

LENOIR COUNTY FAIR ASSOCIATION

2016 OLD IRON DERBY RULES / (One and Done)

CARS PERMITTED: Any two or four door, hardtop, stock 2-wheel drive. No Chrysler imperials, 4 x 4s, AWD's, T-tops, Camaros, Firebirds, El Caminos, Hearses or Compacts are allowed. Cars must be stripped completely before brought to the track. This includes glass, chrome, extra seat belts, extra seats, trim, molding, plastic, factory gas tank, and all extra pieces and junk under hood. Making a mess of the facility will not be tolerated.

CAR APPEARANCE: Both front doors must be painted white. Cars will not be permitted into the pit area unless painting is completed and dry. Driver/sponsor lettering on other areas is permitted if it is in good taste (remember, it's a family show). All lettering and numbers must be neat.

TIRES: We don't like flats so run what tire you like. Keep the size under 31 inches tall.

BRAKES: All cars must have brakes in good operating condition.

ENGINES /TRANS LOCATION: Engines may be swapped from make to make. #1 spark plug may not be back more than 4" from upper ball joint. No dist. Protectors permitted. Engine cradles may be used to mount engine only, they will not be able to protect carb, dist., intake, fuel pump, crankshaft pulley or any other part of the car. Cradle may only be used to mount block to the frame, no more. No Transmission braces or aftermarket bells. Must use stock style Trans mounts and stock cross member or 2x2 steel. Mat be bolted or welded on the frame. Engine mounts need to be stock style OEM or aftermarket stock replacements.

REAR END AND DRIVE SHAFT: Any make or model may be swapped just as long as it is 5 wheel stud type meant for passenger use not military. No full float axles. Rear end housing and tubes must be raced as designed from the mfr. No reinforcing to protect your housing and/or tubes. Shock mounts may be moved, spring pads moved and leaf spring mounts may be moved. Slider driveshaft's and pinion brakes will be permitted along with complimenting yokes. Watts's link brackets may be welded onto older housings.

RADIATOR AND POSITION: Any make and model Radiator is allowed. The Radiator must fit between frame rails and in stock location. Radiator must hold water, not antifreeze, oil or alcohol. Condenser may be used in reasonable manner. Electric fans, solid mount plastic fans, and clutch mount metal fans are allowed. No solid mount metal fans. 1/16 thick pleated steel or expanded metal may be used across core support to protect the radiator cores only but not wrapped around the tanks.

CARS MUST HAVE LAP BELT IN WORKING CONDITION AND MUST BE WORN.

STEERING COLUMN: May be modified. Steering box needs to be in stock location and use factory holes. Universals may be used.

FENDER WELLS: May be trimmed, a max of 4 bolts per wheel opening or 4 -½ long stitch welds.

BODY BOLTS: Body bolts may be changed with 1/2 inch bolts or all thread with a 2 inch plate or washer may be added, top side only. All body mounts must be in place. All cars may add 2 extra body mounts, these may be added to framed and unibody cars.

BATTERIES: Limited to (1) 12v battery and must be securely mounted in cabin on floor and covered up.

GAS TANK: Must be mounted in cabin and away from driver, if plastic, needs to be covered with metal lid. No gas tank Protectors.

DOORS: Must choose between bolting, chaining, wiring or welding. Welded with 4 in wide 1/4 thick strap. No post cars may run a 4" 1/4 thick strap up door seam and 6 inches onto the roof. Doors may not be welded on the inside seam. If you load door jams you will instantly get loaded.

TRUNK: Must choose between wire, chains, bolts or welds. May be welded with 3" wide 1/4 thick strap all the way around. If wired, max of 8 places and unlimited wire. If chained, chain in 8 places. A 12 inch round hole must cut on top for inspection. 20 bolts may be used to hold the lid to the drip rail ledge lip if you are not welding the trunk lid or running bolts through the frame. You may use 8- 3/8 bolts with 1 1/2 washer to hold the trunk lid to the trunk lid liner. For wagons only: you may weld tailgate closed in same manner and 2- 2x4 1/4 thick patches may be added from tailgate to bumper cover. 2- 3/4 inch bolts with 2 1/2 inch washer may be used in wagon tailgate to hold inner and outer tailgate together. No rear window bars on any cars.

HOOD: Needs to be used. A 12 in. hole must be cut in hood above carburetor for fire detection. You must choose between wire, chain, or bolts. You may bolt down hood in 6 places using 3/4 rod with 4" plates if using wire or cable you may use it in 6 places in hood. 8- 3/8 bolts with 1 1/2 washer may be used to hold hood to hood liner.

ROOF: I will allow windshield bars that run from dash bar/firewall up and all the way back to the roll over bar for drivers safety only. No rear window bars. Body fenders, trunk lid, quarters and doors may be peened. Do this to only enhance the original OEM character lines. Any change of direction in character lines, making new ones, folding of them or welding of them will result in you cutting them off or pounding them in. Quarters must remain up in original position, no smashing the whole car flat in the back. Speaker deck must stay in car but may be pushed down. Tail light or sail panel must remain in car and upright. Do not weld the body to the frame anywhere or weld the body to anything else that is welded to the frame.

BUMPERS AND SHOCKS: Swapping from make to make is fine. You may seem weld bumper. Nothing extra inside bumpers. Do not add metal. You may use OEM bumper shock brackets however you must use them in the manner they were produced and intended. You can't pull the shock out of an olds 98 rear bracket, stuff it in the frame then weld the bracket down the side. You can hardnose it and weld the OEM bracket with the shock on it as designed of your choice to the side, contour it and weld it on. My patience is growing short with this; penalties will become larger if we don't get a handle on this. If no welding is performed on bumper, shock or brackets, I will allow 4 loops of 3/8 chain or 8 strands of wire through or around bumper and around top of core support. Max bumper height will be 24" measured from ground to highest point of bumper. Rear bumper minimum to the top will be 18 inches. Pre-derbied cars need to be pre-approved.

CAGE: This is for safety not reinforcement. You may have two door bars and a seat and dash bar. 2 other bars may run vertically to tie the cage to the floor and floor only. These pipes must be straight up and down coming from the door bars only. The pipe or channel running down both right and left doors cannot individually exceed 60" including the thickness of dash and seat pipe. You may put in a roll over bar connecting to the seat bar going under the roof or outside over the roof but must remain perpendicular to the frame rails; it may not angle back toward the rear of the roof. Remember, interior cage may touch the floor pan only, not the frame in max of 2 places. Roll over bar may weld or bolt to roof. You may run 2 bars from the roll over bar to the dash bar for safety.

DRIVERS DOOR: Do what's needed but cannot protrude or be sharp. Nothing can overlap more than 6" inches of the door seams. Driver's door padding is recommended.

FRAME: There is to be NO painting of frames or interior of cars. If you are painting a frame you are cheating and you won't run. You are allowed to seam weld any 18" of the front frame seams top and bottom or inboard and outboard. (Seam weld is defined as one 3/8 wide single pass) non shock cars can be made shock cars but the seam welding it requires takes from your total 18 inches. I will project the firewall plane onto the top of the frame and that will begin the area you can weld 18 inches of. Dippy may remove body pucks, weld 9 and 9 to weld k member to the frame then weld bumper shock to the frame and hard nose the bumper along with welding shock to the bumper. 74 Buick may weld 18 down near the firewall on top and bottom, weld bumper shock bracket to the frame and the shock to the bumper. Y frame Mopars can put shock inside frame, close frame up and weld 18 inches of seams up top and bottom. Front frames may be cut off but core support and core

support mounts may not move. Body mount tabs may be re-welded to accommodate front body spacers but may not be moved back on frame.

SUSPENSION: Front suspension may be welded solid only to achieve bumper height and retain bumper height. This may be done by bolting the upper control arm or welding one 3 x 6 x 1/4 thick plate from the upper control arm to the top of the frame only. If I feel in any way you are plating the frame by doing this you will cut it off. Rear suspension needs to be working. You may swap suspension and steering parts per make but needs to be passenger car origin and all steering joints need to be ball and socket style. You may not leaf coil cars. You may weld top and bottom of coil springs in. Cars with factory leaves need to be max of 7 leaves and must stair step in length by at least 2 inches on the front side and the back side. A max of 8 leaf spring clamps may be used per side of car, made of 1 1/2 wide steel with 3/8 bolts. Leaf spring mounts may be moved under the frame but shackle must bolt through frame, not welded to it and must be a swinging style shackle. 3/4 U-bolt max thickness. Max leaf thickness 3/8. Leaf length max is 65" and min is 53". You may not chain humps or run anything from the frame or body to the leaf springs or leaf spring area. On leaf cars utilizing the whole OEM package including springs, clamps, hangers and U-bolts, I will allow a chain to go from the snout of the rear end to the floor pan above. OEM tie-rod adjusters may be welded and reinforced. Brakes must be in working order, will test at track. On all cars, front and rear control arms may be reinforced, that means you can add metal but may not be homemade. Must utilize the whole OEM part.

ON CARS 1980 AND NEWER: Frames can be pitched or tilted. This may only be done by cold bending or cutting OEM seams and welding one 3/8 wide pass as if was from the factory. If one guy violates this there won't be tilting in 2017. Small body spacers will be permitted to perform this correctly. 80 and up GM makes may run a 22 inch long hump plate. This may weld on or bolt on. It may run across the hump or be a plate contoured to the hump but can't have more than a 22 inch span and must be on the outside only. They must be welded on in a 9'oclock to 3'oclock manner. If you don't you will cut it. On 03 and up fomoco's, front and rear suspension and steering must be derbied as designed from the factory. 98 to 02 fomoco's must utilize rear watts link suspension. Rear end housing may be modified to accomplish this. Uppers and spindles may be swapped. You may not swap frames and body tubs. No imperial frames cut to fit under a 1971 caprice wagons, etc... I don't mind swapping front sheet metal from cars to cars, but keep tub with frame. Notching, tucking, dimpling and pre-bending are permitted but still need to meet bumper height rules.

PRE DERBY CARS: May be repaired. You may use a 3x4 steel plate max 1/4 inch thick to repair your bent frame. This repair may only be performed on one side of the frame and only one plate per corner of the car. That's a max of 4 plates per car. The repair must be approved before it's made and can't be made between heats. If you have repairs that need to be made during the show see me and we'll get it taken care of.

CORE SUPPORT: May weld core support seams but nothing past radiator, core support cannot be welded to frame or bumper which is basically the frontal area. Anything past radiator you will cut loose. Do not add metal or weld core support to bumper. 2 x 2 core support spacers may be added, they may be welded to the OEM mount on frame, bracket on bumper shock or top of frame. However it cannot be welded to the bottom of the core support or anywhere on the core support. I will allow for a washer to be welded to the top of the core support for cars that rods don't go through the core support.

If we believe you are reinforcing something beyond the spirit of the written rules, you will have to make necessary changes to compete. Any major rule infractions found after the show may result in you losing the money for that spot so don't get mad if I make you cut it because I didn't get mad because you reinforced it. "It doesn't say I can't" is an excuse I won't listen to so you better think of a better story now. Any questions please call Kenny Faulkner 252-286-5353 or Reggie Davis 252-560-3669.