

LCF Full Size Class Demolition Derby Rules

(Old and New Iron)

GENERAL RULES: Demolition derbies are dangerous, and the promoter assumes no liability for 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 inspector's decision will be final, so call before you do something that you don't understand.
2. All cars must be on the grounds 2 Hours before the event to be inspected. Any car arriving after the tech line is 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.
3. The driver must be at least 18 years of age to drive or have parent(s) signed and notarized release.
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 any winnings be forfeited. The promoter's decision will be final.
6. **NO** intoxicating beverages allowed in the pit area. Possession of alcohol or drugs in the pits will result in disqualification of your car.
7. The driver's meeting will be held before the event starts to explain rules and flags. Any car protest must be made at this time. All drivers or crew members must attend the driver's meeting. If a driver misses for any reason, their car will be disqualified. The driver's meeting will be held 30 minutes before the start time. A driver that is disqualified in the heat race for sandbagging or an intentional driver's 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 for 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 legally to the event. Not having a set of rules is not our fault. The promoter reserves the right to approve or reject any entries.
11. The promoter/inspector reserves the right to drill or cut any car body or frame at any time during the event. We will be using a bore scope during inspection so build to the rules. Cars will be subject to inspection after the 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 this 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

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of the racing event and to establish minimum acceptable requirements for such an event. These rules shall govern the conditions 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 guaranteed 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. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it. All inspector's decisions will be final!!! Use common sense!!! Contact Brantley 252-933-4304 or email brantleydawson@gmail.com if you have any questions on any of these rules.

Rules are Courtesy of Carolina Derby Promotions/Good Guys Derby

GENERAL:

- Any year American made sedan or station wagon is allowed EXCEPT: Imperials, Hearses, Limos, Checker Cabs, and Ambulances.
- NO 4x4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed. NO Sedagons.
- Do not paint anywhere on suspension or frame. We will not even inspect your car.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris.
- All glass removed.
- You must have a working seatbelt. Lap or shoulder is fine.
- You may remove anything, NOTHING can be added!!
- Any tire may be used in this class!
- Any stock wheel can be used in this class, Weld in center is allowed, bead locks allowed. No (2) piece wheels!
- All cars must have working brakes.

BODY:

- You may remove body bushings and suck body tight to frame. 3/4" body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top. Maximum plate size is 4x4x1/4"
- You may weld the driver's door all the way around, all other doors 6" on 6" off. 3"1/4" strap max
- Doors must be at least chained or wired.
- Body crease will be allowed on the rear quarter panels and front fenders only, other than this there will be Zero crease enhancement, Zero sheet metal forming, shaping, or folding.
- You are allowed (4) 3/8" bolts per wheel well
- Rust repair is limited. Patched sheet metal must be the same thickness as floorboards or body. Max 1" overlap to good metal outside rust area. Do not abuse or you will cut!
- No welding on interior body seams
- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max). Must be stick welded every 4". (Can't Weld Solid).

FRAMES:

- ABSOLUTELY NO WELDING ON FRAMES ALLOWED except You may weld frame seams A arms forward single pass 3/8" max bead!!!
- Frames must appear completely stock in appearance. No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame.
- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.
- IF SHORTENING THE FRONT FRAME SECTION, A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.
- Coil spring cars may have a 22x6x3/8" hump plate. Leaf spring cars get a 12x6x3/8" hump plate. The plate must be on the outside of the frame facing the wheel and must be clear of any rear end bracing by 3". The plate must be located between 9 and 3 o'clock on the frame rail.
- 80's-02: You are allowed to cut tabs and tilt at the crush boxes or cold bend or cut and weld back with a single pass, must be front of factory cross member. Max spacer at core support is 8", no added metal. 03 and up NO TILTING!
- 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. The mount is considered a body mount. Mount may be replaced with 3/4" all thread that may go through the top side of the hood.
- Core support and core support mount must be in the factory location.
- Fresh or Pre-Run Cars: You are allowed 4 plates total. 4x4x1/4" thick plate only. No splitting up or dividing to double the plate. These plates can be anywhere on the frame but can't act as a kicker or gusset and can't attach to the body. These plates must remain square, they cannot be stretched or manipulated to be longer. These plates must be painted white.

- Pre-Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car).

SUSPENSION/STEERING:

- No suspension modifications allowed. Must remain strictly stock. Suspension must travel. Only exceptions below.
- No aftermarket or GM lift spindles.
- You may weld A-arms down. 1 strap per side of A-arm with a 2x4x1/4" strap. If welding A-arms down the A-arm must appear stock. Do not deform or alter A-arm. **ONLY THE STRAP IS ALLOWED.**
- On the back you may use 1 chain on each side from the package tray (not around frame rail) straight down around the rear end. (No welding links to frame rail).
- You may run an aftermarket steering column. The steering box must be in factory location. No Hydraulic Steering.
- Aftermarket ball joints are permitted. The only welding permitted is to weld the ball joint sleeves, no additional metal.
- Sleeves permitted but nothing homemade. No square tubing ball joint sleeves.
- Aftermarket tie rods permitted, no heim joints. Must have factory style set up with ball joints.
- Leaf cars may run leaf clamps (Max 6 per side).
- Leaf cars must run factory leaf springs. No adding leafs or homemade leaf packs.
- Must run shocks, no all thread.
- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. **THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED.** 03 and newer Fords will be allowed to use the old-style spindles and upper A-arms. **NO ADDED METAL.**
- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2x3" Max.
- 1998 and Newer Fords: Watts link kits are permitted. If using a Watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You **MAY NOT** bolt through the package tray to the body. **NO WELDING TO THE PACKAGE TRAY.** Watts link uppers must be two separate pieces. Lower may be a max. 2x3x1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2x3" must bolt to that bracket. **LOWER CANNOT BE WELDED IN ANY FASHION.** Upper Watts link uppers cannot exceed 8x8", lower bracket can be a max of 3x3x1/4" thick and 6" long.

DRIVETRAIN:

- You may run any motor or transmission.

- Lower engine cradles will be allowed. Only lower cradles, no full cradle, no distributor protectors, no halos, no skid plates, no transmission protectors. Cradle cannot in any way tie into or touch the frame or body.
- Pulley Protectors are allowed, if running pulley protector you must remove the sway bar.
- Only lower motor mounts may be welded to cradle only. You may use two 3/4" thick 6x6" spacers to raise the engine for steering components clearance. You may extend off the back of cradle but nothing excessive. Nothing can be welded to the frame. For example: (SBC in Cadillac or Ford)
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only, no welding.
- You may run aftermarket motor mounts. Nothing may add strength to the car!
- No Steel bell housings. No Steel tail housings.
- Ultra Bells allowed. Ultra Bells can only be attached to pump.
- Any 5 or 8 lug read end. The rear end may be braced but can not add ANY strength to the frame or body. INSPECTORS HAVE FINAL DECISION; YOU WILL CUT IF IT ADD STRNGTHS TO FRAME OR BODY.
- Floor shifters, headers, and gas pedals are allowed. None may strengthen the car in any way.
- Slip drive shafts are allowed!
- Pinion Brakes are allowed.
- You may have (2) 3/8" chains attached from engine to frame cradle. For safety only.
- A maximum of 2x2" straight square tubing may be used for cross member. This cannot strengthen the car in any way!

DRIVER'S COMPARTMENT:

- A 4-point cage is highly recommended! Maximum 60" side bars, 4" diameter max. Cage cannot extended farther than 6" behind driver seat. Only (4) down bars are allowed. Down bars can attach only to floor sheet metal. Down bars must be completely vertical. Roll over bar is optional but recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage must be 4" off firewall and 6" off floor.
- A front windshield bar is mandatory! 2 windshield bars from roof to cowl area. Cannot be welded. Maximum size: 3" wide, 1/4" thick.
- No Rear Window bars allowed.
- You may weld the driver's door all the way around, all other doors 6" on 6" off. 3"x1/4" strap max.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floorboard. Nothing may be mounted in such a way to strengthen the car. Boat tanks must be securely mounted and properly covered.
- You may have a 32" wide gas tank protector 3x3" max tubing. It may butt up to package tray but can not be bolted or welded to anything. You may have 1 diagonal bar on each

side coming off halo or rear bar to gas tank protector but must be below the bottom of window opening.

BUMPERS:

- You may use any stock bumper off any car.
- **HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8X8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST BE TAPER OVER 32".** Homemade Points that step out then taper over 32" will not be allowed. **BUMPERS MAY NOT BE SLEEVED AROUND THE FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD. NO AMISH POINTYS OR REPLICA POINTYS.**
- You may collapse bumper shock's and weld a single pass around the shock. Shock must be inside or outside of the frame (not both).
- Factory Bumpers may be loaded but everything must remain inside the factory envelope.
- You may weld a bracket on the outside of the frame only. You may only bolt or weld 8" (single pass only) back from the end of the frame rail, not the length of the bracket or shock. The inspector's decisions are final on this.
- Please call if something is in question.
- If you do not use factory bumper bracket you may use a 4x8x3/8" thick plate on the outside of frame to amount bumper but you cannot use both.
- You may hardnose bumper
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- Rear bumper may be hardnosed but no shortening and will be allowed a 4x3/8" plate from rear of bumper to a factory bracket (not both)
- Maximum bumper height is 21" to bottom of bumper. Minimum bumper height is 14" to bottom of bumper.

TRUNKS:

- Trunk lid must remain in stock location.
- You may pick between 3 options: **1.** (6) 3" length angle to angle with (1) 3/8" max bolt per fastener. **2.** Tuck trunk, (4) fasteners on top, (2) inside trunk, (fastener's can only attach to body only). 3" LENGTH MAX ANGLE TO ANGLE WITH (1) 3/8" bolt per fastener. **3.** Weld 6" on 6" off, 3x1/4" strap max. Pick one or the other, not all.
- If chaining, you're allowed 3/8" chain in (6) spots.
- If wiring, You're allowed (4) loops in (6) spots
- If chaining or wiring: 3/4" washers may be welded to body for chain/wire to run through.
- Absolutely no wedging. You may V or dish trunk, but it must remain 8" off of floor pan and the quarter panels must remain upright.

- Wagons may have a max of (4) fasteners. Pick one from above. Fasteners can only go through the body. Nothing can attach to the bumper.
- If the trunk will not open, a 12" hole must appear for inspecting. You may use (4) 3/8" bolts with (1) 1/2" washers to hold the inner and outer trunk lid together.

HOOD:

- Hood must remain in stock location.
- Hood must be open at the time of inspection.
- A 12" hole must appear in the hood for fire suppression. (2) 6" holes are okay. You may use (4) 3/8" bolts with (1) 1/2" washer to hold inner and outer liner together.
- If bolting, you're allowed (6) 3" max length angle to angle with (1) 3/8" max bolt per fastener.
- If chaining, you're allowed 3/8" chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots
- If chaining or wiring: 3/4" washers may be welded to body for chain/wire to run through.
- You may replace 2 of the 6 points of hood attachments with 3/4" max threaded rod. Rod may replace the body bolts and run through the top of the core support and mount through hood. (max. (4) 4x4" plates can be used.)

RADIATORS:

- Radiators must be in stock location.
- You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal or 1/8 core support guards connected by (6) 1" welds or (6) 3/8" bolts.
- The radiator must hold water. No alcohol or antifreeze allowed.
- No foam filler will be allowed around the radiator
- You may secure the radiator with 2 options: **1.** (2) ratchet style straps. **2.** (2) pieces 3/8" max threaded rod behind radiator. This rod only may be sleeved. (Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. **NO EXCEPTIONS!!**
- Transmission coolers are allowed.