



2017 Large Car Demo Rules

Evergreen Speedway, Monroe, WA

Effective 1/12/2017

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, official or others. Track Officials shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in their opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final. It is the responsibility of the driver to ensure their car conforms to all rules and regulations at all times.

Explanation

The Large Car Demo Derby Class is designed to be a class that allows builders more latitude when prepping their vehicles. Some welding, Engine swaps, Engine cradles and more are allowed. These rules specifically state what can be done to the vehicle. **There are no gray areas. If it doesn't say you can, then you can't.**

Please direct any car building questions to kevin@evergreenspeedway.com .

Competition Rules:

- 1.** You must make an AGGRESSIVE HIT every 2 MINUTES. Sandbagging will not be tolerated
- 2.** You will be given ample time for restarts. 90 seconds max. We do not use the clock exclusively. Hitters get more time than sandbaggers.
- 3.** Team driving will not be tolerated.
- 4.** Any open door may cause DQ.

5. You are allowed 2 fires. A third fire will be cause for DQ in the current event.
6. Any careless or intentional driver's door hit will be cause for DQ
7. Using your driver's door as a defense will be cause for DQ
8. Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that is safe to exit the vehicle.
9. All cars are required to have a bright colored stick or flag firmly attached to the driver's side A pillar. You must pull your flag if you are unable to continue competing or if directed by an Official.
10. Intentional or repeatedly exiting the defined area of competition may result in disqualification
11. Obey the Officials commands.

A. Competing Models

1. Open to any make of car
2. Imperials of any year are not allowed.
3. No Imperial sub frames
4. No Ambulances, Hearses or Limousines allowed.

B. General Preparation

1. All Glass except front windshield must be removed. All loose glass must be cleaned out
2. Front windshield may be replaced with expanded metal. Must have 2 vertical braces for support in center.
3. Car exterior must be stripped of all molding, headlights, trim, tail lights etc.
4. All Flammable material must be removed from interior. Head liner, rear seats, door panels, carpet etc.
5. All vehicles must have a roof sign showing their number on both sides. Minimum of 15" x 15". Must not strengthen the car in any way. CNC plasma cut signs are available through the speedway.
6. Front seat must be securely fastened to the floor. These bolts may not go through the frame.
7. 5 point safety harness is required.
8. Rear seats in all cars and all decking in station wagons must be removed
9. No fresh sedagon or wedge cars are allowed.
10. All cars must be painted. No dark colored cars without contrasting lettering scheme.

C. Frames

1. No painting, buffing, oiling, or undercoating of Frames. You will not be inspected or allowed to compete
2. May weld from the front control arm forward. All seams only
3. Closing of the Y frames allowed. No added metal.
4. You may pitch, tilt or tip cars in the followings ways only.
 - a. You may cold pitch. No added metal

- b. You may cut all three flaps and pull the front end down moving the flap ½ inch and re-weld. Do not weld any other crush box seams. No added metal.
 - c. You may pitch at the transmission cross member, since you are already allowed to weld a 5 inch piece of angle there to mount your cross member.
- 5. 1998 and newer Watts-Link conversion for Fords.**
- a. You may convert a Watts-Link to a standard 4 link system.
 - b. Use of upper and lower trailing arm brackets of an older Ford or Aftermarket brackets are allowed.
 - c. Aftermarket cannot be thicker than ¼" and may be attached with a max of (3) ½" bolts on each side
 - d. No shortening of trailing arms
 - e. No positioning of brackets to strengthen the front down legs of the rear hump
 - f. Must be mounted in the stock location
- 6. 2003 and newer**
- a. Must run the original aluminum cradle and stock lower A- Arms
 - b. Upper A-arm, motor mounts and spring buckets must mount off the existing cradle bolts. No frame welding allowed for these components.
 - c. No mounting plate or component may extend more than 2" in front of or behind the cradle bolts. Measured from the center of the bolt.
 - d. You may use any automotive or fabricated spring bucket but it must not strengthen the frame in any way. Bucket cannot be larger than necessary to hold the coil spring. Again, It must be mounted off 2 existing cradle bolts. Do Not weld frame in any way.
 - e. No pinning of frame
 - f. To mount steering box, You may weld a tube to the top and bottom of frame. Do not weld excessively. Do not pin frame to mount the steering box.
 - g. Do not weld any seams behind the A-arm, even if the factory skip weld the seam, Do not weld!
 - h. You may cut the excess frame off the front rails, but you may not move the front body mount. All body mounts must remain in the stock location.

D. Brakes

- 1. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete

E. Tires and Wheels

- 1. Any tire allowed. Dot, Forklift, Skidsteer etc.
- 2. No studded tires
- 3. No duals

F. Bumpers and Bumper Brackets

- 1. Stock Bumper or 5" x 5" x 3/16" box tubing allowed
- 2. Box tubing bumper must have open ends and cannot have anything inside
- 3. Attachment of any bumper may not be done in any way to stop the frame from bending
- 4. No Spikes or protruding items.

5. All bumper brackets and shock components must be from a OEM automotive application.
6. You may not reconfigure any bumper bracket
7. No rear bumper brackets allowed on the front
8. You may weld the bumper seams and shocks.
9. You may weld the bumper brackets to the frame. Welding of the brackets cannot extend any more than 10" back from the center of the factory OEM core support hole.
10. You may weld the bumper directly to the frame without utilizing brackets
11. You may weld the outer chrome skin to the bumper inner frame
12. No welding of the front or rear bumper to the body at any point. Wagons included
13. Bumpers may be cut to keep them out of the tires
14. Bumpers may be flipped (upside down)
15. Compression bumper shocks may be drained, slid back into the shock and welded fully
16. You may NOT relocate the core support in any way.
17. Only shocks allowed inside frames are the original shock, in the original configuration for that year, make and model.
18. You may run (2) pieces of 1" all thread (14" maximum length each) through the rear bumper and into the body pan to help hold it on. 6" washer maximum for this bolt.
19. Bumper height measured from the ground to the bottom of the bumper must be a minimum of 16" and a maximum of 22". Both front and rear

G. Body Bolts

1. Body Bushings may be removed
2. OEM bolts may be replaced with factory size for that make and model of car.
3. You may add a 3" x 3" plate or 3" washer (maximum size) on the body side of the bolt.
4. You may add a 1" washer (maximum size) on the frame side of the bolt
5. You may put your 1" all thread through the core support on the front, through (1) body mount in the trunk as one of your places to secure hood or trunk.
6. You may (2) extra body mounts in the position of your choice. 1/2 " maximum bolt size

H. Hoods

1. Hoods must be bolted or chained shut only. (16) bolts with a 3/8" maximum diameter
2. You may use (6) bolts to hold the hood down. Maximum of 1" all thread. No pipe
3. The (2) front bolts may go through the frame. Cannot be welded to the frame. The other four must be sheet metal to sheet metal
4. If you use chain, you may weld 6" (maximum size) washers to the hood. If bolting, the 6" washers must be free floating
5. No welding of cut outs allowed.
6. You must have a minimum 10" hole in hood for fire protection
7. Hoods must be able to be opened at the request of the Technical Inspector

I. Doors and Windows

1. Doors may be welded on the outside only. 2" x 1/8" strap maximum
2. Doors that are not welded shut must chain them closed in at least (2) spots
3. You may smash the inner and outer skin together and weld them solid. You may use a maximum strap size of 2" x 1/8" strap to fill the gap. This includes wagon tailgates
4. Wagon tailgates may be welded or chained closed. (4) 3/8" chains maximum

5. You must have a piece of rebar, all thread, chain (3/8" max), 2" x 1/4" strap OR 1 1/2" box tubing running from the roof to the cowl in the windshield area for driver protection.
 - a. (2) vertical protectors maximum
 - b. Vertical protectors must be spaced at least 18" apart at the bottom.
 - c. Vertical protectors may be connected together in the center
 - d. Must be welded or bolted directly to sheet metal. No added metal or mount plates.
 - e. 1/2" maximum size bolt for these bars
6. No rear window bars allowed

J. Trunk Lids

1. May be chained, bolted OR welded.
2. Bolted: Maximum of (2) 1" diameter (max) with 6" diameter 1/4" thick (max) washer
3. Chained: Maximum of (4) chains 3' maximum length OR (2) chains 3' maximum length AND (2) welds not to exceed 6" each
4. Welded: Solid welding allowed with a 10" minimum inspection hole

K. Body

1. Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only.
2. Trunk lid seams must be clearly visible and accessible
3. No doubling of body panels allowed. No added metal. Any spot with 4 layers of sheet metal or more will be required to be torched out completely.
4. Quarter panels must remain vertical
5. Core support seam welding or re-bolting is not allowed
6. Holes may be cut in the floor and firewall to accommodate the shifter, fuel lines and transmission lines.
7. You may cut a hole in the firewall to accommodate the engine, within reason.
8. You may have up to (8) 3/8" (max) bolts in each wheel opening. They may not be higher than 5" above the stock lip location of the wheel opening

L. Radiator & Radiator Supports

1. Radiator must be in the stock position in front of the engine.
2. Radiator supports must remain in the stock location
3. OEM style radiators only. No homemade allowed
4. No homemade expansion tanks
5. No added cooling capacity. No supplemental cooling devices allowed

M. Batteries

1. Batteries must be re-located inside the cab
2. Your battery box must be of metal Construction full enclosed, and securely fastened to the floor. The lid must be securely fastened shut using 5/16" bolts or 2" straps. (I.e. seat belts).
3. NO RATCHET STRAPS OR BUNGEE CORDS OF ANY TYPE.

N. Fuel Delivery Systems

1. No plastic tanks or Boat tanks allowed. Metal fuel tanks only.
2. 8 gallon tank max.
3. The Track will have Pre-Formed fuel tanks available for sale for \$130.00
4. Original gas tanks must be removed from the car
5. You must have the gas tank securely mounted
6. Gas tank must be bolted in the center of car
7. It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
8. You may use a gas tank protector. It must be a maximum of 36" x 36" AND have a minimum clearance of 8" from the interior door skins on the sides and a 1" minimum clearance from all other sheet metal.
9. Gas tanks may be bolted to rear seat bar.
10. Fuel lines may be run inside the car. If you use rubber gas line, you must run the line through a larger hose such as a garden hose or electrical conduit. **NO Metal fuel lines in car** hydraulic hose highly recommended
11. Fuel lines must be secured to the floor and kept from pinch points
12. Automotive pump gas only, NO ALCOHOL.
13. Electric fuel pumps are allowed. They must be covered and have an on/off switch clearly marked in large letters.
14. All lines must be double clamped.

O. Engines

1. Any engine may be used in any car
2. IF YOU ARE NOT RUNNING AN ENGINE CRADLE. You may chain the motor, but you must use an existing bolt. Chains may not be higher than the top of the stock engine mount cup. Chains may not be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 max OR you may weld a 6x3" inch plate for the factory engine side mount to frame.
3. No engine oil coolers are allowed.
4. You must have an air cleaner over the carburetor at all times.
5. No starting fluid is allowed.
6. Mopars are allowed to secure K member in the following ways:
7. Remove pucks and bolt tight to frame, stock size bolts only.
8. Or Leave pucks in between and weld 4 - 3 inch welds, total (not per side) of 12 inches only.

P. Distributor Protectors/Cradles

1. If you run a DP do not mount your dash bar closer than 5 inches to the rear most point of the firewall/cowl, YOU WILL NOT RUN.
2. Distributor protectors allowed, must be attached to engine or transmission only, back side must be no wider than 12 inches, must not contact cage before, during or after the event. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump.
3. Distributer protector my NOT be welded to the transmission bell housing may only bolt to factory transmission mounting bolts that bolt the transmission to the engine.

4. Aftermarket Distributor protectors, cradles and pulley protectors are allowed. Cradles must be bolted in the car at or near the OEM engine mounting points using fasteners similar in size to OEM. If you use a front plate it may not be gusseted to header flanges or other components in any manner.
5. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.

Q. Transmissions

1. Transmissions must be of passenger car origin
2. Transmission coolers may be used, but they must be secured in such a way to prevent injury. May not bolt through frame or act as a kicker
3. Metal or braided lines must be used. No fuel or low-pressure lines may be used.
4. Coolers must be secured in a container in the passenger compartment of the car.
5. You may run aftermarket bell housing, must be an aluminum replacement type, NO NERAT TYPE STEEL BELLHOUSINGS.
6. No Transmission protectors
7. OEM transmission cross member or 2x2 1/4" max replacement.

R. Suspension

1. No coil to leaf conversions.
2. Leaf springs must be in the factory position.
3. You may change coil springs.
4. Suspension must be original factory suspension for that car.
5. You may not remove the shocks and put pipe or all thread in their place.
6. You may not plate, reconfigure or re-enforce front A-arms
7. You are allowed to weld A arms down using a maximum of (2) 1" x 1/4" thick x 3" long flat bar per side of the car.
8. You may reinforce your tie rods, but you must use the OEM tie rod ends.
9. Pipe Tie Rods are allowed but you must use the stock ends, no aftermarket heim.
10. Steering wheel to Steering gearbox may be modified.
11. Aftermarket steering columns allowed.
12. Shock absorbers must be factory replacement for that year, make and model of car.
13. No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
14. Air shock lines must be cut.
15. **Leaf Springs Specifics**
 - a. No leaf conversions. These rules only apply to factory leaf sprung cars
 - b. You may clamp leaf springs 4 clamps per leaf, 2in x 1/4' strap. Max 2 3/8 bolts per clamp
 - c. No homemade mounting plates or oversized U-bolts will be allowed.
 - d. No welding on the spring pack
 - e. No flat stacking springs

S. Rear Ends

1. Must be 5 lugs only
2. No part of rear end may strengthen the car's frame or body in any way.
3. You may use any type of rear end (Ford / Mopar / GM / Hybrid).

4. Rear end control arms can be reinforced. They must have a bushing or at least a bolt and pivot unobstructed what so ever. They may be shortened or made longer. They must attach in stock configuration for the suspension setup you are using. Rear end must remain in the stock location within the original mounting location. Do not move rear end forward or backwards to support the frame
5. Rear end braces are allowed, but they may serve no purpose other than to strengthen the rear end housing. They may not extend from the rear end further than 6" and may not be higher than the top of the axle tube.

T. Cages & Door Bars

1. You may use channel door bars. They must be a minimum of 8" wide ¼" thick iron, wide NO guard rail or grader blade. Total length is not to exceed 78" max. This bar may not be more than 6" past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates. The ends of the side iron must be cut at a 45-degree angle.
2. Dash bar may not exceed 5" diameter. Must go from window post to window post in the former position of the dashboard. May not be welding in, must be bolted, may NOT be mounted or touch the fire wall, floorboard or frame in any way.
3. Dash bars must be mounted above the steering column 5" from the fire wall
4. A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be a minimum of 3" pipe or square tubing with plates welded on the ends. The plates may not extend more than 15" past cross bar toward rear of car, the cross brace must be mounted with a minimum of 2 bolts on each side extending the side Iron. This Bar May NOT be welded to the frame.
5. No kickers, angled or otherwise. NO cage components may be welded to the frame.
6. If you choose to run an internal cage All horizontal cage components must be at least 8" off the floor of the car, side bars measured at the body bolt elevation
7. You may use channel or tubing up to 8" OD max for all interior bars.
8. Seat bar must be no further than 8" behind the seat. All bars must be straight pieces no contoured pieces. Interior door bars may not extend more than 8" behind the seat bar. -
9. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. This door bar MAY be inside the door structure to allow more room for driver's safety.

U. Halo or Rollover Bars

1. All cars must a minimum of 1 upright vertical rollover post. Upright must be located directly behind the driver seat. Must be made up of a minimum of 2 inch round or square tubing with 4x4 plates welded on the top and bottom of tube. The upright must extend from the floor to the roof or from the rear cross bar to the roof.
2. You may add a 2nd roll bar on the passenger side if you choose
3. You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the car... It may not exceed 5" in diameter.
4. This bar must attach to the rear seat cross bar, no exceptions.
5. Halo bars must be in a direct vertical line with the seat bar.
6. Halo bars may NOT be angled toward the rear of the car. They must be vertical
7. You may bolt the halo bar to the roof sheet metal in 2 places.

V. Repairing Pre Ran Cars

1. When repairing damaged cars, you may use (2) 4"x4"x 1/8" plate per frame section. These plates may not touch each other in any way. Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.
2. A frame section is one frame rail in front of or behind the OEM firewall, 2 plates RR frame, 2 plates LR frame, 2 plates RF frame and 2 plates LF frame rail. You may not add any more plate than this.
3. 2 PLATES MAX PER FRAME SECTION.

W. Inspection Procedures.

1. Official's decisions are final.
2. You will be given one (1) opportunity to correct items on your car.
3. Each car gets a maximum of 2 times thru inspection.
4. YOUR HOOD MUST BE OPEN FOR INSPECTION--- IT DOES NOT MATTER WHO YOU ARE.
5. Do not come to the inspection line if you are not done preparing your car.
6. Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don't do it or your car will be weakened!
7. It is your responsibility to report to tech. Failure to report to tech or competing in any event with a car that has not been inspected will result in immediate disqualification and a monetary fine
8. Protests are not allowed. Official's decisions are final

X. Safety

1. Driver must wear helmet, seat belt and eye protection at all times during competition.
2. Driver must remain in vehicle with all safety equipment on until directed by a track official to exit the vehicle. (fire is the only exception)
3. Driver's door hits are illegal. Any driver's door hit deemed intentional will be cause for disqualification. Repeated unintentional or careless driver's door hits will be cause for disqualification. Official's determination is final
4. Intentional or repeated unintentional use of your driver's door as a defense may result in disqualification.
5. No hot rodding in the pits
6. You are allowed 2 fires. The third fire will be cause for disqualification

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