

## Carlton County Fair Demolition Derby

Saturday 6:30 PM

### Full Size Rules

Full size passenger cars and wagons allowed, except for 73 and older Imperials, Imperial frames, Sub frames, or K frames. 2003+ FoMoCo cars must run the original stock engine cradle with no extra reinforcements.

#### Body:

- All hoods must be open for inspection. Hoods and trunks must have a 12"x12" hole for inspection, and for fire access. Header holes in the hood satisfy this requirement.
- You may use 6 1" bolts to hold the hood shut, 2 of which may go through the frame with a 4"x4"x1/4 flat washer, or be welded to the top of the frame, but not act as a kicker. Hoods may be folded over core support.
- Doors may be welded with 2 - 6" patches per seam, or 4 chains per door, max.
- Trunks and tailgates can be fastened shut in a MAXIMUM of 6 places, using a combination of 4"x6" patches, and 1" bolts, with a max of 2 bolts going through the frame. Bolts may use a 4"x4"x1/4" flat washer. You may tuck your trunk lid into the trunk, leaving at least 50% in the factory location. Rear dash/package shelf must remain in stock location. NO WEDGING!
- Body mounts can be removed, and replaced with a 1" bolt, and 4"x4"x1/4 flat washer. You may add 4 extra body bolts in the passenger compartment, to body tin only, and not to be used as kickers.
- Battery boxes may be bolted through the frame.

#### Cage:

- All cage material must be 6" diameter max. You're allowed 1 dash bar, and one bar behind the seat, with 6"x6" plates to attach to body tin only. Behind the seat bar may have two kickers making an "X" down to the inner rocker on each side, with 6" plates on each end.
- You may run one bar on each side from dash bar to bar behind seat, MAX 60" long.
- You may run a gas tank protector off your rear seat bar, off the floor, and must not touch the package tray area.
- Halo/roll bars are allowed, but must be attached to door bars, or behind the seat bar, and must

NOT go to the floor or frame.

- No down bars from cage to frame of any kind.

### **Frame & Bumpers:**

- Frame seams may be welded, single pass, ½" wide bead.
- You may use any make/model passenger car bumper. Only stock pointies! Bumpers may be fully seam welded, and holes may be capped. If you choose to not run an automotive bumper, you may use a 4"x4"x ¼" square tube for a bumper, with no point, and must have a chrome skin welded on. Replica bumpers ok.
- You may use your choice of automotive bumper bracket, bumper shock, or 4"x¼"x16" plate (on the top side), one per frame rail. They may be welded to the top, bottom, or side of the frame, extending no further back than the front most point of the upper control arm mount on frame.
- PRE-RAN CARS may have up to 3 repair areas per frame rail. You may use up to 8" long patches, 2 sides of the frame, extending no more than 2" past the bend, totaling 24" of patch per frame rail. Material may be no more than ¼" thick and leave a portion un-welded for proof of thickness.

### **Suspension:**

- Suspension may be solid. The front may be bolted or welded at the control arm only, with two pieces of ¼" x 2" strap per control arm, welded from control arm to frame.
- Shocks can be welded, bolted, or clamped. No added material or threaded rod in place of shock permitted.
- Rear Ends may have a single loop of chain around the frame on each side. No other bolting or brackets are allowed to hold the rear end at height or in place.
- Leaf spring cars may have a max of 7 springs per spring pack, and you may have 6 spring clamps per pack.
- Coil spring cars may use a 2" x 4" brace placed across the rear hump to facilitate solid rear suspension.
- Rear bumper must not be higher than the front of the car. No more than a 4 inch bumper height difference in either direction front or rear.
- No aftermarket steering components, stock unaltered for the year and make being run. Strait steering shaft and collapsible column permitted.

## **Driveline:**

- **SLIDER DRIVESHAFTS ARE PERMITTED**

- Engine and transmission may be from any passenger car.
- Any passenger car rear end permitted, 8 wheel lug housings may be used but must remain stock and unaltered.
- Lower cradles and pulley protectors allowed, but only for mounting the engine, and may be welded or bolted in two spots, like the factory. No other engine, transmission protectors, or mid-plates allowed! You may also weld the motor down in 2 spots, between pulleys and carburetor with no more than 4" of weld on the frame.
- Aftermarket bellhousings and steel tailshaft ok. No transmission braces with this combination.
- Bellhousing to transmission mount brace ok with stock Bellhousing and Tailshaft. Must use stock rubber mount. No other braces allowed. Must slit firewall and tunnel to run this option.
- No rear engine mounts.
- You may run either a radiator, or radi-barrel, in stock location. It may be welded and/or bolted to the radiator saddle/core support tin and must be vented under the car in a safe manner.
- Transmission coolers are allowed and may be welded or bolted, to either body tin, or cage, not both.
- No beadlock wheels. Lip protectors are ok

## **Rust Repair:**

- 2" past affected area with similar thickness material.
- DO NOT CUT OUT RUST.
- No other welding, bolting, etc. will not be allowed.

Judges will have final say in all matters

**Questions call:**

**Dale Kwapick @ 218-390-1579**

**Josh Loucks @ 218-310-1771**