

2021 Kamas Valley Fiesta Days Limited Weld Derby Rules

Inspections will start at 12pm on Saturday July 24th. 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, body mounts, 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:

- 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 extend more than 6" behind the seat bar.
- End plates must be a minimum of 4" x 4", and maximum 8" x 8".
- 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 only have 2 vertical down bars per side attached only to the side bar. Down bars may only be welded to the top of the frame and floor sheet metal. These bars may not conceal a body mount.
- No kickers, angled or otherwise. No cage components may be welded to the frame. Other than the down bars. All gussets can be no more than 12" from the corner being gusseted.
- All cage components must be a minimum of 4" off of any floor sheet metal or body mount including the transmission 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" x 4" max 12" x 12" 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 using rolled rod no larger than 1/2" or flat strap no larger than 3" 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.
- Bars may not be larger 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" x 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 may be pointed, but must appear to be close to the original size and shape of the stock bumper.
- 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 36" x 3" 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 or four wraps of #9 tie wire in place of straps.

FRAMES:

- NO FRAME WELDING IS ALLOWED. Other than what is described in the bumper/bumper bracket, pre ran cars, transmission, suspension, cage, 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 two locations per frame rail with one wrap of chain per location around the frame only.
- You may tilt the frame in one location and one direction only. The frame may be welded back together at the tilted location without using any added metal. If this area is reinforced you will cut it.

BODY:

- The original passenger car frame, body, clip & core support must be used from that year, make, and model of that car. It must mount in the original position.
- Factory or after-market body mounts must be in place. There must be a min 1/2" space between the frame and body. If using after-market body mounts, they must be 1" tall and factory diameter. Absolutely no body mounts may be relocated or added.
- All interior wagon body panels must be removed.
- You may remove all body mount bolts and replace with 1/2" bolts with 2 1/2" washers on either side. Bolts must be up inside of the frame. Core support body mounts and bolts may be removed for all thread.
- Bodies may be creased.
- Wheel wells may be cut out or rolled up for tire clearance. You may have up to 6 - 3/8" bolts with 2" washers per each wheel opening. These must be located above the tire on exterior fender.

HOOD & TRUNK:

- Hood and trunk lid must be in the stock location.
- No welding or bolting of created seams.
- Hood must be open for inspection.

- Any cut outs or folds in the hood may be bolted back together with 3/8" or less bolts and 2" washer. You are not allowed more than a total of 14 bolts to pinch the hood sheet metal back together.
- The hood may be attached in 8 places (4 per fender). These attachments do NOT include the 1" all-thread to the frame. All other attachment points must be sheet metal to sheet metal only.
- You may use either of the following ways to attach your hood, but no more than 8 points (4 per fender) may be used.
 - Bolting with a Single Through Bolt - Bolts 8" x 1" MAX with two 6" washers per bolt. Washers may only be welded to the inner fenders and to the HOOD. These cannot be welded across the hood fender seam.
 - Bolting with Angle - 5" individual lengths of angle iron 2" x 2" x 1/4" may be welded to the body back to back and bolted together with one or two bolts. These cannot be welded across the hood fender seam.

TRUNK:

- Trunk may be welded with 1/2" round stock or up to 3" x 1/4" flat stock. Flat stock must be flat on the outside of the seam.
- Trunk may have two vertical 1" all-threads. All-thread may go from the trunk lid to the frame. One 6" washer per all-thread under the frame and on top of trunk lid may be used.
- Trunk may be tucked and/or dished. The top of the trunk lid can be no more than 6" below the top edge of the vertical quarter panel when measured anywhere from fender to fender.
- Tailgates on station wagons are considered the trunk lid.
- You must have a 12" x 12" inspection hole cut in the center of the trunk lid.

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 2" wide x 1/4" thick and only be welded to 3" of the frame. That section that is welded to the frame must be located within the A-Arm foot print and be no more than 3" 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 additional 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 2" x 2" x ¼" thick tube. If you replace the original transmission cross member, all factory mounts/ears must be removed or be at least 6" from the cross member. (Unless you are mounting the tube to the factory location). The tube can be attached to the frame by bolting or welding using up to 2"x 2" x 1/4" x 6" long angle iron.

SUSPENSION & REAR ENDS:

- You may weld, bolt or chain down your A-Arms. You are allowed either one 3" 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.
- 6 clamps per leaf spring, 3 in front of the axle, 3 behind the axle, this includes factory clamps.
- You may chain the humps using 1 wrap of chain per frame rail.
- Coil cars may plate the humps with 1 – 4"x16" plate per frame rail.

RADIATORS & CORE SUPPORT:

- 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.
- Two Radiator support mounts can be removed completely for All thread use.
- You may use one all thread per frame rail/unibody. It may go from the hood to the frame but must go through the front body mounts or be welded to the exterior of the frame/unibody. either option must be within 1" of the core support. One 6" washer per all-thread under the frame and on top of the hood may be used.
- If using anything to protect the radiator such as a condenser or expanded metal, it may only be tie wired to the core support.

- Core support spacers may be welded to the frame only. Core support spacers cannot exceed 6" in length and 3" in width.

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.

*******For 03 and newer Ford 3 Options*******

1. 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.
2. Or you can use the Johnson Bolt in Cradle system as a conversion to a steel cradle or an identical bolt in system with no modification.
3. Or you can weld in a factory Ford cradle. If you weld in a Ford cradle, 1980-2002 Crown Vic cradle only, you are only allowed to butt weld a cradle in between the factory frame rails with no added

metal. The cradle must be mounted between the factory frame bolt holes used to bolt in the factory aluminum cradle. You may weld on factory Ford mounts only and the uppers must be mounted between the factory frame holes. You may drill up to three holes on the driver side frame rail to mount the steering box. The bolts must run through the side of the frame and mount just like they did factory. No mounting plates. All steering must be set-up like it was in a 1980 - 2002 and older ford frame. Do not modify steering components or lengths.

PRE RAN CARS

FRAME REPAIRS:

- Frame repairs on pre-ran cars are allowed to repair damaged areas of the frame using eight total 6" by 4" max ¼" thick plates, 4 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.
- K-Frame Mopars are not allowed to use repair plates to weld the frames together in any way.

For Questions Call Bill Hoyt at 801-520-7742