

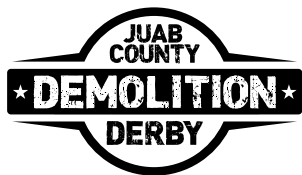


**JUAB
COUNTY**

★ DEMOLITION ★

DERBY

AUGUST 9 2025



2025 Juab County Fair Demolition Derby Stock Demolition Derby Rules

Online Sign-Ups: March 1st @ 10 am juabcountyfair.com

These rules apply to any American made full size car for the exception of 1973 and older, Imperials. No Hearses or Ambulance. No 2003 and newer Crown Vics. Body and frame must be original OEM to each other. **The intent of these rules is to give an option to drivers who want to reduce the cost of building a demolition derby car and be as competitive as any other driver they will be driving against.**

Contact: Jaden @ (435) 669-5697 Text Preferred or juabcountyfair@gmail.com

*All inspector decisions are final, we reserve the right to refuse any car for just cause.

Registration opens March 1st, 2025 @ 10 am

Purchase Tickets at – juabcountyfair.com

Sell -Out Crowd- purchase tickets early! Tickets on Sale April 1st 10 am

1. Preparation:

- a. All glass, plastic and pot metal must be removed. The Gas tank 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 sedagoning is allowed. (Converting a wagon into a sedan). Contact us if you have any questions.
- f. No Skid Plates allowed.
- 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. **Roof sign can ONLY be attached to the roof.**
- 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. Welding and Bumpers

Any original OEM Car bumper or a straight piece of 5 " X 5 " X ¼" Square tubing. Must be flat –No Point. Bumper swaps are ok, you may use the brackets that came with car or the brackets that came with the bumper, in the original stock footprint.

ONLY the following may be welded:

- * Bumper may be welded to brackets and brackets to the frame. (No hard nosing.)
- a. The bumper brackets in stock position and location fully to the frame.
- b. The bumper brackets fully to the bumper.
- c. Bumper shocks may be collapsed and welded.
- d. Driver's door including the top of the door where the window passes through may be fully welded.
- e. Interior and window bars must be welded. See "SAFETY RULES"
- f. Spider gears in the rear end may be welded.
- g. Original **NON COMPRESSION** bumpers may be welded to the body. (You may weld up to 12 inches per corner per bumper).

3. Securing

- a. All doors must be secured shut with up to 4 - loops of 3/8" chain, 4 - loops of ½" cable or you may weld up to 4 - 2" x 4" x ¼ FLAT STRAPS per seam. With the exception of the drivers door, driver door may be fully welded to be secured. **(All excessive strap must be removed not cut through). SEE WELDING RULE.**
- b. All body mounts must remain stock.
- c. Hood and trunk lid must be secured by either 3 loops of 3/8" chain, 3 loops of ½ cable, three 2 " X 4" X 1/4 inch flat strap, 3 pieces of cold rolled 1/2 " X 4" or you may weld up to three 2'X4"X 1/4" angle on each seam and secured with a ½ Inch bolt on each location.

Excessive use of chain or cable will not be allowed. You may tuck / dish the trunk, the dish may not exceed more than a 6 inch dish from top of the factory quarter panel height. Speaker deck and tail lamp panels must remain in the stock position. **No Wedging of the trunk.**

- d. Bumper may be welded to brackets and brackets to the frame and 2 loops of 3/8" chain or 1/2" cable may be wrapped once around the bumper and once around the radiator support/hood or trunk lid/trunk floor. 2 bolts per chain may be used to tighten the loops of chain.

4. **Drivetrain and Rear Ends**

- a. Any motor/transmission combinations may be used or are allowed. All mounts must remain in original position. None of the following are allowed, Cradles, Pulley Protectors, Transmission Braces (steel bellhousing and, ultra bells etc..), mid plates or Distributor Protectors. Only the motor mount may be welded to the frame where the original mounts of the car were. If swapping Motor/ Transmission you must call for mounting options. **Heads, Carbs, Intakes and Distributor swaps are ok. All Motor/Trans issues CALL FOR APPROVAL FIRST!!!**
- b. Motor may only be secured in the footprint of the original motor and 4 lengths of 3/8 chain may be used to hold the motor down. Chain used for securing the motor may be welded to or looped around the frame within 3" of the A-arms, or 2 straps (1 per side) 1/4-inch X 1" inch flap strap must be attached from motor to frame only, and must be welded to frame within 2" original motor mount footprint. **CALL WITH QUESTIONS...**
- c. Transmission mounts may only be bolted twice per mounted frame rail and may not create a new body mount.
- d. Rear end swaps are allowed, but only original 5 lug OEM car rear ends may be used. No axles savers, no bracing or bridging of any kind intended to strengthen the Rear end may be used. After market axles are allowed but modifications to housing ends are not allowed. No postal mopar-type "stock appearing" rearends can be used. Absolutely No 8 lug rear ends.
- e. If you are swapping Rear Ends- **MUST** use original mounting hardware, such as Leaf Springs, Coil Springs, Control Arms. May **not** lengthen or shorten Control Arms.
- f. Home made or slider drive lines may be used.

5. **Safety**

- a. 2 front and rear window bars ARE required on all cars and may be welded to the cowl , or speaker deck. Window bar may be secured only by weld with a footprint no greater than 3" X 3" X 3" and located within 6" of the window opening both on the roof and on the

- cowl/speaker deck.
- b. A bar that is no smaller than 3" diameter and no greater than 6" diameter must be used across the dash and behind the seat. All end bars may have End Plates including down bars, must not exceed 10X10X1/2 **and must be welded in!**
 - c. A roll bar that is attached in 2 places to the bar behind the seat is mandatory.
 - d. A bar connecting the seat and dash bar may be used. Must not extend more than 6 " past the seat bar.
 - e. A bar across the outside of the driver's side door is allowed in place of interior bar.
 - f. Driver's door and vertical posts near the driver's head must be padded.
 - g. All Interior bars must be no smaller than 3" diameter no greater than 6 'diameter. Call with Questions
 - h. You are allowed up to 6 "gussets on interior cage bars.
 - i. **You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and the floor sheet metal. These bars may not be welded to the frame and may not attach to or conceal any body mount.**
- 6. Other Rules**
- a. You may cut out any metal to allow access for shifters, cables, distributors, and hoses on the frame or body but it may not be welded or bolted back together. Creasing and folding are allowed. **Once again, no welding of any creases or folds**
 - b. All holes bigger than 6" in the firewall must be covered, aside from the distributor hole, you **cannot** cut the vertical portion of the firewall or the floor / transmission tunnel to accommodate mounting a motor swap.
 - c. Transmission coolers are allowed and must be covered.
 - d. The Battery must be relocated to a safe location or the passenger side front floorboards and must be covered.
 - e. A 6 gallon or smaller **metal** gas tank must be used and secured behind the driver's seat on the driver's side floor and must be covered. You are allowed a 4"x 4" single bar gas tank protector may go around the gas tank. The protector can ONLY be connected to the rear seat bar and must be lower than the speaker deck. It must be within 2" of the gas tank on all sides and at least 4" away from sheet metal.
 - f. A minimum of a 12" hole must be made in the hood and trunk lid for inspection. If it is deemed that the hole is insufficient to inspect the car, a bigger hole may be required.
 - g. All suspension must remain stock. Spring spacers may be used but must be bolted on type.
 - h. A single loop of 3/8" chain or 1/2" cable may be used around each frame rail and the rear end.
 - i. Only 3- 2" wide leaf spring clamps may be used per leaf pack. No additional leafs may be added

- to originally leafed cars. No leaf spring conversions.
- j. Frames may be cut and pre-bent **behind the rear tire only**, but no welding may be done.
- k. Preran cars that have been repaired need to be approved prior to the show.
- l. Stock wheels or stock wheels with **6.75" in diameter weld in centers** can be used, it may not change the offset of the wheel. No reinforcement or narrowing of the wheel other than valve stem protectors.
- m. Pinion brakes are allowed.
- n. After market steering columns are allowed.

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 any 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 always stay in their safety belts and stay inside the car 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-sleeved 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.
- 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.
- 18- Un-sportsman like behavior will not be tolerated and will result in disqualification and removal from grounds.
- 19- **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!!
- 20- 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!
- 21- Other than what has been specified above, no other alterations or interpretations of the rules will be allowed.
- 22- Inspection will be from 7:00 – 4:00. Please allow plenty of time for your car to be inspected. 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/tractor/backhoes ect.. 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- \$150 entrance fee includes driver (Shirt) and 2 pit member shirts. 2 additional pit passes can be purchased upon your car passing inspection for \$25.00 each.
- 25- Driver and Pit Crew MUST sit in designated seating area while watching the derby. NO SITTING IN/ON THE CHUTES. You will be asked to leave if you are sitting or standing in isles or grandstands, entry area.
- 26- All drivers will be responsible for anyone in their pit area. All pit crews must sign a waiver before being allowed into the pit area.

Previously Run Cars

1. **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 the inspecting officials at the time of the inspection.
2. **Frame Repairs:** Pre- ran cars are allowed up to 6 damaged areas of the frame. You may use only ONE patch that is 6”X 4” X 1/4” thick plate that is in the rectangle shape for each repair. (No running multiple plates together in a row). (A total of 6) – 3 per frame rail. The patch may be placed on the part of the frame that is damaged. There must be CLEAR VISIBLE sign of damage from a previously ran derby. (Tear, crack, or extreme bend). This will be reviewed by the official at the time of inspection. The patch must be FLAT on the top, bottom, inside or outside of the frame rail. It MAY NOT BE welded or folded over from one side to the other. May not be welded to any other part of the car, (body, bumper, bracket, core support, inner fender ect...) Patch may be welded only NO BOLTS. No other frame welding is 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 any Questions.

