



UNIQUE MOTOR SPORTS, INC. USA DEMOLITION DERBIES AND FIGURE 8

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UMS/USA MOTORSWAP RWD DERBY RULES

If it doesn't say you can do it, don't assume that you can. ASK first or don't do it!

GENERAL NOTICES

- ALL judges' decisions are FINAL.
- You **MUST** make an aggressive hit every 40 seconds. If we have to stop the show to remind you of this responsibility as a driver, you will automatically be knocked down to only 20 seconds.
- No bumper shocks in the front of '03 and newer cars.
- **(5) major infraction limit** — if you go over, you get loaded! Here is your warning.
- Fresh cars are allowed (4) 6" x 6" x 1/4" SQUARE fix plates. Pre-ran cars are allowed a total of (6) maximum. '03 and up Ford Motor Company cars are NOT allowed fresh fix plates.
- If weld is found excessive, you will remove the weld and the frame behind it.
- Fix plates cannot be used as a kicker to a driveline component.
- You cannot cut patches and spread them open.

- Weld and patch should not be bigger than a 5" x 7" area.
- You can tilt Fords at the boxes by cutting the flap. When welding the flap back, no more than a 1/2" bead of weld.

GENERAL CAR PREPARATION

- Passenger car or station wagon only. No trucks, Jeeps, hearses, or limousines.
- Fresh "sedagons" are NOT allowed.
- All glass, side windows, rear windows, headlights, and taillights must be removed before reaching the track. Rolling down windows is not permitted.
- Rear seat of sedan must be removed — top and bottom. On station wagons, all seats and decking must be removed. Station wagons must be emptied to the floorboards.
- Cars must have a seatbelt and working brakes. MANDATORY!
- Battery may be moved but must be securely fastened and covered in the passenger compartment.
- TWO batteries are allowed, mounted to the cage or floor. If mounted to the cage, it must follow cage guidelines.

DRIVER'S SAFETY

- Front windshield bars are MANDATORY, no bigger than 2" material. Attachment points 6" x 2" maximum. Top and bottom must start at the edge of the window opening with no more than two bars vertically. May have a connecting cross bar.
- Driver's door can be welded solid.
- Fire jackets are strongly recommended.
- Driver door padding is STRONGLY RECOMMENDED.

GAS TANKS AND FUEL PUMPS

- Stock gas tank MUST be removed from its original position, mounted in the rear seat area, and secured.
- All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fittings must be leak proof and meet the approval of the track officials.
- Electric fuel pumps are allowed. Must be covered with non-flammable material.
- All lines must be run inside the car, not along the frame underneath.
- Gas tank protectors: 36" wide maximum. No higher than 4" above the tank. 4" off the floor if mounted to the cage; the 4" off the floor will be measured on the sides,

not the middle. MUST be a 4" gap between the gas tank mount and/or gas tank and the package tray.

- Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down), meaning a 90-degree angle.

RADIATOR AND CORE SUPPORT

- Radiator must be in the stock position.
- Any automotive-type radiator can be used. Aluminum radiators are LEGAL.
- No homemade radiators allowed.
- No reserve tanks and no added cooling capacity.
- An electric fan mounted to the radiator may be used.
- DO NOT move the core support.
- Copper or aluminum condenser (2" thick, 20" tall, 33" wide maximum) or 1/8" thick metal (must be flat, no bends, 20" tall and 33" wide only) can be welded to the front of the core support with (12) 1" welds.
- Core support spacer MAY be welded — 3" x 3" maximum O.D. tube, 6" tall maximum, from the bottom of the core support to the top of the factory frame mount.
- Core support: 5/8" threaded rod maximum.
- You may shorten the bottom of your core support. No added metal.
- (2) 6" x 3" x 1/4" flat straps with (4) pieces of 5/8" threaded rod to hold the radiator in. Bolted or welded to the core support. Cannot strengthen the core support.

BODY

- May replace stock body mount bolts with 1/2" bolts, 4" long maximum. Must keep a 1" gap between frame and body. Must use a rubber spacer.
- Core support: 5/8" threaded rod maximum.
- No body seams may be welded. No metal may be added or creased.
- No doubling of body panels allowed. No added metal allowed.
- Doors may be chained or wired. If welded: 3" wide flat strap, vertical seams only.
- If you use wire or chain, you get (6) places per vertical seam. It counts as 2" per place.
- Gas tank door may be welded with (4) 1" welds.
- Driver's door may have a plate on the outside of the door, door seam to door seam, 1/4" thick.

HOODS — MUST BE OPEN AT INSPECTION!

- Hoods must have two (2) holes, at least four (4) inches in diameter, on each side of the carburetor. If the hood is removed, either the fan or the fan belt must be removed.
- Hoods may be secured by (2) pieces of all-thread outboard of the radiator. Cannot be sleeved — meaning the spacer/square tube stops at the bottom side of the core support. You may fold hood openings to help hold the hood together.
- (2) pieces of 5/8" threaded rod with 4" x 4" maximum O.D. washers.
- (4) locations of #9 wire, 5/16" chain, or 2" x 2" x 2"-long angle welded to the top of the hood and fender with a 1/2" bolt per location. (Only if your hood is aluminum, you may weld the angle to the fender under the hood and bolt through your hood.)
- You are allowed (2) locations of #9 wire from the bumper to the core support.
- You may have a total of (10) 3/8" bolts to hold your hood cutout together where you cut for your headers.

TRUNK

- You may choose ONE of the following options for your (8) attachment points:
 - Option 1)** (8) attachment point places of #9 wire, to sheet metal only.
 - Option 2)** (8) 3/8" bolts and washers through the rain channel.
 - Option 3)** (8) places of angle iron (attachment points), 2" long, welded to the trunk and quarters, bolted together with (1) 1/2" bolt per attachment point.
- You may weld washers, 2-1/2" O.D. maximum, to the sheet metal only for your #9 wire. Do NOT weld washers over the seam on the trunk lid, and do not weld the washers for your 3/8" bolts.
- (2) locations of 5/8" threaded rod welded to the side of the frame, 4" on each side — (1) 4" x 4" O.D. washer and (1) nut per threaded rod.
- (2) of your places of #9 wire may go to the frame or bumper.
- You may have a single 90-degree bend, any way, in your trunk lid.
- Trunk lid must be open at inspection. The car will not be inspected without it open.
- NO creasing of the quarters or fenders.
- If you do not run a speaker deck, you cannot attach the front of your trunk lid to the floor.

SAFETY CAGES

- All cars must have a safety cage and rollover bar.
- A 4-point cage is required. Your cage will and must have a dash bar that is 4" from the firewall.

- Your cage must have a bar behind the driver's seat.
- You must have (2) side bars, one per side, and they cannot be longer than 60". Must be 4" away from the wheel tub.
- Rollover bar cannot be more than 8" behind the top of the headrest. Rollover bar cannot attach to the frame — weld or bolt it to sheet metal only.
- A 6" x 6" plate may be used to aid in attaching it to the floor sheet metal. The rollover bar can be bolted to the roof.
- No more than (2) 6" extensions off the rollover bar maximum. May only bolt to the roof sheet metal.
- The cage can be welded to sheet metal only.
- (4) down posts, two (2) per side. The rollover bar counts as (2) if run to the floor.
- Maximum tube size is 6". 6" x 6" is MAX.
- All down tubes must be at or behind the dash bar, straight up and down, and above the side rail. Welded to sheet metal only. Must be a minimum of 4" away from the wheel tub.
- Gas tank protectors: 36" wide maximum, no higher than 4" above the tank, 4" off the floor if mounted to the cage. MUST be a 4" gap between the gas tank mount and/or gas tank and the package tray.
- Gas tank mount may have a halo behind the tank, no higher than 4" above the tank, vertically straight.
- You may have a door plate from the cage to the floor/rocker sheet metal on the driver's side only, inside door seam to inside door seam.

FRAMES / SUSPENSION

- Spring spacers are allowed, but nothing metal is allowed above the top of the spring. May kick or change coil springs. Must be factory passenger car springs only.
- Tie rods can be aftermarket but must resemble stock. No heims.
- Factory spindle swaps are OK — Ford to Chevy, etc.
- You may use replacement ball joints with new stock ones. No aftermarket. No welding.
- You may have (4) 1/4" tack welds on the upper and lower ball joints only. If you abuse this, you will remove all the weld completely.
- You may change A-arms from new style to old style. Must bolt on — no welding. You can weld your A-arms down with (2) 2" x 4" x 1/4" straps per A-arm.
- NO all-thread shocks.

- '03 and newer: you may extend the top or bottom of your strut for ride height. Bolt-on only.
- No welding, plating, or reinforcing of the frame or suspension.
- All factory frame holes must be left open.
- Any reinforcing of the frame found will result in disqualification. NO fixing allowed — YOU WILL BE LOADED!
- Sub-frame cars cannot be tied together. If you want to run a full-frame car, buy a full-frame car — don't build one.
- Core support and core support mount must remain in the factory location.
- You may shorten the front frame rails up to 1" from the back of the hole of the core support mount.
- Aftermarket steering columns are OK.
- Rear frame rails may not be shortened.
- You may use 3/8" chain or wire from your axle to the frame hump. ONE place per side. NO welding.
- NO frame shaping. May only dimple the rear rails, top only, to aid in getting the rails to roll/bend.
- You can re-clip the front frame by butt-welding the seam. No added metal unless you use one of your fix plates, and this must be done within 6" of the factory crossmember mount. Same make and model.

BUMPERS

- Bumpers may be loaded — everything inside the factory envelope of the bumper. Holes may be plated over or filled in, OR call to get your bumper approved.
- Any replica bumpers allowed.
- Bumpers may be hard-nosed with no bumper shock.
- You may use 4" x 1/4" flat strap to help hold the bumper on, no more than 6" back on the frame. You may use (2) straps per frame rail.
- No shortening frames unless specified.
- **NO welding or bolting further than 6" from the back of the bumpers, front or rear.** This is to aid in keeping bumpers off the track.
- Bumper must stop at the end of the frame rails.
- Bumpers can be no higher than 22" from the ground to the bottom of the bumper, or lower than 14" from the ground to the bottom of the bumper.
- No bumper shocks in the front for '03 and newer.

ENGINE AND TRANSMISSION

- Any engine or transmission may be used in any car. Must be mounted within 6" of the original engine. The engine cannot protrude into the passenger compartment before the race.
- Lower engine cradle with front plate and pulley protector only, 1/2" maximum.
- You may have (2) 3/8" maximum chains to help hold the engine. May weld one chain link to the engine cradle, not the frame rail. '03 and up may weld (1) chain link to your bolt-in saddle — not the frame rail.
- The cradle cannot go past the center of the engine on the sides, and no higher than the valve covers.
- Aftermarket engine frame mounts are allowed.
- You may fill in or space your engine mounts up off the frame, but the plate/spacer must not exceed a 6" x 6" area on the engine cradle only. Factory cradle seams must be visible.
- Transmission oil coolers and engine oil coolers are permitted. They must be secure, contained, and covered inside the car for the driver's protection. May not reinforce the car.
- Factory aluminum engine cradles in 2003 and newer cars may NOT be changed. No homemade cradles.
- '03 and newer: you may use a bolt-in engine cradle. Must be 1" away from the frame rails and can only attach to the aluminum cradle. Cannot protect the steering rack.
- Homemade gas pedals and shifters are allowed but may not reinforce the car in any way.
- OEM crossmember OR a 2" x 2" straight piece of square tube, not solid.
- May weld a piece of 3" x 3" x 6" angle to the frame to aid in attaching the crossmember only. Abuse this and you will cut. Your whole crossmember must be on the angle.
- You can run one of the following: steel / aluminum Ultrabell or skeleton brace. No transmission pan protectors.
- You may mount your transmission to the crossmember with (2) 1/2" bolts.

REAR END

- Any rear end allowed. If your rear end has a brace, it must be 5" away from the frame.
- Slider driveshaft is permitted.

- You may have (5) places per side of #9 wire for leaf spring clamps, (2) wraps per place.
- Aftermarket trailing arms are allowed but cannot strengthen the car.
- Watts conversions ARE allowed. The lower mount cannot exceed 3" x 3" x 4" long, and the upper must not exceed 6" x 6". Cannot connect the uppers.
- You may use 3/8" chain or wire from your axle around the frame/hump. ONE place per side. NO welding.

TIRES

- Any tire and wheel combo — must have a tire, cannot run just a rim. NO split rims or studded tires.

OVERBUILT CARS

Everybody needs to read and re-read these rules. If you are found to be overbuilt for these rules, you will be given (2) options:

- **Option A)** Cut or remove illegal parts.
- **Option B)** Load on the trailer and go home.

Either way, you will NOT receive a refund.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

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