

BOX BUTTE COUNTY DEMO DERBY

REVISED March '25

Outlaw Weld Rules

DISCLAIMER TO CAR BUILDERS AND DRIVERS: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECT TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN.

TYPE OF CAR:

1. Any American made stock, hard top automobile or station wagon is allowed. No trucks, convertibles, jeeps, hearses, limousines, or ambulances are allowed.
2. The definition of stock as we consider it is as follows: Modification of vehicles body, frame, or bumpers by adding steel, pipe, or other foreign materials to the car to assure greater strength is not permitted except that which is listed and permitted within these rules.

MANDATORY RULES OF CAR:

3. All glass must be removed from the car. That means All Glass!! This includes:
 - a. Fiber glass.
 - b. Windshields
 - c. Rear Windows
 - d. Side windows
 - e. Mirrors
 - f. Headlights
 - g. Taillights, bulbs and lenses
 - h. Turning lights, bulbs and lenses
 - i. Back up lights, bulbs and lenses
 - j. Items e-h includes all brackets and assemblies that hold these in place
4. All flammable materials MUST be removed.
5. All trailer hitches and braces must be removed.
6. All chrome molding strips, and molding clips must be removed from the car. This includes the following:
 - a. Hood
 - b. Fenders
 - c. Sides of the vehicle
 - d. Trunk lid
7. The following items must be removed from the passenger compartment and trunk area:
 - a. The Passenger and Rear seat

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- b. The headliner
 - c. All inside door panels and window mechanisms inside doors.
 - d. Glass and door handles on all doors.
8. All taillights and gauge wire must be cut or removed.
9. 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. You cannot use the roof sign to strengthen the car.
10. All cars must have working brakes. If the car cannot exhibit the ability to stop it will not be allowed to run.
11. No welding other than what is mentioned 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 and your car will not run.
12. Anything can be removed; NOTHING can be added. Other than what is specified in the rules. If body panels are trimmed down or gone, they must be trimmed all the way for safety.
13. Sedagon's will be allowed.
14. After Market parts that are allowed: Metal Gas tank, Transmission cooler, fuel cooler, brake & gas pedal, shifter, battery box, steering column up to the steering box, drive line, driveline brake, full engine cradle, motor, rear ends, transmission case Reid Or JW, transmission bell housing, tail shaft, transmission pan transmission brace.
15. The original gas tank must be removed, and a metal 10-20 gallon maximum capacity tank must be securely fastened in front of the rear axle, inside the car. It must not leak and must be properly ventilated. (Boat tanks are highly recommended). Regular, unleaded, diesel, and aviation fuel will be the only fuels allowed to be used. No exotic fuels. All tanks must be covered with a non-absorbent cover such as a mud flap or inner tube. This is to prevent fuel splashing on the driver.
16. Batteries must be moved to the passenger side front floor and securely fastened and covered. Any and all batteries are allowed. No more than two allowed.
- a. A white rag is required on the positive cable wire close to the battery. (This rule may change depending upon the choice of the fire department and the judges on the day of the derby)
17. All cars must have air cleaners.

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18. Anytime chain links are welded together, it will be considered strapping.

MOTOR:

19. Any motor may be used.

- a. Motor may be wrapped in a cradle. Lower cradle with front plate or a full cradle with distributor protector - Transmission may be wrapped in cradle
- b. Motor mounts may be welded solid and must only be welded to your engine crossmember. You cannot come in contact with outer frame rails.
- c. You will also be allowed 1 2x2 ¼ thick 2" piece of angle iron to chain motor down per frame rail.

TRANSMISSION:

20. Stock Transmission crossmember may be removed and replaced with 2x2 ¼" thick tubing and welded to side of frame with 2x2 ¼" 8in long angle iron welded to side rails.

- a. Transmission may be welded down with a maximum of 4 in of weld in crossmember.

FRAME:

DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED

21. Frame Shortening

- a. You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run.
- b. Cadillacs must remain 18' long from the front side of the spring bucket lip forward, must be measured with a straight line from the front to the back of the car not diagonal.

22. Frame Welding

- a. No re-welding of any factory seams is allowed other than what is specified. If there is any welding on the frame that is not specified in the rules there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame. This applies to all parts of the frame rails.
- b. No changing or doubling of the rear package tray.
- c. 14" total of welding is allowed between the back of the a-arm and transmission cross member. All cars are allowed 14" of weld or cold bend in front of transmission cross member. (Weld must be continuous).
- d. First 18" of back frame seams from bumper back can be welded top and bottom.

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- e. Front Frame seams may be welded from the furthest most forward part of the factory "A" arm forward.
- f. Maximum of 5 6x6 x 3/16" frame repair plates will be allowed per Frame Rail (10 Total) on pre-ran cars only.
- g. Maximum of 3 6x6 x 3/16" frame repair plates will be allowed per Frame Rail (6 total) on Fresh cars only.

23. Frame Shaping/ Heat Treating

- a. No frame shaping is allowed.
- b. No Heat treating of the frame is allowed if caught, you will be disqualified.
- c. No fresh paint or undercoating on the frames at all.
- d. If dimpling or notching the frame, you can only do so on the back of the frame rails behind the rear wheels.

BODY MOUNTS:

- 24. Body mounts may be removed but must have at least a 1" space between frame and body with a max bolt of 1/2". Washers may not exceed 4" x 1/4" thick.
- 25. Spacer size 1"x3" od can be made of anything you'd like but must be at least 1" tall/thick and no bigger than 3" in diameter NO WELDING.
- 26. Body mounts and bolts must remain completely in stock unless they change them to the rules listed.
- 27. Radiator support mounts can be removed, and you can suck the radiator support down solid. (See Radiator rules) Absolutely no body mounts may be moved or added, do not shorten the front of your car, and move back past the body mount hole as your car will not run.
- 28. If you must build core support spacers you may weld it either to the body or the frame mount. Core support spacers cannot exceed 6" tall. and 3"x3" material.

BODY SHAPING:

- 29. Body line creasing is allowed on fenders and rear quarter panels.
- 30. No welding of created seams is allowed.
- 31. No welding of any body sheet metal unless specified.

HOOD AND TRUNK:

- 32. Trunk Lid and Hood must be 100% stock location, hood must be able to open.

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33. Any cut outs in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the eight bolts.
34. Hood may be secured by a total of (8) 1" all thread. The two at the core support, and 6 more. Only the two at the core support can go to or through the frame. The rest must be sheet metal to sheet metal and cannot exceed 8" in length. (2) 5"x5" washer maybe be used per bolt. If using angle iron to mount hood it cannot exceed 2"x2"x 3/16"x5" with 2- 1/2"x3" bolts per spot of angle iron. You may mix and match all thread and angle iron but only one choice per spot.
35. You can fold hoods or trunk lids over. Trunk lids must be stock shaped but may be folded in but keep it clean.
36. No welding of created seams is allowed.
37. May add (2) 1" all thread welded to the side of the frame and up to the trunk lid with 5"x5" washer. Must be vertical with only 4" welded. Must be no farther forward than base of humps.
38. Trunk seams may be welded solid with no larger than 3"x3/16" strap or bolt the lid down with no larger than 3/8"x2" bolts with 1.25" od washer.
39. No cutting the hood open and then welding the metal over to the fenders or in front of the radiator. Material may be folded and bolted but not welded. Absolutely NO welding on HOOD OF CAR is ALLOWED.
40. You must have a minimum of two braces from the dash area to the roof to prevent the hood from being forced into the car. These braces may not contact the motor, distributor protector, or headers in any way at any time.
 - a. YOU WILL BE ALLOWED 1 BACK WINDOW BRACE FROM THE TRUNK DECK TO THE ROOF. MUST BE CENTERED AND MAY NOT BE ATTACHED TO A PIECE ANY LARGER THAN 4"X4". MAXIMUM SIZE ALLOWED WILL BE 2". Window bars may not contact halo.

WIRE:

41. You're allowed to use 8 places of #9-wire all #9-wire. Max of 3 wraps per spot of #9-wire.

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42. If running a stock transmission case with no brace You're allowed 4 places of #9-wire max of 3 wraps per spot to connect bellhousing to tail shaft housing on transmission
- DO NOT PUSH THIS RULE OR YOU WILL CUT IT ALL OFF, #9 WIRE MUST ONLY CONNECT THE TAIL SHAFT TO THE BELLHOUSING NOTHING MORE. You may use 2 1/2" nuts or chain link per spot to mount #9-wire. ABSOLUTELY NO WELDING ON #9-WIRE.
 - Absolutely no added metal to mount or wrap #9-Wire.

CAGES & DOOR BARS:

43. All cage material must be no larger than 8" of O.D. (official's discretion on all parts cage), unless specified for a specific rule. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight.
44. Door bars left and right-Side cage (door) Bars (1 bar per side) may not be any longer than 60" and must follow the gas tank 4" rule to any sheet metal in front, rear, and floor. Each Door bar must not be taller than 8" and no wider than 6" it doesn't matter if 2 are put together or not the total material Cannot not exceed 8"x 6".
45. You may weld a bar behind the seat from doorpost to doorpost, it can be an "X" do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.
- For driver foot safety and to protect batteries, you may put a down bar on the driver's door and passenger door, must be vertical and can be welded to the frame or body but not both. May not be any more forward than the inside front edge of the door. Max size 3"x3" or 2"x4". It must be on outside frame rails. May not be farther forward than the inside door seam.
46. You may run a total of 2 down bars from the rear seat cage bar to the floor or frame, not both; all down bars must be vertical. ONLY THE 1 BAR FOR DRIVERS DOOR AND PASSENGER FRONT DOOR AND ONLY THE 2 DOWN BARS OFF THE HALO. An additional down bar may be placed between the most forward down bar and halo. This bar must be vertical and come in contact with frame and cage only.
- The back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up directly behind front seat. Rear seat bar may not be no more than 6" behind the drivers seat.
 - All Down bars may not be larger than 3"x3" or 2"x4' going to frame and must be 4" away from any body mount. Must be on the outside frame rails

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- c. You must have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to.

47. You may also weld a steering column to the cage.

48. Gas Tank Protector - You may run a gas tank protector. It cannot attach to anything other than your cage. Fresh cars only, it must be centered between your frame humps. It cannot exceed 36" wide ID. It must be a full 4" away from rear sheet metal (fresh cars only), which cannot be removed. The bracing must be 4" above and away from all sheet metal, and rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4" from the rear seat back sheet metal. You may have one 2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards the front of the car. The gas tank protector must extend rearward from the seat bar.

49. Gas Tank Protector on wagons may not go any further back then the beginning of rear frame humps.

DOORS:

50. All outer door seams may be welded shut with 3in by 3/16" strap.

51. All cars must have a bar on the inside from the center door post to center post. This brace may have a 6" minimum to a 16" maximum plate on the end to weld or bolt to the door post.

- a. The driver's door may be reinforced on the inside and the outside of the car. The inside of the door may be padded if DESIRED. The only restriction to this rule, at present is, NO GRADER BLADES ON OUTSIDE OR INSIDE OF DRIVERS DOOR.

- i. Protection bar on the outside of driver's door may extend 6" past the door seam toward the front and rear of the car. Please taper ends of the bar so as not to tear skins on other cars. This will be enforced.

52. 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. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support, do not exceed (4) 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

53. Wagons must remove all rear decking and seat components. All the other rules above must be followed.

54. All front clips-dog houses must mount in factory position with factory mounts. Must be family to family. (GM-GM FORD-FORD)

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FRONT SUSPENSION/STEERING:

- 55. Suspension must be stock components and working.
- 56. Tie Rods and Ball Joints – After Market tie rods and ball joints may be used.
- 57. Upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame. You may reinforce stock tie rods with a 1" x 1" x 1/8" angle. No other front suspension or steering may be reinforced or altered.
- 58. Ball joint sleeves-rings can be 1/2" bigger than the outside diameter of the ball joint itself and 2" tall and may only be welded to control arm. Only one ring per "A" arm.
- 59. A-Arms: Upper A-arms only may be welded. May only use up to two 3"x4"x3/16" thick strap per upper A-arm. This strap must weld to the a-arm & frame and cannot extend further forward or backward than 1" past the widest part of the A-arm. If swapping upper control Arms, they must be direct bolt on with no manufactured mounts.
- 60. Steering box – May be interchanged, A-arms must remain stock or stock replacement.
- 61. Idler Arm & center link must remain stock or interchanged for an idler arm that is off a car that is legal in the class you are running.
- 62. Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs, or rotors. Brake calipers must remain stock for the stock spindles.
- 63. Spindles – must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in the factory position. Must be sedan OEM in origin.
- 64. No all-thread shocks.
- 65. No Hydraulic Steering

REAR SUSPENSION:

- 66. Suspension must be stock components and working. Coil sprung cars must remain coil spring.

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- 67. Leaf springs must remain stock material. Springs must have 1" stagger with no leaf spring as long as the main leaf with the main leaf being the top spring. Total of (7) leaf springs no thicker than 3/8" thick and 2 3/4" wide.
- 68. Leaf Spring Hangers can be made of 2" x 6" x 3/8" thick strap must be mounted with (1) 1/2" bolt per frame rail (No welding).
- 69. You may use 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump), links may not be welded or bolted to the frame.
- 70. No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the cars suspension. No All-Thread Shocks.
- 71. Rear end control arms can be reinforced. Fabricated control arms are allowed but must be rubber mounted. They must attach in stock configuration for the suspension setup you are using.
- 72. You may have 4 leaf spring clamps per spring pack, each clamp can have 4- 3/8"x3" bolts. Clamps may not exceed 3"x4"x1/4" material.
- 73. Watts link conversion kits are allowed. Upper control arm bracket plate may be no larger than 6"x6"x3/8" and may not weld to the package tray in any way. Bolts may not pass through body. Lower mounts may only be 3"x3"x1/4" and only weld to the side of the frame. No gussets or added material, and these cannot weld to top or bottom of frame in any way. All brackets must be in the position a car without watts link would be (example: 98-02 ford must be mounted like a 97 ford). All other brackets must be removed. If you are doing a conversion, you must do it complete no mix match mounting styles.
- 74. Braced Rearends will be allowed.

BUMPERS:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection, if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified.

- 75. Loaded bumpers may be used CAN NOT BE WELDED TO THE BODY.
- 76. Homemade bumpers are allowed if building a point on the bumper you must have an 8" point spread over at least 32" no sharp points (officials discretion) max size of bumper 8" x 8" CAN NOT BE WELDED TO THE BODY

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- a. Replica bumpers are allowed.
- 77. Bumpers are interchangeable Stock O.E.M. bumpers off passenger cars may be used (do not need to be fresh).
- 78. Bumpers may be cut so they do not smash into the tires during the event.
- 79. No chrome may be welded to the body if using compression style bumpers.
- 80. Chrome of bumpers may be welded to the inner beam of the compression bumper only.
- 81. Non-compressions factory bumpers for that year of car may be welded to the body. Non-compression bumpers may be welded to the outside body only. No filler metal. (Note: Hood must be able to open).
- 82. No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Bracket may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. 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. All brackets, shocks, or plates cannot extend any further back than the forward most front part of the factory "A" Arm.
 - a. Cups and/or horns count as brackets.
- 83. No brackets or shock tubes can extend any further back than the first 15" of the rear frame rails unless you are using the factory bracket and tube in the Factory position.
 - a. Instead of using stock bumper shock, you can use (1) 4" wide x 3/8" thick strap per side extending from your bumper down one side of the frame and cannot extend any further back than the forward most front part of the factory "A" arm. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule, you will cut it. You will not be able to use a shock tube if using the strap.
 - b. May have a 30" x 3", 3/16" thick bumper strap. May attach to anything other than the frame.
 - c. Fresh cars must keep bumper height rules. Front bumper must be NO higher than 22" from bottom of bumpers to ground and no lower than 14" to bumper or frame on rear bumper.

TIRES:

- 84. Any tire with any tread. NO studded tires. Skid steer, rod weeder, or tractor type tires Will BE ALLOWED. Weld in centers on wheels allowed.

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85. You may protect valve stems on wheels.

86. No split rims or homemade wheels.

OTHER ALLOWED PREPARATIONS:

87. If you are not running a full cradle, you will be allowed to run a kicker from the dash bar to behind the A-arms. Tubing may be no larger than 2" by 1/4". You may use a 4" plate as a base for the tubing on the frame no wider than the frame and no thicker than 1/4".

a. (FULL CRADLES) No Kickers may come off dash bar and go to DP!!!

REPAIR OF CAR:

88. Car body or any sheet metal must be of the same thickness of original material and may not be double skinned for repair. If there is an existing hole a patch may be made to cover the hole plus 2 inches around the diameter of the hole. (Example: If you have a 2-inch hole you may use a 4" patch.) No stitch welding of folded sheet metal will be allowed. This is up to the judge's discretion.

a. No Kickers may come off dashboard and go to DP!!!

We understand that some cars may be built to similar rules, please contact us if any minor changes are needed for your car to participate in our derby.

All contestants in the Demolition Derby are independent contractors. Box Butte County Fair or their representatives reserve the right to approve or reject any and all entries. Box Butte Fair and anyone involved in promoting or participating in the event will not be held responsible for any car, parts, or personal property before, during, or after the event. All cars not removed by midnight on the night of the show will become property of the Box Butte County Fair and the venue owners.