

CFC Limited Weld Demolition Derby Rules 2018 (Safety Pages)

These rules are REQUIRED and must be met or you will not run.

1. Overall condition must be safe. This applies to used cars as well as fresh cars. If the officials deem the car unsafe to run, it will not run. The officials' decision is final.

2. SFI-1 or better, Certified Fire jacket required. SFI-1 or better, pants recommended. Long pants are required. Eye protection, neck brace and gloves highly recommended. Shoes are required.

3. Minimum of D.O.T. rated helmet required. Full-face helmets recommended.

4. Seat belts are required, must be functional, and fastened to the floor or seat bracket and must be worn at all times. Officials' decision is final.

5. Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean. Factory floor drain plugs must be removed.

6. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines is recommended. Factory fuel tank may not be re-used.

7. A steel seat support (seat bar) is required from the inside of the driver door(s) across to the passenger door(s), must be behind the seat, and must be no farther back than 6" from back of driver's seat. Cars with two doors may have a seat bar at the rear of the doors at the door jam. A second seat support bar is also allowed forward of this rear support bar, placed just behind the driver seat. This seat bar must be made of steel, 2" x 2" x 1/4" square, 2 1/2" x 1/4" round minimum, 6" x 1/2" square or round maximum. Steel plates are required on the ends of this seat bar, 6" x 6" x 1/4" minimum, 12" x 12" x 1/2" maximum. These steel plates must be welded well to the seat bar (officials' decision is final, must be safe). The steel plates may be bolted to the car, however welding is highly recommended. If the factory **dash is removed, a support** (dash bar) similar to the seat support **is required**. If you use a dash bar, **it must be minimum 6" from the firewall**

and minimum 6" from the tranny tunnel. It must not come in contact with firewall or tranny tunnel at any time. It may be connected to the seat support bar with similar material. These "door" bars may be against inner door panel, but not between door panel and outer door skin. **These "door" bars may not extend past the dash or roll over bar.**

8. Driver door may be welded completely shut for safety. Outer driver door skin reinforcement is allowed and highly recommended. This reinforcement must be steel sheet metal only, may be no thicker than 1/4", and **must conform** to the factory bodylines. This reinforcement may not extend in front of the front door seam more than 6", and may not extend past the rear door seam more than 6".

9. Halo bars and or rollover bars are mandatory. The addition of "posts" on hardtop sedans (connecting top of doors to roof) is also allowed. Roll over cages may run on the exterior of the roof, and must be welded to the seat support and or dash support (if used). Connecting these roll over cages to the roof is required. The rear roll over bar, behind the seat, **must be vertical (not angled up and back).** This rear roll over bar may extend down through the floor tin and to the top of the frame or sub-frame. This rear roll over **bar may be welded to the top of the frame (top of frame only) and must be a minimum of 6" forward from the center of the backseat body mount bolt on a full frame car (will be measured straight back, Not at an angle). On a sub frame car the roll over bar must be welded to the rear floor foot pan tin and ahead of the rear sub frame (can be welded to the front of the sub frame).** Halo bar may not be connected to front window bars.

10. A minimum of two steel straps or bars must be located in windshield area. These may be bolted or welded and must only attach to sheet metal only (2" round or 2" x 2" square maximum). These straps or bars are required to prevent the hood from entering the passenger compartment. **Dash tin, rain trough or firewall tin must be in stock location (cannot be smashed down) officials' decision is final.**

11. Battery must be relocated inside of passenger compartment. The battery must be in a solid container and must be **securely fastened** and covered (officials' decision is final, must be safe).

12. No steel gas "cans" or plastic gas "jugs" allowed. A steel boat tank is allowed, however, any metal tank deemed safe by the officials is acceptable. Metal tanks do not need to be covered. Any plastic or urethane "fuel cell" **must be in a solid metal container** and must be covered with metal. The fuel tank must be **securely fastened** inside the passenger compartment. Officials' decision is final, must be safe. **Gas tank protectors must be minimum 12" at closest point from doors, minimum 8" from floor tin and minimum 8" on a fresh car, 4" on a pre-ran car from the backseat tin. No gas tank vertical halo bars allowed. Gas tank protectors cannot reinforce the car.**

Compact class only may leave the factory gas tank in factory position only if it is in front of the rear axle.

13. Hoods must have a minimum of two 12" holes for fire control.

14. Cars must have some type of working brakes. Drive shaft brakes are allowed (officials' decision is final, must be safe).

15. Engine oil and transmission coolers are allowed. If air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure (hydraulic type) lines and fittings are recommended. **No gas hose** is allowed. It must be compatible with transmission oil. If low pressure rated oil hose is used, minimum of two hose clamps per fitting. Non high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure.

16. Low-pressure rated fuel hose in the passenger compartment, from electric fuel pump to fire wall, must be covered.

17. No **wheel weights or balance weights allowed** on wheel rims. Valve stem protection is allowed. 6" weld-in centers for multiple bolt patterns for 5 lug rims, 7" weld-in centers for 8 lug rims allowed. **NO REINFORCING OF RIMS OF ANY KIND.**

18. NO distributor protectors or valve cover protectors allowed.

19. There rules are BLACK and WHITE. If you think you have found a GRAY area, you'd better call first! Your gray area might be a BLACK area to the officials! Officials' decisions are final.

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Car building rules:

Cars must **remain stock** unless stated otherwise in these rules. If there are any alteration to these rules, you will not be allowed to run. **Officials' decisions are final.**

1. Bumpers can be changed out to any car bumper (if it did not come with a 5mph shock bumper you may put one on) May use the brackets that came with the year, make and model of car. Brackets can be welded to the bumper and to the frame in **stock location**. Bumper can be welded to frame with no foreign material, but brackets must stay in stock locations on frame (no stretching brackets back on frame). **OR a piece of ¼" thick, 4" wide by 10" long strap may be used instead of the stock brackets (not both)**. Must touch the bumper and lay flat on frame. **LOADED BUMPERS ALLOWED, BUT MUST BE A OEM CAR BUMPER, NO HOMEMADE OR RE-FABRICATED BUMPERS. MUST BE LOADED INTERNAL (NOTHING ON THE OUTSIDE)**
2. Additional (1) piece of ¼" thick, 4" wide by 10" long strap is allowed to lay flat on top, bottom or side of frame, per frame rail. **Must touch the front bumper and lay flat on frame. No bending around sides of frame, must be on just one side of frame.**
3. All doors seam can be **fully welded**. Maximum 4" wide, 1/8" thick strap.
4. All trunk seams can be fully welded. Maximum 4" wide, 1/8" thick strap. Two 1" all-thread also allowed from trunk lid through floor tin (Not allowed in wagons) may go through frame body mount. Trunk tin can be reformed. (NO WEDGING) Fenders must remain vertical and in stock locations. An inspection hole may be required for inspection. You may tuck the trunk (40% only). If you tuck the trunk, you may bolt the tucked part to **floor tin** only with maximum (8) 3/8" bolts.

5. **You are allowed to re-weld 12" of factory frame seam per frame rail. No other welding to or on frame** (except bumper brackets and motor mounts) **of any kind! (NO FRAME SHAPING OF ANY KIND)**. For body mounts you make use factory body mounts (i.e. rubber bushings) or rubber hockey pucks or steel body bushings (minimum 1") Cannot be welded to the frame or body. **No threaded body bushings**. You may replace body bolts with **longer bolts**, 5/8" bolt max for body bolts. You are allowed to put a 2 1/2" washer and nut inside the frame and on top of the body bolts to help hold down the body. You are allowed to notch the frame but are **not allowed** to weld it back together.
6. Factory motor mounts can be welded solid. You can use a lower engine cradle but must be welded to the cross member **not frame**. You are allowed to weld TWO 2 1/2" x 2 1/2" x 4" long pieces of angle iron (**Must be facing upward**) per frame rail **on top of frame rail**. One behind the a-arm (**between the a-arm and firewall**) and one in front of a-arm (**between the a-arm and core support**) to use to bolt down your motor **with chain only**. **NO solid motor mounts to frame**.
7. Fenders may be pre-cut, and bolted back together with (8) 3/8" bolts per fender, but not re-welded.
8. Rear ends may be changed out. Must be a 5 lug or a 8 lug full floater, single wheel rear end. 16" tire size max. Back bracing allowed. **Axle flange protectors are allowed**.
9. Coil springs cars must have stock coil springs size for make, model and year of car, **DOUBLE COIL SPRINGS ALLOWED**. Coils springs can welded or wired top or bottom, not both to help hold in place. Upper and lower control arms must be stock to make, model and year of car. (No homemade control arms). May be boxed in on the bottom. **May use chain in place of shocks**. Chain must be in stock shock location. Must have a working suspension traveling minimum of 2".
10. Leaf springs cars can have a max of 7 leafs, with a 2" stagger. Must be stock leaf springs to make, model and year of car. No flat stacks. You may use 4 clamps (max 2"x 4") per side. May have (2) 3/8' bolts in shock tower to help hold it to the body. May re-weld factory welds on leaf hanger to frame. **May use chain in place of shocks**. Chain must be in stock shock location. Must have working suspension traveling minimum of 2".
11. Transmission mount must be in stock location to make, model and year of car. Cross member must be stock cross member or replaced with 2"x 2" by

1/4" thick square cross member (must have 1/2" pilot hole to gauge thickness). Cross member may have TWO 3/8" bolt to help hold to floor tin (floor tin only).

12. **Watts link conversions on newer Fords.** You may convert a watts link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump. Must mount in the stock location. Use upper mount tray out of older car but must leave 2 inches of original factory package tray to weld to. May not be welded to frame. **Do not reweld seam.** Welds may only weld to tray package. Or if you leave in the stock package tray, you can use a 4 piece bolt-in watts link conversion kit.
13. Front suspension must have stock a-arms, ball joints and tie rods of make, model, and year of car. **A-arms maybe chained to gain height (5/16" max) No welding or bolting A-arms solid. Chain cannot reinforce the frame.**
14. Motors can be changed out (Chevy to Mopar, Mopar to Chevy, Chevy to Ford and so on) but must be mounted to meet rule #6. Slider drive shafts allowed. **No distributor protectors. No steel bell housings. (Aluminum ultra bells allowed) No tranny protectors or reinforcing of any kind. Officials' decisions are final.**
15. Hood may have a maximum of 8 hold down bolts not to exceed 1" diameter. Front two hood bolts may run down the core support but must run through factory body mounts holes on frame. (These 2 rubber bushings maybe removed.) Others must be welded to tin only. (5" hood washers max). Hood must have TWO 12" holes cut completely out for safety. Maximum 8 3/8" bolts for hood tin. **No welding of stock hinges.**
16. Radiators must be in stock location. No water barrels or auxiliary cooling of engine allowed.
17. After market steering, gas pedals and shifters allowed. **No steering brackets, gas pedals, brake pedals, shifters, gas tanks, tranny coolers, battery boxes or seats brackets can be attached to the frame. Tin only. Maximum 3" washer size on fastening bolts on underside of floor tin.**
18. NO tire rule. We don't want flats.
19. Must have door numbers and roof number sign on all cars. Maximum 30" X 30" size roof signs allowed. No reinforcing of the car allowed.
20. No number 9 wire allowed.
21. **If any iron is added in or on frames or bodies anywhere, you will not be allowed to run. Will have no opportunity to remove it.**
22. "One trip fix it rule" If you have something to change or cut during inspection, you have one opportunity to get it fixed.

23. YOU ARE ALLOWED TO HAVE TWO (1/8" THICK 4"x6" LONG) PLATES PER FRAME RAIL ON A FRESH CAR. Must have a 1" inspection hole in the center. Sides of plates can be welded, but 1" hole cannot be welded. No over lapping of plates and must be flat on frame. Cannot cover up existing factory frame holes. **THESE TWO PLATES PER FRAME RAIL WILL COUNT TOWARDS YOUR REPAIR PLATE TOTAL!**

24. Repair rule: You get 4 plates total (1/8" thick 4" x 6" long) per frame rail on a pre-ran car. Must have a 1" inspection hole in the center. Sides of plates can be welded, but 1" hole cannot be welded. No over lapping of plates and must be flat on frame. Cannot cover up existing factory frame holes.

25. These rules are **BLACK and WHITE**. If you think you have found a **GRAY** area, you'd better call first! Your gray area might be a **BLACK** area to the officials! Officials' decisions are final.

Any car building questions--call Randy Morgan, head inspector (402)201-5458

Any other questions call, promoter-Leon Pearson (308)-440-5491