2017 Turner County Fair
Demolition Derby Rules
Parker, SD

GENERAL RULES

1. The general rules apply to each driver and pit personnel member. DRIVERS ARE EXPECTED TO KNOW THE RULES AND OBEY THEM. The rules set forth have been designed to provide orderly conduct of the sport and are in no way a guarantee against injury, death, or theft to a participant, spectator, or official. These rules shall govern the condition of all events, and by participation in these events, all participants shall be expected to comply with these rules.

2. Absolutely NO alcohol in the pit area before or during the event. No fighting allowed. Officials will not tolerate any profane language/gestures before, during, or after the event. No hot-rodding or speeding in the pit area. If a car does not run a heat, that car does not run a consolation heat. The driver/owner is responsible for his/her pit crew and their conduct and safety. All drivers and at least one crewmember must attend the driver’s meeting. Any of the above violations subject the car that he/she is associated with to disqualification and asked to depart from the pit area immediately and may be rejected from other events. NO REFUNDS will be given for any reason.

3. Ladies may compete with men. Drivers must be 16 or older to drive and must have a valid driver’s license. All drivers and pit crew between the ages of 16 and 18 years of age must have a guardian or parent’s signature prior to participation. NO ONE IN THE PIT AREA UNDER THE AGE OF 16 ALLOWED. All drivers and pit crew must sign a release of liability.

4. A stick will be placed on all cars competing, and drivers must break it when finished or when told to do so. If driver is bending the stick but cannot break it, officials will break it. The stick may not be put back up after it is broken. If any door comes open during demo, you will be disqualified from your heat; you may fix it and come back and run a consolation heat.

5. The derby will be stopped for bumpers or axles in the arena and removed for everyone’s safety.

6. All cars not removed after the event will become the property of the promoter.

7. OFFICIALS RESERVE THE RIGHT TO REFUSE ACCESS TO ANYONE OR ANY CAR THAT IS UNSAFE TO DRIVE

For Pre-registration call:
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For more information regarding the rules, please contact:
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SAFETY RULES:

1. DOT full faced helmet, neck brace, and long pants required. All drivers must wear a seat belt.
2. Battery must be removed from stock position and installed inside passenger compartment and securely fastened.
3. BRACE BARS must be a 2”-4” square or round metal bar, 1/8” thick, placed directly behind the driver’s seat with a MINIMUM of 6”x6” metal plate. The plate must be at least 1/8” thick and attached to the ends of brace bar and SECURED TO CAR BY BOLTING OR WELDING TO THE HEAVIEST PART OF DOORPOST. Bars may be in an X and must be no more than 10” behind driver’s seat secured to only the body. No brace bars under the hood. A dash bar and two bars connecting from dash bar along both inside front doors to bar behind seat may be installed.
4. CAR NUMBERS AND SIGN must be placed on the roof of the car no smaller than 15”x15” and must be readable from both sides. The passenger and driver’s front doors must have numbers at least 18” tall. Both the sign and the doors must have a light colored background with dark colored numbers for easy visibility.
5. CAR PREPARATION. It is mandatory that all glass be removed. Broken glass, dirt, and loose debris must be swept from the car. Do not break the door windows and leave the glass in the door. The rear seats and interior must be removed; plastic bumper covers, head lights, tail lights, tail lenses, all chrome trim, interior and exterior door handles, door lock cylinders, license plate brackets, luggage racks, mud flaps, and trailer hitches must be removed prior to admittance to the race track. You may have a floor shifter and a hand throttle.
6. FIREWALL Any holes in firewall must be covered with a non-flammable material to prevent competitor from being sprayed by hot oil or water.
7. GAS TANK The original tank must be removed and a leak proof fuel cell or boat tank must be placed behind the driver’s seat or center of back seat. No 5-gallon gas cans allowed. The tank must be bolted securely to the floor tin with bolts, nuts, and washers. The tank must be secured over top with a chain, original gas tank straps, or stronger material. The gas tank, electric fuel pump, and all fuel lines must be covered with a non-flammable material.
8. WINDSHIELD BARS must be welded or bolted on to protect the driver (3/8” bolts, nuts, and washers MINIMUM). Two bars from the top of the windshield to the dash area: one must be in the center of the windshield and the other between the first bar and the driver’s side. Bars must be a MINIMUM of 5/8” diameter or strap 1” wide x 1/8” thick.

South Dakota Unified Derby Rules

WELDED CAR BUILD RULES:

1. Any American make car can run with the following exceptions: NO 2003 or newer FoMoCo frames, Suicides, 1970 or older Lincolns, 1973 or older Chrysler Imperials or Imperial sub frames, 4 x4’s, ambulances, hearses, trucks, El Caminos, Rancheros, and limousines.
2. No fresh paint or undercoating on the frames at all. No Buffing or grinding of frames or bodies except where welding is specifically allowed in these rules.
3. All cars must be stock, unless modifications are stated in the rules.
4. All glass, plastic, chrome trim, interior, and anything flammable must be removed from the car before arriving to the derby. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in bright colors on each front door and must have a 15 x 15 sign on the roof or your car with eh car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen your car. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop, it will not be inspected.
7. NO welding other than what is mentioned in this set of rules. If your car is found with any other weld, other than what is allowed, and you refuse to fix it to the judge’s satisfaction, you and your car will not run.

FRAME:
1. If you restub your frame you are only allowed to use the same make and decade of stub as the car you are running. No re-stubbing fresh frames PERIOD unless you can prove that the front frame of your car is damaged to such a degree that is not usable and has to be proven and approved by the head tech ONLY!
2. When connecting the new stub to the frame, do so under the front doors but do not support the splice with the cross member. If you slide the frame into the stub or stub into frame, you can only do so by 6” PERIOD. If you use a plate to weld the stub and frame together, you may only use a plate ¼” in thickness and must be trimmed to the same basic size and shape of the frame/stub. NO other means of connecting a stub to a frame are allowed.
3. No ’03 and new FoMoCo frames or stubs PERIOD! No 1973 or older Imperial or stubs PERIOD!
4. You may shorten the frame on the front and/or rear frame. You may cut the front frame off flush with the front edge of the body mount hole. You may cut the rear frame off to make the rear frame ends square only. If you do not cut the frame ends off, you cannot add any metal back unless it is specified in another part of these rules. If it is a weld on a body mount, leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.
5. Re-welding of the main factory seam on the top of the frame from the firewall forward to the front end of the frame. Weld must stop 1” in front of firewall forward to the front end of side of frame. Weld must stop 1” in front of firewall and must be able to be seen by officials. On the bottom side of frame, you can weld from the front side of the a-frame to the front end of the frame. If you title your frame that requires welding, restub your frame, or do any allowed welding to your crush box you ARE NOT ALLOWED any more welding to the front frame. If you do not do any of those three, you are allowed one single welded up to 14” long anywhere in between the rear of the lower a-frame to just under the firewall. All welds must follow the factory seam weld and can only be ½” maximum width with NO added/filler metal.
6. Y frame Chryslers may plate the top or bottom for the Y in the frame not both. Plate material cannot exceed ¼” thickness.
7. CALL BEFORE FIXING ANY RUST ON THE FRAME. If allowed to repair, the rust can be cut out and a piece the same thickness as the frame wall will be cut exactly the size of the hole and be butt-welded in with no overlap.

8. You can only plate frames that have been bent or damaged and that damaged has to be evident. You are allowed only 16” of total plating PER FRAME RAIL! This can be divided up to four times (IE-4-4” plates) PER FRAME RAIL! Plates can be butted together but CANNOT overlap or be stacked. Maximum thickness of plate material is 3/8”. The plates have to be flush with the top and bottom of the frame and CANNOT wrap/fold over the top and bottom edges of the frame.

9. Frame tilting is allowed on all cars but NO adding of any gussets. On newer style FoMoCo’s crush box seams may be cut on the top, back and front of the box. Bottom must remain uncut. Tabs may be re-welded with no extra filler metal.

10. Dimpling, notching, and pre-bending of the rear frame is not allowed.

11. Frame shaping is NOT allowed.

CAGE
1. All cage material must be no larger than 6” OD, unless specified for a specific rule smaller, it must also be a minimum of 4” off the floor everywhere except the down legs going straight down. No cage material may be within 6” of the firewall and be a minimum of 4” off the transmission tunnel.

2. You may weld a bar behind the seat from doorstop to doorstop, it may be an X, do not connect directly to the frame. You may also have a single bar (with no extensions) across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two bars down from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the topside of the frame. These bars cannot exceed 2” x 3”.

3. You must have a roll loop (halo bar) behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. The halo bar has to be straight up and down. Back of cage including the roll bar has the be placed: Ford and GM- a minimum of 5” plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2” x 3” square tubing.

4. All Mopar cage material must be 5” forward from the center of this body mount hole other than the kicker plate explained prior. Some Mopars have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba’s, call first.

5. You may also weld a steering column to the cage.

BUMPERS
1. Only stock bumpers are allowed and only bumpers that came stock on cars LEGAL FOR THESE RULES. Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used.

2. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to the shock towers. You can collapse
shocks, and you can bolt the shocks to the towers with ½” bolt or less, and it must be done vertically. No brackets are allowed to extend any further back than the first 10” of the frame.

3. You can replace bumper brackets with 1-4” wide x 3/8” thick strap extending from your bumper down one side of the frame and cannot extend any further back that the first 10” of the frame. Maximum length of the total bracket is 14”. You are also allowed to wrap this strap around the front of the frame 4” to create an “L” shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Don’t abuse this rule or you will cut it.

4. You may reinforce/load bumpers on the inside of the bumper between the bumper skin and the inner support ONLY and it MUST remain the original shape. You may only load bumpers that have an inner support.

5. No manufactured/homemade bumpers allowed.

6. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid; we do not want this coming off. No welding bumper to the body in any fashion, except on a 71-76 GM wagon rear bumper it may be welded to the body if still in factory location.

7. Rear bumper height must be a minimum of 16” from the ground to the bottom of the bumper. Bumpers must be in stock location.

8. Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only; do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

9. The bumper must be completely in front of the frame rails.

10. No part of the bumper may extend back past the front most part of the frame rails.

FRONT SUSPENSION

1. Tie rods can be stock, reinforced stock, or aftermarket. If you use aftermarket tie rods they cannot be welded. The only way you can reinforce a stock tie-rod is the tube only. The only reinforcement allowed is by welding a shaft to the tie-rod tube (which has to be the same length and outside diameter as the tie-rod tube). NO other forms of reinforcement or welding are allowed to the tie rods.

2. Stock a-frames only. NO AFTERMARKET a-frames. A-frames may be welded or bolted down but may not be reinforced. If welded it may only use up to a 2” x 4” x 1/8” thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1” past the widest part of the a-frame. You may out older a-arm brackets on newer style Fords, but do it cleanly. If you convert a-arm mounts the bumper bracket will go off the original style mounting location or the new mount.

3. Only stock replacement ball joints designed for passenger cars are allowed.

4. Do not re-engineer the way the steering components mount to the frame. Only stock replacement ball joints are allowed.

5. Steering box may be interchanged but must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. You may run stock, aftermarket, or homemade steering column and removable steering wheels are allowed.

6. Hubs must remain stock for the spindle you are using. No aftermarket hubs or rotors. Brake calipers must remain stick for the stock spindles.
7. Spindles must be stock for a car that is legal in the class you are running with no modifications.

REAR SUSPENSION
1. No flat stacking leaf springs. Leaf springs must be stock and made of stick spring material, with a 1” stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8” thick and no wider than 2 ¾” wide. The main leaf must be the top spring in the spring pack and lead springs must go down from the longest to shortest in minimum 1” stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can’t exceed 2” x 4” x ¼” thick.
2. No leaf springs on a coil car and no coil spring on a leaf car. No combination of springs on one car.
3. You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than 2 spots, do not weld them together), or put spacers in staffing coil springs to get your height, do not raise the suspension any other ways to expect what is listed above. You can bolt, wire or chain coil springs to the rear end and frame to prevent springs from falling out. Do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from coming unbolted.
4. You can loop chain or wire (1 loop of 3/8” chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end; you can weld on link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.

REAR-ENDS
1. Use rear end of choice but must be no more than 5 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended. Brace rear-ends are allowed.
2. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using. No hybrid setups.
3. Watts-Conversion is allowed. No changing out rear package trays on frame.
4. You must use the factory brackets that came with the car you are running. No relocating brackets on the frame.
5. Pinion breaks are allowed.

WHEELS AND TIRES
1. Tires no bigger than 16”, no split rims, no studded tires. Foam filled or double tires are OK. Valve stem protectors are OK. Tires may be screwed to rims. We don’t want any flats.
2. Only reinforcement a wheel may have is a weld in wheel center no bigger than 8” in diameter.

ENGINE
1. Use engine of your choice, motor must be in stock location.
2. You are allowed two 4” x 6” plates on the frame engine saddle to attach your engine mounts to.
3. Engine mounts may be welded and modified to mount any engine in any car. Lower engine cradles will be allowed but only to secure engine. Four 1.5” chains, four flat steal straps, or two 2” x 2” angle iron may be used to secure the engine. If chain is used only one link may be welded to the frame. If strap or angle iron is used no more than 2” may be attached to the frame. Any attachment may be offset no more than 2” in front of the engine or behind the engine.
4. Mid plates are not allowed. Pulley protectors are not allowed.
5. Distributor protectors are allowed but, firewall must be cut so at no time will it come in contact with the protector. The firewall cannot touch the protector even after damage from the derby.

RADIATORS
1. You can either run a manufactured passenger car style radiator or remove the radiator. No homemade radiators or water barrels allowed. Manufactured aftermarket aluminum radiators are allowed. If do not run a radiator you can tie your hoses together and install a pressure relief valve.
2. Radiator must be mounted in stock location.
3. For mounting radiators, you can use up to 4-1/2” all thread. This may pass thru bottom of the core support. This must not pass thru upper core support. It may be attached to 2” x 6” x 1/8” thick flat steel and must be welded to the core support; must be welded outside the fan.
4. No radiator guards/protectors allowed.

FUEL TANK:
1. Original gas tanks must be removed.
2. You must use a boat tank or well-made fuel cell. It must be properly secured and covered. Only metal tanks may be used.
3. Fuel Line must be secured and fastened properly. Keep away from exhaust.
4. Place fuel cell behind driver’s seat in the center of the car where the back seat used to be.
5. No other source of gas inside the car.
6. You must run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24” wide. It can angle in from your roll over protection. It must be a full 3” away from rear sheet metal, which cannot be removed. The bracing must be a 4” above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

TRANSMISSION
1. You may run steel, titanium, or aluminum bell housing and transmission brace but CANNOT run midplates, skid plate/pan protectors, aftermarket tail shaft cones, and no other modifications may be on transmission.
2. If you do not use a trans brace you are allowed to bolt the transmission directly to the cross member with 2 5/8” bolts with 1.5” washers using the factory holes in the factory tail shift cone.
3. If you run the transmission brace you must cut 1” wide; cut the length of the transmission
tunnel and the brace must slide over the cross member OR use a stock rubber mount.
NOT BOTH.
4. You can run either a factory cross member legal for this class or you can replace the cross
member but it can be no longer than 2” x 3” x ¼” thick square tubing or 2” x ¼” thick
round tubing. The transmission cross member must be one piece and must be straight
from side to side.
5. You can use either the stock mounts or you can weld 2” angle iron no thicker than ¼”, no
longer than 8” to the side of the frame to support the cross member. You must remove the
stock mount if you run the angle iron.
6. You can either secure the cross member to the mounts with two bolts per side or weld the
cross member to the mounts with no added metal are the only methods allowed to fasten
the cross member to the cross member mounts.
7. The transmission cross member is the only method which the transmission may be tied
in.
8. Slider drive shafts are allowed.
9. Transmission coolers are allowed. These coolers must not be placed to reinforce the car.
No bolts may extend through the frame to create a body amount.

#9 Wire Rules
1. You are allowed 2 spots with 4 loops of wire, or up to one strand of 3/8” cable with no
larger than 6” turn buckles, no chain in the door window openings and may go to the
frame. All #9 wire going the windows must stay in the passenger compartment and may
not be twisted around the cage at all. The cage cannot support these wires in any way.
2. They may touch the cage but if the judges feel the wire will not freely travel by the cage
you will be asked to change it. When going through the floor and around the frame, it has
to go through the flat part of the floor. If you don’t understand, please call first. If you
chose to weld a washer on the body to run wire through it may only be a 2” sq washer
welded to the body. Nothing may be welded or added to frame to support or route wire.

BODY MOUNTS
1. Body mounts bolts can be replaced with 1” bolts. Body mounts can be replaced with a
steel spacer or washers and must be 1” thick and have the same diameter as stock spacers.
Bolts may extend through body and have up to a 3” washer on top. Washers must be
separate and cannot reinforce the frame. Bolts must be up inside the frame. IF you choose
to use a body mount hole for your trunk ready bolt does not have to be inside the frame,
the plate can go on the bottom side of the frame and be no longer than 3”. If you choose
to leave in the stock rubber puck you must leave the metal cones inside the rubber puck.
2. You must leave at least ¾” space if using factory rubber spacers. Do not devise a way
that enables you to suck them down tight.
3. Radiator support mounts can be removed, and you can suck the radiator supports down
solid. Absolutely no body mounts may be moved or added, do not shorten the front of
your car and move back past the body mount hole as your car will not run. If you have
the build core support spacers you may weld it either to the body or the frame mount, but
only one side can be welded. Core support spacers cannot exceed 3” square material. The
front frame must not be shortened too far that the 1”, all thread must pass through the
factory stamped hole. The all thread may only be welded to the side of the frame in this location. Chrysler k-member cannot be altered.

BODY
1. No body shaping is allowed. Creasing of exterior body panels is allowed but body must remain in same basic shape.
2. You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld beyond rust 2”.

HOODS AND FRONT CLIPS
1. Hood must have at least a 12” square hole cut in case of fire. Any holes in hood may be bolted back together with 3/8” or less bolts and 1 ¼” diameter washers. No more than a total of 6 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the six bolts. You are allowed 6 spots to hold the hood on: you must have a minimum of 4 ties down spots. No welding the hood into place to secure it. The entire hood must be removable during inspection. You may move the hood forward and fold over the front.
2. You may have up to 1” all thread, it may go from the hood to the frame, but must go through the front body mounts. This may be welded to the frame after it passes through the body mounts, but may not be nuted underneath the body mounts if it is welded. Only the front two all thread bolts may be welded to the frame. All other tie down must be sheet metal to sheet metal only and the hold down bolts can’t exceed 8” in length. All hood bolts must be replaced outside the windshield bars. You may have plates for hood tie down, not to exceed 5” x 5” x ¼” thick square or 6” x ¼” thick round.
3. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way it came factory.
4. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5-3/8” bolts or with less than 1.25” diameter washers. No rolling your fender and welding them. If you wrap or fold your fenders around your core support, do not exceed 4-3/8” bolts with 1 1/4” washers to bolt back to the core support of fender.

WINDOW BARS AND FIREWALL
1. For safety, all care must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3” x 3/8” thick flat strap.
2. For safety, all cars must have a rear window bar. It must be in the center of the window and extend from the trunk lid to the roof. Bar may not exceed 3” in diameter. The plates that the bar can be welded to will be 10” x 10” x ¼” thickness plate or less.
3. You are allowed to late the firewall flat by cutting relief and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.
4. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be than larger than 3” x 3/8” thick straps. No more than 6” of strap material
allowed on the roof and no more than 6” of strap material allowed on the firewall. Do not go over 6” on the roof or firewall or you will cut.

**DOORS**

1. You may weld your doors shut on the exterior only with nothing larger than 3” x 1/8” thick strap and must follow the door seem. DO NOT overlap strap or you will cut strap off. You may fold tops of doors over and weld the outer and inner skin together but you are not allowed to add any material. If you chose, must be tied shut in 6 locations using ½” bolts no longer than 6”, 3/8” chain, or #9 wire. If we do not deem the care safe to compete, you will add more fastening points.

2. You are allowed to add ONE brace to the exterior side of the driver’s door. This bracing must not stick any further out than 1” from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6” past the exterior door seam either forward or backwards.

**TRUNKS**

1. You may weld your trunk lid shut with nothing larger than 3” x 1/8” thick strap and must follow the trunk seam. Do not overlap strap or you will cut strap off, or you may tie your trunk lid shut in up to 6 spots to tie your trunk shut, two wraps of #9 wire, ½” all threads 8” maximum length, or 3/8” chain may be used no attachment point may come in contact with the frame. All wraps must go the shortest route to tie the lid to the body.

2. Trunk lid must remain in stock location. Trunk lids may be V’d, tucked, wedged, or canoed but must remain at least 10” off of the trunk floor. The 10” will be measured from the top of the frame rails not the spare tire whole.

3. If you tuck the trunk lid to the trunk floor you can only use a total of 12” of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam.

4. All trunk lids must have an 8” hole cut in the center of the trunk lid for inspection purposes but may have 3- 3/8” or less bolts and 1.25” diameter washer bolting the two layers back together.

5. 2-1” all thread may go from the trunk lid to the frame or truck pan. If it passes through a body mount hole, you must have a 1” spacer through the body and frame.

6. GM wagons can butt weld rear decking in place but cannot add any metal to the weld. An 8” hole must be cut for inspection purposes. All rear seat components must be removed.

**PROTESTING**

1. There is a $200 non-refundable protest fee.

2. Only during the Feature (Grand Daddy) can there be a protest.

3. Only the top four cars can be protested.

4. Both cars must have competed in the feature (Grand Daddy).

5. The protesting driver must have cash in hand directly after the feature in order to protest.

6. The protesting driver’s car and the protested car will be inspected. If either car is found to be illegal, it will be disqualified.

7. If the protested car is illegal and the protesting car is legal, the protester will get $100 back. IF the protester’s car is illegal and the protested car is legal than the protested driver will be receive $100. In either case $100 goes to the derby. If both are illegal than the $200 goes to the derby.
THERE ARE NO GRAY AREAS. IF IT DOESN’T STATE YOU CAN, THEN THAT MEANS YOU CANNOT, PERIOD.

PAY OUTS:
1st place- $1200
2nd place- $800
3rd place- 500
4th place- $200

TRUCK BUILD RULES
1. Pickups must remain stock unless otherwise noted in these rules.
2. Any make, model or year of pickups and suburban’s allowed. No flatbeds or service boxes allowed.
3. Must be at least 6 body mounts in the cab for the driver’s safety.
4. It is required to have the box welded to the cab.
5. Seat belts are required. Four point harnesses will be allowed.
6. All interior, door panels, headliners, carpet, rear seats, and any other flammable materials must be removed from vehicle. Dash must also be removed.
7. All glass must be removed from the vehicle. Broken windows must be cut out around the window seal and all broken glass and debris must be removed from the vehicle before entering.
8. All exterior chrome, trim, and any fiberglass parts must be removed. This includes door handles, screws, mounting hardware, etc.
9. Stock gas tank must be removed. All gas tanks must be metal and must be securely fastened in the back seat or box area. Any vents must be routed down through the floor. All tanks must be covered with rubber or inner tube.
10. Any vehicle that is leaking gas will be disqualified in the heats, however, will be allowed to fix it and return in the next round. Any gas leaking during the main event will be disqualified for their own safety.
11. Ice chest style transmission coolers will be allowed and must have a lid or be covered. Hydraulic transmission lines will be allowed.
12. Radiator must be of stock type of aluminum and must remain in the stock location or may be removed.
13. Batteries must be securely fastened on the passenger side front floorboard and must be completely covered or in a battery box. Must be covered with rubber as well. No more than two batteries.
14. Cutting of fender wells and bumpers will be allowed. Fenders maybe bolted back together. 6 bolts allowed per fender ½ inch in diameter. No use of an extra metal.
15. All doors, tailgates, and rear end gates must be welded or bolted shut from the outside only. Filler may be used, up to ½ inch rod or 3” wide strap to 1/8 thick. Filler, bolts, and/or weld may not be attached to the frame in any manner.
16. If the driver door shall come open at any time the vehicle will be disqualified.
17. Tops of doors may be pinched together and welded or bolted. No additional filler or metal will be allowed.
18. Driver door may be reinforced for safety. Reinforcements may extend no more than 10” past the door seams on either side. Driver door may be reinforced on inside, outside, or both.
19. You may fold the sides of the box in from above the center of the wheel well back. Forward of that center point must stay unfolded. The tailgate may be removed or laid on top of folded down sides and secured in place using RULE #15 methods only.
20. Dimpling and notching of rear frame are allowed. Prebending will also be allowed. No frame shaping allowed.
21. No welding under the pickup, in the engine compartment, inside the box, or interior of the pickup unless specified in these rules.
22. All sunroofs must be enclosed for driver’s safety.
23. Hoods may be in the original location or can be moved forward and bent over the front. Hoods must have a hole cut near the center in case of a fire. Cutout section may be folded back and bolted or welded to the hood. No other welding allowed on the hood.
24. Hoods can be chained, wired, or bolted shut. Maximum of six bolts 1” in diameter may be used. Only the front two bolts may extend through the core support and through the frame to replace the front two body mounts. The remaining four bolts may be welded underneath the hood to the body, but cannot come in contact with the frame in any way.
25. Hood washer may be 5” x 5” but cannot be welded to the hood. If chain is used, it must be a single loop around the bumper and no larger than 1/2” chain. If two pieces of angle iron are welded to the frame and the hood they may not exceed 12” in length and cannot exceed ¼” thickness and may only have one bolt connecting them to each other.
26. You are allowed #9 wire from your core support down to your bumper in four spots to strengthen the core support, or you may have two 1” wide ¼” thick strap iron welded from the core support down the bumper. May only overlap the core support 1”.
27. At least two bars or an A design will be required in the front window opening for the driver’s safety. Up to five bars will be allowed.
28. One bar will be allowed in the rear window opening. It must be in the center of the window and extend down to the trunk lid and back up to the roof; you may not use more than 10” x 10” x ¼” thickness plate. Bar may not exceed 3” in diameter.
29. Body mounts may be removed and replace with one 1” spacer. Body bolts may be replaced with up to 1” bolts. Plate no larger than 5” x 5” x ¼” allowed to the tops of the body mounts inside the car. Plates may not be welded, bolted, or fastened to the sheet metal in any way.
30. Top frame seams may be re-welded from the firewall forward. This is the only frame seem to be welded on the frame and the weld beads may not exceed ½” in width.
31. You can only plate frames that have been bent or damaged and that damage has to be evident. You are allowed only 16” of total plating PER FRAME RAIL. This can be divided up to four times (IE - 4-4” plates) PER FRAME RAIL. Plates can be butted together but CANNOT overlap or be stacked. Maximum thickness of plate material is 3/8”. The plates have to be flush with the top and bottom of the frame and CANNOT wrap/fold over the top and bottom edges of the frame.
32. Sheet material may be repaired with the same thickness of sheet metal, but may not exceed 18 gauge and may only overlap the hole or ruse by 1”.
33. Ride height will be bottom of bumper no lower than 16” from the ground and no higher than 28” from the ground. Bumper mounts have to be mounted on side of frame and cannot go any higher that top edge of frame and no lower than bottom edge of frame.

34. No homemade bumpers will be allowed. Other than that any bumper allowed on any vehicle, bumpers may be chained, bolted, or welded on. Bumper may be welded to the brackets; brackets may be welded to the frame. Bumpers may be welded directly to the frame. You may use the brackets that came with the car or the brackets that came with the bumper, but not both. Factory brackets only. No extra steal to be used as brackets. No brackets will be allowed to extend rearward more than 15” from the back of the bumper.

35. Bumpers may be seam welded. The chrome may be welded to inner support. You may reinforce/load bumpers on the inside of the bumper between the bumper skin and the inner support ONLY and it MUST remain the original shape. You may only load bumpers that have an inner support. The ends may be cut, folded back, or capped for bumper support.

36. Front suspension must be comprised of only stock pickup arts. Suspension can be either ½ or ¾ ton. NO swapping coil to leaf or leaf to coil. Front suspension must bolt into the factory holes of factory brackets NO AFTERMARKET OR HOMEMADE BRACKETS.

37. To add ride height leaf suspension, trucks can weld ONE 2” x 2” x 1/8” thick pipe or bolt in 1” in diameter redibolt per wheel. Coil spring suspension can weld ONE strap per wheel from each a-frame to the frame no larger than 2” wide x ¼” thick with no other added material.

38. Leaf suspension can weld the stock bracket to the frame by no more than 3 inches of weld per bracket with no added metal. Coil or a-frame suspension can weld where the a-frame bolts to the frame no more than 3 inches per frame.

39. Any rear end allowed in any pickup. Braced rear-ends will be allowed. Trailing arm mounts may be fabricated for added strength. Rear end gears may be lock or welded. Slider drive shafts will be allowed. Pinion brakes will be allowed.

40. You may run a leaf pack of up to 8 leafs; only two of the leaf may be full length. If your pickup came stock from factory with more than 8 leafs you can either remove extra leafs or cut extra leafs off even with outside edge of shackles. A total of 4 leaf spring clamps per side two in front the rear end and two behind.

41. Coil spring spacers will be allowed. Rear control arms may be modified and reinforced. Shock may be stuffed, but must remain in original position may not be removed and replaced with extra iron.

42. All vehicles will be allowed one loop of chain up to ½” in diameter per side from axel housing to frame.

43. All cage material must be no larger than 4” OD, unless specified for a specific rules smaller. It must also be a minimum of 10” off the floor everywhere except the halo legs going straight down. No cage material may be within 6” of the firewall.

44. You may weld a bar behind the seat from the doorstep, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar on the passenger side and driver’s side connecting the dash bar and seat bar inside of the front doors only. The rear of the main cage cannot go any farther than 10” past the front driver/passenger door stop seams.

45. You must have a halo bar behind the seat, which must be welded or bolted to the floor or frame and may be welded or bolted to the roof. The rear halo bar has to be generally
straight up and down. You can run a front halo bar and you can connect the front and rear halo bars above the roof with one pipe on the passenger and one pipe on the driver’s side. The front halo bar can be angled in the same general angle as the door pillars.

46. You can run a kicker from the back halo to inside of the box and can be bolted to either the frame or bed of box not both and cannot be welded to anything but the halo bar.

47. Engine mounts may be welded and modified to mount any engine in any pickup. Lower engine cradles will be allowed but only to secure engine and can be bolted in only, NOT WELDED. Four ½” chains, four flat steal straps, or two 2” x 2” angle iron may be used to secure the engine. If chain is used, only one link may be welded to the frame. If strap or angle iron is used no more than 2” may be attached to the frame. Any attachment may be offset more than two inches in front of the engine or behind the engine. Any mount or bracing will be cut upon inspection.

48. Distributor protectors, pulley protectors, pan protectors, transmission brace/protectors, and mid plates will not be allowed.

49. Gas tank protectors will be allowed. Gas tank protectors may only be attached to the door post bar may not come in contact with any sheet metal. There must be a visible gap upon inspection.

50. Tires/trims no bigger than 16”, no split rims, and no studded tires. Foam filled or double tires are OK. Valve stem protectors are OK. Tires may be screwed to rims. We don’t want any flats.

51. Only reinforcement a wheel may have is a weld in wheel center no bigger than 8” diameter.

52. All pickups must be able to stop on their own. They will be required to have working brakes before they enter the arena.

53. You must have your number brightly painted on a roof sign and roof sign cannot be mounted or attached to anything but the roof metal.

54. Both trucks must be painted the same colors and schemes Numbers can differ but must be painted the same. All teams must be painted differently.

THERE ARE NO GRAY AREAS. IF IT DOESN’T STATE YOU CAN, THEN THAT MEANS YOU CANNOT. PERIOD.

PAYOUTS:
1st place- $1000
2nd place- $600
3rd place- $400
4th place- $200

COMPACT CAR
1. Car MUST BE 4 OR 6 CYLINDER: no V-8 cars allowed. NO AWD cars.
2. Car must have the wheelbase of 108 or less. NO AMC Pacers allowed.
3. You may weld driver door seams only. Hood, trunk, and passenger door can be chained or wired. No hood pins. Hood must have at least (1) 12” x 12” hole to extinguish fire.
4. Battery must be fastened inside the car.
5. If the gas tank is in FRONT of the rear axle, it may be left in stock position but does not have to be. If moved, tank must be safely secured inside the car with a cover.

6. All glass, chrome, and trim must be removed from the car.

7. May have 1 support bar behind the seat and 1 across the dash with 1 bar attaching them NOT attached to the frame. Bars must be a 2”-4” by 1/8” thick square or round.

8. NO modifications or welding on the frame.

9. Entry for the compact class is $25 at the gate, $20 with pre-registration which include car and driver.

**PAYOUTS:**

1st place- $600

2nd place- $400

3rd place- $200

**CHAIN CLASS:**

1. Any American made sedan or station wagon may compete. No 4 x 4s, ambulance, hearse, truck, limousine, compact, or foreign cars. No imperial sub frame under other cars. No Imperial Chrysler 1973 and older or Lincoln Continental 1970 and older. Newer models or Imperials or Lincolns may compete and may change bumpers.

2. May weld driver door seams only. Hood, trunk, and passenger doors must be chained or wired. Hood must have (1) 12”x12” hole for fire extinguishing.

3. Gas tanks and battery must be moved inside the car. Battery can be on passenger side floor, safely secured and covered. Gas tank must be in back seat, safely secured and covered.

4. May have (1) 2”-4” square or round support bar behind driver seat and 1 for the dash with 1 support attaching them NOT attached to the frame.

5. NO modifications or welding on the frame.

6. Bumpers must be welded on but not strengthened to the frame.

7. Entry for the chain class is $40 at the gate, $25 with pre-registration which includes car and driver.

8. Hood pins may be used with maximum of 4. No halo bars/roll cages. No engine cradles.

9. If you don’t change your car you will get moved to the welded class!!!

**PAYOUTS:**

1ST place- $1000

2nd place- $600

3rd place- $400

4th place-$200

**1980 & NEWER MINI VAN RULES**

1. All carpet, headliner, door pads, and ALL other flammable material MUST be removed from inside of car. Front seat and dash board may be left in place.
2. All windows, mirrors, airbags, and trim must be removed prior to derby event. No loose glass smashed in the bottom of doors for driver’s safety.

3. NO AWD Vans ASTRO.

4. Driver door must be painted white. An optional roof number plate may be securely installed. No all white vehicles.

5. One 12-volt car battery must be moved to front passenger floor board and securely fastened in a box/container clear of all fuel sources. Following inspection, it must be covered with an non-flammable shield such as rubber mat or steel cover. NO double batteries.

6. Use of stock tank if necessary. All fuel lines must have leak proof fitting with steel or rubber lines (no clear lines). Lines should run inside car. Gas leaks will result in disqualification.


8. No distributor protectors or drive line protectors of any kind. If the year/make/driveline of car is in question, driver MUST provide prove car was made in that fashion. Firewall can be cut out of engine.

9. Shifters may be directly attached to transmission linkage and relocated thru floor over transmission pump.

10. All doors must be fastened shut with wire, straps, chains, or seat belts in 6 locations per door. NO WELDING.

11. Inside car: post to post bar behind front seats- 3” to 4” in diameter- must be bolted. Dash bar- 3” to MAX 4” square tubing mounted doorframe to doorframe, but not to firewall. Not mandatory. Dash and seatbelt bar must be bolted, not welded. Suggested that the safety bars be bolted thru the outside of the doors with 3/4” bolts with 2 bolts on each side.

12. Outside car: Flat bar only bolted 8 times with maximum 1/2” bolts MAX 72” long x 12” wide x 1/4” thick. NO “c” channel. Angle iron or beveling. NO WELDING. Safety bars must be securely mounted inside of car.

13. Strong steel construction type wire mesh is recommended for the windshield area. One strong upright steel, chain, or iron bar must be bolted in windshield area.

14. All holes in firewall must be filled/covered with tin or nonflammable material.

15. Stock bumpers and re-bars ONLY. If the van a front fiberglass rebar another van re-bar maybe bolted or welded like factory. No cutting or bumper ends may be bent inward. No loading of bumpers (holes may be required to be cut in bumpers) 2-1/2” bolts may be used thru bumper face into the shock plate- this is 2 bolts per shock- this means 4 ½” bolts per bumper. Over use of bolts may result in disqualification. Bumper can be chained frame. NO CAR OR TRUCK BUMPERS.

16. Transmission cooler are permitted and must be secured in engine compartment.

Transmission dipstick must be securely fastened, wired down or have an overflow tube pointing straight down away from drivers or spectators. No coolers inside the driver’s compartment.

17. Suspension must be stocked. Move moment must occur. It is recommended that rear coiled springs be wired to the differential.

18. No patching, repairing or painting of frames. NO WELDING. Trailer hitch MUST be removed.

19. Stock mounts may be welded or chained. Any excessive or added mounts will result in disqualification. 2 chains may run from engine to frame area between rad support and
firewall (upper control arm area) in case a motor mount brakes. No extra chains, wires, or straps from engine/transmission to frame or body. NO ENGINE SWAPS.

20. Stock rubbers and bolts. No extra body mount bolts.
22. No pre-bending frame or body. Notching frames is permitted. Bolting or body panels is not permitted.

PAYOUTS:
1\text{ST} \text{ place-} $500
2\text{nd} \text{ place-} $300
3\text{rd} \text{ place-} $100