

**2020 Turner County Fair  
Demolition Derby Rules  
Parker SD / August 20, 2020**



**Chain Class**

**GENERAL RULES**

1. The general rules apply to each driver and pit crew 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. PIT AREA
  - 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.
  - Only officials and the driver of the car being inspected will be allowed into the tech area at any time. No other drivers, crew, or spectators are allowed to enter the tech area.
  - NO REFUNDS will be given for any reason.
3. The driver/owner is responsible for his/her crew and their conduct and safety. All drivers and at least one crewmember MUST attend the driver's meeting. Any of the above violations will subject the car that he/she is associated with to disqualification from all events and will be asked to depart from the pit area immediately.
4. Drivers MUST be 16 or older to drive and MUST have a valid driver's license. All drivers and 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 IS ALLOWED. All drivers and crew MUST sign a release of liability.
5. SAFETY
  - The derby will be stopped for bumpers or axles in the arena and removed for everyone's safety.
  - Driver MUST wear a seat belt, helmet, eye protection, long sleeved shirt, pants, and leather boots/shoes. Fire suit or fire suit jacket, neck brace, and gloves are highly recommended.
6. DRIVING / CAR
  - You are given two minutes to make an aggressive hit. After two minutes if an aggressive hit is not made you will be disqualified. DRIVE AGGRESSIVE AT ALL TIMES OR DON'T DRIVE AT ALL! NO SANDBAGGING!
  - A stick will be placed on all cars competing, and drivers MUST break it when finished or when told to do so.
  - If any door comes open during heat/class, you will be disqualified. You may fix it and run a consolation heat.
  - Driver door hits will not be tolerated. You will only get one warning. Accidental, grazing, or otherwise unintentional hits will be at official's discretion.
  - Cars are allowed one fire. Two fires will be a disqualification.
  - If your car is rolled and then returned upright; you will only be allowed to continue if officials deem the car safe. Two roll overs will be a disqualification.
  - The top three cars will be re-inspected by the derby officials before any prize money is paid out. EVERYONE else will stay back until cars are inspected.
  - 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: Caroline Ackerman at Home (605) 326-5601 or Cell (605) 940-5874 / CMayAckerman@gmail.com

**CHAIN/WIRE RULES**

1. Any American make car may run with the following exceptions: 1973 or older Chrysler Imperials or Imperial sub frames, 4x4's, ambulances, hearses, trucks, El Caminos, Rancheros, and limousines.
2. All cars MUST be stock, unless where modifications are stated in the rules.
3. All glass, plastic, chrome trim, interior, and anything flammable MUST be removed from the car before arriving to the derby.
4. 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. Roof sign mandatory: You MUST have a number in bright colors on each front door and MUST have a 15"x15" sign on the roof of your car with the car number on it for judging and recognition of the car. You CANNOT use the roof sign to strengthen the car.
7. All cars MUST have working brakes when entering inspection. If the car is not able to exhibit the ability to stop it will not be inspected.
8. Must have working seat belts. Will be checked on the track.
9. 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. This includes welding chain links together.
10. FRAME
  - No welding or modifications may be done to the frame at any time except where specified in these rules.
  - No fresh paint except for orange paint on welds and plates or undercoating on the frames at all. No buffing or grinding of frames or bodies except where welding is specifically allowed in these rules.
  - Crown Vics are allowed to tilt front frame. Cold bending is the only process. Do not cut tabs and re-weld to tilt frame.
  - Cars that have been run prior (pre-run) may use fix-it plates to repair frames. Call or text first.
  - You may only "fix-it" plate frames that have been bent or damaged. Prior damage has to be evident. You are allowed only 16" of total fix-it plating PER FRAME RAIL! This may be divided up to four times (IE four 4" plates). Plates can be butted together but CANNOT overlap or be stacked. Maximum thickness of plate material is 1/4". 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. All added plates and welds MUST be painted orange.
  - **IF CAUGHT WITH ANY FRAME INFRACTIONS OR MANIPULATING OF FRAMES: FRAME SHAPING, TILTING, COLD BENDING, SQUARING, PINNING, UNAPPROVED PLATING, SHRINKING, EXTRA SEAM WELDING, GUSSETS, USE OF CHEMICALS, UNAUTHORIZED FRAME REPAIRS, OR ANYTHING ELSE YOU MAY THINK OF NOT OUTLINED IN THESE RULES YOU WILL HAVE NO CHANCE TO FIX AND YOU WILL BE LOADED!**
11. CAGE
  - You MUST have a 4-point cage with a bar behind the seat from doorstep to door stop, a bar (with no extensions), across your dash from door post to door post to replace your dash, and one bar on the inside of the front doors that is welded and connects the dash and seat bars. You may gusset the four corners on the inside of the cage only.
  - All cage material MUST be no larger than 6" OD. All cage material MUST be a minimum of 4" off the floor, 4" off the transmission tunnel, and no cage material may be within 6" of the firewall.
  - You MUST have a roll loop (halo bar) behind the seat, which MUST be welded to the floor and may be welded or bolted to the roof. The halo bar has to be straight up and down and may attach to rear seat bar. The halo bar is the only part of the cage that may come in contact with the floor.
  - No kickers or any other part of the cage will be allowed to come in contact with the floor.

**12. BUMPERS**

- Only factory steel bumpers are allowed and only bumpers that came stock on cars legal for these rules. No aluminum bumpers.
- You may reinforce bumpers on the inside. Bumper chrome MUST remain in the stock shape but you may have metal inside for reinforcement. Welding of bumper skins (chrome to inner liner) is allowed. Bumper MUST remain original shape!
- Bumpers are interchangeable and no more than one set of bumper brackets/shocks may be used.
- You may weld bumper bracket/shocks to the frame and brackets/shocks to the bumper WITH NO ADDED METAL OTHER THAN FILLER MAY BE USED. It CANNOT reinforce or appear to reinforce the bumper or mounting of the bumper in any way.
- You may collapse shocks.
- Brackets MUST remain in the stock location and CANNOT be move forward or back on the frame.
- You may only run brackets/shocks that came with the car or the bumper (but not both).
- If you want to hardnose (weld directly to the frame), then all brackets/shocks MUST be removed. NO ADDED METAL OTHER THAN FILLER MAY BE USED to weld your bumper to the frame!
- You may trim bumper ends or fold them around.
- No welding bumper to the body in any fashion.
- Rear bumper height MUST be a minimum of 16" from the ground to the bottom of the bumper. Bumpers MUST be in stock location.
- Front and rear bumpers may have up to four loops of #9 wire OR one loop of 3/8" chain in two separate locations on the front bumper and the same on the rear bumper. These MUST be placed from the radiator support to bumper only and trunk lid or deck to bumper (not frame). These CANNOT be placed in front of the radiator.
- The bumper MUST be completely in front of the frame rails.
- No part of the bumper may extend back past the front most part of the frame rails.

**13. SUSPENSION**

- Front and rear suspension parts MUST be factory/stock for that car that you are running with NO modifications.
- You may re-clamp leaf springs, two clamps per side with only one being homemade. Homemade clamps can't exceed 2" x 4" x 1/4" thick.
- No additional leaf springs will be allowed on leaf cars, number of leafs MUST not exceed stock package for that vehicle.
- You may change coil springs to a stiffer spring but no doubling of the rear springs. You may put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above.
- You may 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.
- You may loop chain or wire (one loop of 3/8" chain or four loops of #9 wire) from rear end to frame in one spot on each side, MUST go around frame, do not bolt the chain to the frame.
- A-frames may be welded OR bolted down but may not be reinforced. If welded, may only use up to a 1" wide x 4" long x 1/8" thick strap. This strap MUST be welded to the a-frame and CANNOT extend farther forward or backward than 1" past the widest part of the A-frame. The strap MUST run vertical meaning that only the 1" wide part of the strap may be welded to the A-arm and to the frame.
- If bolted only one 3/8" bolt may be used per upper A-arm. Bolt may only go through the frame and upper A-arm and CANNOT come in contact with any other part of the frame or suspension.

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**14. REAR-END**

- Rear-end may be swapped with any factory 5 lug non-floater rear-end.
- If swapping rear end, the new one MUST be direct bolt in with no changing or modification to the cars factory suspension.
- You may weld gears to make posi.
- No braced rear-ends or reinforcements of any kind.
- No coil to leaf, leaf to coil, or watts link conversions allowed.
- Pinion brakes are allowed.

**15. WHEELS AND TIRES**

- Skid steer and forklift tires are allowed.
- Tires no bigger than 16", no split rims, and no studded tires.
- Tubed and doubled tires are OK. Foam filled tires are allowed on STEER TIRES only.
- Valve stem protectors are OK.
- Tires may be screwed to rims. We don't want any flats.
- The only reinforcement a wheel may have is a weld in multi-lug center no bigger than 8" in diameter.

**16. ENGINE**

- Use engine of your choice but MUST remain in stock location.
- Engine will be bolted in to a factory style engine mount, with rubber/neoprene bushing, attached to frame. Engine mounts may be welded to the engine saddle only and modified to mount any engine in any car.
- You are allowed two 4 x 6 plates on the frame engine saddle to attach your engine mounts too. Motor mounts/plates may only go to the frame engine saddle and not into the frame or engine saddle.
- Two 3/8" chains, two flat steel straps 1/8" x 2", or two 2"x 2" angle iron may be used to secure the engine. If chain is used only two links may be welded to the frame. If strap or angle iron is used no more than 2" may be welded to the frame. Any attachment may be offset/angled no more than 2" in front of the engine or behind the engine.
- Lower cradles ONLY are allowed but MUST be mounted using the rules above EXCEPT NO additional mounting points are allowed other than the engine mounts.
- Aftermarket headers are allowed.
- NO engine/transmission plates or protectors of any kind are allowed.

**17. RADIATOR**

- You may 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 you do not run a radiator, you may tie your hoses together and install a pressure relief valve.
- Radiator MUST be mounted in stock location using stock factory mounts and brackets that came with that car.
- You may use up to two ratchet straps to hold in the radiator.
- You may also use spray-in foam around the radiator.
- No radiator guards/protectors allowed.

**18. FUEL TANK**

- **Original gas tanks MUST be removed.**
- You MUST use a boat tank or well-made fuel cell, and it MUST be properly secured and covered. It is recommended to use all-thread and fire retardant cover over fuel cell.
- **Only metal tanks may be used.**
- Fuel line MUST be secured and fastened properly. Keep away from exhaust.
- Place fuel cell behind driver's seat in the center of the car where the back seat used to be.
- No other source of gas inside the car.

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- **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 4" above any floor sheet metal, which CANNOT be removed, measured from the highest flat area of the floor in the rear seat area.

**19. TRANSMISSION**

- You may use any stock factory transmission of your choice but MUST remain in stock location.
- You may NOT run any aftermarket/homemade steel/titanium/aluminum bell housing, transmission brace/protector, skid plate/pan protectors, aftermarket tail shaft cones, and no other modifications may be on transmission.
- You may only run the factory cross member that came with the car.
- You may use the stock tranny mount and/or you may also use one loop of 3/8" chain around the tail shaft to secure the tranny to the cross member. The chain CANNOT be welded or attached to the cross member or tranny in any way. The chain links CANNOT be welded together in any way.
- The transmission cross member is the only method which the transmission may be tied in to the car.
- Slider drive shafts are allowed.
- Transmission coolers are allowed. Hydraulic lines MUST be used. These coolers MUST not be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
- Aftermarket and homemade shifters are allowed.

**20. BODY MOUNTS**

- Body mounts and bolts CANNOT be replaced, altered, or modified in anyway. DON'T EVEN TOUCH THEM.
- Absolutely no body mounts may be moved or added.
- Radiator support mounts CAN BE removed and all-thread may pass through and be sucked down tight.

**21. BODY**

- No altering the body in any way other than what is specified in these rules.
- No body shaping or creasing allowed.
- You CANNOT patch rust holes in sheet metal.

**22. HOODS AND FRONT CLIPS**

- 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 1/4" diameter washers. No more than a total of 6 bolts per hole. You may cut multiple holes but do not exceed the six bolts per hole.
- You are allowed a maximum six spots and a minimum of four spots to hold the hood on using up to 1" all thread.
- You may have plates for hood tie down, not to exceed 5" x 5" x 1/4" thick square or 6" x 1/4" thick round.
- No welding the hood. The entire hood MUST be removable during inspection. You may move the hood forward and fold over the front.
- Only the front two all thread bolts may go from the hood to the frame and only if they go through the core support holes and nutted after it passes through the core support.
- All other tie down spots MUST be sheet metal to sheet metal only and the bolts can't exceed 8" in length. All hood bolts MUST be replaced outside the windshield bars.
- May also use 2" x 2" angle iron that is 5" long welded to fender and hood INSTEAD of 1" bolts. Only one 3/8" bolt to tie together.
- Front core support CANNOT be moved back from its factory location. It MUST stay bolted to the fenders the same way it came factory.
- You may cut wheel wells for tire clearance. Fenders may be bolted back together with five 3/8" bolts or less with 1 1/4" diameter washers.
- Fenders may be rolled but CANNOT be doubled and then bolted.

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**23. WINDOW BARS AND FIREWALL**

- For safety, ALL CARS MUST HAVE two 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.
- You are allowed to connect these two bars if and only if you remove the firewall/dash completely between the straps. 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 any larger than 3"x 3/8" thick straps. No more than 4" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 4" on the roof or firewall or you will cut.

**24. DOORS**

- You may weld only the driver's FRONT door shut on the exterior ONLY with nothing larger than 3"x 1/8" thick strap and must follow the door seam. 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.
- All other doors must be tied shut in two locations each one loop of 3/8" chain, or four loops of #9 wire.
- No attachment point may come in contact with or go around the frame. All wraps must go the shortest route to tie the doors shut. IF we do not deem the car safe to complete, you will add more fastening points.
- You may reinforce driver's door inside, outside or both. May extend 6" past either door seam on the outside. Must be flat against door with no protrusions or sharp edges. No grader blades.

**25. TRUNKS**

- You may weld your trunk lid shut with nothing larger than 2"x 1/8" thick strap. Welding strap 5" on and 5" off following trunk seam.
- OR you can tie your trunk lid shut in up to sixteen spots (four per side of the lid) with four loops of #9 wire or one loop of 3/8" chain and no attachment point may come in contact with the frame. All wraps must go the shortest route to tie the lid to the body.
- Trunk lids may be V'd, tucked, wedged, or canoed.
- If you V or canoe your trunk lid, the lid 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 hole.
- If you tuck the trunk lid to the trunk floor you can only bend up to half of the trunk lid.
- Rear quarters may not be laid over to make a trunk seam.
- All trunk lids must have an 8" hole cut in the center of the trunk lid for inspection purposes and may have three 3/8" or less bolts and 1 1/4" diameter washer bolting the two layers back together.
- All wagons must remove all rear decking. All rear seat components must be removed.
- No sedagons.

**BUILD TO THE RULES!**

**IF IT DOES NOT SAY YOU CAN TO IT IN THESE RULES, YOU PROBABLY CAN'T.**

**IT IS BETTER TO ASK QUESTIONS PRIOR TO THE EVENT THAN TO SHOW UP ILLEGAL.**

**CALL BEFORE YOU DO ANYTHING THAT IS QUESTIONABLE.**

**IF YOUR CAR IS DEEMED ILLEGAL, BE PREPARED TO CUT. BRING YOUR OWN TOOLS.**

**IF THE CAR IS NOT MADE LEGAL THEN YOU WILL NOT RUN AND WILL NOT RECEIVE A REFUND!**

**ANY QUESTIONS CALL OR TEXT SCOTT NICE: 605-744-9051**

Texting is preferred.

**CHAIN PAYOUTS: 1<sup>st</sup> Place: \$1000, 2<sup>nd</sup> Place: \$600, 3<sup>rd</sup> Place: \$400, 4<sup>th</sup> Place \$200**