

## *LCF FULL-SIZE Demolition Derby Rules*

**GENERAL RULES:** Demolition derbies are dangerous and the promoter assumes no liability in the result of injury from competing in this event. Rules are constructed for driver's safety. Drivers participate at their own risk. REMEMBER IF YOU ARE DRIVING THE CAR you DO NOT NEED TO BE DRINKING. **The Lenoir County Fair reserves the right to cancel a class due to lack of entries.**

1. The cars are to be constructed according to the rules. If certain items are not specified, it doesn't mean it is legal. The judge's decision will be final, so call before you do something that you don't understand.
2. All cars must be on grounds 2 Hours before event to be inspected. Any car arriving after the tech line closed will not be allowed to run. All cars must be removed immediately after the show or they will become the property of the promoter's.
3. The driver must be at least 18 years old to drive.
4. Approved racing helmets must be worn at all times. Goggles or a face shield, fire suit or long sleeve shirt must be worn. Long pants and closed toe shoes are mandatory. No shorts allowed. If a driver removes his/her helmet while the event is taking place they will forfeit all winnings and be disqualified for the night.
5. Any unsportsmanlike conduct by the driver or the crew will cause your car to be disqualified and forfeit of any winnings. The judge's decision will be final.
6. No intoxicating beverages allowed in pit area. Possession of alcohol or drugs in pits will result in disqualification of your car.
7. Drivers meeting will be held before the event is to start to explain rules and flags. Any car protest must be made at this time. All drivers must attend, attendance will be taken. If a driver misses for any reason, there car will be disqualified. All driver's meetings will be held 30 min. before start time. A driver that is disqualified in the heat race for sandbagging or an intentional door hit will not be allowed to compete anymore that evening.
8. The purpose of the derby is to provide entertainment for the spectators. Anyone not complying with the rules will be barred from the event.
9. It is mandatory for everyone entering the pits to purchase a pit pass.
10. If a car is found illegal, no entries will be refunded. Cars should be brought legal. Not having a set of rules is not our fault. The promoter reserves the right to approve or reject any entries.
11. The promoter reserves the right to drill or cut any car body or frame at any time during the event. We will be using bore scopes during inspection so build to the rules. Cars will be subject to inspection after event.
12. The driver is the only person allowed to drive the car at the venue. The driver is the only person allowed around the car while their car is being inspected. Cars will be disqualified if rule is not followed.
13. No welding on a car at the show.
14. All cars will have working brakes. All cars must have working seat belts and must be worn while on the track!

### ***FULLSIZE CLASS RULES 2021 PREPARATION OF CAR:***

This event will be a metric class. ANY METRIC Passenger car or station wagon only. (MOST 1977 & UP GM, 1979 & NEWER FORD, MERCURY, CHRYSLER AND 1980 AND NEWER LINCOLNS) IF you HAVE MODEL THAT IS IN QUESTION CALL, DO NOT ASSUME! No trucks, jeeps, hearses, limousines.

Sedagons are NOT allowed. 2003 and newer Fords must remain factory (bumpers are the only things that can be changed). This includes the cradle. There is to be no MIX-MATCHING of frames. Ford to Ford. GM-to-GM. Chrysler to Chrysler. (SAME ERA) Cars are to be constructed according to rules. If you are caught intentionally pinning, plating, capping, or loading frame or body, other than what is specified, you WILL NOT RUN! Judge's decision is FINAL.

### ***FRAMES:***

1. There is to be NO painting of frames. No frame shaping or beating in humps, if you do we will not inspect the car it will be loaded. If you are painting a frame you are cheating and you won't run. The only option for fixing this will be to bring your torch and start by burning off all paint that is on the frame. Once that is done, a 15-minute cool down of the frame will be mandatory and then we will try to inspect the car. If it is deemed that we are still unsure if we can adequately inspect the car, well you will not run.
2. You can seam weld the frame seams from the firewall forward. On k member cars, you are not allowed to beat the seams over flat and weld them solid. This is considered frame shaping and you will not be allowed to run. Weld is a single pass with a bead no wider than 3/8inch, and you cannot use any filler material or build up the weld on top of another weld to create a stacked or tall seam weld. Front frame section is defined as from the firewall or firewall mounts forward, whichever is further forward.
3. ALL factory frame holes must remain OPEN, meaning do not fill the holes with anything that will impede our inspection.
4. Front frame may be shortened to the factory core support mount. Core support mounts cannot be moved. Body mount tabs can be re-welded. I want to be able to see that you did not move the tab back on the frame. For cars with an appearance to be shortened, we will be measuring against a like car there, or will reference a list of measurements we have.
5. All cars must use the factory core support mounting. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Bolt may be replaced with 1/2 inch all thread that may run through the top side of core support. If there is not factory hole there you can take the all thread through the frame.
6. You may repair a bent frame. Inspectors must be able to see the bend in the frame (From the Outside) for the patch to be justified. The patch may be no bigger than 4in x 4in x 1/4in. Patch must be put on in a way that the bend is still visible. If the bend is not visible the PATCH AND WELD will be removed. No windows. This repair may only be performed on one side of the frame and only one plate per corner. You may not fix any more than 4 bends on a car.
7. You may reclip a pre-run bent car. When doing this, you may only use the butt weld method. The replacement clip must be welded in the factory manner. Cars must continue to use factory body mount bolts. Clip must be out of the same era of car.
8. All cars can be cold tilted or cut tilted. If you plan on cut tilting a gm or mopar car, you must call and get the method approved. 2002 and older Ford, Merc, or Linc cars can cut tilt at the crushbox but must follow the following guidelines:

- a. A car can be cut or cold tilted....choose one or the other but not both
  - b. Tilt point must be on the frame rail from factory transmission crossmember mount to rear mounting point of upper control arms. No car can be cold or cut tilted in front of the a arms.
  - c. No metal can be added during this process of tilting....there is no fix if you do add metal. This will result in loading the car and refund!!
  - d. Any excessive welding during this process will be cut.
9. All cars may run a 22 inch hump plate that is no taller than 4 inches at any spot straight up and down. This is to be welded on. It may run across the hump or be a plate contoured to the hump. Plate is allowed on the outside of frame only. They must be welded on in a 9 O'clock to 3 O'clock manner.
10. No frame creasing, shaping, hammering, manipulation, etc.
11. No welding to the frames except the following (just in case you need a checklist)
- 1. Front frame seams
  - 2. Hard nosing and bumper mounting plates, not to extend any further than 8" down the frame
  - 3. If you choose to cut tilt your car
  - 4. Hump plates.... limited to 22" long
  - 5. Transmission crossmember
  - 6. Suspension welding (to be covered in just a minute)
  - 7. Motor mounts/engine crossmember mounts
  - 8. If you convert a 98-02 watts suspension, lower brackets can be welded to the frame....guidelines in rear suspension section
  - 9. If it is not in the above items then it is not allowed to be welded to the frame

***Bumpers and bumper mounting:***

- 1. Any year car bumper may be used. You may load bumpers. Instead of a factory bumper, you may build a homemade bumper, cannot be deemed unsafe by the inspectors and must have a Factory skin added to it. Also, if a homemade bumper is utilized, it cannot stick out any further than 6 inches from the outside of the frame. You will cut the ends off. Must be mounted using methods described for standard bumper.
  - a. Bumper has to be flat and can be no bigger than 6" at any spot.
  - b. Minimum bumper height is 16" to the bottom of the bumper and max is 24" to the bottom of the bumper on front and back bumpers.
- 2. 9 wire from your bumper to the core support is fine.
- 3. All cars can hardnose the front and rear bumper on any car. This can be done by squaring off the frame section, but remember you cannot move the body or core support mounts in any form or fashion. You have a gracious 8 inches to use any flat bar metal no larger than 3/8" on each mounting point of the bumper. These are here to give you the ability to mount the bumpers and keep them on. All metal being added must be on the outside of the frame.
  - a. Original bumper shocks and brackets that came on the car you are running can be utilized as well. They cannot be relocated in any form or fashion. This means that if they are inside the frame the rear bolt must be in the shock in the stock location and you cannot shove it any further into the frame. Do not weld this bolt as we will take it out and make sure the shocks have not been extended in the frame.

- b. Bumper shocks cannot be welded to the frame on the inside or the outside of the frame. On fords, do not fill the holes up on the frame with weld attaching the shock to the frame. On R bodies and Dippys, do not weld the shock down the side of the frame, I am giving you 8 inches of frame to plate from the backside of the bumper.

### ***Front Suspension and steering components:***

1. Absolutely no welding to front a-arms except for welding ball joints in and your 2 3x3 plates (each side) from the upper a-arm to the top or side of the frame.
  - a. You can weld the ball joint sleeve or ball joint into the a-arm
  - b. You can bolt the A arm down or weld 2 3x3x1/4" plates to achieve solid suspension. Bolt size is 3/4" max and has to run through the tab under the A arm
  - c. Absolutely no bar can be added in between the A arm brackets and nothing can be welded in the spring pocket area
  - d. Nothing can be welded from upper a arm to the lower a arm or the lower a arm to the frame for any purpose
2. Stock replacement ball joints and aftermarket ball joints are ok.
3. Tie rods must have factory appearing ends, No heims! You may brace the center tube with angle or pipe. Aftermarket is fine but must have a factory type end!
4. No aftermarket spindles, no Chevy lift spindles.... you get the point. No grey area in this rule at all.
5. Aftermarket steering columns or altering stock columns are ok.
6. Idler arm must bolt on the frame and cannot be welded.
7. No aftermarket sway bars, center links, or sway bar mounts.

### ***Rear-end:***

1. Any automotive or aftermarket rear-end allowed.
2. Bracing is ok, and pinion brakes are ok.
3. Mounting method must still adhere to the rules.

### ***Rear Suspension:***

1. Rear suspension can be made solid by welding a single chain (max 3/8 thick and no links bigger than 3" long) to the hump plate or frame in the center of the outside of the hump and to the rear end. Do not make these directional pulls or use them to extend a hump plate. If you are not welding then they can go around the rear end and through the body and spring pockets. So, this means 2 chains total and only 4 of the links on the chain can be welded to the outside of the frame.
  - a. The other option is to run 3/4" all thread as a shock replacement. If you use this option, then you do not get any chains. Do not weld washers or rod in the spring pockets, we will be checking.
2. No leafing coil spring cars
3. You may weld bottom of coil springs to hold them in.
4. Leaf spring mounts may be moved under the frame, but shackle must bolt through the frame, not welded to it and must be a swinging style shackle. Max of 3/4inch U-Bolt thickness.
5. On leaf spring cars, no more than 7 leaves per side and must stair step in length at least 2 inches front and back. No Flat springs. No leaf's on top of main leaf. No leaf's thicker than 3/8inch. No homemade leaf springs. Max leaf length is 65inches, minimum leaf length is 53inches.

6. Only 8 leaf clamps per side of car. These clamps can be no wider than 2 inches wide steel with 3/8 inch bolts and leaf's cannot be welded together.
7. Upper and lower rear Control arms may be reinforced, or made out of 2x2 tubing.
8. 98-02 FOMOCO'S may replace watts brackets in the following manner only...if you do not like it then do not run. ZTR style brackets are legal, but must use factory style trailing arms or 2x2 tubing, to mount rear end. Upper brackets must be bolted through the package tray. Also remove all watts brackets from the side of the frame. No lower bracket can be any bigger than 3x3x1/4". Can be welded on with a single pass weld or bolted on but bolt cannot run through two sides of the frame. Cannot pin the frame.
  - a. No changing of rear package trays to convert the watts to a pre-97 inboard setup.

### ***Driveline components:***

1. Engines and transmissions may be interchanged.
2. #1 spark plug can be no farther back than 4inches from upper ball joint.
3. No full cradles, no distributor protectors, no carb or header protectors, no fan protectors, no trans protectors.... you get the point
  - a. Lower cradles and aftermarket transmission bellhousings are ok. If you run an aftermarket bell you will slice the floor and transmission tunnel above the bell.
4. Engine cradles are legal in the follow manner: A) Any engine with a cradle must be mounted in car utilizing factory style frame mounts. Lower mounts can be welded to the frame.
  - a. Aftermarket ok, but you must use 1 bolt per mount total to hold the lower engine cradle to the lower frame motor mount, which is welded to the frame, which is attached to the engine crossmember only. B) Cradle can in no way touch the frame or the body. C) Cars with cradles and pulley protectors MUST REMOVE sway bars.
  - b. No adding any plates or extending of the engine crossmembers at all. The aftermarket mount must sit on the factory engine crossmember.
5. You may run a homemade transmission cross member. Cross member must run from side to side with nothing extending towards the crush box or cowl area. Cross member may not be any bigger than 2x2in. Factory cross member bracket may be replaced with a 6-inch piece of angle iron. This is for Cross member mounting, not frame strengthening. Cross members must be installed in same manner as factory. ABSOLUTELY NO BELLY BARS BEFORE OR DURING THE DERBY...WE WILL BE CHECKING
6. Slider drive shafts are ok, but there are options in the cage section to give guys without a slider an opportunity to fix their car to protect from bellying.
7. Transmissions must have a 1" NON-MEATALLIC spacer between the transmission and the cross member. Transmissions must mount in factory manner (if tranny for car mounted at the back of the tranny, yours must mount that way. It cannot be mounted in the middle of the pan.)
8. Radiators must remain in stock location. You cannot run extra radiators or water tanks. Radiators must hold water, No anti-freeze, oil or alcohol.
9. Electric Fans are ok.
10. 1/4" inch pleated steel or expanded metal may be used across core support to protect the radiator core only, not wrapped around the tanks

### ***Cage and Inside of the car:***

1. A cage of no bigger than 4 in. pipe or 4x4 in. box tubing can be used. However, I know that some guys get scrap metal and the sizes will not adhere to this. Please call if you have a question.

2. You can have 2 down legs that can be welded to the body only. Do not beat the body down to the frame. If there is no space for inspection the leg and that area of floor will be removed. These bars must be straight up and down and can only come off the door bars
  - a. Down bars cannot in any form or fashion tie into a body mount or the frame
  - b. Down bars can be no larger than 2x2 square tubing, and must be one per side from the seat bar forward, and must attach to the door bars and be straight up and down.
3. The cage may have an overhead bar or roll over bar. The roll bar must be straight up and down, no pitch towards rear of car. This bar must be within 6 inches of the b pillar doorpost. 2 door cars, 6in from the back of the driver's seat. Roll over bar can be welded or bolted to the roof.
  - a. Cannot touch the floor, and must attach to the cage.
4. The dash bar is to be the furthest point forward of the cage. Must be 6 inches from the transmission tunnel and center of the firewall. Do not extend the door bars into the cowl or firewall area past the dash bar. Door bars can run from the dash bar to within 4 inches of the rear hump sheet metal. If you have a question about this please call. The seat bar cannot be any further than 6 inches behind the driver's seat.
5. You may run 2 bars from the roll over bar to the dash bar or firewall for safety.
6. You may run a gas tank protector, the protector must flow with cage and be floating, it can be no wider than 30 inches outside diameter and must be at least 6 inches away from rear packing tray. This is to protect the gas tank only, not reinforce the car!
  - a. That rule applies to all cars, however, if you DO NOT HAVE A SLIDER INSTALLED IN THE CAR AND DO NOT RUN WITH A SLIDER IN THE CAR, we are going to allow the gas tank protector to touch the rear sheet metal, but no beating the sheet metal back to the package tray. It cannot weld or bolt through any sheet metal or frame section. Also, we will make sure that these are safe. This means, you better use good cage material, better make sure the welds and gussets are being done right, or you will cut it out. I am trying to give the guys without a slider an option to help alleviate the worry of a slider giving you a competitive advantage. YOU GET SLIDER OR GTP TO THE REAR SHEET METAL>>>>NOTBOTH
7. Transmission coolers are allowed, but must be securely fastened. Cooler may in no way reinforce car.
8. Batteries must be moved. You can use 2 batteries, but they must be securely mounted in passenger side floorboard area. Batteries must be covered. Battery boxes cannot mount to any part of the frame or cage. No part of the battery mount can be within 6 inches of the firewall mounts.
9. Gas Tanks must be mounted in the cabin behind the seat bar, centered in the rear seat area, and away from the driver. No plastic tanks whatsoever.
10. All fuel cells and fuel lines must be covered in area where they may become pinched or cut.

**Tires:**

1. Must be a rubber tire 13inches in size or bigger. Valve stem protectors are OK. Doubled tires are ok. No bead locks.
2. No studded tires.

**BODY:**

1. Cars must be stripped of all flammable materials. ALL SUN ROOFS MUST BE COVERED WITH METAL.
2. Outer Door seams may be welded solid, including the tops of doors. 4inch xl/4inch inch strapping max. (NO WELDING INTERNAL DOOR SEAMS). Doors must be at least wired or chained
3. No post cars may run 4inch xl/4-inch-thick strap up door seam and 6inches onto the roof.

4. Front two doors can be plated or covered, but absolutely nothing can run to the frame or tie into body mounts. This is for safety, if we consider it overkill, then you will cut.
5. Body Mounts may be changed with 5/8inch bolts. A 3x3 or smaller washer may be added, top side only. All body mount washers must be on top of sheet metal or inside the frame. All cars may add 2 extra body mounts, these may be added to framed and unibody cars.
6. You can run the factory body mount bushings, or have a spacer that is no bigger than 3" in diameter and at least 1" tall. If your changing the body bolts you must throw the factory bushings away and use a spacer that keeps the body off the frame at least an inch.
7. No seam welding of anything other than the core support. Do not weld any inner fenders to the outer fenders, do not weld any body seams, do not weld if you think it is questionable.
8. Firewalls must be in original place with no extra metal or weld added. Drivers are encouraged to cover holes with a rubber material to prevent hot fluids from getting into the driver's compartment.
9. Speaker tray must stay in the car, but can be pushed down.
10. No welding of body to the frame!
11. Fenders, trunk lid, quarters and doors maybe peened, this is only to enhance the original OEM factory body lines. Any change in direction, making new ones, folding of them or welding them will result in cutting them off or pounding them in.
12. Quarters must remain in original upright position. Tait light openings, must remain open.

#### ***Hood and Front Sheet Metal:***

1. A 12,,in. hole must be cut in hood above carburetor. Half hoods on car are OK. If no hood, no fan on motor. If fan blades become exposed, car is disqualified.
2. Hood is allowed 2 pieces of  $\frac{3}{4}$ " all thread at the core support, then you must use wire, chain, or 2x2x1/4" pieces of angle welded to the hood and fender in 4 locations. Hood hinges are not counted as a fastener.
  - a. You get 6 total places to hold the hood down. 2 through the core support and out the top of the hood, and then 2 spots each side of the hood to the fenders using the angle iron as specified above.
3. 8) 3/8" bolts with  $\frac{1}{2}$ " washers may be used to hold hood to hood liner.
4. Core Support may be bolted down with All thread  $\frac{3}{4}$ ". maximum may be ran thru core support next to radiator only, one on each side. They can go thru the hood.
5. May weld core support seams but nothing past radiator, core support cannot be welded to frame or bumper.
6. A 3x3 x no taller than 8 inch...1/4" thick core support spacer may be added and welded in place. A washer can be welded to the top of the core support for cars that rods don't go through the core support.
7. Fender wells may be trimmed, a max of 4 bolts 3/8 or smaller per wheel opening

#### ***Trunks and Rear Sheet Meta:l***

1. (2) 12x12 in. holes, within 2" of trunk drip rails must appear in trunk lid. Tail light areas must remain open. If we catch you loading a trunk lid or the drip rails the only option to fix will be to completely remove the trunk lid from the car.
  - a. There must be one hole on each side of the trunk lid, for inspection purposes.
2. Trunk lids may be fastened shut by welding, wire, chain or bolts. Must choose one method.

- a. If chained, chain in 8 places.
- b. If wired, max of 8 places with unlimited amount of wire.
- c. If welding, you may use 3inch wide x 1/4-inch strap using the 5" on 5" off method on the
3. Can use (8) 3/8inch bolts with 1/2inch washers to hold the inner and exterior trunk lid together.
4. Trunks may be "V'd" in the center but the back quarters must remain in the stock position. Quarter panel may not be bent over trunk lid. Trunk lid must remain on top of the rain rails.
5. Speaker trays may be beat down, but they may not be altered with weld.
6. WAGONS: You may weld the tail gate closed in the same manner. (2) 3/4inch bolts with 2 h inch washers can be used to hold inner and outer tailgate together. Rear decking must be removed in wagons!
7. Rear window can have one 3-inch flat bar, meaning no pipe and no tubing 3/8 thick max. Bar can be welded or bolted to sheet metal only and can only be secured 2 inches on trunk lid and 2 inches on roof. Bar must be in center of window only. For wagons, this must attach from the roof to the tailgate only. Wagons can choose to run 9 wire instead of a rear window bar. This is limited to 4 spots total in the rear half of the car.
8. No wedging or beating the back flat.
9. No 9 wire before the heats inside the cars.

### ***Driver Conduct Rules:***

Drivers must have car thru tech before drivers meeting.

Drivers must be present at the drivers meeting.

Drivers must obey all rules and Racetrack safety rules.

No alcohol may be consumed at any event.

All drivers must wear a minimum of DOT approved helmet, safety glasses, long pants, and long sleeve shirts. All of this must be worn at all times on the track.

Drivers are to remain in their cars until the event is stopped.

Drivers may start the event facing any direction. Depending on track size cars may be told they cannot make a full track shot at the drop of the green flag, this is for safety reasons.

Drivers that are still in an event may not exit their car under red flag. If your feet touch the dirt, you are out. (Unless there is a safety issue)

Drivers must stop under red flag conditions. Any driver making an intentional hit after the red flag will be disqualified.

Any driver making a full track shot to the driver's side of the car, no part of your bumper may touch the driver's door during the hit.

No driver's door hits.

Intentional rollovers will not be tolerated. If you hit a car and it rolls over, that is legal. If you get a car up in the air and push him across the track to roll him over, you will be disqualified for the event. If you get a car in the air, stop then drive the opposite direction to get the car off. If car rolls over during this, you will not be disqualified.

Drivers must make an aggressive hit every 60 seconds.

Any driver making an intentional hit on a car with a broke stick will be disqualified.

No team driving. Team driving is holding and hitting. If you are setting against a car and pull away at the very last second, that is also considered team driving.

The car to make the last hit is the winner. NO PIN TO WIN! If 2 cars get hung on the last hit, we will separate the cars 1 time.

No fighting anywhere on the property where the event is held at. You will go to jail and be bared for the season.

No profanity or obscene gestures. (Kids are everywhere be an adult!)

You are in charge of your crewmembers, even if you are on the track. If they break any safety or procedure rules, you will be disqualified. This includes throwing of objects towards the track.

If you are disqualified from an event, you forfeit all winnings for the night.

***Judge's decision is final.***