

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



Truck 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 truck 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 truck 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 / TRUCK
 - 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 trucks 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.
 - Trucks are allowed one fire. Two fires will be a disqualification.
 - If your truck is rolled and then returned upright; you will only be allowed to continue if officials deem the truck safe. Two roll overs will be a disqualification.
 - The top three trucks will be re-inspected by the derby officials before any prize money is paid out. EVERYONE else will stay back until trucks are inspected.
 - Trucks not removed after the event will become the property of the promoter.
7. OFFICIALS RESERVE THE RIGHT TO REFUSE ACCESS TO ANYONE OR ANY TRUCK THAT IS UNSAFE TO DRIVE

For Pre-registration call: Caroline Ackerman at Home (605) 326-5601 or Cell (605) 940-5874 / CMayAckerman@gmail.com

TRUCK RULES

1. Any make, model or year of FULL-SIZE ½, ¾, or 1-ton LT truck, van, bronco, blazer or suburban are allowed. No flatbeds or service boxes allowed.
2. Trucks must remain stock unless otherwise noted in these rules.
3. All glass, plastic, chrome trim, interior, and anything flammable MUST be removed from the truck before arriving to the derby. Dash must also be removed.
4. All trailer hitches and braces MUST be removed.
5. 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.
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 truck with the truck number on it for judging and recognition of the truck. You CANNOT use the roof sign to strengthen the truck.
7. All trucks MUST have working brakes when entering inspection. If the truck is not able to exhibit the ability to stop it will not be inspected.
8. Must have working seat belts. Four-point harnesses will be allowed. Will be checked on the track.
9. All sunroofs must be enclosed for driver's safety.
10. No welding other than what is mentioned in this set of rules. If your truck 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 truck will not run. This includes welding chain links together.
11. FRAME
 - It is required to have the box welded to the cab. Strap material must be 4" wide max by ¼" thick max.
 - Dimpling and notching of rear frame are allowed.
 - Pre-bending will also be allowed.
 - No frame shaping allowed
 - No welding under the truck, in the engine compartment, inside the box, or interior of the truck unless specified in these rules.
 - You can only plate frames that have been bent or damaged and that damage must be evident.
 - You are allowed only 16" of total plating PER FRAME RAIL. This can be divided up to four times (IE- four 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 must be flush with the top and bottom of the frame and CANNOT wrap/fold over the top and bottom edges of the frame.
 - All vehicles will be allowed one loop of chain up to ½" in diameter per side from axel housing to 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.
12. CAGE
 - All cage material must be no larger than 6" OD.
 - All cage material must be a minimum of 10" off the floor everywhere except the halo legs going straight down.
 - 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.
 - No cage material may be within 6" of the firewall.

- You may weld a bar behind the seat from the door post to door post.
- 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.
- 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.
- 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.
- You can run a kicker from the back halo to inside of the box and it can be bolted to either the frame or bed of box but not both. It cannot be welded to anything but the halo bar. No farther back than center line of rear axle.

13. BUMPERS

- 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". 1" on bumper.
- Ride height will be bottom of bumper no lower than 16" from the ground and no higher than 28" from the ground.
- Bumper mounts must be mounted on side of frame and cannot go any higher than top edge of frame and no lower than bottom edge of frame.
- No homemade bumpers will be allowed.
- 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 or otherwise hard-nosed.
- No brackets will be allowed to extend farther back than 15" from the back of the bumper.
- You may reinforce bumpers on the inside. Bumper chrome MUST remain in the stock shape but you may have metal inside for reinforcement. Welding to 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 truck 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.

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- 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.

14. SUSPENSION

- Front suspension must be comprised of only stock truck parts.
- 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
- To add ride height leaf suspension, trucks can weld ONE 2" x 2" x 1/4" thick pipe or bolt in 1" in diameter all-thread per wheel.
- Coil spring suspension can weld ONE strap per wheel from each a-frame to the frame no larger than 2" wide x 1/4" thick x 4" long.
- Leaf suspension can weld the stock bracket to the frame with no added metal.
- Coil or a-frame suspension can weld where the A-frame bolts to the frame no more than 3" per frame.
- You may run a leaf pack of up to eight leaves; only two of the leaf may be full length. If your truck came stock from factory with more than eight leaves you can either remove extra leaves or cut extra leaves off even with outside edge of shackles.
- A total of four leaf spring clamps per side two in front the rear end and two behind.
- Coil spring spacers will be allowed.
- Rear control arms may be modified and reinforced but must start with stock parts.
- 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.

15. REAR-END

- Any rear end allowed in any truck.
- 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.

16. WHEELS AND TIRES

- Tires/trims no bigger than 16", no split rims, and no studded tires.
- Foam filled or double tires are OK. Foam filled on front only.
- Valve stem protectors are OK.
- Tires may be screwed to rims. We don't want any flats.
- Only reinforcement a wheel may have is a weld in wheel center no bigger than 8" diameter.

17. 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 truck.
- Engine mounts may be welded.
- 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.
- Lower engine cradles will be allowed but only to secure engine and can be bolted in only, NOT WELDED.
- Four 1/2" 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. No welding of links together.
- 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.
- Any mount or bracing will be cut if deemed illegal upon inspection.

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- NOT ALLOWED are distributor protectors, pulley protectors, pan protectors, transmission brace/protectors, and mid-plates.
- Aftermarket headers are allowed.

18. RADIATOR

- You may either run a manufactured passenger truck 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 truck.
- 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.

19. 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 truck where the back seat used to be.
- No other source of gas inside the truck.
- **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 of 24" long. It can angle in from your roll over protection. 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 or bed area.

20. 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 truck.
- 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 truck.
- Slider drive shafts are allowed.
- Transmission coolers are allowed. Hydraulic lines MUST be used. These coolers MUST not be placed to reinforce the truck. No bolts may extend through the frame to create a body mount.
- Ice chest style transmission coolers will be allowed and must have a lid or be covered.
- Aftermarket and homemade shifters are allowed.

21. BODY & BODY MOUNTS

- Body mounts may be removed but must be replaced with one 1" spacer. Hockey pucks are acceptable.
- Must be at least 6 body mounts in the cab for the driver's safety. May add six total body mounts. These mounts may be welded to the side of the frame.
- Body bolts may be replaced with up to 1" all-thread or bolts.
- Plate no larger than 5" x 5" x 1/4" allowed to the tops of the body mounts inside the truck.
- Plates may not be welded, bolted, or fastened to the sheet metal in any way.

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- Top frame seams may be re-welded from the firewall forward. This is the only frame seam to be welded on the frame and the weld beads may not exceed ½" in width.
- Sheet metal may be repaired with the same thickness of sheet metal but may not exceed 18 gauge and may only overlap the hole by 1". Sheet metal repairs to body mount areas only.
- You CANNOT patch rust holes in sheet metal on exterior panels.
- Body shaping or creasing is allowed.

22. HOODS AND FRONT CLIPS

- 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.
- Hoods can be chained, wired, or bolted shut. Maximum of six bolts (minimum of four) 1" in diameter may be used.
- If chain is used, it must be a single loop around and no larger than 1/2" chain.
- If wire is used four loops max of #9 wire per tie down.
- 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 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. Cannot be welded to hood.
- 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.
- Fenders may be rolled but CANNOT be doubled and then bolted.

23. WINDOW BARS AND FIREWALL

- For safety, ALL TRUCKS MUST HAVE two windshield bars extending from the roof of the truck 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, BOX AND TAILGATE

- All doors, tailgates, and rear end gates must be welded 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.
- Filler may be used, up to ½" rod or 3" wide strap x 1/8" thick. Filler or strap may not be attached to the frame in any manner.
- If the driver door shall come open at any time the vehicle will be disqualified.
- You may fold tops of doors over and weld the outer and inner skin together but you are not allowed to add any material.
- Driver door may be reinforced for safety. Reinforcements may extend no more than 6" past the door seams on either side. Driver door may be reinforced on inside, outside, or both. No grader blades.

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- 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 3"x 1/8" thick strap on sides only. No other welding or bolting. DO NOT weld to bumper or frame.
- Suburban's may sedagon.

BUILD TO THE RULES!

IF IT DOES NOT SAY YOU CAN DO 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 TRUCK IS DEEMED ILLEGAL, BE PREPARED TO CUT. BRING YOUR OWN TOOLS.

IF THE TRUCK 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.

TRUCK PAYOUTS: 1st Place: \$1000, 2nd Place: \$600, 3rd Place: \$400, 4th Place \$200