

## 2007 Rules

### NO IMPERIALS ALLOWED!

#### Nebraska Unified Demolition Derby Rules – 2007

These rules are REQUIRED and must be met or you will not run

1. Overall condition must be safe. This applies to used cars as well as some fresh cars. IF the officials deem the car unsafe to run, it will not run.
2. SFI-1 or better, Certified Fire jacket required, SFI-1 or better, pants recommended. Long pants are required. Eye protection and gloves highly recommended. Shoes are required.
3. Minimum of D.O.T. rated helmet required. Full-face helmets recommended.
4. Seat belts are required, must be functional, and fastened to the floor or seat bracket. Official's decision is final.
5. 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.
6. 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.
7. 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. Official's decision is final. 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.
8. 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.
9. 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, however may not be attached to the frame or sub-frame.

One post or pillar allowed in center of rear window on sedans only.

10. 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.

11. Battery must be re-located inside of passenger compartment. The battery must be in a solid container and must be securely fastened. The battery must be covered. Official's decision is final.

12. 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.

13. Hoods must have a minimum of two 12" holes for fire control.

14. Cars must have some type of working brakes.

15. 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.

16. Low-pressure, pressurized fuel hose inside passenger compartment must be covered.

17. No wheel weights or balance weights allowed on wheel rims.

18. Radiator coolant over flow tubes must point straight down.

## **Car Building Rules**

These rules will be used for the 2007 season and supersede all other previous years Nebraska Unified Rules.

These rules are for the full size, passenger cars only class. Imperials, front wheel drive, and mid-size cars are allowed. No compact cars, hearses, ambulances, limos, 4 wheel drive (other than AMC Eagle type cars but must have front drive shafts removed), vans, minivans, or any vehicle considered a "truck" or "SUV" allowed.

If it is not allowed in the following rules, then do not do it.

## **FRAME AND BODY RULES:**

1. Official's decision is final.

2. 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.

3. Frames must remain stock. No re-welding factory frame seems. No filling holes in frame. No frame plating inside or out. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. All trailer hitches, tow bars, and other material used for towing, must be removed completely.

10. Bodies must remain stock. No re-welding factory seems inside engine compartment. No re-welding factory body seems 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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:**

1. 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.

2. 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.

3. 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.

4. 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:**

1. 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.

2. 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.

4. 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.

5. 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.

6. Front and rear factory leaf spring brackets, on Mopar cars, may be welded to the floor brackets, and or sub-frame brackets.

7. 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.

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

### **TIRE RULES:**

1. We do not want flats.

2. No balance or wheel weights allowed on any rim.

3. No grease or oil allowed on tires.

4. 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:**

1. 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 seams 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.

2. 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.

3. No chains, wire, or straps from bumper up to car body allowed. Bumpers must be smooth at the edges.

### **REPAIR OF USED CARS, RUST REPAIR:**

1. Repairing, straightening, fixing, and rebuilding cars that are damaged is allowed. Repairing, fixing, rebuilding damaged cars to better or stronger than it was original and fresh is NOT allowed.

2. No multiple layers of sheet metal on or in body allowed (other than driver's door). Repair to cuts and tears to sheet metal is allowed, but must remove damaged area before you replace or patch it with the same gauge sheet metal. Patches must be same thickness as factory material for that car. Official's decision is final.

3. Welding cracks in frames of used cars is allowed. No plating on or in the frame is allowed. If the frame metal is torn, it may be welded with no filler or extra metal allowed. Weld bead only. If the frame is damaged, the damaged area may be cut out and replaced with the same thickness material. Do not overlap metal, butt weld only. Do not grind weld down flush when finished. Do not buff. We need to see the repair. Making the damaged area stronger or better than original is not allowed. Do not paint over or undercoat repairs. Official's decision is final on all repairs.

4. Patching or repair of rust is the same as repair to tears in sheet metal and repair of damage to frame. Patching or repair of rust to stronger or better than original is not allowed.

## 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.
3. Fuel. No alcohol or methanol, unless pump gas ethanol, allowed. Electric fuel pumps allowed. Fuel injection allowed however, all high-pressure fuel hose must be covered. Low-pressure fuel hose under pressure must have a minimum of two clamps per fitting. High-pressure hose and fittings recommended.
4. 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. No rim screws allowed.
5. 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.
6. During competition stay in the car. Keep your helmet on. Keep your hands and arms inside the car.
7. During competition, no driver, pitmen, or spectators shall approach the officials. Classless behavior will not be tolerated. Official's decision is final.
8. Cars may be disqualified at any time. We will re-inspect after the competition is over. IF a car is found to be illegal, it will be disqualified and will forfeit all winnings.
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 and you will receive your money back. If it is not found to be illegal, you will forfeit your money to the car being protested.