



LFR Promotions Schmeck Family Memorial

Chain and Bang Bonanza Build Rules and Regulations

If you have any questions about the rules, don't just guess! Call or text Conner at 541-589-0517.

Open to any full size car or station wagon, NO hearses, ambulances, commercial vehicles, or Imperials.

If you are built anymore than what is stated in these rules, you will run with the LFR Promotions Big Car Bash class (heavier build class)

PLEASE NOTE: ALL COMPETITORS FOR THE DESCHUTES COUNTY FAIR (DCF) DEMOLITION DERBY MUST BE 18+

Section 1: General Arena/Pit Rules

- Absolutely no alcohol or intoxicating substance for the driver during the event.
- Any Driver or Pit Member, signed in under the car, found to be under the influence of drugs or alcohol, will disqualify the car for the remainder of the event.
- All drivers must present a valid driver's license or learner's permit and sign a release of liability waiver.
- Participants 15-18 years of age must have a parent or guardian sign the entry form and release of liability waiver. REMEMBER: 18+ for DCF
- No one under the age of 15 will be allowed in the pit area after 12:00 PM until the event is over. REMEMBER: 18+ for DCF
- Cars must be towed or trailered to the event and must be removed from the grounds after the event.

- Upon Registration there will be a \$0 fee.
- This covers the entry for the car, driver and one pit member. Additional pit passes are \$20.00 each. Pit members must sign a release of liability waiver.
- No one is allowed in the arena area during the event.
- Only officials will be allowed to be on the arena side of the fence during the events.
- Drivers must stay in the car until the heat is over or the event has been stopped by officials.

- Any body part outside of the car other than an arm will immediately disqualify the driver, and they will forfeit any prize they may have won.
 - Only one person will be in the car when participating in the event.
 - Drivers must have an approved full face helmet. NO bicycle, football or half helmets allowed.
 - Drivers will stop at the gate before entering the arena so officials can check and make sure helmets are secured and seat belts are on. If a driver is found to not be wearing a seat belt or not have their helmet properly secured, they will not be allowed to enter the arena until they put their seat belt on and secure their helmet properly.
 - A seat belt must be worn AT ALL TIMES. (see seatbelt section)
 - If you fail to wear your seatbelt for the entirety of the heat or main event, you will be disqualified and forfeit any prize you may have won.
 - Drivers may do a "HANDS-OFF" inspection of other cars.
 - No **intentional** hitting of the driver's door. The judge's decision is final.
 - In the event of a roll over, the event will be stopped until the vehicle is upright. ○ Roll-over cars will not be allowed to continue.
 - If the vehicle is flipped on its side, it will be the judge's discretion if the vehicle is safe to continue.
 - If a car is disqualified in any heat for any reason, it is allowed to advance to the main event if the officials deem it safe to do so.
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- All drivers will stop in case of fire, roll-over, or other emergencies. ○ Drivers must remain in the car unless declaring themselves out of the competition.
 - It is the driver's decision to shut off the motor under these circumstances, unless directed otherwise by an official.
 - No radio or cell phone communication allowed in the arena.
 - Flags will be up during the heat and the main event until drivers take themselves out of the competition.
 - If you break your flag, you cannot reenter the action. If you break your stick or wave your flag in a heat, you are automatically out and forfeit your placement if there are still other cars on a timer. i.e. if there are three competitors remaining in action and you break your stick you will default to third place. If there are four you default to fourth, and so on
 - You will be given 2 flags upon passing inspection.
 - All cars must be in continual action.
 - Cars cannot be out of action for 2 minutes or you will be told to pull your flag. Cars must make a hit every 2 minutes or be disqualified, meaning unassisted contact in forward or reverse under their own power. Rocking back and forth is not considered a hit. NO SANDBAGGING!
 - Any car or driver the officials deem to be unsafe or a hazard will be ordered to stop and take themselves out of competition.
 - A car will not be allowed to compete if the judges find it to be unsafe prior to a heat or the main event.
 - Most aggressive Driver will be determined by all officials and event staff! ● Judges decisions are final
 - This really shouldn't have to be here, but drivers must stay seated in their seat for the entirety of the heat. Absolutely no standing up to fix something while you are competing. If a driver fails to stay seated, they will immediately be disqualified.
 - Chain and Bang cars will not be allowed in the main event.
 - All drivers must refrain from intentionally pushing cars through logs/barriers. This creates a safety hazard for officials and emergency crews around the track. ○ If you intentionally push a car through/onto the logs/barriers, you will be told to break your stick for intentionally breaking rules.

- If you are pushed onto a log/barrier and can not get yourself off, we will pull you off.
- We understand accidents happen, but intention to push someone through the log/barrier is clear. Help us keep this event as safe as possible for officials and emergency crews so we can continue to have it.

Section 2: Car Preparation

Build to the rules, do not overbuild. If your car is found to be altered in any way except for what is specified below, you will be asked to cut or be put in with the heavier build full size class. If you try to argue with tech officials and be belligerent, you will receive a 1 year ban for the first offense.

Meaning you will not be allowed to compete in the next year's event. In the event of a second offense, you will receive a lifetime ban. You may still attend the show as a spectator, but you will not be allowed to compete.

- (a) All glass must be removed.
- (b) Flammable materials inside the car must be removed.
 - Trunks must be free from any debris.
 - The inside of the doors must be clear of all glass and debris.
 - All light covers/bulbs, side mirrors, hubcaps, grills, side chrome, plastic, door handles and pot metal must be removed.
- (c) All trailer hitches, related brackets, reinforcements and hardware will be completely removed.
- (d) You must have a number sign securely mounted to the roof and numbers must be clearly visible and contrasting colors to the car. Numbers must be a minimum of 18 inches in height.
- (e) Cars must have a minimum of two working hydraulic brakes.
- (f) You must have either an air cleaner or suitable flame arrestor. A large hole must be cut in the hood, at least 12" in diameter, and must be put in the hood for fire extinguisher access. Header holes are acceptable for fire access holes if they are large enough. The judge's decision is final.
 - No alternative starting methods i.e. starting fluid etc...
- (g) DOT approved tires ONLY
 - Tires must be filled with AIR ONLY
 - Tubes are allowed.
 - Wheels must be stock-type only. I.e, no multi lug weld in wheel centers permitted.
- (h) Transmission lines may be looped. No transmission coolers permitted.
- (i) Exhaust pipe must be cut in front of the rear axle. You may use upright headers.
- (j) You must use the factory rear end to that make/model/year of car. Suspension must remain STOCK as it came from the factory (this includes front and rear suspension components.)

Section 3: Fuel Systems

- (a) Stock fuel tanks must be removed or have a 6 inch hole knocked in it at the lowest point.
- (b) Gas tanks must be a safe container and made of steel. Example: boat tank, saddle tank or fabricated tanks, and must be approved by an official. ○ NO PLASTIC tanks or jerry cans.

- Gas tanks must be bolted and/or chained solid to the car body and must not connect to the frame.
- Tanks must be capped with a leak proof cap and placed directly & securely behind the driver area or in the center of the rear seat area. ○ Tank must be mounted inside of the frame rails of the car.
- If a vent tube is used it must extend out of the passenger compartment.
- (c) Gas lines and fittings must be leak proof. (NO EXCEPTIONS!! Double clamped is strongly recommended)
- Electric fuel pumps are optional. If an electric fuel pump is used, you must have an on/off switch that is positioned so that up is on and down is off. The switch must be easily visible and "off" must be clearly marked.

Section 4: Batteries

- (a) Batteries must be removed from the engine area and relocated inside of the vehicle and placed in a securely mounted approved battery box, placed in the passenger floor area.
- Battery box must be of metal construction, and securely fastened to the floor.
- In NO way may it be connected/bolted to the frame.
- All batteries must be covered with rubber (inner tube) to protect the driver. ○ No wooden boxes or plastic milk crates.
- (b) Two (2) batteries maximum
- (c) Switches or wires used for powering off the car must be within reach of the driver while harnessed in.
- Switches need to be clearly marked on/off and orientated where up is on and down is off.

Section 5: Safety Bracing

Build to the rules, do not overbuild. If your car is found to be altered in any way except for what is specified below, you will be asked to cut or be put in with the heavier build full size class. If you try to argue with tech officials and be belligerent, you will receive a 1 year ban for the first offense.

Meaning you will not be allowed to compete in the next year's event. In the event of a second offense, you will receive a lifetime ban. You may still attend the show as a spectator, but you will not be allowed to compete.

● ABSOLUTELY IN NO WAY MAY THE CAGE/SAFETY BRACING CONNECT TO THE FRAME IN ANY WAY SHAPE OR FORM. THIS IS A **STOCK** CLASS FOR A REASON.

- (a) A front cross brace may be installed above the steering column from window post to window post if the dashboard is removed (in the former position of the dashboard).
 - It must be made of a minimum 2" pipe or square tubing with minimum of 1/8" wall thickness and be securely fastened into position.
 - The dash bar in no way may touch or be bolted to the frame of the vehicle.
 - If a 2 piece brace is used, it must be securely fastened so that it cannot collapse. (Welded or minimum 3/4" bolt)
- (b) A rear cross brace must be installed from door inner skin to door inner skin, as close to the door post (B pillar) as possible, and at least halfway up from the floor.
 - It must be made of a minimum 2" pipe or square tubing, with plates welded on the ends.
 - The end plates may not extend more than 12" past the cross bar (towards the rear of the car).
 - The cross brace must be securely attached! Either bolted to door skins with a minimum of two 3/4" bolts per side, or welded to the B pillar, or both.

- If the cross brace is collapsible, it must be pinned with a 3/4" bolt (minimum) or welded so it can't rotate or collapse.
- (c) Both front doors may be reinforced with a minimum 6" wide, 3/16" thick channel iron, or a Grader blade.
- The side iron must not be more than 6' in length and must begin ahead of the front door seam and be no more than 6" in front of the front door seam.
- Door bars may not extend over the edge of the wheel well openings.
- The iron must be bolted with a minimum of three (3) bolts (3/4" min) that extend through the inner panels.
- Backing plates (washers) must be used and must be a minimum of 4" x 4" x 3/16" thick on both front and rear ends of the door bars.
- The front bolt must be located through the A pillar/electrical knockout, at least one other bolt must go through the plate connected to the rear cross bar.
- The ends of the side irons must be cut at a 45-degree angle.
- If your door bar comes off during the derby you will be disqualified.
- (d) Inside cages/door bars will be held to the same standards as the above. With the exception that the cross bars can be welded to the door bars to create a 4 point cage.
- It must be securely fastened by bolting through the door with a minimum of three (3) bolts (3/4" min) that extend through the inner panels.
- Backing plates (washers) must be used and must be a minimum of 4" x 4" x 3/16" thick on both front and rear ends of the door bars, and or welding the door bars to the door skins and A and B pillars. If welding to the pillars and door skins, a minimum of 4 (four), 2 inch weld per side.
- (e) Uprights/halo bars are mandatory, NO EXCEPTIONS.
- They must be behind the seat and securely fasten to the TOP of the rear seat bar.
- The upright on the drivers side may go to the floor and be securely mounted with a maximum 8" x 8" x 1/8" plate TO SHEET METAL ONLY.
- If the driver's side upright is found mounted to the frame, you will be asked to cut, or run with the heavier build class.
- The top crossbar across the roof must be welded to the roof with 12" of total weld on BOTH sides of the bar. It may be stitch welded or a solid weld not exceeding 12" along the center of the bar.
- Uprights on the drivers side must be padded at head level.

Section 6: Seat and Seat Belts

- (a) Approved safety harnesses or functioning OEM belts are mandatory.
- No ratchet straps, wire, or rope!!!
- They must be mounted to stock mounts or have a 2" minimum flat washer where it is mounted through the sheet metal.
- Lap belts are acceptable!
- (b) Seat must be OEM stock of that make/model/year of car.
- (c) No fiberglass/plastic racing style seats.

Section 7: Building, Welding & Securing

THERE WILL BE NO OTHER WELDING OTHER THAN WHAT IS STATED BELOW. IF YOU HAVE A QUESTION ABOUT WELDING, PLEASE CALL THE HEAD TECH OFFICIAL!! IF WELDING IS FOUND ON THE FRAME OR SHEET METAL THAT IS NOT SPECIFIED BELOW, YOU WILL BE ASKED TO CUT OR LEAVE!

- (a) Absolutely no welding allowed on the frame of the car.
- (b) You may fully weld the drivers door seams ONLY

- You may use filler no larger than 2"w X 1/8" thick or 3/8" re-bar or equivalent no more than.
- Doors (except drivers door), trunk lids, tailgates and hoods must be secured shut with chains or wire as follows:
 - (i) Hoods, trunks and tailgates must be secured in a MINIMUM of 6 (six) places and a MAXIMUM of 8 (eight).
 - (ii) Chains must be a minimum 1/4" & maximum of 1/2" welded type. A bolt no smaller than 5/16" & maximum of 1/2", with washers, must connect the chains.
 - (iii) Doors must be secured in a MINIMUM of 6 (six) places.
 - you may wrap chain from roof to upper window well
 - At least 2 (two) of your securing points must be from the bottom of the door through the floor of the car. THESE MAY IN NO WAY WRAP AROUND THE FRAME
- (d) Bumper swaps will NOT be permitted.
 - You must use the factory bumper to that make/model/year of car
 - ABSOLUTELY NO WELDING ON BUMPERS
- (e) Front and rear bumpers may ONLY be secured using the factory bolts and chain/wire as follows:
 - chain/wire may be wrapped around the bumper to the BODY ONLY
 - Chain/wire may in no way connect to the frame.

Section 8: Radiator and Radiator mounting

- (b) The original core support must be OEM to that make, model and year of car, and fastened in with the factory bolts and bolt holes. Absolutely NO welding in the core support.
- (c) Radiators will be mounted in the stock position using factory bolts and bolt holes, seat belts, or ratchet straps. Absolutely NO welded mounting of the radiator is permitted.
- (d) You may use A/C condensers as a "meat shield" on either side of the radiator.
 - Condensers will be secured to the core support ONLY, using only #9 wire or equivalent. Bailing wire/tie wire is permitted.
- (e) Absolutely no additional coolant/water capacity allowed
- (f) Absolutely no use of spray foam as filler will be permitted
- (g) Looped lines are permitted

Section 9: Repairing Damaged Cars.

Use your best judgment, if you think it's too much it probably is.

Frame repairs:

- You may repair damaged frame with no more than 1/4" thick plate not to exceed 2" on either end of the damaged area.
 - You may not plate top or bottom of the frame, only the inner and outer frame, limited to 1 foot of repair per frame rail.
 - Photos will help your case here.
 - Inspector has the final call and you may be asked to cut it if it's deemed excessive.

Section 10: Misc. Can & Can't Do

- (a) You may cut the firewall for distributor clearance.
 - You must cover the hole to block fire from getting in the passenger compartment.
- (b) ABSOLUTELY NO ALTERATIONS OF SUSPENSION COMPONENTS. This includes NO clamping of leaf springs.
- (c) Body mounts must remain as they came from the factory.
- (d) You may re-bolt hood skins. 16 bolts maximum. 3/8"max bolt size. 1" max washer size.
- (f) Fire extinguishers are NOT mandatory, although highly recommended. ○ If a fire extinguisher is installed in the vehicle, it must be securely mounted and within drivers reach.

- We suggest having one in your pit area.
- (g) You may chain the humps.
- You will be allowed 1 wrap of chain.
- It may go around the rear end 1 time and up through the body and around the frame 1 time and be bolted together.
- If you don't chain your humps you may run chain from rear rail to rear rail behind the rear humps.
- 3/8" chain max.
- (i) No engine cradles allowed.
- (j) Window bars shall not exceed 2"x2"x 3/16" angle and must be installed down the center of the windshield from top to bottom.
- You may install them in a manner of which the bottom is wider than the top to form an upside down V or 2 vertical.
- Window bars must be bolted with a minimum of 3/8" and maximum of 1" bolts.
- No sheet metal screws allowed fastening window bars.
- Rear window bars may be added no more than 6" extension on roof and in no way contact the deck lid or frame.
- They shall not exceed 2"x2"x 3/16" angle.
- Max 2 each parallel with the roof.

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