mounts to the factory engine frame cradle only.
 - Two additional motor tie downs may be used. No more than one fastener on each side of the motor may be used. If straps are used they may only be welded to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than 1/4" by 2" x 3" wide, and must be located within the A-Arm foot print and be no more than 3 inches at it's furthest point in the front of the A-Arm.
- Lower engine mounting cradles/saddles with crank protectors are allowed. Cradle/saddle may not extend beyond 2" of the end of the block.
- Crank protector may only cover lower half of the crank, and not be more than 2" past the front of the crank from the farthest outside edge of the crank protector.
- Cradles may be fastened to the factory engine frame cross member only. **No part of the cradle may be attached to or touch the frame rails.**
- If using a lower engine mounting cradles/saddles, no motor tie downs may be used.
- No engine oil coolers are allowed.
- You must have an air cleaner over the carburetor at all times.
- NO DISTRIBUTOR PROTECTORS ALLOWED AT ALL.
- NO MIDPLATES ALLOWED AT ALL.

TRANSMISSIONS:

- Transmission coolers may be used, but they must be secured in such a way to prevent injury.
- Metal, high pressure or braided lines must be used. No fuel or low-pressure lines may be used.
- 5 bar style transmission protector may be used. Protector may only be mounted to the transmission.
- Slider drive lines are allowed.

- Due to engine swapping between makes and models of cars, you may replace the original transmission cross member with a bar/pipe/angle max 2"x2" O.D. square tube ¼" wall thickness.

SUSPENSION & REAR ENDS:

- You may weld, bolt or chain down your A-Arms. You are allowed either one 1" x 3" by ¼" strap on each side of the A-Arm, **OR** one chain per frame rail **OR** one bolt per frame rail.
- No Coil to Leaf conversions are allowed.
- 9 leaf maximum 5/16" max thickness, 2 3/4" wide maximum 2" Stagger.
- 4 clamps per leaf spring, 2 in front of the axle, 2 behind the axle, this includes factory clamps.
- You may chain the humps using 1 wrap of chain per frame rail.
- No axel savers allowed.
- Coil cars may plate the humps with 1 – 4"x16" plate per frame rail.

RADIATORS & SUPPORTS:

- Only OEM style passenger car radiators may be used. Aluminum radiators of the same style may be used.
- Radiator must be attached to the core support only.
- Radiators may not strengthen the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds.
- You may not add cooling capacity.
- Radiator loops may be used.
- Radiator supports must remain in the stock location and position, vertically and horizontally. Stock mounting holes in the core support and frame must line up.
- Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
- If using anything to protect the radiator such as a condenser or expanded metal, it may only be tie wired to the core support.

WHEEL WELLS:

- Wheel wells may be cut out or rolled up for tire clearance.
- You may have up to 3-3/8" by 3" long bolts and 1" washers per each wheel opening. These must be located above the tire on exterior fender.

SKID PLATES:

- SKIDS PLATES ARE NOT ALLOWED AT ALL.

TIRES & BRAKES:

- No split rims or duals.
- Only the center 8 inches may be changed to allow different lug patterns, no bead locks or reinforcing of the rim is allowed.
- Valve stem protectors are allowed, wheel weights must be removed.
- If your brakes do not work, you will not compete.
- You may not change tires after inspection without officials consent.
- Pinion brakes are allowed.

BATTERIES:

- Only 2 batteries of any type may be used.
- They must be secured inside the car and covered, unless you are using a gel cell battery.
- Battery box must be made out of metal! It must be bolted to the floor; bolts may not go thru the frame. Seat belts or tie down straps may not be used.
- Rusted out holes in your floor sheet metal must be patched (with sheet metal only) where components are mounted for driver's safety. You may not patch clean and solid floors.
- All body mounts must be visible.

FUEL DELIVERY SYSTEMS:

- ONLY Metal Marine Type Tank, metal fuel tank or derby type metal fuel tank may be used.
- Original gas tanks must be removed from car.
- You must have the gas tank securely mounted behind the driver's seat with bolts, metal straps or chain. Seat belts or tie down straps may not be used.
- Fuel lines must run inside the car, not under the car along the frame.
- Fuel pump must be on an accessible switch, and switch must be painted orange.
- IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT INSPECTIONS.

PRE RAN CARS

FRAME REPAIRS:

- Frame repairs on pre-ran cars are allowed to repair damaged areas of the frame using four total 6" by 6" max ¼" thick plates, 2 per frame rail may be used, with at least 1" spacing between plates. Frame must have visible damage at plated area. Judges Discretion
- No other frame welding will be allowed.
- You may patch any hole in the doors or floor of the car for SAFETY using sheet metal only. Your patch may be only 2" larger than the hole.
- Filler Material used on hood and trunk exceeding the 4- 4" welds will be cut completely out.

For Questions Call Bill Hoyt at 801-520-7742