



Registration for past Juab drivers begins March 1
 Open registration begins April 1
 Online Registration- April 1
 www.juabcountyfair.com



Juab County Fair Demolition Derby
August 12th, 2017 – 7:00 PM – Juab County Fairgrounds - Nephi, Utah
***Registration Deadline – August 7th 2017 @ Noon**

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).

1st	\$15,000 + Juab Champion Anniversary Jacket +Trophy	9th	\$900	Truck 1st	\$5,000 + Trophy
2nd	\$10,000 + Trophy	10th	\$800	Truck 2nd	\$3,000 + Trophy
3rd	\$7,000 + Trophy	11th	\$700	Truck 3rd	\$2,000 + Trophy
4th	\$5,000 + Trophy	12th	\$600	Truck M.A.D	\$1,000 + Trophy
5th	\$3,500 + Trophy	13th	\$500	M.A.D	\$3,000 +Car +4 tires From Big O Juab Champion Anniversary Jacket
6th	\$2,500	14th	\$300	M.A.D Runner Up	\$2,000
7th	\$1,500	15th	\$250	Non Winning Finalist	\$200
8th	\$1,000				
80's – 3 Cars advance from each heat	\$750 + Trophy	Best Looking Car	\$750 + Trophy	Cornwell Tools Driver Raffle Prize	
		Queens Choice	\$250 + Trophy		
First Car to Flag	\$100	M.A.D. from each heat	2 Tires from Taurus Plumbing& Big O + Trophy	OVER \$75,000 IN CASH AND PRIZES!	

Join us in Celebrating 15 Years of Juab County Fair Demolition Derby

Tickets go on sale April 1 at juabcountyfair.com
 Like Juab County Fair Demolition Derby on Facebook

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.

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 or after the derby if needed. 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.

Juab County Fairgrounds is a non-smoking facility

WE ARE PRIVILEGED 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 or trunk. 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. Roof signs are ok, but they must be placed as far back on the roof towards the trunk as possible, ideally over the rear seat.
- h) **ALL CARS MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE INSPECTED YOU ARE NOT ALLOWED TO WORK ON YOUR CAR.** (Charging batteries & checking fluids is ok).

2. Fuel Pumps:

- a) Externally mounted electric fuel pumps are allowed. A toggle switch is recommended and must be marked with red paint.
- b) Overall safety will be determined by the official at the time of inspection.

3. Tires:

- a) You may use any rubber 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. Drive Line breaks are allowed.

5. Engines and Transmissions:

- a) Any engine and transmission combination may be used in any car, but must be mounted within 5" of the original motor, and must be mounted securely. You may cut a hole in the firewall to accommodate the engine or distributor within reason, but it must be covered to prevent a fire hazard.
- b) **Distributor protectors, mid-plates or full engine cradles are not allowed.**
- c) Holes left in the firewall larger than 8" by 8" from removing the dash and heater core must be covered to prevent fire hazards. 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. When patching rust holes you may use sheet metal only and it may not extend more than 2" past the rusted area.
- d) Lower engine mounting cradles with crank pulley protectors are allowed. Motor may be bolted, welded, chained or strapped to the cradle only. The pulley protector may only cover the lower 1/2 of the pulley and may not extend further than 2" in front of the pulley. The cradle may be attached to the engine cross member only and may not be connected to or touch the frame rails. If a lower engine cradle is used, you may not use any additional straps. Call with questions.

******If using Stock motor mounts*** *(ex; cups and pads):**

- e) You may weld a gusset or chain the motor from the motor mounts to the factory engine frame cradle only.
- f) 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 ¼ inch x 2" x 2" angle, and must be located within the A-arm foot print and be no more than three inches at its furthers point in the front of the A- arm. Official's discretion!
- g) You may also attach a 3/8" chain from the rear of the block to go around the dash bar to keep the motor from going forward.
- h) After market gas and brake pedals are allowed, if not mounted to the firewall, they must be mounted in such a way that it is safe but does not strengthen the floor.
- i) **No engine oil coolers are allowed.**
- j) **A transmission protector is allowed and may not exceed the bell housing shape by more than 2 inches and/or an Ultra Type bell may be used. May only be attached to the transmission and may not be in or come in contact with frame rails.**
- k) If you run a tranny protector, Steel bell housing or Steel Tail Shaft it may only be attached to the cross member with a stock OEM rubber mount or chained down.
- l) **If using either a tranny protector and/or an Ultra Bell, you MUST use a 2" x 2" O.D. square tube ¼" wall max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom. Cross member must be mounted within 5" of original mount. There must be no stopper on the tranny protector within 2 inches of cross member. Only one transmission cross member may be used**
- m) **Cadillac factory frame extensions used for transmission may not touch or be attached to the new cross member. Frame extensions and the cross member may not be modified or lengthened in any way to accommodate pinning of the frame.**
- n) **Slider drivelines are allowed and a driveline brake is permitted.**
- o) *******For Old Iron cars*******
 - Two rear motor tie downs will be allowed. They may not be any thicker than ¼" x 2" x 2" angle, max 12 inches long and may only be welded to 3 inches per side on the frame. They must be placed behind the front wheels.

6. Rear ends:

- a) Any 5 or 8 lug rear end may be used. Rear end may not strengthen body or frame of car in any way.
- b) You may tilt the rear end by lengthening or shortening the trailing arms. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin.
- c) Braces are allowed, but they may serve no purpose other than to strengthen the rear end housing.

FOR USE BELOW:

- a) Only one of the following filler materials may be used for exterior seam welding: Up to 1/2" round steel or rebar OR 2" x 1/4" flat strap.
- b) Doors, hood and trunk must be welded, NO CHAINING OR BOLTING

7. Securing:

- a) Bolts no larger than 3/8" X 2" may be used around any hood cut out openings. **These bolts may go through hood sheet metal only and NOT inner/outer fenders.** Must be spaced 12" apart and no more than 3" from the cut out opening. Zip screws are not allowed.
- b) Hood and Trunk lid must be welded and /or bolted. The tailgate of a station wagon will be treated as a trunk lid.

8. Doors and Windows:

- a) All **EXTERIOR** door seams can be welded with up to 2" x ¼" flat strap. It is recommended that all exterior doors are fully welded. No Interior seams are allowed to be welded!
- b) Window openings may not be modified or enclosed in any way with the exception of rule #8 (e).
- c) You must have 1 window bar in the front. You are allowed up to 2 front & 2 rear window bars or 3/8" chain. Bars may not be bigger than 2" by 2" x 1/4" x 34" long. Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 1/4" angle or plate. Window bars **MAY NOT** be attached to the halo bar or any cage components.

- d) Tops of the doors window openings may be welded with up to 2" x 1/4" strap.
- e) A screen or netting may be used over driver's side front window and driver's door window only.
No other wiring or chaining of any other window openings.

9. Interior Cage & Halos: (See Diagram on last page)

- a) A Single bar 4pt cage system only may be used. No double bars with the exception of the driver's door.
- b) You may use channel or tubing/pipe up to 6" O.D. for Dash & Rear Seat bars. Side bars can be up to 10" tall x 6" wide channel or tubing. All bars must be straight.
- c) Seat bar must be no further than 8" behind the seat.
- d) Side door bars may not go past the front dash bar.
- e) Interior door bars may not be more than 14" behind the seat.
- f) Dash bar must be a minimum of 6" away from the center of the firewall.
- g) End plates are mandatory with a max of 10"x10", up to 3/8" thick.
- h) You are allowed a gas tank and tranny cooler protector; these may not be attached to anything other than the back seat bar. On the gas tank/tranny protection side bars, they 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 4" from the back seat sheet metal. All interior sheet metal must remain in stock position, unless removed completely. These bars may not be any taller than the speaker deck level!
- i) You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
- j) No kickers, angled or otherwise. NO cage components may be welded to the frame.
- k) All cage components must be a minimum of 6" off of any floor pan sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal.
- l) 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 more room for driver's safety.
- m) You MUST add a halo bar or an upright post to the cage components listed above. It may not exceed 4" O.D. The cross bar must bolt to the roof in two locations. Halo bars must be in a direct vertical line with the seat bar. They must be vertical. Upright post must have a plate (max 10" x10") attached to the roof, welded or bolted in.
- n) **All bars and posts in the proximity of the driver MUST 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 entire floor pan seam under the gas and brake pedal. 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 with a 2" x 1/4" flat strap or bolted. 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.
- e) Hood, Trunk & Doors must be welded closed with up to 2" x 1/4" flat strap! It is recommended that all of the exterior seams are 100% welded for safety purposes.

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) If using the 1" bolts you are allowed in the hood and trunk they will count as 2 of your 8 bolts.
- f) **EXAMPLE: You may weld the hood and bolt the trunk or vice versa, but not both on the same section.**

12. Chain and Strap:

- 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 on the top side of the hood or trunk lid to run the chain or all thread through.
- d) You may use on the bumpers, in place of chain up to 3/4 inch rolled steel or 2" x 1/4" wide flat strap. May not be longer than 36". No more than 2 of these may be used per bumper. Straps may only be welded up to 8" **TOTAL** on the body and 8" **TOTAL** on the bumper chrome. If bolting hood or trunk, straps cannot be welded to the seam.

13. Bumpers:

The intent of the bumper rules 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 rules, you will be disqualified.

- a) If using pipe or tubing in place of bumper brackets/shock the max pipe size is 18x3-1/2x1/8. We have the right to drill, frame scope, and inspect as necessary all modification for brackets as we see fit.
- b) One of the following bumper options may be used: (See Diagram on last page)
 - 1- Stock O.E.M. bumpers off of passenger cars may be used.
 - 2- A Maximum 5" by 5" O.D. SQUARE tube may be used, ends may be capped, and may not extend more than 10" from the outside of the frame. No skinning of square tube. Small plates may be added to mount if needed. Bumper must be straight.
 - 3 – Homemade Pointy Front Bumper will be allowed. They may only be made with 5" x 5" x 3/16" square tubing. If capped a 1" hole must be open for inspection. The point must be 35" wide. The homemade pointy cannot extend more than 10" from the outside of the frame. No Skinning! SEE DIAGRAM
- c) 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. Additional metal only may be used internally on all bumpers. No other fill material may be used. Homemade Pointy Bumpers may not be loaded.
- d) Bumpers may be flipped upside down if desired.
- e) Bumpers may be welded to the brackets and the brackets may be welded to the frame only.
- f) Only one bumper bracket per frame rail may be welded to the frame, and may be fastened no more than 14 inches from the front of the frame.
- g) If swapping bumper and brackets:
 - 1- You may use the mounting hardware that was on the car or bumper originally, or one style of OEM bracket and hardware to mount the bumper. One bracket per frame rail. All other hardware or brackets 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 or shock tubes 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
- h) Compression bumper shock tubes may be compressed and welded.

- i) You may add a 5x 5 x 3/8" flat mounting plate to mount bumper to front of frame. **No other material may be added other than the weld.** Any added metal will be cut and removed.
- j) 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.
- k) No welding of any kind other than what is specified above and straps rule #12 (d) is allowed on the bumper.
- l) Car Bumpers 26" to top of bumper max height from the ground.

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), 5 (d), 14(j) 14(n) 14(0)**
- b) If you cut the frame for pre-bending purposes, you may not weld the cut back together.
- c) All OEM body mounts (rubber biscuit and cone) and "Pucks" must be OEM position with the exceptions noted in rule 15 (d) and 11(e). You may not remove body bolts and place washers on both sides. You may add 2 body mounts in the position of your choice from the firewall back to the rear bumper. 5/8" bolts up to 8" in length. They must be painted a bright color for easy viewing. Wagons with extra bolts in the humps already will be considered your 2 extra mounts. If you decide to bolt your coil springs in place through the frame and rear package tray, these will count as your added mounts.
- 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) Old Iron 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 and in OEM position!
- i) 1980 and newer model cars with coil spring rear ends may add leafs (See Section 21) OR plate the rear frame humps using ONE plate per rail that is no larger than 18" X 4" X 1/4" thick. Cars that have leaf springs or have been converted to leaf springs MAY NOT plate the humps.
- j) A arm forward top seam only 1 pass 1/4 inch thick weld allowed. Anything above what is specified will be disqualified.
- k) The 4 K Frame pucks may be removed and frames may be bolted directory together using only stock bolt or a 5/8" bolt, 1 washer on each side not to exceed 3" in diameter with 1 nut . All other body pucks need to stay in place unless otherwise explained. If pucks are pulled no chain wrapped allowed.
- l) Front edge of frame may not be shortened more than 1" in front of the bottom most front edge of the core support-*no other frame alterations*
- m) No welding washers, Plates, or anything else over top or inside of spring pockets if something is found in this area the car will not run there is no fixing this.
- n) For 80's ONLY, if using crush box kickers (see rule below) you will run with the old iron heats.
- o) - The crush box kickers are two straight pieces of 2"x 2" pipe or tube that are welded to your front side of your dash bar and go thru the firewall and weld to the top of the frame within 3 inches of the furthest rear point of the A arm. Only one per side and each must have a min 3" gusset on the dash bar side.
- p) 80's cars body mounts may be removed and bolts replaced with up to half inch x 6 inch bolt with max 2.5 inch washer and nut. You may pitch tip or tilt 80s and newer style cars by one of the following three ways.
 - 1. You may cold pitch no added metal
 - 2. You may cut the crush box flaps and pull the front end down moving the flap 1/2 inch and re weld no added metal weld may be no more than factory size.
 - 3. You may cut a pie slice out of bottom half of frame not to exceed 3/4 inch wide and bend the slice back together and the slice may be welded no added metal weld not to exceed 1/2 inch wide one cut per frame rail location of your choice.
- q) On pitch, tip or tile 80's and newer style cars you may use spacer between frame and core support – max 2"x 2"x 6" – No weld allowed.

15. Radiators & Radiator supports:

- a) OEM automotive type radiators only. Engine coolants are **NOT** allowed. Water only.
- b) Radiators & Radiator supports must remain in the stock location and position, vertically and horizontally. Stock mounting holes/spot welds in the core support and frame must line up. (No added water capacity). No foam filler or adhesive bonds.
- 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 up to a 1" bolt. This bolt may go up through the upper core support and hood to be used in rule #15 (c) above. May not be bent or "U"ed around the frame.
- e) In relation to rule #15 (d) above, body mounts located in front of the core support may be replaced with a 1" bolt. In addition to that 1" bolt, 1" all thread may be used behind the core support a max of 4 nuts per all thread can be used in one of the following ways; a nut may be welded to the top of the frame 1/2" behind the core support **OR** you may cut a hole 1/2" inch behind the core support to allow for a piece of all thread as described in rule# 15 (d). **Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.** Radiator support must remain in stock location and position and no turning supports around.

16. Transmission coolers:

- a) Transmission coolers will be allowed. They may NOT be bolted through the frame.
- b) Proper hydraulic, metal or steel braided line must be used.
- c) **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 you use a fuel cell or metal tank. Seat belts or "pull" type straps may not be used. Fuel Tank may NOT be bolted through the frame.
- c) A maximum of 7 gallons of fuel may be used.
- d) A marine type tank or fuel cell must be used. No plastic tanks will be allowed unless they are mounted within a four sided metal tank protector. Must be 1/4" thick minimum.
- e) Fuel lines must run inside car. Original gas line inside frame cannot be used.
- f) If using a gas tank protector it must NOT EXCEED 6" OD . The intent is to protect the gas tank. Protectors must be within 4 inches of gas tank and may not touch any sheet metal on all cars even pre ran cars. **NO FULL REAR CAGES ALLOWED.** (See cage rules)
- g) **Overall safety will be determined by official at time of inspection.**

18. Battery:

- a) May use up to 2 batteries in your 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 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 e)
- 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) Only bolts no bigger than 3/8" by 2" long, may be used around any hood cut out openings. These must be spaced 12" apart. Maximum of 3 cut outs in the hood are allowed. Maximum washer size is 1.5" diameter. Cutouts may be for header clearance, air breather clearance or radiator fill opening only. These bolts may NOT be installed in any area other than the immediate perimeter of the cut out.

- c) Only three 3/8" bolts with 1" fender washers directly over the tires may be used.
- d) **NO WELDING** of the cutouts is allowed.
- e) 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.
- f) If inspection holes & fire holes are determined to be too small you will be asked to cut them larger.
- g) If the center hood cut out is bent forward to cover the radiator it may **NOT** be welded or fastened to the bumper.
- h) No wedging of trunk. Tail light panels must remain vertical.

21. Suspension and Steering:

- a) **No coil to leaf or leaf to coil spring conversions on pre 80's non metric cars.**
- b) **You may change coil springs.**
- c) You may weld, bolt or chain down your A arms. You are allowed either one 1" x 3" by 1/4" straps on each side of the A-arm, ****OR**** one chain ****OR**** one bolt per frame rail side. Do not weld entire A arm down, if you are in excess of this rule, you may not run!
- d) Upper and lower front control arms may NOT be reinforced.
- e) Aftermarket/Homemade Tie-rods, Spindles & Draglinks will be allowed.
- f) 9 leaf maximum, 5/16" max thickness, 2 1/2" wide maximum, or if using ANY thicker leaf spring maximum 3/8" thick you may only have a 5 leaf pack, leafs must be of factory autoor light truck origin.
- g) Top leaf must be mounted to either the shackle in the original position or within 3" of the original shackle frame bolt hole if hard mounting to the frame use two pieces of flat stock to replicate a shackle.
- h) 2" Stagger – each leaf below the main must be 4" shorter than the previous leaf spring. This will give you a 2" stagger on each end of each leaf. 2nd spring under the main is to start no longer than inside of curved eye socket of main leaf. 4 clamps per leaf spring, 2 in front of the axle, 2 behind the axle. This includes factory clamps. Clamp material 1/4" thick, 3" wide, 2 – 1/2" bolts per clamp.
- i) No welding of the leaf springs on the spring pack. No flat sprung cars - leaf pack must have a minimum of a 2" arch. No duct taping of springs. Nothing on top of the main leaf spring.
- j) After market steering columns allowed.
*******For 80's and newer cars*******
- k) Coil to leaf spring swaps are allowed. A 54" minimum spring length measured from eye bolt to eye bolt when adding leaf springs. No flat sprung cars - leaf pack must have a minimum of a 2" arch. You may use 4" max hangers when building homemade leaf spring mounts
- l) You may use the ZTR type rear end coil spring conversion kit but:
 - 1 - Upper Brackets may be no thicker than 3/8" and no wider than 6" x 6".
 - 2 - Lower Brackets may be no thicker than 3/8" wall x 3" X 4" long.
 - 3 - All upper and lower Trailing arms must start with factory trailing arms and may be reinforced and must have original rubber bushings in place.
 - 4 -Lower trailing arm must be mounted on frame within the original stock WATTS lower trailing arm bracket hole.*******For 03 and newer Fords*******
- m) Aluminum cradle may be swapped with stock 79-02 Ford OEM cradle by ONE OF THE FOLLOWING 2 ways
 - 1 - Welded in with 12" per side of total welds in factory location.
 - 2 - Bolt in 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. This option cannot be welded to the frame and may not connect any of the steering components together other than where the control arms bolt on.
- n) The cradle must have the stock bracket for the lower control arms front mount to bolt on.
- o) 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.
- p) Upper control arms, spindles & steering must still be of OEM parts and bolt on using the same method as the aluminum parts.

Juab County Fair Demolition Derby **Rules for Previously Run Cars**

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. Just because it doesn't say you can not do it, doesn't mean you can. Call first! 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 Juab 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. SAFETY. 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. STEERING/SUSPENSION. You may reinforce damaged steering components on pre-run cars only using one piece of 1”by 1” by 1/8” angle, but you must use the O.E.M. tie rod and drag links. (Upper and lower control arms are not steering components).
Leaf spring cars may NOT replace leaf springs prior to either the grudge match or the main event.

4. FRAME REPAIRS. Pre-run cars are allowed to repair up to 6 damaged areas of the frame. You may use only **ONE** patch that is 6” x 4” x 1/4” thick plate for **EACH** repair. The patch may only be placed on the part of the frame that is damaged. There must be a clear visible 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. May not be welded to 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. Other than what has been specified, ANY added metal or oversized filler material on the car will be cut and removed completely. Call with questions.

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

Juab County Fair Demolition Derby **2017 TRUCK CLASS RULES**

All General Car Rules Apply with the addition of the following:

1. Only 3/4 ton or less Standard Truck, Suburban, Blazer, Bronco type vehicles are allowed. If you are in question, please call first.
2. Any fiberglass roofs or shells must be removed and car stripping rules do apply.
3. A Single bar 4pt cage system only may be used. No double bars with the exception of the driver's door. You may use channel or tubing/pipe up to 6" O.D. for Dash & Rear Bar. Side bars can be up to 10" tall x 6" wide channel or tubing. All bars must be straight. Side door bars may not go past the front dash bar or past the rear bar. End plates are mandatory with a max of 10"x10", up to 3/8" thick.
4. The bar in the bed of the truck may be no more than 2 1/2" behind the gas tank. Dash bar must be a minimum of 6" away from the center of the firewall. All cage components must be a minimum of 6" off of any floor pan sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal or 4" off the floor in the bed of the truck.
5. A halo bar is required and must be out of up to 4" OD Pipe or Tubing. The halo can come from the floor inside the back part of the cab or off the floor of the furthest front portion of the bed. You can have up to 2 bars connecting your halo to your dash bar, but must use the 4" OD halo rule.
6. Your gas tank (7 Gallon Max) must be mounted in the front and center of the bed. Must be made of steel or in a steal box with cover. You may run two gas tank protector bars from the rear bar in bed up to the top halo bar, but again you must use the 4" OD rule.
7. **Distributor protectors, mid-plates or full engine cradles are not allowed.**
8. If you bend your bed sides down you **MUST** have two kickers from the top of the halo bar to the cross bar behind the gas tank.
9. You may fold the truck bed sides down **behind the wheel** well and run a 3/4" bolt through the frame and bed side with a max 3" washer on each side.
10. You may replace up to 4 body bolts in the cab and 4 in the bed area with 3/4" bolts up to 8 inches long with a nut and washer on both sides using washers that are no larger than 3 inches.
11. Driver's door and door posts near the driver must be padded.
12. All door and hood seams must be welded. Side window openings at the bottom of the window may be welded with up to 2" x 1/4" flat strap.
13. Beds **MUST** be welded to the cab with up to 3" x 1/4" flat strap.
14. A secure net is mandatory for the back window of single cab trucks to prevent whiplash.
15. All tail gates must be fully welded.
16. Only two wheel drive may be functioning.
17. Front/back bumpers may be switched using the car building rules. If truck has a beam type bumper it may not be welded to the body. You may weld a "tin" type bumper to the body. Bumper heights to the top of the bumpers may be no higher than 32" at the highest point & no lower than 16" at the lowest point. (call if you have questions)
18. **No inner seam welding.**
19. Any engine/transmission combination may be used as long as they are within 5" of the stock motor. No motor mounts may be used to strengthen the frame. Car engine cradle rules do apply.
20. Bumpers may be welded to the brackets and brackets may be welded to the frame. No frame seam welding is allowed.
21. If the rear bumper is removed, the tailgate may be lowered and secured to the frame and body. **All ends of frame rails must be covered.**
22. Only 4 leafs in the front and 9 leafs in the back will be allowed under the truck if building leaf packs. 3" stager on each end of each leaf is required. There will be some exception to this rule if leaf packs are 100% stock. Only 3/4 ton truck suspensions or smaller will be allowed.
23. A bar should be installed in the front window from the cowl area to the roof.
24. No complete bed wedging, or suburban "sedagoning" allowed. Call if you have questions.
25. To prevent serious injury, no exposed frame rails will be allowed.

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

Safety Non-Negotiable

- **At least 3” OD for interior bars – dash, seat and door bars are mandatory**
- **Pad interior bars**
- **Pass inspection by 4:30 – mandatory**
- **Let inspectors know if you are running alcohol (in your car)**
- **Absolutely no alcohol allowed (in you)**

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- 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.
- 6- 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!
- 7- Drivers must stay in their safety belts at all times during the competition with your helmet on, even if you are out of time.
- 8- 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.
- 9- 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.
- 10- **NO** pit crewmembers allowed in the arena to help remove your car. Drivers may **NOT** provide their own tow vehicle.
- 11- You must wear long pants and a long sleeve shirt, no shorts and no open shoes. Fire suit is optional.
- 12- Any instances resulting in a tie. Money will be split and trophy flipped for.
- 13- 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. If you roll yourself or get hung up on a car you roll you will be brought back on your wheels or pulled apart and you will be able to continue to run if your car is deemed safe to compete.
- 14- 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.
- 15- 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.
- 16- 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.
- 17- No hot rodding in the pits or you will be disqualified. Un-sportsman like behavior will not be tolerated and will result in disqualification and removal from grounds.

- 18- **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!!
- 19- Each driver must submit a completed entry form along with the required entry fee on or before the entry deadline. Entries are non-transferrable and entry fees are non-refundable!
- 20- Drivers must compete in their respective qualifying heat to be eligible for the consolation, grudge match and Main Event.
- 21- Other than what has been specified above, no other alterations or interpretations of the rules will be allowed.
- 22- Inspection will be from 8:00 – 4:30. Please allow plenty of time for your car to be inspected before 4:00 p.m. Cars will be impounded upon passing inspection. Make sure your car is race ready when passing inspection. The exception will be after your car is impounded you MAY connect a portable battery charger. No refunds will be made if your car does not pass inspection. Each car will be allowed one truck and one trailer in the pit area AFTER your car passes inspection. No excavators allowed in the pit area.
- 23- MANDATORY driver meeting at 5:00. We will draw for heats, driver raffle and go over last minute info.
- 24- \$50 entrance fee includes driver (Shirt) and 2 pit member. 2 additional pit passes can be purchased upon your car passing inspection for \$30.00 each.
- 25- Driver and Pit Crew MUST sit in designated seating area while watching the derby. You will be asked to leave if you are sitting or standing in isles or grandstands.

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. Only a registered driver participating in the event may 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:

RULE QUESTIONS ONLY: Dan Camphouse (307) 851-9397

email: dan@wyoming.com

Head Inspectors: Greg Haney & Dan Camphouse

TICKETS & REGISTRATION QUESTIONS Jamie: 435-623-3454

REGISTER ON LINE www.juabcountyfair.com after April 1st

Past Juab Drivers registration open March 1st-2017

Open Registration April 1st 2017

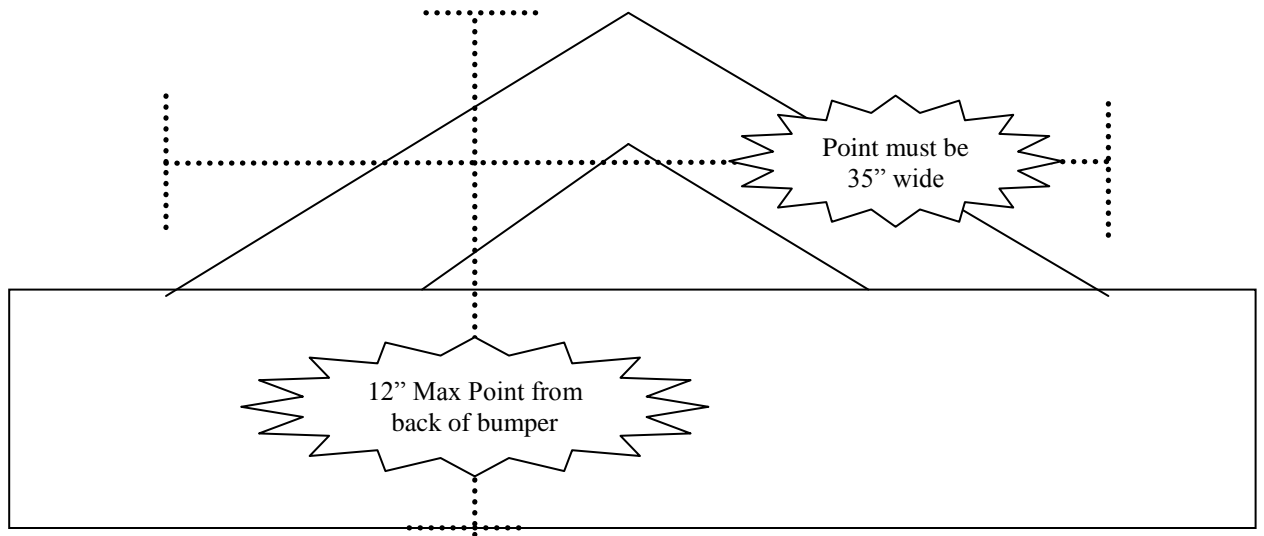
If we do not answer your call, please leave a message and we will get back to you ASAP. Usually after 5pm. Please know that we work, but will do our best to return phone calls in a timely manner.

You can also send us an email: juabcountyfair@gmail.com

Tickets go on sale April 1 at juabcountyfair.com
Like Juab County Fair Demolition Derby on Facebook

Pointy Bumper Example: (Only 5" x 5" x 3/16" thick square tubing may be used)

(If ends are capped a 1" inspection hole must be cut)



SAMPLE CAGE BUILD:

