

WHIPLASH RACING

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 _____

COMPETITION RULES:

1. Vehicles not allowed: 73 or older Chrysler Imperials, LeBaron's, Ambulances, Hearses, Convertibles or Limousines.
2. **Aftermarket parts allowed: Metal gas tanks, transmission coolers, fuel coolers, brake & gas pedals, shifters, battery boxes, steering columns up to the steering box, drive lines, driveline brakes, lower saddle cradles, factory-style motor mounts pads, motors, seats, & seat belts.**
3. All bodies must be mounted on stock OEM frames for that year and make of car.
4. ALL DIMENSIONS GIVEN IN THESE RULES ARE MAXIMUM UNLESS WRITTEN OTHERWISE. DO NOT EXCEED THEM.
5. NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.
6. No obscene words or graphics on cars, this is a family event.
7. 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.
8. We reserve the right to re-inspect any car at any time before, during or after initial inspection.
9. You may be asked to cut areas of question open before, during or after the derby if needed.
10. 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.
11. 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.
12. Any car deemed unsafe will be cause for disqualification.
13. 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.
14. 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.
15. No intentional hitting of a non-flagged car.
16. 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
17. Any driver or pit crew caught tampering with another drivers car will be disqualified.
18. No pit crews will be allowed to enter the arena after a heat unless cleared by the officials.
19. Drivers must wear at a minimum long pants and boots. Fire suits are preferred.
20. 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.
21. Team driving will not be tolerated.
22. **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.
23. Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.
24. In the event of a tie in the main event, the money will be split and the trophy's flipped for.
25. 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 of fresh cars
8. All trailer hitches must be removed.
9. Metal fuel tanks only. Must be mounted in the back seat area. No plastic tanks allowed!!!

FRAMES:

1. Do not cut, shape, manipulate, weld or alter an part of the frame in any way other than what is listed! You will be loaded no exceptions.
2. You may cut of the front engine crossmember bill/nub
3. You may dimple or cut the frame within one foot of the rear bumper bracket but cannot prebend/tilt the frame rail. Cuts cannot be rewelded.
4. You may weld the bumper brackets following the bumper rule below
5. You may only square off the frame if it is not already square, for bumper mounting purposes. No intentional shortening of the frame. Call if you have questions.

DOORS & WINDOWS:

1. Doors may be secured in 8 places per door in one of 3 ways you may mix options:
 - a. Using one wrap or chain per hole.
 - b. Using 3 strands of wire per hole.
 - c. Weld (1) 4"X4" strap (Doors Only)
2. Do not chain/wire/weld more than 8 places per door. The wire at the bottom of the doors may go around the frame.
3. Driver's door may be reinforced, but if reinforcement is on the outside or inside, do not overlap the door seam by more than 3".

WINDOW BARS:

1. You may use 2 pieces of chain wire in the front window opening or 2x2 square tubing from the halo bar to the top side of the dash bar.

TRUNKS & HOODS:

1. Trunks and hoods can only be chained or wired with no more than 8 total places in each.
2. You may use a chain, or 3 strands of wire per place. 2 of these places are permitted to go around the bumper and/or frame.

- a. **You may be asked to open the hood for inspection if the inspector deems necessary to inspect properly.**
- b. Please create two 10" holes in the hood for fire detection.
- c. Trunk lids must have a 12"X12" hole cut in it for inspection purposes.
Cutouts may be folded one time but not bolted
- d. Deck lids and/or tailgates must be in factory position on the car. You cannot smash down or remove the speaker deck from the car.
- e. You may dish the rear of the trunk no more than 8". This will be measured from across the top of the quarter panels down. You may cut the rear of the trunk lid off or tuck it with one 90 degree bend, wedge, pre-bend, notch, fold, or anything else you can think of to modify the trunk, hood, quarter panels or fenders.
- f. No welding washers to the body when using wire or chain.

BODY:

1. ALL body bolts, mounts, and washers must be factory stock: No altering permitted. If they are broken or rusted off, then you may add 3 loops of wire in the immediate area to secure the body just as the bolt did.
2. DO NOT CREASE THE BODY OR FRAME.

IF YOU CREASE THE BODY OR HAMMER THE BODY OR FRAME, BE PREPARED TO REMOVE THAT WHOLE AREA.

CAGE:

1. You may have a 4-bar cage. A 62" door bar is the max length, and that includes the dash and seat bar.
2. You must have a roll over bar that runs perpendicular to the door bars and can bolt or wire to the roof in 2 places, or an upright bar that goes from rear seat bar to the middle of the roof. Must be welded to an 8" plate on the roof.
3. Cage bars cannot be any larger than 6".
4. For safety, you may add (2) down bars. (1) bar on driver side and (1) bar on passenger side.
 - a. Down bar must land within the front inside door seams.
 - b. Down bars can be a MAX of 3"x3" tubing and must be only to the sheet metal with a 5"x5" landing pad.
 - c. Down bars must be a min of 4" away from a body mount.
5. Gas Tank protectors are allowed. However, they must be 6" away from all sheet metal.

BUMPERS:

1. Bumper swaps are permitted by using a factory OEM bumper or a straight piece of open-ended square tube measuring 5"x5"x3/8" with a max length of 70".
 - a. For safety, please cap the ends of the square tubing bumpers and cut/drill a 1/2" inspection hole in the end caps.
 - b. Factory bumpers may be seam welded only. No stuffing or reinforcing the bumper.
2. You may hard nose, but you may not shorten the frame unless it is to square off a non-square frame horn for bumper mounting.

3. If using existing front stock bumper brackets bolted in factory location may be welded up to 6" to help the bumpers stay on. Shock tube may be compressed and welded.
4. On a car without factory or missing bumper brackets you may use a 6"x 4"x 1/4" plate welded to one of the 4 sides of the frame only.
5. This bracket may NOT extend past 6" from the front of the frame.
6. Rear brackets follow the same rules as front brackets.
7. Max front bumper height is 25" when measured from the top of the bumper.
8. The bottom of the rear bumper must be at least 16 inches off the ground.

DRIVE TRAIN:

1. Engine/transmission:

- a. You may run any stock engine and transmission combo.
- b. You may use a lower cradle. It must connect to the Engine crossmember only.
- c. You may use factory mounts or factory like aftermarket style motor mounts and weld them solid. You may only weld them to the engine crossmember only.
- d. If using a lower cradle there must be a 3" gap from the furthest point of the back of the engine to any part of the firewall.
- e. You may weld your lower cradle directly to engine crossmember only, with no more than 8" of attachment per side.
- f. Some cars will require a mounting plate. You may only weld up to an 8" x 8"x3/8" plate to the engine cross member to mount the lower pads. These plates must be a minimum of 2" away from the frame rails.
- g. Factory transmission crossmembers must be used, and the crossmember must be bolted in, not welded.
- h. Firewall may be cut out or pounded back behind the distributor.
- i. NO steel bell or transmission braces allowed!!!
- j. Shifters are allowed.
- k. Transmission coolers are allowed.

2. Rear-ends:

- a. You may use any OEM factory 5 lug housing. May not be braced and no axels savers.
- b. Rear ends must mount into the original factory location using the factory mounts, brackets, and hardware. NO REINFORCEMENT will be allowed. lower control arms on coil spring cars may be shortened but not reinforced. coil springs may be fastened to the axle only.
- c. You may run 1 piece of 3/8" standard chain from rear end around the frame OR 2 strands of #9 from rear end to frame, nothing thru body (# 9 wire can have 2 loops, 4 strands together in center twist only.) One or the other (can't do both) - do not attach to the frame; just loop the frame.
- d. You may use a slider driveline.
- e. You may use a bolt on pinion brake.
- f. You may use aftermarket gas and brake pedals. Must be bolted to sheet metal only.
- g. Lower control arms on coil spring cars may be shortened and butt-welded with no filler or reinforcement. Coil springs may be fastened to the axle only.
- h. Rear coil springs may be doubled or swapped with passenger car springs and weld to the axle tube mount

only

- i. Leaf springs must be stock to what came on that car originally.
- j. You are allowed (3) clamps; (2) behind the axle, (1) in front. 2" W X 4" L X 1/8" T using TWO 3/8 bolts per clamp

TIRES & WHEELS:

1. Air filled tires only. Must start with a stock wheel: An 8" or smaller wheel center may be added, along with a valve stem protector. No other welding is permitted on the wheels.
2. You may have 2" bead protectors/lip guards

STEERING & SUSPENSION:

1. Steering and suspension components must be the factory parts that came on the car, or the parts must be replaced with box store replacements. No purpose-built parts can be used in place of OEM parts. Twist-in coil spring boosters can be used to achieve bumper height.
2. A-Arms may not be welded down. They may be chained with a single wrap of chain around the exterior of frame and A-arm.
3. You may use an aftermarket steering column.
4. You must use the STOCK tie rods, but you can use one piece of 8" long by 1"x 1" piece of angle iron only to secure them in place of the adjustment bracket.

PRE-RAN CARS:

Pre-ran cars ARE allowed: They MUST be built to the rules, you may not plate the frame unless you have WRITTEN permission from Head Tech ahead of time or for OBVIOUS frame damage. If we can't see obvious frame damage you will be required to **Remove the Entire Plate** and all welds to run. #9 wire may only be added minimally to pre-runs to hold something together. Excessive wiring to strengthen the car will be removed

1. You may have up to (6) 4"x 6"x 1/4" plates per car.
2. You may only place 4 plates in front of the firewall and all plates must be welded to frame only. Plates must have a min of 1" between them including the welds.

PRE-RUN/FEATURE & GRUDGE MATCH CAR PREPARATION:

1. The following rules apply to previously run derby cars only. The intention of these rules are 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. If we feel that you have exceeded the limits you will not be allowed one opportunity to fix the area in question. Officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely NO ADDED METAL other than what is specified below!
2. You may patch any hole in the doors or floor of the car for SAFETY. You must use sheet metal. And your patch may only be 2" larger than the hole you are patching.
3. Frame repairs on pre-run cars are allowed to repair OBVIOUSLY damaged areas of the frame using six total 6" by 4" max 1/4" thick plates. Only 4 may be used in front of the firewall.
4. Plates may be bent and cut but excess may not be used elsewhere
5. Plates and weld must be separated by 1"

6. Patch 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.**
 7. Patched area must show signs of obvious damage.
 8. You may reinforce damaged steering components on pre run cars only using one piece of 1"x 1" x 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)
 9. No replacing of sheet metal components prior to the grudge or the feature except for safety purposes (ex. Torn open door).
 10. Main event cars may be impounded depending on the show.
 11. All cars May be re-inspected after the Main event.
- If you have other pre-run questions, call first before you fix it!**

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