

2017 LENOIR COUNTY AGRICULTURAL FAIR DEMOLITION DERBY

Rules for 2017

No trucks, vans, ambulances, jeeps, carry-all, limousines, Hearse, 4-wheel drives, checker cabs, propane cars, 73 or older Chrysler imperials. No Chrysler bodies on imperial frames. 2003 and newer Fords must remain factory (drive line, and 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! Judges 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.
2. You are allowed to seam weld and 18 inches or the front frame seams to and bottom or inboard or outboard. Weld is a single pass with a bead no wider than 3/8inch. Front frame section is defined as from the firewall forward.
3. Non shock cars can be made shock cars, but the seam welding it requires takes from your total 18inches.
 - a. Dippy may remove body pucks, weld 9 and 9 to weld the K member to the frame, then weld bumper shock to the frame and hard nose the bumper along with welding shock to the bumper.
 - b. 74 Buick may weld 18inches down near the firewall on the top and bottom, weld bumper shock bracket to the frame and the shock to the bumper.
 - c. Y-Frame Mopars can put shock inside the frame, close frame up and weld 18 inches of seams up top and bottom.
4. ALL factory frame holes must remain OPEN
5. Front frame may be shortened to the factory core support mount. Core support mounts cannot be moved. Body mount tabs maybe re-welded to accommodate front body spacers but cannot be moved back on frame.
6. All cars must use the factory core support mounts. 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. Mount may be replaced with 3/4 inch all thread that may run through the top side of core support.
7. 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 3in 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.
8. 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. Clip must be out of the same era of car. (If you reclip a 74 impala, you may not use a 74 Cadillac clip. If you run a 70's Ford you may not run a 01 ford front clip.)

9. 1980 and newer frames can be tilted by cold bending or cutting OEM seams and welding one 3/8inch wide pass as if it was from the factory.

a. 1980 and up GM's may run a 22inch hump plate. This is can be bolted or welded on. It may run across the hump or be a plate contoured to the hump. Plate is allowed on the outside of frame. They must be welded on in a 9 o'clock to 3 o'clock manner.

b. 2003 and up Fords; Front and rear suspension and steering must be derbied as designed from the Factory.

c. 1998-2002 Fords must utilize rear watts link suspension. Rear end housing may be modified to accomplish this. Uppers and spindles may be swapped.

10. Rust damage may be repaired with the same size metal. No more than a 1-inch overlap. No patch may be larger than 4x6in. You may only fix 2 spots of rust on the frame. PLEASE call prior to fixing any rust on frames!

11. You may run a homemade 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 3 inch piece of angle iron. This is for Cross member mounting, not frame strengthening. Cross members must be installed in same manner as factory.

12. No frame creasing.

Drive Line:

1. Engines and transmissions may be interchanged.

2. #1 spark plug can be no farther back than 4inches from upper ball joint.

NO SKID PLATES. Oil pans and transmission pans may be strengthened.

3. No distributor protectors and nothing that protects the carb, intake or fuel pump.

4. Engine cradles are legal in the follow manner: A) Any engine with a cradle must be mounted in car utilizing factory frame mounts. You may use a gm frame mount in a ford, or a ford mount in a gm. Must be factory mounts bolted or welded in. No altering the mounts B) Cradle can in no way touch the frame or the body. C) Cars with cradles and pulley protectors MUST REMOVE sway bars. D) Engines that have no cradle may be mounted in any way that does not strengthen the car.

5. Radiators must remain in stock location. You cannot run extra radiators or water tanks.

6. Radiators must hold water, No anti-freeze, oil or alcohol.

7. Electric Fans are ok.

8. 1/16th inch pleated steel or expanded metal may be used across core support to protect the radiator core only, not wrapped around the tanks

9. Transmission coolers are allowed, but must be securely fastened. Cooler may in no way reinforce car.

10. Transmission protectors are not allowed.

11. Transmissions must have a 1inch NON-METALLIC 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.)
12. Slider drive shafts are ok.
13. Batteries must be moved. You can use 3 batteries, but they must be securely mounted in passenger side floorboard area. Batteries must be covered.
14. Gas Tanks must be mounted in the cabin and away from the driver. If plastic, needs to be covered with metal lid.
15. All fuel cells and fuel lines must be covered in area where they may become pinched or cut.
16. Steering column may be modified. Steering box needs to be stock location and use factory holes. Universals may be used.
17. OEM tie rod adjusters maybe welded and reinforced. All steering joints need to be ball and socket style.
18. Any factory 5-lug axle rear end allowed. No 8-lug conversions. No changing of coil to leaf springs. No Braces.
19. Rear-end shock, spring pads and leaf spring mounts may be moved, Watts Link brackets maybe welded onto older housings.

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

CAGES: Standard 4 point cage MAX.

1. A cage of no bigger than 4 in. pipe or 4x4 in. box tubing can be used. (Standard 4 Point Cage Only) 4in MAX!
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
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 doorpost. 2 door cars, 6in from the back of the driver's seat. Roll over bar can be welded or bolted to the roof.
4. Sidebars individually can be no longer than 60 in. Including the thickness of dash and seat pipe.
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, and 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!

BODY: cars must be stripped of all flammable materials. ALL SUN ROOFS MUST BE COVERED WITH METAL.

1. Outer Door seams may be welded solid, including the tops of doors. 4inch x1/4inch inch

strapping max. (NO WELDING INTERNAL DOOR SEAMS). Doors must be at least wired or chained shut.

2. No post cars may run 4inch x1/4 inch thick strap up door seam and 6inches onto the roof.

3. Body Mounts may be changed with 3/4inch bolts with a 6 inch plate may be added, top side only. All cars may add 2 extra body mounts, these may be added to framed and unibody cars.

4. All body mount bolts and nuts must be inside frame, no plates or nuts outside of frame.

5. 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.

6. Quarters must remain in original upright position. Tail light openings, must remain open.

7. Speaker tray must stay in the car, but can be pushed down.

8. No welding of body to the frame!

9. 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.

10. Hood is allowed (6) 3/4 rod with 4 inch washers. If using wire or chain, you can use 6 locations. Hood Hinges are not counted as a fastener.

11. (8) 3/8inch bolts with 1 1/2 washers may be used to hold hood to hood liner.

12. Core Support may be bolted down with All thread 3/4 in. maximum may be ran thru core support next to radiator only, one on each side. They can go thru the hood.

13. May weld core support seams but nothing past radiator, core support cannot be welded to frame or bumper.

14. 2x2 core support spacer may be added. They may be welded to the factory OE M mount on frame, bracket on the bumper shock or top of the frame. It cannot be welded to the bottom or any other location on the core support. A washer can be welded to the top of the core support for cars that rods don't go through the core support.

15. Fender wells may be trimmed, a max of 4 bolts 5/16ths or smaller per wheel opening or 4 1/2 inch long stich welds.

16. No internal bracing of body. No interior seam welding on any body panels.

17. Drivers door can have a bar welded or bolted to the exterior of the door; nothing can protrude or be sharp. Cannot be more than 6 inches past door seams.

18. Rear window can have one bar, no wider than 3 inches. 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. Sedans only.

19. 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 drivers compartment.

TRUNKS:

1. A 12 in. hole must appear in trunk lid. Tail light areas must remain open.

2. No wedged cars.

3. Trunk lids may be fastened shut by welding, wire, chain or bolts. Must choose one method.

4. If welding, you may use 3inch wide x1/4 inch strap all the way around the trunk.
5. If wired, max of 8 places with unlimited amount of wire.
6. If chained, chain in 8 places.
7. You may bolt the trunk using (4) 3/4inch rods with 6 inch plates through the frame.
8. If not welding truck lid or running bolts through the frame, 20 bolts may be used to the lid to the drip rail ledge lip.
9. Can use (8) 3/8inch bolts with 1 1/2inch washers to hold the inner and exterior trunk lid together.
10. 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.
11. Speaker trays may be beat down, but they may not be altered with weld.
12. You may weld a washer to the body where your wire or bolt is going to go through the body. Washer may be no larger than 2in x 2in. The washer may only be welded to the panel in which the wire is running through.
13. WAGONS: You may weld the tail gate closed in the same manner and use (2) 2x4x1/4 thick plates that may be added from tailgate to bumper cover. (2) 3/4inch bolts with 2 ½ inch washers can be used to hold inner and outer tailgate together. Rear decking must be removed in wagons!

BUMPERS:

1. Any year car bumper may be used. You may load bumpers. Instead of a factory bumper, you may use a single piece of hollow square steel tube as a bumper. Maximum size of tube is 3 inch x 3 inch square cross section, 6 feet long, ¼ inch wall thickness. MUST be one single piece, flat across with no contour. Factory skin must be added to appear as a "stock" bumper. Must be mounted using methods described for standard bumper.
2. The bumper may be welded in one of the following manners. Bumper welded to shock plate with a single bead of weld. The shock may then be welded to the shock plate and welded in frame, or weld bumper to the end of the frame with a single bead of weld (hard nose). Third option weld the OEM bracket with the shock on it to the side, contour it and weld it on. Pick one of the three.
3. Any car bumper bracket may be used. Bumper bracket cannot touch the A-Arm. No homemade bumper brackets allowed. If using a bracket on outside of frame there can be nothing inside of frame (bumper shock).
4. If no welding is performed on the bumper, shock or brackets, you can have 4 loops of 3/8inch chain or 8 strands of wire through or around bumper and around top of core support.
5. Maximum bumper height is 22 in. to bottom of bumper, minimum is 14 in.

SUSPENSION:

1. Front suspension maybe welded solid. This may be done by bolting the upper control arm or welding one 3x6x1/4 thick plate from the upper control arm to the top of the frame only.

2. Rear suspension needs to be working.
3. No leafing coil spring cars
4. You may weld top and bottom of coil springs to hold them in.
5. Any 5 or 8 lug rear-end may be used, full floaters are allowed
6. 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.
7. Max of 3/4inch U-Bolt thickness.
8. 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 leafs on top of main leaf. No leafs thicker than 3/8inch. Max leaf length is 65inches, minimum leaf length is 53inches.
9. Only 8 leaf clamps per side of car. These clamps can be no wider than 1 1/2 inch wide steel with 3/8 inch bolts and leafs cannot be welded together.
10. Upper and lower rear Control arms may be reinforced, No homemade control arms.
11. Nothing can run from frame or body to the leaf spring or leaf spring area. May not chain humps.
12. On leaf spring cars utilizing the whole OEM package, including springs, clamps, hangers and U-Bolts, you can place a chain from the snout of the rear end and bolt it to the floor pan above.
13. 98-02 FOMOCO'S may replace rear packing tray with 1997 and older to mount rear end Nothing Added (no added metal weld in only) or may use fabricated brackets no thicker than 1/8" that bolt to packing tray and weld on frame for front trailing arm mounts or 1997 and older front trailing arm mounts to use older style 4 link mounting. Uppers and spindles may be swapped.