

2023 Capital City Carnage Weld Compacts

-Promoted by Smash It Demolition Derby-

Head Tech: John Shipley 513-907-6643

**THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR.
IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CANT.**

General Rules & Regulations:

ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. JUDGES DECISIONS ARE FINAL!!

1. All drivers must sign driver's paperwork before being inspected or they will not run the event.
2. Drivers must wear a seat belt, helmet & fire suit jacket.
3. All drivers must attend the pit meeting before each event. Driver's meeting are always approx. 30 minutes before the event showtime.
4. No drivers are allowed any alcohol or drugs before their event. If found drinking alcohol or under the influence while wearing a driver's band, you will be disqualified for the remainder of the event.
5. Cars may be inspected before any prize money is paid out. The cars will be inspected by the Smash It Officials only. Everyone else will stay back until the car is deemed legal.
6. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
7. **John Shipley 513-907-6643** call before you assume something will pass. If it is not in the rules and doesn't tell you, you can do it, then don't! We can't stress that enough!! **CALL FIRST!!!**

Show Rules:

1. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
2. For safety, **DO NOT HIT THE DRIVERS DOOR!!**
3. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.
4. Rollovers- you may keep going as long as car is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.
6. No holding or pinning, you must back up and show day light.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement, please see driver's table for the driver to get signed up and fill out proper paperwork.

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Car Preparation:

DO NOT paint anywhere on suspension or frame, if you do, we will not even inspect your car.

DO NOT PAINT OVER TECH PAINT FROM INSPECTIONS BEFORE RETECH, IF CAUGHT YOU WILL NOT RUN!!!!

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. No painting in the interior of the car.
 2. 108" max factory wheelbase on all vehicles in this class. Leave vin tag to verify make/model/year. 4- and 6cylinder engines only. NO SUVs or Trucks.
 3. **ALL CARS MUST BE FRESH- NO PRE-RANS ALLOWED AT BLIZZARD BASH.**
 4. All cars must be stock, unless modification is stated in the rules.
 5. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
 6. All trailer hitches and braces must be removed.
 7. Batteries must be moved to passenger front floorboard. They must be properly secured and covered. Factory Fuel tank, oil coolers, transmission coolers must be removed
 8. You **must** have a number in bright colors on each front door and must have at least the size of a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. **You cannot use the roof sign to strengthen the car.**
 9. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
- NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!**

Cage & Inside of Car

- All cage material must be no larger than 6" od, unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and any part of the engine or components and be a minimum of 4" off the transmission tunnel which cannot be altered. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3". You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. You may also weld a steering column to the cage. Side bars may be 6" x 12" including roll over may be a max length of 62 inches long
- RWD cars may run down bars straight down and over to the body mount washer. These must remain separate.

- You must run a gas tank protector. It cannot attach to anything other than to your cage. Cannot exceed 24" wide and must be centered in the vehicle. It can angle in from your halo bar, it must be 4" off floor sheet metal and 1" from rear sheet metal. Must stay on interior of car.
- A well-made metal fuel cell (no plastic tanks) is required and it must be mounted to your gas tank protector only.
- Fuel line must be ran inside the car and secured properly.
- Engine oil coolers and transmission coolers are allowed. These coolers cannot be placed to reinforce the car. Cooler mounting may be to sheet metal or cage mount only (not both).
- Floor mounted pedals are permitted. They must be 2" from any body mount or cage components.
- Batteries may be mounted to the cage or to the floorboard (not both). The battery box may not strengthen the vehicle in any way. Must be a minimum 2" from, frame, body mounts, and a minimum of 6" from any protectors. • Cable shifters are permitted but may not be mounted in any way to strengthen the vehicle.

Radiators

When mounting the radiator, you must NOT reinforce the core support in any way.

No radiator guards are allowed. Radiator must be mounted in core support in factory location only.

You may have

- 1/8" expanded metal that cannot extend past the front body mount bolts. May be attached with six 3/8" bolts or four 1" welds

Bumpers and Bumper Mounting

Option #1: Any seam welded OEM bumper may be ran as long as it has an unmodified skin front and back. It may be loaded, but all added material must remain inside the bumper.

Option #2: Homemade bumpers may be used as long as it falls under all of the following dimensions. The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point, however the point itself may be no more than a factory Chrysler pointy itself and spanning over a 36" span across the bumper. (Will have a cut out template to follow.) They may be 8" tall unless loading an unaltered factory skin.

- You may trim bumper ends or fold them around.
- No welding bumper to the body or cross member in any fashion.
- Bumper height not to exceed 22" to the bottom of the bumper to the ground and be a minimum 14" from the ground to the bottom of the bumper or frame.
- Bumpers must be mounted in stock location.
- Front and rear bumpers may have 4 loops of wire from core support/trunk lid to bumper (not frame). These cannot be placed in-front of the radiator.
- No more than one set of OEM car bumper shocks/brackets may be used per bumper. Rear bumper brackets must be OEM for the vehicle you are running.

- You can weld bumper brackets/towers to the bumper and to the frame.
- No brackets are allowed any further back than the first 16" of the frame.
- Instead of using bumper brackets, you are allowed to use 1-4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extended further back than the first 16" of the frame. You are also allowed to wrap this strap around the front of the frame 3" to create an "L" shape, this is to give you enough material to weld your bumper to the strap. Plate may be formed to fit the frame but it may not be doubled up at any point. 4" width includes forming.

REAR BUMPER BRACKETS: Rear Bumper Brackets must follow the front bracket rule, no longer than 14" on the frame.

Frame

- No frame swaps. Frame must be factory for your car.
- Unibody vehicles may cut the frame off flush with the front edge of the core support / body mount hole. If it is a weld on mount, leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.
- No shortening the rear rails or center of the vehicle.
- You are only allowed to weld the factory frame seams from the front side of the firewall forward with a single 1/2" bead. On a unibody car you can weld the cross member (K-member/sub frame) seams and the main unibody seam but do not weld the two together. No welding of inner fenders, strut towers or anything else. You may not beat the lip over and weld it (example fox body mustang)
- Coil sprung cars will be allowed 20" hump plates. 1/4" thick 3" wide contoured to the frame. They must be centered in the rear axle no cheating to one side or another. Must have 2 half inch inspection holes drilled in them.
- Rust repair- Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size maybe butt welded in (same thickness). **NO RE STUBBING CARS AT ALL**
- No frame shaping is allowed.
- No tilting or altering of the frame in any way.
- Do not shape your humps.
- You may run 4 loops of #9 wire or 1 loop of 3/8" chain from frame rail to frame rail underneath the back of the vehicle, behind rear end. This may go around the frame, or it may go through a

factory hole in frame, or you can weld 1-3/8" chain link to the inside rail of the frame to run the wire through. This wire may pass through the trunk floor if you choose.

Suspension and Steering

- Do not re-engineer the way the steering components mount to the frame.
- Aftermarket stock replacement ball joints and tie rod ends are allowed. Tie rod tubes may be reinforced.
- A-arms-
 - ✦ Must be factory for the vehicle you are running ✦ May be seam welded.
 - ✦ Must be bolted on in a factory manner.
 - ✦ May be welded or bolted down but may not be reinforced.
 - ✦ If bolted, you may use 1 3/4" bolt per a-arm if choosing to bolt.
 - ✦ If welded, you may use 2-2x4x1/4" straps per a-arm. This strap must be welded to the a-arm and cannot be farther forward or backward than 1" past the widest part of the a-arm.
- Struts must be factory for the vehicle you are running. Must mount with factory mounting brackets and be stock appearing. You may reinforce the inside of the strut and are allowed (1)2x4x1/8" strap to weld on each strut used for height, weld to strut only.
- Steering box, pitman arm, and idler arm are interchangeable with vehicles that are legal for this class. Must bolt on in factory manner.
- Spindles and hubs must be stock for a vehicle that is legal in this class. You may weld 1- 6"x 3/4" rod to the back side of the spindle.
- Sway bar must be mounted in stock location and stock manner. No welding of sway bar or mounts
- **No leaf spring conversions- PERIOD.**
- **Leaf springs** must be made of stock spring material with a 1" stagger, front and back. No springs can be as long as the main leaf. You can have a total of 7 leaf springs per side, no thicker than 5/16" thick and 2 3/4" wide. The main leaf must be the top spring in the spring pack and lead spring must go down from longest to shortest. You can re-clamp springs, 4 clamps per side. Homemade clamps cannot exceed 2x4x1/4", while using up to 1/2" bolts. Must have a 2" arch in your springs. Must mount leafs to the factory mounting brackets. Brackets may be welded on, do not relocate them.
- **Coil springs** can be changed to a stiffer spring or put spacer in sagging coil springs. You can wire, or chain springs to rear end to prevent springs from falling out.

- Rear shocks may be replaced with 1" max all-thread.
- You can loop chain or wire (1 loop of 3/8" chain or 4 loops #9 wire) from rear end to frame in one spot on each side. Must go around frame, do not bolt chain to the frame. We are going to allow you to weld 1 link of chain per side of frame, if you choose to weld the chain instead of wrapping it around the frame.
- You may use rear end of choice but must be no more than 8 lugs. Welded or posi-trac highly recommended. Braces are welcome, may not extend more than 3" past the housing. Brace must not reinforce your frame. Rear end control arms can be reinforced but must start from a stock set. The factory bracket must attach in stock location for the vehicle you are running.
- Slider drive shafts and CV shafts are permitted.

Tires/Wheels Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires and Solid Tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. **NO foam filled drive tires for the arena shows for safety reasons.** Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are permitted in this class. Bead locks may be no more than 20" in diameter and can be on inside of tire only.

Motor, Transmission and Engine Cross Member

- You may use a 4- or 6-cylinder engine of your choice, must be mounted in stock location in a stock manner.
- Motor mounts can be replaced but must remain factory style. Reinforcing of the mounts is permitted but must still have a bolt as a pivot point. Mounts may be welded solid with (1) 4"x6"x1/4" thick plate per side. Mounts (other than upper FWD) must go to engine cross member, not to the frame. Top side FWD mounts may be welded on one side but must pivot on the other (do not weld the mounts together).
- Full engine cradles are allowed but must be 6" from any cage components and 6" from the core support.
- All engine cradle components must be 3" away from the frame rails and body on RWD vehicles, a minimum of 1" away from the frame rails and body on FWD cars and may not strengthen the frame in any way. Pulley protectors are allowed but may not extend your water pump. **Only 12 inches may contact the firewall.**
- Transmission brace, aftermarket bell housing, aftermarket tail shafts, and skid plates are allowed.
- Transmission braces must be contoured to the transmission. On FWD cars, must be a minimum 1" from frame. Transmissions and braces must be a minimum of 4" from any cage components.

- The factory transmission cross member must be in the stock location for the vehicle you are running. You may replace the transmission cross member on RWD cars with one straight piece of 2"x2"x1/4" max tube. Tube can be welded with a single piece of angle iron (8" long 2"x2", 1/4" thick max) to each side of the frame. You must remove the stock mount if you run the angle iron.

The transmission cross member is the only way the transmission may be tied to the frame. Transmission may be bolted (may not be welded in any way) to the cross member with 2-5/8" bolts with 1.5" washers or you may wrap a chain around the transmission to the cross member.

Trunk, Tailgates, Hood, Doors, and Body

- Body shaping is allowed to the exterior of the vehicle only. All panels must remain in factory position. Rear quarter panels and taillight valance must remain vertical.
- You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust max.
- You are allowed 2 strands up to 4 loops of #9 wire per window opening. May go around frame and through the roof sheet metal only. Do not use your cage in any way to support this.
- You may use up to 4-1/2" all thread to mount your radiator. This may pass through the bottom of the core support. You may use 2"x6" 1/8" thick flat steel welded to the core support to run your all thread through.
- No radiator or fan protectors allowed.
- Body bolts can be replaced with up to 1" bolts.
- K-frame cars are allowed to bolt the K-member to the frame solid with no spacer (no welding). May have 1- 2x3x1/4" washer inside the frame and 1- 4x4x1/4" washer on top. Bolts must be up inside the frame. If you choose to use a body mount hole for your trunk all thread, this does not have to be up inside the frame. K-frames must be the factory one for that car.
- If running a core support spacer, must be 2x2x1/4" tubing welded to either the frame or body not both.
- Absolutely no body mounts may be moved or added.
- Do not shorten the front of your car.
- Core support may not be relocated and must be bolted in factory location only.
- Hoods must have at least a 12" square hole in case of a fire. You are allowed 16-3/8" bolts with a washer of 1.25" to bolt hood seems.

- You are allowed 6 spots to hold your hood on. Your core support all thread may go through the hood and will count as 2 of the tie down spots. You may have up to 1" all thread, no longer than 8". All other tie down spots must be sheet metal to sheet metal only with a washer no bigger than 5x5x1/4" flush/level with the hood to support the hood pins. 5" max floating washers to keep the hood shut.
- Fenders may be bolted back together with no more than 6-3/8" bolts with a 1.25" diameter washer. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support, do not exceed 4-3/8" bolts with 1.25" washers to bolt together.
- Do not alter the firewall in any way.
- For safety, all cars must have 2 bars extending from the roof of the car to the firewall. The straps cannot be any larger than 3/8"x3" flat strap. Do not connect these bars in any manner. These bars may be welded/bolted to 3"x5" plates. Plates and bars must stay within 5" of the windshield opening. Must be a minimum of 3" from any protectors, threaded rod/plate and cage.
- Rear Window Bar is allowed. Must be a straight piece of 2"x 2"x 1/4" max material. 5"x5"x1/4" max mounting plates are allowed top and bottom. Must remain within 5" of the window opening and must be 3" minimum for any part of the cage. (Halo, fuel cell protector etc.)
- You may weld your doors and trunk shut with no larger than 3"x1/8" flat strap (do not overlap). Only exterior seams may be welded. If you choose to bolt or wire or doors shut, must be done in a minimum of 6 locations.
- You may fold the tops of the doors over and weld the inner to outer (no added metal).
- You are allowed to skin the driver's door with 3/16" thick sheet metal for safety reasons. It may not extend further than 3" past the door seams.
- You can fold hoods or trunk lids over. Do not slide your hood or trunk lids forward or back, trunk must remain on hinges. Trunk lids may be shaped but must remain 8" off the floor.
- 2-1" all thread may go from the trunk lid to the frame. You may pass through a factory body mount hole or weld 3" to the side of the frame.
- May use up to a 5"x5"x1/4" floating washer on top of the trunk lid.
- **Do not remove the speaker deck.**
- Wagons must remove all rear decking and seat components. If you choose not to run a rear bumper on a wagon, you may drop the tailgate straight down welded to the body only.

Weld Compact Repair Plate Rules:

Fresh Cars: (4) 6x6x1/8"

Plates must be 1-inch apart including the weld; 1/2" weld max. They cannot touch or be attached to the driveline components at all

Pre Ran: (8) 6x6x1/8"

Plates must be 1-inch apart including the weld; 1/2" weld max. They cannot touch or be attached to the driveline components at all

Cutting & moving plates is not allowed!!

ALL RULES ABOVE MUST BE FOLLOWED.