

WHIPLASH RACING

STOCK CLASS

RULES & REGULATIONS

**CALL OR TEXT ANY QUESTIONS TO
DEL MCQUIDDY AT (435)840-5741**

1. Participating driver must be at least 16 years of age, as evidence by the date of birth on valid driver operator's license. Furthermore drivers under the age of 18 must have a release form signed by a parent or guardian.
2. Vehicle must meet all rules of the demolition derby and pass inspection by demolition derby officials.
3. Driver must wear an approved D.O.T. helmet and seat belt upon entering the arena and during the demolition derby.
4. Driver must not be under the influence of any substance, including alcohol and drugs that may impair the driver's physical or mental abilities.
5. All drivers and legal guardian will be required to sign this waiver and release liability, which must be witnessed, prior to the beginning of the event or participation will be denied.
6. Driver understands and agrees that punishment at the peak demolition derby staff and officials retain the right to refuse participation to anyone at their sole discretion, if they deem it necessary for any reason, and in the best interests of the demolition derby and other participants.

ACKNOWLEDGMENT, WAIVER AND RELEASE OF LIABILITY

The undersigned hereby states that he/she has read and completely understands all of the rules for participation in the Demolition Derby as outlined above and hereby agrees to fully comply with such rules. I understand and am aware that a Demolition Derby is an inherently dangerous activity and I agree to personally assume the risks of participation. In consideration of being permitted to participate in this Demolition Derby, the undersigned for himself, his personal representative, heirs, and next of kin hereby releases, waives, discharges, covenants not to sue and holds harmless and indemnify Whiplash Racing LLC, Tooele County, Tooele County Fair Board, Punishment At The Peak Demolition Derby staff and or officials from and against all loss or damage and any claim or demands on account of injury or property damage or death to the undersigned due to any cause resulting from participation in the Demolition Derby.

Print Name of Participant _____

Signature of Participant _____ Date _____

Signature of Parent or Legal Guardian _____ Date _____

Signature of Witness _____ Date _____

COMPATITION RULES:

1. All bodies must be mounted on stock OEM frames for that year and make of car.
2. ALL DIMENSIONS GIVEN IN THESE RULES ARE MAXIMUM UNLESS WRITTEN OTHERWISE. DO NOT EXCEED THEM.
3. NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.
4. No 73 or older Imperials, Lebarons, Ambulances, Hearses, Sedagons, or Limousines allowed
5. No obscene words or graphics on cars, this is a family event.
6. All Drivers must pick up trophies, earnings and prizes at the completion of the event, or forfeit them. They will not be available after that date.
7. We reserve the right to re-inspect any car at any time before, during or after initial inspection.
8. You may be asked to cut areas of question open before, during or after the derby if needed.
9. Be advised that by participating in this event you and your car may be filmed. And that the use of your image, likeness, voice and actions for photo, video and print use for sales, marketing, TV and movie use is possible.
10. Driver's door hits are illegal. If the hit is deemed by TWO official's to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce this rule.
11. Any car deemed unsafe will be cause for disqualification.
12. There is a 2 fire rule in a heat. Upon the 2nd fire you will be out of the heat; however, your time will continue to run as if you were stuck.
13. You must be able to make an unassisted hit with at least a third of a car length. Rocking back and forth is not considered a hit.
14. No intentional hitting of a non-flagged car.
15. If a car is flipped or rolled over you will not be allowed to compete for the rest of that heat. Your time will continue as if you were stuck
16. Any driver or pit crew caught tampering with another drivers car will be disqualified.
17. No pit crews will be allowed to enter the arena after a heat unless cleared by the officials.
18. Drivers must wear at a minimum long pants and boots. Fire suits are preferred.
19. Once you have been timed out you may not help another driver or move your car. If you do the driver you help will be disqualified. If a driver enters 2 cars, he must drive both cars in the heats. If both cars qualify he may choose which car he will drive, a designated second driver must be noted at the start of the derby, sign appropriate waiver and attend the drivers meeting.
20. Team driving will not be tolerated.
21. **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
22. Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.
23. In the event of a tie in the main event, the money will be split and the trophy's flipped for.
24. All official calls are final! There is NO protest rule. Any driver, pit crew or family members arguing with the officials or staff may result in that driver's disqualification. No calls will be overturned.

Any questions, CALL FIRST. Don't assume anything. The Officials decision on all rules and safety are final!

PREPARATION:

1. 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.
2. All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
3. Driver door must be padded on the inside.
4. Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
5. All flammable materials must be removed from the car other than safety padding and the driver's seat.
6. No adding weight to the vehicle. No packing, stuffing of frames, trunks, passenger doors or under floor decking.
7. No sedagoning.
8. All trailer hitches must be removed.

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, lower cradle, motor, adapter plate for BOP transmission to Chevy block, seat and seat belt.

CAGES & DOOR BARS:

1. You may use channel or tubing up to 6" OD for all interior bars.
2. Seat bar must be no further than 6" behind the seat. All bars must be straight pieces no contoured pieces.
3. Interior door bars may not extend past the dash or seat bar.
4. A 36" wide fuel cell protector is allowed but must be centered in the back seat area.
5. Fuel cell protector may be no higher than rear speaker deck when in stock position.
6. Gas tank protector must be 4" away from all sheet metal. All interior sheet metal must remain in stock position. Do not pound!
7. One gusset per side is allowed from the halo bar to the fuel cell protector.
8. You may add 2 down bars in direct vertical line with the rear seat bar welded to your to your seat bar, door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
9. No kickers, angled or otherwise. NO cage components may be welded to the frame.
10. Door bars must be at least 8" off the floor of the car.
11. Dash bar must be 8 inches above the transmission hump 8 inches away from the firewall.
12. 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.
13. If drivers bar is outside the door it may only be 6" past the driver's exterior door seams and be no wider than 10 inches.

HALO OR ROLLOVER BARS:

1. 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.
2. Halo bars must be in a direct vertical line with the seat bar. They must be vertical.
3. Upright post must have a max 10"x10" plate attached to the roof, welded or bolted in.
4. Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)

HOODS & TRUNK LIDS:

1. Trunk Lid and Hood must be in stock mounting location and open for inspection or have one 20 inch hole or two 10 inch holes for inspection.
2. You are allowed 2 bolts not to exceed 1" in diameter to be placed thru the hood, front core support and frame. They may be double nutted and/or welded to the frame no more than 5", but must be straight. 3" washers may be used.
3. In the trunk you are allowed 2 bolts not to exceed 1" in diameter to be placed thru the trunk lid, trunk pan and frame. They may be double nutted and/or welded to 5" of the frame. Bolts must be straight. 3" washers may be used.
4. Bolts must be straight except in wagons, in which case it may be bent up to a 90 deg, going thru the tail gate.
5. Wagons are NOT permitted to run any bolts thru the pillars or roof.
6. Body may be creased. Trunk may be tucked or v'd , dove tailed. Your trunk lid if V'ed or dove tailed in the center must be at least 12 inches off trunk floor body mount elevation.
7. Inner panels of a wagon may be secured by four 4" welds per panel seam, and a 15" inspection hole must be made for inspection.
8. A combination of the following three ways to secure the hood and trunk is allowed.
 - a. If welding the hood, you may use three attachment points per side, 6" inch lengths of maximum ½" rod welded in the seam or flat stock 2" wide by ¼" thick.
 - b. Three attachment points per side of 6-inch lengths of 2" x 2" angle iron may be welded to the body only back to back and bolted together with a ½" bolt. These cannot be welded across the seam.
 - c. If bolting, three attachment points per side of the hood or trunk, bolts may be no larger than 8"x ¾" with two 5" washers per bolt. Washers may not be welded and only be thru sheet metal.
9. You may mix and match the types of hood/trunk fastening, but only 3 fastening points per side of the hood/trunk may be used.

RADIATORS & RADIATOR SUPPORTS:

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
2. Radiator must be attached to the core support.
3. Radiators may be mounted using there factory mounting systems, by welding the radiator in place using four 1" welds, one per corner or by welding two 6" pieces of 1/4 " flat strap to the top of the core support and running ¼" all thread through the straps to the bottom of the core support bolted in place.
4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
5. Radiator loops may be used.
6. Radiator core support must remain in the stock location and position.
7. Radiator core support seam welding is NOT allowed.
8. Radiator supports may not be welded to the frame, bumper brackets or bumpers.
9. If using a condenser to protect the radiator it may be tie wired to the core support only.

DOORS:

1. Door seams must be welded using rolled rod no bigger than ½" or flat strap no bigger than 2" wide by 1/4".
2. You may smash the inner and outer door skin together of the window opening only and weld them solid. You may use the same filler as in welding the door seams but no longer than the window opening per door.
3. Driver's door and driver's side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

WINDOWS:

1. You must have at least one, but no more than two window bars in the windshield and rear window openings.
2. Window bars may not be bigger than 2" x 2" x 36".
3. Bars may only be attached by welding directly to the cowl speaker deck or firewall only sheet with a mounting plate no bigger than 4"x 4" x ¼".
4. If using rear window bars in a Station Wagon tailgate will be treated as a rear window.
5. No wiring or chaining of any window openings.
6. Window bars may not be attached to the halo bar or come in contact with any cage components.

CUTOUTS & WHEEL WELLS:

1. No welding or bolting of cutouts allowed.
2. If Hood is welded or bolted on you must have a minimum of a 30" x 30" opening for inspection. If your hood cut out is smaller than 30", your hood must be off for inspection.
3. Wheel wells may be cut out or rolled up for tire clearance.
4. Hood cut out may not be welded to bumper.
5. Front fender metal in front of the tire may be cut off or bent up to the inner structure and bolted with one 3/8" bolts and 1 ½" washers.

FRAMES:

1. Absolutely no removing front frame material. Additional metal may be added along the front frame rails to square the frame for bumper mounting purposes. Added metal must be in front of original core support mount.
2. Frame cannot be inside the bumper.
3. All body mounts (rubber biscuit and cone) and "Pucks" must be in place. You may not remove bolts and place washers on both sides. Other than "Pucks" were the all thread may be used in the front core Support and trunk.
4. No imperial sub-frame swaps allowed.
5. NO frame welding allowed other than what is specified in the bumper/bumper bracket, frame, frame & body bolting and Engine rules.
6. No plating, stuffing, dowel pinning, heat treating or foam filling of frames allowed. Do NOT paint or undercoat your frame or you will not be inspected.
7. You may weld your lower motor mounts to the engine cross member only.
8. Rear frame rails may not be shortened.
9. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
10. You may chain your axle to the frame hump with one wrap per frame rail. Chain may not be welded.

BUMPERS & BUMPER BRACKETS:

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. Officials have final say.

Bumper may be mounted in one of two ways.

- a) Stock bumper brackets and shock tubes must stay in the stock locations and may be welded to the front 10" of the frame only. No swapping bumper brackets and or shock tubes/beams.
 - b) You may remove ALL factory brackets and Shock tubes and in its place use a 14" X 4" x ¼" flat plate with the last 4" bent into an "L", the 10" inches may be welded to the first 10" of the frame leaving the 4" bend to mount the bumper to.
1. No part of the bumper may be under the core support
 2. On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back.
 3. No loaded bumpers may be used.
 4. Bumper swaps are allowed.
 5. Only Stock O.E.M. bumpers off of passenger cars may be used.
 6. A **Maximum** 5" by 5" by 3/16" SQUARE tube may be used but must be open ended and straight. They cannot extend more than 10" from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed.
 7. Bumpers may be flipped.
 8. Bumpers
 9. No chrome may be welded to the body if using compression style bumpers.
 10. Chrome of bumpers may be welded to the inner beam of the compression bumper only. No additional material may be added.
 11. Non-compression bumpers may be welded to no more than 12 inches on the outside of the body only.

BUMPER STRAPPING:

1. Front and rear bumper straps can be no longer than 36", or bigger than 2" wide x ¼" thick.
2. If using an aluminum beam bumper you may weld your front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the frame.
3. Straps cannot be welded to the frame in any way if a non-aluminum bumpers are used.
4. If using **FRAME/BODY** bolts. Straps may have a hole burned thru it and be placed over the bolt.
5. You may also use 3/8" chain instead of straps to secure your bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk using only two wraps and may not be welded at any point.
6. If using a chain you may weld a washer no larger than 3" to the top of the hood to run the chain thru to prevent tearing.

ENGINES:

1. Engines may be swapped but must remain close to original position as possible. No cutting of the fire wall to accommodate different motors. A hole may be cut for the distributor.
2. Motor mounts may be fastened with only one strap or chain per side to the top of the factory engine cradle
3. Lower motor mounts may be welded to the engine cradle. No welding to the frame rails.
4. If using an engine saddle or lower cradle it may only be fastened to the frame engine cradle and not the frame and you may not use any strap or chain.
5. A 2"x2" O.D. square tube ¼" thick to be used for the transmission cross member, an 3/8" inspection hole must be drilled in it for inspection. 12" from center.

TRANSMISSIONS, DRIVELINES & REAR END

1. Stock housing transmissions must be used.
2. Transmission coolers may be used, but they must be secured in such a way to prevent injury.
3. Metal, high pressure or braided lines must be used. No fuel or low-pressure lines may be used.
4. Coolers must be secured in a container in the passenger compartment or behind the seat of the car.
5. New transmission cross members must be within 5" of original mounts.
6. Any factory 5 lug rear ends of passenger car origin may be used.
7. Slider drivelines are allowed and a pinion brake is permitted.
8. Rear end gears/axles may be changed, welded, or posi'd.

SUSPENSIONS:

1. Suspension must be stock components.
2. Front A arms may be welded to frame using two 2"x2"x1/4" pieces of flat strap per frame rail.
3. Coil springs may be welded to the rear end.
4. Tires, springs and spring spacers may be used to raise the car's rear suspension.
5. Must run the stock leaf pack for leaf spring passenger cars no more than 7 leaf's, each leaf must be 4" shorter than the one above. 4 clamps per leaf pack. Must be no wider than 2".
6. Chaining of humps is Optional, if doing so you may only use one loop per side single wrapped.
7. No duct taping of leaf springs.

BATTERIES:

1. 2 batteries of any type may be used.
2. They must be secured inside the car in front of the passenger seat and covered, unless you are using a gel cell battery.
3. 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 pull type tie downs may not be used.
4. No components to include, gas pedal, battery boxes, etc may be welded, you must bolt only and bolts may not go through the frame.

FUEL DELIVERY SYSTEMS:

1. Metal fuel tanks are recommended. If using a plastic tank, the lower half must be concealed in a minimum ¼" thick steel box.
2. 7 gallon tanks max may be used.
3. Original gas tanks must be removed from the car.
4. You must have the gas tank securely mounted behind the driver's seat, and it must be covered. No seat belts or pull tie straps may be used.
5. Fuel lines must run inside the car, not under the car along the frame.
6. Electric fuel pumps are allowed, but must have an on/off switch near the steering wheel.

TIRES & BRAKES:

1. You may use any air filled tire up to 32" tall.
2. No split rims or studded tires.
3. Valve stem protectors are allowed but wheel weights must be removed.
4. Doubled or flappers may be used.
5. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
6. 8" max weld in wheel centers are allowed.

PRE-RUN/FEATURE/GRUDGE MATCH (CONSI) REPAIR RULE:

1. Six 4" by 6" by 3/16" frame repair plates may be used
2. Plates may be bent and cut but excess may not be used elsewhere.
3. Plates and weld must be separated by 1".
4. No other frame welding will be allowed! **All other repairs made to the frame will be removed.**
5. 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.
6. 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 factory type and strength parts.

INSPECTION PROCEDURES:

1. Official's decisions are final.
2. You will be given one (1) opportunity to correct items on your car.
3. Each car gets a maximum of 2 times thru inspection.
4. Cars may be impounded after inspection and staged in a secure location depending on the show.
5. Do not come to the inspection line if you are not done preparing your car.
6. Any added or welded metal plate/rod or material not specifically covered in the rules will be removed completely as well as the surrounding metal.

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