

UPR Demo Derby Rules 2010

Classes and Descriptions:

HOBO – This is the “grass roots” class of derbies. The car is made “safe” and that’s it. Absolutely nothing else may be done. (Full description of class rules further below)

OUTLAW – This class follows more specific guidelines and allows more strengthening to the car. These cars are more durable and competitive than the Hobo class. (Full description of class rules further below)

TRUCK CLASS – This is a new class to central Nebraska it allows trucks, SUV’s, suburbans and vans to compete... it is a fun one! (Full description of class rules further below)

UPR General Rules

1. Official's decision is final.
2. **This is a family sport.** Please try and remember that. **No profanity allowed on the cars.** No one under the influence of drugs or alcohol will be allowed to participate. Classless behavior will not be tolerated.
3. Tire rule. We do not want flats. No bigger than 16" rims, no split rims, no studded tires on driven wheels. Implement tread, forklift type, foam filled, solid, and double tires allowed. Valve stem protection allowed. No rim reinforcements. No liquid filled tires allowed. No spikes, paddles, or other material to be welded inside or to the rim. No wheel weights allowed. Rim screws are allowed.
4. **DRIVING.** You must make aggressive contact with another live car in less than one minute. If you do not make aggressive enough hits, we will let you know. No intentional driver door hits. Depending on the severity of the hit, we may simply warn you, or we may break your stick. If you use your driver's door to block another car, do not expect that car to be disqualified for the driver's door hit. Official's decision final. A "policing" vehicle will be in the derby with you to enforce these rules. If you don't hit... you will get hit.
5. During competition stay in the car. Keep your helmet on. Keep your hands and arms inside the car.
6. During competition, no driver, pitmen, or spectators shall approach the officials. Classless behavior will not be tolerated. Official's decision is final.
7. If you are black flagged (for example a door hit), you finish in that spot, not last, and receive that place trophy and winnings, if any.
8. Cars may be disqualified at any time. We will re-inspect after the derby is over. IF a car is found to be illegal, it will be disqualified and finish last.
9. Protest fee. We allow protests. \$200.00 cash is required to protest. It must be presented to the officials with the specific complaint. The officials, and only the officials, will then check the complaint. If it is illegal, and it is severe enough to change the outcome of the event, the protested car will be disqualified.
10. Off the gas in the pits. Unless in the derby arena your car must be driven at "idle" speed.
11. No "powder puff" Ladies compete with men.

12. Drivers must be 16 years old to compete.

13. A flagged stick will be placed on all cars. This stick will be broken by the driver when finished or asked to do so. This reveals car is no longer competing and may not be hit or re-enter the heat.

14. If your door comes OPEN... you will be disqualified from that heat. If you have already earned a transfer position you may fix it and keep your position in the next feature.

15. Fire coat, gloves, DOT helmet, eye protection and long pants are required while driving. SNELL full faced helmets and complete fire suits are recommended.

16. Cars must have a roof mounted 15" x 15" number plate readable from both sides. White background with black #'s... nothing else. This is how you're scored. Make it practical, not pretty.

17. Imperials and Lincolns allowed in HOBO class only, hearses may compete in the truck class.

18. Make it safe... officials may refuse racing to any car or person that is unsafe to drive.

19. Derby heats start from "stand still", outer edge of arena rear facing in. Drivers that do not transfer may still compete... They start the next heat from the center of the ring with engine off.

20. Derby heats will only be stopped for roll overs or threatening situations. We will not stop for every part that falls off unless it provokes unsafe conditions.

Basic Vehicle Preparation – All Classes

1. **BRACE BARS** must be a 2"- 4" square or round metal bar, 1/8" thick, placed directly behind the driver's seat with a **MINIMUM** of 6"x 6" metal plate. The plate must be at least 1/8" thick and attached to the ends of brace bar and **SECURED TO CAR BY BOLTING, OR WELDING TO THE HEAVIEST PART OF DOORPOST**. Bars may be in an X and must be no more than 10" behind driver's seat secured to only the body. No brace bars under hood. A dash bar and two bars connecting from dash bar along both inside front doors to bar behind seat may be installed. On drivers side only you may have 2 down bars to the body. A roll loop may be installed behind driver's seat, roll loop must be welded or bolted too the roof and maybe welded too the top of frame. Ignition distributor protectors allowed on engine heads and intake only and must have 12" of clearance too dash bar at start of the event. This protector may not touch the frame, body or brace bars before, during, or after the event.

2. **CAR PREPARATION** It is mandatory that all glass be removed. Broken glass, dirt, and loose debris must be swept from the car. Do not break the door windows and leave the glass in the door. The rear seats and interior must be removed, plastic bumper covers, head lights, tail lights, tail lenses, all chrome trim, interior and exterior door handles, door lock cylinders, license plate brackets, luggage racks, mud flaps, and trailer hitches must be removed prior to admittance to the race track. You may have a floor shifter and a hand throttle. Hobo class may chain doors – however, welding is recommended.

3. **DRIVING DO NOT HIT THE DRIVER'S DOOR!!!** Do not use driver's door as a shield. Sometimes these do accidentally occur, but if it looks intentional, or careless, driver will be disqualified. No love taps, no hitting dead cars, or cars with no stick, and no teamwork allowed. All drivers' must hit everyone. There is a 20-second **AGGRESSIVE HIT** rule on all cars and 60 seconds to restart or if hung up. **ANY VIOLATION COULD CAUSE DISQUALIFICATION.**

4. **DRIVER'S DOOR** Optional, a **MAXIMUM** of 12" wide, and **MAXIMUM** of 1/4" thick plate, 6" past door seam to brace outside of driver's door. The plate **MUST** conform to door and not stick out. No grader blades allowed.

5. **FIREWALL** Any holes in firewall must be covered with a non-flammable material to prevent competitor from being sprayed by hot oil, or water.

6. **GAS TANK** The original tank must be removed and a leak proof fuel cell or boat tank must be placed behind the driver's seat or center of back seat. **PLASTIC TANKS MAY BE USED ONLY IF IT IS IN A 1/8" METAL BOX AROUND ALL SIX SIDES WITH A MINIMUM OF TWO 1/2" DRAIN HOLES IN**

BOTTOM OF BOX FOR PROTECTION. No 5-gallon gas cans allowed. The tank must be bolted securely to the floor tin with bolts, nuts, and washers. The tank must be secured over top with a chain, original gas tank straps, or stronger material. No bungee cords, ratchet straps, sheet metal screws, or wire allowed to secure gas tank. These are only used to secure the cover over the tank. The gas tank, electric fuel pump, and all fuel lines must be covered with a non-flammable material. Electric fuel pumps must be hooked up to your ignition switch, so when car shuts off the fuel pump turns off. **NO FUEL LINES THROUGH THE BACK SEAT AREA; ALL LINES MUST BE ALONG FRAME RAIL OR INSIDE OF PASSENGER COMPARTMENT OF THE CAR.** Maximum of 6 gallons of fuel. Compact demo class only, may leave the factory gas tank in factory position only if it is in front of the rear axel.

7. **TRANSMISSION AND ENGINE OIL COOLERS** allowed in passenger compartment only if all exposed lines are covered with a non- flammable material (Including braided lines). Coolers must be securely fastened, and placed in a metal box, or have a shield to protect against ruptures and spraying of hot oil on driver.

8. **WINDSHIELD BARS** must be welded or bolted on, to protect the driver (3/8" bolts, nuts, and washers **MINIMUM**). Two bars from the top of the windshield to the dash area, one must be in center of windshield and the other between the first bar and the driver's side. Bars must be a **MINIMUM** of 5/8" diameter or strap 1" wide 1/8" thick.

9. **BATTERY** must be removed from stock position and installed inside passenger compartment. It must be bolted securely to the floor tin with bolts, nuts, and washers. The battery must be secured over the top with a metal strap, original gas tank strap, or stronger material. No wire, ratchet straps, bungee cords, or sheet metal screws allowed to secure battery. These are only used to secure the cover over the battery. The battery must be covered with a non-flammable material. Any bolts to secure battery must be 3/8" to 1" and washer 1" to 5"x5" this also pertains to gas tank, transmission cooler, and driver's seat. All these maybe welded also.

10. **SEATBELTS** must be functional and fastened to the floor.

11. **ALL HITCHES** and towing accessories must be removed.

12. **NO WHEELWEIGHTS**, grease or oil on tires or rims.

13. Repairing/ Rebuilding used derby cars is allowed... repairs may not exceed factory strength.

UPR HOBO RULES

1. Any American sedan or station wagon may compete... Lincolns are allowed in the HOBO class. Imperials are allowed in Outlaw Class only.
2. Body bolts may be replaced but must fit inside frame like factory bolts. They may not be used as a gusset and frame cannot be strengthened. Body Bolts may not be added.
3. Bumpers may be welded, trimmed or folded around. No metal may be added to bumper or brackets. Bumpers must be in stock location and cannot be raised or lowered. Bumpers may be chained or wired to radiator support.
4. Engine and transmission must be in stock location. Both may be chained, strapped or welded as long as it does not strengthen frame.
5. Fenders may be rolled or bolted with a maximum of 12 3/8 bolts with 1" washers.
6. Stock fuel tanks must be removed, lines blown out and replaced with a marine quality fuel cell mounted in back seat. 5 Gal. cans bungeed in will not pass. Maximum 6 gallons of fuel.
7. **EXTRA REINFORCEMENTS** No wire, sheet metal screws, chains, cables, bolts, added metal or welding unless specified in rules, before or during the race, unless approved by the officials, or risk disqualification.
8. **FENDERS** front and rear may be rolled and bolted with a **MAXIMUM** of 12, 3/8" bolts, with 1" washers per fender.
9. **FRAME** may be repaired if rusted or broken but not reinforced. Metal of 1/8" thickness or less must be used for repair with a 1/2" inspection hole cut to view repaired area. Leave rust or break in frame. Weld 2" past rust or broken area or just weld it back together, use only one method. Patches must only be on one side of frame not both. If patches are excessive in any way, they will be cut at judges discretion. A 1/2" wide seam may be welded from the control arm/A-frame, **TOP AND BOTTOM SEAM ONLY**, with no added metal. Behind the rear axle you may tie the rear frame rails together with 4 loops of wire or on 3/8 cable. This must go around the frame rails only, and no bolting.
10. **HOOD** must remain in factory position. The front two hood bolts must go through the front radiator support mount and frame with no spacer, all other hood bolts must be welded to body only. Hood may be welded solid with 3/8" filler rod, or **MUST** be bolted, or chained in a **MINIMUM** of 4 locations and a **MAXIMUM** of 8 locations. A 5"x 5" 1/2" thick washer must be used on top of hood bolts, to keep bolts from pulling through. The bolts must be **MINIMUM** of 5/8" or **MAXIMUM** of 1", (Bolts must not be directly in front of radiator), or **MINIMUM** 4 chains 3/8" thick. There must be one 12" hole cut into hood for fires and the tin may be bolted or welded around each hole.

11. **RADIATOR** must remain in stock position. Radiator blow by tubes must be secured and remain pointing down at all times. No extra cooling allowed for radiators. Original or electric fans okay and ratchet straps may be used to secure radiator. Air conditioning condenser may be welded to front of radiator support. No added metal.
12. **REAR END** must be factory 5 lug. Use rear end of choice. Rear end housing may be reinforced, and hybrid rear ends allowed. No leaf springs on non leaf spring cars. Leaf springs must be stock, have a 2" stager and NO double main leaves. **MAXIMUM** of one extra leaf may be added. A total of 6-spring helper clamps per leaf spring. Clamps must be a **MAXIMUM** of 2" wide, 4" long and ¼" thick. The leaf spring mounts may be welded to the body front and rear. Coil spring cars may wire, chain, cable or weld springs in place and spacers may be added to get stock height. Rear control arms may be reinforced, lengthened, or shortened to achieve driveline angle. Rear end may be tied in 2 locations, chains or cables 3/8 thick or wire 4 loops only. This must be wrapped around frame and rear end only. Welded or posi-track rear end is highly recommended.
13. **STEERING** tie rod ends must be stock but center section can be reinforced. Steering columns may be welded in and altered to prevent steering loss. All other steering and suspension must remain stock with no reinforcements.
14. **TIRES** any ply **MAXIMUM** of 15" tire. Solid, tire inside a tire, tubes, valve stem protectors are all okay. No, split rims, paddle rims, reinforced rims, or studded tires. Tires may be screwed to rims. All wheel weights must be removed.
15. **TRUNK** 60% must be in factory position. The back 40% of trunk may be tucked down inside, No welding or bolting inside. Only two bolts may be installed through the top of trunk lids. Bolts 1" with 5"x 5" washer **MAXIMUM** top and bottom, they may go down through the frame in a body mount hole or wire in 2 locations with 4 loops from trunk lid and may go around the frame only, you cannot do both. No sliding the whole trunk inside of trunk. Trunk may be crushed, but must be able to see inside for inspection. The rear decking cover in station wagons must be removed. No tucking roof on leaf spring wagons. 80's wagons may tuck roof down with 4 bolts, body to body only, not to frame.
16. **WELDING** and bolting doors, trunk, and tailgate. When welding with metal, it may be No more than 3" wide **MAXIMUM** and 3/16" thick or may be secured with unlimited bolts wire and chain, choose one method. If doors, trunk, and tailgate are not welded, they must be bolted or chained in **a MINIMUM OF 2 LOCATIONS PER DOOR, TRUNK, OR TAILGATE** for safety. You are allowed to bolt all factory body seams together with unlimited 3/8" bolts and 1" washers only. No screws, No bolting trunk lid webbing seams, No bolting Mopar uni-body frame seams and No homemade body seams. Tops of doors may be beat down and welded with No added metal. Rust holes or metal tears in body may be patched. **USE ORIGINAL EQUIPMENT**

MATERIAL, (NO NEW TIN) patch 2" past rust or tear when patching one layer of metal. Use only enough metal to patch hole or tear, or just weld it back together, use one method. No interior welding except driver's seat, battery box, gas tank, transmission cooler, and brace bars/roll cage.

17. **WINDOW** .openings may have 4 loops of wire in 2 locations and may go around the frame. No welding washers on body. You may have 1 strap in each door window opening, and maybe 2" wide and ¼" thick. This strap maybe welded 5" door and 5" on roof. You may install one strap or bar in the center of the back window not to touch the decklid. You may not use wire if you use straps, use only on method.
18. **Battery** must be removed from stock location and fasted to passenger seat footwell. Terminals and battery must be covered with non flammable material.

Call with questions before you build! (308) 215-0241 or email gng38@yahoo.com

Events

- June 19th Broken Bow Chamber Derby – Custer County Fairgrounds, Broken Bow, NE

UPR OUTLAW RULES

1. Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean.
2. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines recommended. Factory fuel tank may not be re-used.
3. A steel seat support (seat bar) is required from the inside of the driver door(s) across to the passenger door(s), must be behind the seat, and must be no farther back than 6" from back of driver's seat. This support must be made of steel, 2" x 2" x 1/4" square, 2 1/2" x 1/4" round minimum, 6" x 1/2" square or round maximum. Steel plates are required on the ends of this support, 6" x 6" x 1/4" minimum, 12" x 12" x 1/2" maximum. These steel plates must be welded well to the support. The steel plates may be bolted to the car, however welding is highly recommended. IF the factory dash is removed, a support similar to the seat support is required. If you use a dash support, it may be connected to the seat support with similar material. These bars may be against inner door skin. These bars may not extend past the dash or seat supports more than 6". No bars, material, or "kickers" may extend down to the frame or floor tin, except on driver's door. Driver's door bar is highly recommended.
4. Driver's door must be welded shut for safety. Welding the outer driver's door seems completely is highly recommended. Welding the inner driver's door seems allowed. Outer driver's door skin reinforcement is allowed and highly recommended. This reinforcement must be steel sheet metal only, may be no thicker than 3/8", and must conform to the factory bodylines. This reinforcement may not extend in front of the front door seam more than 4", and may not extend past the rear door seam more than 4". This sheet metal may be bolted, however welding is highly recommended. No grader blades, pipes, "C" channel, or other material allowed on the outside of the driver's door other than sheet metal. Reinforcement on the inside of the driver's door with pipe, bars and other material is allowed.
5. Halo bars and rollover bars are allowed. The addition of "posts" on hardtop sedans (connecting top of doors to roof) is also allowed. Roll over cages may run on the exterior of the roof, and must be welded to the seat support and dash support (if used). Connecting these roll over cages to the roof is allowed. These roll over bars, behind the seat only, may extend down to the floor tin, and however may not be attached to the frame or sub-frame. One post or pillar allowed in center of rear window on sedans only.
6. A minimum of two steel straps or bars must be located in windshield area. These may be bolted or welded and must only attach to sheet metal.

7. No steel gas "cans" or plastic gas "jugs" allowed. A steel boat tank is recommended, however any metal tank deemed safe by the officials is acceptable. Any plastic or urethane "fuel cell" must be in a solid metal container and must be covered with metal. The fuel tank must be securely fastened inside the passenger compartment. Official's decision is final.
8. Hoods must have a minimum of two 12" holes for fire control.
9. Cars must have some type of working brakes.
10. Oil coolers, engine and transmission, are allowed. IF air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure hydraulic lines and fittings are recommended. No gas hose is allowed. It must be compatible with transmission oil. If oil hose is used, minimum of two hose clamps per fitting. Non high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure.
11. Low-pressure, pressurized fuel hose inside passenger compartment must be covered.
12. No wheel weights or balance weights allowed on wheel rims.
13. Radiator coolant over flow tubes must point straight down.
14. No Imperial sub-frames under non-Imperial cars. 67' – 73' Imperial sub-frames under 67' – 73 Imperials only. 66' and older Imperial frames under 66' and older Imperials only.
15. Frames must remain stock. No re-welding factory frame seems. No filling holes in frame. No re-painting frames with paint or under coating. No "grease and dirt tricks". No welding on frame anywhere, other than what is allowed in these rules.
16. Re-welding of factory frame seems (both top side and bottom side) from the front of the "A" frames forward is allowed. 1/2" wide weld bead maximum. The re-welding (5" total length, 1/2" wide bead maximum, per frame rail) of factory frame seems from the "A" frames rearward is allowed. This rule is to allow the welding of frame seems that were not welded correctly at the factory. Only a total of 5" allowed. This may be 2" on top, 3" on the bottom, for a total of 5", per frame rail.
17. Cutting and or pre-notching the frame are allowed, but must not re-weld any part of it. No adding of body mounts to the frame allowed.
18. Engines and transmissions may be interchanged and mounts may be fabricated and welded as long as it does not strategically reinforce the frame. No engine mounts, braces, cables, or chains may extend more than 4" in front of, or 4" behind the engine block. "K" frames in cars may be welded to the main frame rails. 1/2" filler rod maximum. No plates as filler allowed. This filler rod and weld must not extend 4" in front of or 4" behind engine block.
19. Body mount bolts may be replaced with up to 5/8" diameter bolts. There must be a space between the body and frame as factory. Rubber bushings may be replaced with other spacers, but must be same thickness and diameter as original. Spacers may be welded to the body, but not to the frame. Longer body mount bolts that enter the interior of the car are allowed. Maximum 4" washers on the topside of the trunk pans and floor pans are allowed. Sub-frame cars may have washers up to 2" larger than factory body mount hole (for example: if the hole is 4", the use of an 8"

washer is allowed). These washers may not be fully welded to the trunk pans or floor pans. Bolts must be cut flush with top of nuts. Washers under or in frame must be in the stock location but may be up to 2" larger than the frame hole diameter. The addition of two body mount bolts (one bolt per frame rail) through the body isolators in the rear seat area of GM sedans allowed. The addition of two body mount bolts through the floor sheet metal, up to the shock absorber towers, below the speaker deck, in Mopars allowed. The addition of two body mount bolts (one bolt per frame rail) through the frame, near the top of the "humps" in 71' - 76' GM station wagons allowed. These bolts are allowed to be put in the spot where GM made a provision for a body mount, but only installed this body mount in a few wagons. Now all wagons are allowed to have this mount.

20. Radiator support mount bushings may be removed completely. The radiator support may contact the frame but must not be welded to it. The two radiator mount bolts may be up to 1" diameter. These two bolts may be welded to the frame. These two bolts may extend down through to the bottom side of the frame. These two bolts may extend up next to the radiator support, through to the top of the hood, and be used as two hood hold down bolts. These two bolts may be welded to the radiator support. These two bolts may be welded to the frame if they do not go down through the frame. Thicker (taller) than stock spacers allowed between the radiator support and the frame. No bolts allowed in front of radiator. No chain, wire, or straps allowed from radiator support down to front bumper.
21. Bodies must remain stock. No re-welding factory seams inside engine compartment. No re-welding factory body seams inside passenger compartment, trunk compartment, or seems under body. No re-welding seems under hood or seems under trunk lid. No adding metal to body other than driver door. Two, 1/2" minimum, pre-drilled holes per rocker panel required for inspection.
22. Hoods must open for inspection. Hoods must remain in the stock location and position. Bending down, or bending up, excess hood in front of radiator support allowed. Holes cut in hood for fire control, or exhaust may be bolted (not welded) back together with up to four 3/8" bolts (1" washers maximum) per hole. Hoods must be either chained or bolted shut. You may use only one method to hold the hood. No angle iron with bolts may be used. No wire may be used.

If bolted shut: A minimum of four bolts 5/8" diameter must be used. A maximum of six bolts, not to exceed 1" diameter is allowed. The factory hood hinges do not count as a hood hold down. Only the front two bolts may go down through the hood to the frame. The other four bolts, if used, must be sheet metal to sheet metal only. Washers for the topside of the hood may not exceed 5" square and 1/4" thick. The hood "washers" may be welded to the top of the hood. 5" square "washers" may also be welded to the inner fenders at the corners (fender to radiator support and fender to the fire wall or cowl) below the hood. Bolts may then be welded to these "washers" to hold the hood.

If chained shut: A minimum of four spots of 1/4" chain must be used. A maximum

of up to six spots of 3/8" chain may be used. The use of 5" square "washers" is allowed as above.

23. Radiators must be in the stock location and may use factory type mounts. Ratchet straps, wire, and chain may be used to hold in radiator. Aluminum radiators may be used. Electric fans may be used. Air conditioner condensers may be welded directly to the radiator support, but may not use any filler rod or plates to do so.
24. Fenders may be cut for a larger wheel well opening. Fenders may be bolted back together (no welding) with up to four 3/8" bolts (1" washer maximum) per wheel well opening. Excess front fender in front of radiator support may be cut, folded over, and bolted (not welded) back together. Four 3/8" bolts (1" washer) allowed per fender.
25. Doors must be chained, wired, bolted, or welded (exterior seems only) shut. Chain must be a minimum of 1/4", wire must be a minimum of two loops, bolts must be a minimum of 3/8", and weld 4" on a minimum of two spots per door. No chain, wire, or bolts allowed to go to or around frame. 4" wide by 3/16" strap maximum allowed to weld over door seems. Other exterior body seems may be welded. 2" wide by 1/8" strap maximum allowed.
26. Trunk lids and station wagon tail gates may be chained, wired, bolted, or welded shut the same as the doors. Any two methods allowed to fasten the trunk lid or tailgate. No method may go to or around the frame or rear bumper. 40% of the rear of the trunk lid may be "tucked" down inside the trunk compartment. Trunk lid may not be welded to the trunk floor pan. Two bolts (maximum 1" diameter) are allowed in the trunk from the bottom of the trunk pan up through the top of the trunk lid. These two bolts are allowed to go down through the frame, but may not be welded to the frame. The use of 5" "washers" is allowed the same as the hood. These two bolts must be cut flush with the top of the nuts. Pre-forming or pre-bending the body sheet metal is allowed. It may be cut to shape it, but may not be re-welded or bolted back together (except for the front edge of the front fenders, wheel well radius, and hood holes). Station wagon tail gates may be lowered, then chained, wired, bolted, or welded shut.
27. Tops of doors, and areas that had moving windows, may be pinched together and welded. Weld bead only, no plates or other material allowed. Inspectors must be able to see down into the body.

INTERIOR RULES

28. No re-welding of interior body seems. The re-welding of the doorpost or pillar, to the floor sheet metal, allowed on both the driver side and passenger side.
29. The use of fabricated parts such as steering columns, fuel pedals, brake pedals, transmission shifters, seat brackets, battery boxes, fuel tanks, and coolers allowed. Transmission and engine oil coolers are allowed. Two batteries are allowed. Distributor protectors are allowed. This protector may only be bolted to the engine, and or bell housing. If this protector makes contact with the dash bar, or any bracket attached to the dash bar, at any time, the car will be disqualified.

30. Seat, battery, fuel tank, and cooler brackets must be welded to, or bolted to, the floor sheet metal. No chain, wire, or fiber type straps allowed to fasten these items. The seat, battery, fuel tank, and coolers must be secure. No bracket may be attached to, or come in contact with, the seat bar, dash bar, or door bars. Steering column brackets and seat brackets may come in contact with, and be attached to, these bars. No bracket may extend in front of the dash bar (other than steering column bracket). No bracket may extend past the rear of the seat bar. Brackets in the front seat area must be welded to, or bolted to, floor sheet metal only. Brackets in the front seat area may be attached to the factory body mount washers. Brackets in the back seat area must be welded to, or bolted to, the floor sheet metal only. Bolts in the back seat area may not go through, or around, the frame or sub-frame. Brackets in the back seat area must not be attached to, or come in contact with, the seat bar or door bars. Brackets for the front seat area, and brackets for the back seat area, must be completely separate. The official's decision is final.
31. Remove or loosely fasten rear "decking" in station wagons. It may be bolted, wired, or chained, but not tightly. No method may go to, or around, frame. Must be sheet metal to sheet metal only. "Decking" may not be welded. A 12" inspection hole in "decking" or lower floor sheet metal is required.

SUSPENSION RULES:

32. No leaf springs under non-leaf cars allowed. No solid suspension. Suspension must be working and have a minimum of 2" travel. No reinforcing of steering or suspension components other than what is allowed in these rules.
33. The interchange of front spindles, rotors, and upper "A" frames allowed. The parts must not be reinforced or altered and must be OEM car, not truck or SUV. The "A" frame mounts, if needed, may not strengthen the frame. 3. Rear axle assemblies may be interchanged, but may not be full floater type. Must not have more than five wheel studs per axle shaft. Rear axle housing braces are allowed.
34. No more than 9 leaf springs per side, no more than 3/8" thick leaves. The leaves must stagger down to bottom spring with a minimum of 1" stagger. The leaf directly under the main may not extend longer, or past, the main leaf eyebolt. No double wrapping of the main leaf. No leaf may be as long as the main leaf. No leaf springs on top of, or above, the main leaf allowed. 4 leaf spring clamps allowed per leaf spring pack, 8 total per car. Maximum size of clamps is 2" wide by 5" long by 1/2" thick.
35. Rear control arms on coil sprung cars may be lengthened or shortened. Only a minimum of reinforcing is allowed. Double coil springs are allowed, (one coil spring turned inside a second coil spring). Coil springs may be wired, welded, or cabled in on top or bottom. Only one place is allowed to hold coil spring in. Air shock lines must be cut.
36. Front and rear factory leaf spring brackets, on Mopar cars, may be welded to the floor brackets, and or sub-frame brackets.
37. No chain, wire, cable, or similar methods allowed to attach rear axle housing to frame or body. Wire (four loops maximum) or cable (one loop of 3/8") from driver

side frame rail, across to the passenger side frame rail, is allowed. If used, it must be located above and behind the rear axle housing. No welding.

38. Altered, replaced, and or fabricated steering columns allowed.

TIRE RULES:

39. No bigger than 16" rims, no spit rims, no studded tires on driven wheels. No rim reinforcements. No spikes, paddles, or other material to be welded inside or to the rim. No liquid filled tires allowed. No rim screws allowed. Implement tread, forklift type, foam filled, urethane, solid, and double tires are allowed. Valve stem protection is allowed. Any ply allowed.

BUMPER RULES:

40. Bumpers may be cut. Bumpers may be chained, bolted, or welded on. Bumpers may be welded to the brackets, and brackets may be welded to the frame. Bumpers may be welded to the frame. Brackets may be cut. Use only factory brackets, no extra steel or other material allowed as a bumper bracket. Bumpers may have seems welded, no extra steel or material allowed in, or on, bumper. Bumper chrome may be smashed down and welded to inner bumper support. Bumpers may be mounted upside down. Rear car bumpers and brackets allowed on the front.
41. Any car bumper allowed on any car. Imperials, 73' and older, may not have 5 MPH bumpers mounted on them unless that body style came with them from the factory. Rear bumpers, and rear bumper brackets, are not allowed on the front of 73' and older Imperials. Must use only front brackets and front bumpers on 73' and older Imperials. Only single layer bumper chrome allowed.
42. No chains, wire, or straps from bumper up to car body allowed. Bumpers must be smooth at the edges.

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UPR TRUCK RULES

1. **ANY** full size 1/2, 3/4, or 1 ton LT Truck, SUV, Suburban, or Van may compete. No compact truck, foreign truck, or passenger cars allowed. 4x4's may compete with the front drive shaft removed.
2. **BUMPERS** must be an automotive or LT Truck bumpers and bumper brackets in any position may be used front or rear. No aftermarket bumpers, homemade bumpers, or bumper brackets allowed, they must appear stock. All trucks **MUST** have bumpers on front and rear. Two 4" wide 1/4" thick straps may be welded vertically from rear bumper to tailgate, weld 5" on bumper, and 5" on tailgate. Two 4" wide, 1/4" thick, 8" long straps may be welded horizontally on front and rear bumpers. Rear bumper welded from bottom of tailgate to the bumper and front bumper welded, from bumper to radiator support. Front and rear bumper may have wire in 4 locations, 4 strands from front bumper to radiator support and rear bumper to tailgate. Bumper brackets and bumper may be welded solid. Bumpers must be stock height, all models may raise front to level with rear, but if it looks too high it is, and it will have to be let down, or not run per judge's discretion.
3. **CAB AND BOX MOUNTS** may be removed. Body bolts may be replaced with a **MINIMUM** 5/8" bolt and a **MAXIMUM**, of 1" bolts. Four **ADDITIONAL** bolts must be added from cab to frame, and four bolts from box to frame or a **MINIMUM** of 8 **EXTRA** bolts to hold cab and box or body on. Washers 1/4" thick 6"x 6" on top and 3"x 3" on bottom must be added. Washers to hold cab and box to frame may not touch each other.
4. **ENGINE** and transmission of choice maybe used. Motor mounts may be welded, chained, or cabled and added solid engine mounts okay as long as it is not reinforcing the frame.
5. **EXTRA REINFORCEMENTS** No wire, sheet metal screws, chains, cables, bolts, or added metal unless specified in rules, **JUST WELD IT.**
6. **FENDERS** front and rear may be rolled, welded or bolted with no added metal.
7. **FRAME** may not be reinforced, and no filling in holes on frame. The cab maybe welded to the frame and box to the frame and all riveted frame brackets. The very front 8" of frame and very back 8" of frame maybe reinforced no longer than 8" and no taller than the factory frame. No connecting the frame rails to each other with added metal. Frame may be repaired if broken. Use the same thickness of metal as frame to repair or just weld it. If patches are excessive in anyway they will be cut at judge's discretion.
8. **HOOD** must remain in factory position. The front two hood bolts must go through the front radiator support mount and frame with no spacer, all other hood bolts must be welded to body only. Hood may be welded solid with 3/8" filler rod, or **MUST** be bolted, or chained in a **MINIMUM** of 4 locations and a **MAXIMUM** of 8 locations. A 5"x 5" 1/2" thick washer must be used on top of hood bolts, to keep bolts from pulling through. The bolts must be **MINIMUM** of 5/8" or **MAXIMUM** of 1", (Bolts must not be directly in front of radiator), or **MINIMUM** 4 chains 3/8" thick. There must be one 12" hole cut into hood for fires and the tin maybe bolted or welded around each hole.

9. **RADIATOR** must remain in stock position. Radiator blow by tubes must be secured and remain pointing down at all times. No extra cooling allowed for radiators. Original or electric fans okay and ratchet straps may be used to secure radiator. Cooling fans must be covered by hood or removed. Top of radiator support may have one piece of angle iron 2"x 2" 1/4" thick from fender to fender, and two 2"x 2" 1/4" thick angle iron or square tube, from radiator support to top of frame in front of control arm/A-frame. Air conditioning condenser may be welded to front of radiator support.
10. **REAR END** and front end must not be larger than 1-ton LT Truck. Rear end only maybe reinforced and hybrid rear ends allowed. No reinforcements on front axel. The rear end may be tied to the frame in two locations with 3/8" cable or chain. Leaf spring trucks must have a 2" stager, and no double main leafs. A **MAXIMUM** of 11 leaf springs on rear axel and 5 leafs on front axel. A total of 3 spring helper clamps in front of axle and 3-rear of axle per side on front and rear leafs. These clamps must only be a **MAXIMUM** of 2" wide, 5" long, and 1/4" thick. The leaf spring mounts may be welded to the frame front, and rear. Welded or posi-track rear end is highly recommended.
11. **SHOCKS** may be welded solid.
12. **STEERING** tie rod ends must be stock, the center section of tie rods may be reinforced. Steering columns maybe welded in and altered to prevent steering loss. All suspension components must remain stock and may not be reinforced. A-arms maybe welded or bolted to the frame to raise front end and prevent them from falling off.
13. **TAILGATE** must be chained, bolted, or welded securely to box or removed.
14. **TIRES** any ply with a **MAXIMUM** of 31" height. Tire inside a tire, tubes, solid tires, implement tread tires, valve stem protectors and grease on tires are all okay. No water or other ballast in tires, studded tires, duel tires on rear, split rims, paddle rims, or reinforced rims. All wheel weights must be removed.
15. **WELDING** All cab and box seams interior and exterior may be welded. The cab and box maybe welded together, and use a fill material to fill in the gap between the cab and box. Doors and tailgate may be welded with metal no more than 3" wide **MAXIMUM**. If doors and tailgate are not welded, they must be bolted, or chained, with same size bolts or chains as hood, **IN A MINIMUM OF 2 LOCATIONS PER DOOR OR TAILGATE** for safety. Tops of doors may be beat down and welded with no added metal. Rust holes or metal tears may be patched. Use a **MAXIMUM** of 1 layer of stock metal to patch rust or tear use only enough metal to patch hole or tear or just weld it.

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