



Lac qui Parle County Fair DEMO DERBY General Rules For ALL CLASSES



*Please read rules carefully
as they may have changed from previous years.*

For Questions Call:

Cal 605-949-0454

Morgan 605-880-5380

1. Drivers must be at least sixteen (16) years of age and have a valid driver's license. Drivers age sixteen (16) and age seventeen (17) must pre-register and have a notarized release form.
2. Driver entry fee includes a maximum of two pit crew per car. Extra pit crew members will be charged an additional \$25.00 per person.
3. Entries will be accepted up to ONE HOUR prior to race time. You must be in the inspection line no later than ONE HOUR prior to race time to avoid a LATE ENTRY PENALTY of \$50. Entries arriving less than THIRTY MINUTES prior to race time will not be accepted. No exceptions.
4. Everyone entering the event area is required to sign their own name on the entrance waiver before entering the pit area.
5. Drivers must wear seatbelts and a full-face helmet with eye protection while operating the vehicle.
6. Drivers and pit crew members must attend the pit meeting which will be held FIFTEEN MINUTES prior to race time.
7. No driver or pit crew member thought to be under the influence of alcohol or drugs will be allowed to participate, enter the pit area or remain in the exhibition area. There is no alcohol allowed in the pit area before or during the event. Violation of this rule will result in disqualification and forfeiture of all entry fees.
8. No hot rodding in the pit area. Keep all vehicles at an idle.
9. Fire extinguishers are required in the pit area.
10. Drivers will have one minute to make a legal, metal-bending hit.
11. If your car dies you will be given one minute for restarts, then thirty seconds to make a hit.
12. Any open door or fire will cause disqualification from that heat.
13. Any vehicle thought to be unsafe will be disqualified for that heat.
14. No El Caminos, convertibles, hearses, limousines, etc. No re-stubbing frames.
15. Sandbagging and team-driving are not tolerated and will be strictly enforced. This is your warning.
16. No intentional hitting of driver's door or you will be disqualified. Do not use your door as a shield. Officials will decide if a hit is accidental or carelessness. If disqualified from a heat, you may not compete in the consolation or feature race.
17. We will be unhooking cars that are hung-up in the FEATURE ONLY.
18. Any questions or controversies will be discussed at the pit meeting.
19. Only the driver may bring forth any questions or controversies – no input from pit crew allowed.
20. All decisions made by officials are FINAL.
21. All classes may run heats depending on turnout, come prepared.

22. Yelling at, use of profanity toward, or interrupting an official will result in removal from the event area – this rule includes drivers and pit crew members. Your entry fee and potential winnings will be forfeited. Officials will determine if you are allowed to compete the following year.

General Demo Unit Preparation for ALL Classes

This is a description of what you are allowed to do to your car. All rules are enforced at the official's discretion. Because of the variety of classes some general rules are overlapped in the class-specific rules. To make the rules as simple as possible please note:

- a. Class-Specific Rules will rank above the general rules
- b. General rules will be followed for instances not addressed in class-specific rules
- c. If something is not addressed anywhere in the rules listed, assume that you CANNOT do it.
- d. Call ahead if you have any questions.

Body – Frame – Wheels

1. No welding anywhere other than allowed in the rules.
2. No added weight to the vehicle. No plating, pinning, buffing, grinding or packing any part of the car.
3. No painting, undercoating, added grease or oil on the frame.
4. Absolutely no frame or body alteration or reinforcement of any kind other than what is allowed in the rules.
5. All outside hardware must be removed – door handles, chrome, moldings, mirrors, etc.). All glass must be removed completely, including the bottom of doors.
6. Must have car number on both doors and at least a 15"x15" roof sign with your number on it.
7. All trailer hitches and braces must be removed.
8. Wheel centers allowed. Trucks using split rims must add at least eight one inch welds to ring. No bead-locks or screws through the rim.
9. Wheel weights must be removed so they do not fly off.
10. Tires must be filled with air only. No solid or studded tires. Valve stem protectors are allowed.
11. It is allowed to tuck, pre-bend, notch or sedagon the rear of your car to remain safe.
12. No added bolts, screws, or body mounts other than allowed in rules.
13. Body mounts may be removed and replaced with no larger than a 3/4" diameter 6" long with 4" maximum washers. One-inch space must be between body and frame.
14. Interior body seams and window openings may be welded in all classes except chain stock/midsize. No added metal.
15. Body panel shaping allowed in all classes except chain stock/midsize. Trunks must be a minimum of six inches from floor pan. Panels may not be doubled over and welded.
16. Body and frame rust patching is allowed at the official's discretion. You must leave the rusted panel intact so it can be seen with a scope. The repair panel must be no thicker than the panel being repaired. Leave a spot unwelded to show thickness. May go one inch past damage. Do not abuse this rule or you will be disqualified. Call with questions.
17. Frame patching is allowed at the official's discretion but only on bend cars that need it. Two patches total in front and two patches total in rear for a total of four pieces of metal used on the entire car. Pieces allowed can be no bigger than 4" x 4" and no thicker than the original frame rail. You must be able to prove bend so leave a spot unwelded to prove thickness.
18. Driver's door may be welded solid and may be reinforced but no further than six inches beyond the door seams.
19. All other doors must be secured shut in the way allowed per class.
20. It will be allowed to bolt inner and outer fenders together using a maximum of twelve bolts per fender.
21. It will be allowed to add up to sixteen bolts or self-tapping screws to the hood using maximum 3/8" bolts with one inch washers.
22. Must have holes in hood for fires.

23. Must be able to see inside trunk.
24. Must be able to open hood for inspection.

Windows

1. Windshields MUST have two straps, bars or chains from the roof to the cowl to protect driver.
2. Window grate allowed on driver's side.
3. Cars with no posts may weld a four-inch by ¼" thick strap from roof to door.
4. One rear window bar is allowed in all classes except chain stock/midsize. Maximum of one 3" by 3/8" flat or c-channel. 6" x 6" maximum endplates. Must be vertical, no more than 6" onto truck lid. Not allowed on hatchbacks or wagons.

Powertrain

1. Any powertrain may be used in any car, but the motor MUST be within two inches of the original motor. No setting back or relocating the motor.
2. Homemade drive shafts are allowed.
3. Motor mounts may be chained or welded, but must not reinforce the frame in any way.
4. You may use headers and floor shifters.
5. Differentials may be welded for posi-traction.
6. Must have at least two working brakes.
7. Must have an air cleaner on at all times.
8. Radiator and fan may be removed, but no relocated to another part of the car. May use electric fans. No adding to the cooling system in any way. No homemade radiators or radi-barrels except where allowed in class-specific rules.
9. Mid-plates, distributors protectors, carb protectors, and steel bellhousing or steel tail shafts are allowed in the heavy truck and full-size modified classes. Transmission bracing that does not involve a steel bellhousing and tail shaft is allowed in full-size weld, compact truck and light truck classes. Call with questions.

Suspension

1. Suspension must be completely original other than allowed in the specific class rules.
2. No coil-over shocks, no altering shocks in any way.
3. Maximum of four leaf spring clamps per side – including factor clamps. 4" x 4" – ¼" thick maximum.
4. It will be allowed to chain rear-end humps with one loop of 3/8" maximum chain per side.
5. Coil springs may be chained or wired in place.

Bumpers and Bumper Brackets

1. Bumper and bumper shocks must remain completely stock other than allowed in rules.
2. Heavy trucks may stuff bumpers but must appear stock to the crowd. Must contour the factor chrome. This means no homemade bumpers! Do not abuse this rule. Call with questions.
3. Classes that are not allowed to stuff bumpers must have a two-inch inspection hole in ends.
4. Two bumper shocks or brackets for the front, two for the rear – no doubled brackets.
5. Minimum rear bumper height for all classes including trucks is sixteen inches to the bottom if the quarter panels/box sides are vertical and twenty-two inches to the bottom if the quarter panel/box sides are not vertical. Maximum height is twenty-eight inches to the top.

Inside of Car

1. Driver's seat must be securely mounted to the floor. If you are using bolts they may not go through the frame.
2. May use homemade steering columns.

3. Transmission coolers allowed up to a reasonable size. If not left in stock location, they must be secured safely inside a container in the passenger compartment of the car. Must use transmission cooler hose or hydraulic hose – no fuel or low pressure hose allowed.
4. All flammable materials, except what is needed for the driver's safety, must be removed,
5. Batteries must be relocated to passenger floor. Must be mounted and covered securely. Maximum of two batteries.
6. Holes in the firewall must be covered well.
7. Spreader bars must be no larger than six-inch diameter. One in the dash, one behind the driver's seat – no further than eighteen inches behind driver's seat. Dash bar must be at least eight inches away from engine and transmission. May connect the two to form a four-point cage.
8. Halo bars allowed and recommended. May not be angled backward, no kickers allowed and must be attached to the spreader bars only. Must not attach to frame!
9. Gas tank protectors allowed using one of the following options:
 - a. Welded to the back of the spreader bar and floor – no more than 30" x 30"
 - b. Welded to the back of the spreader bar only – 2"x2" maximum pipe free-floating 2" minimum from floor, twelve inches minimum from doors.

Fuel System

1. Fuel tank must be located in back seat area.
2. Must be securely mounted and covered.
3. No plastic fuel tanks allowed. Boat tanks or well-made fuel cells only. No relocating original tanks to the inside of car. No fuel tanks larger than ten gallons.
4. Original fuel tanks must be removed.
5. Fuel lines must run inside of car, not under or along the frame.
6. Fuel lines must be secured and kept away from sharp or hot areas.
7. High pressure fuel-injected cars must use adequate fuel line for the pressure.
8. Electric fuel pump vehicles must have an emergency shut off that is easy to locate in case of fire. Use fluorescent tape or paint.

Class Specific Rules

Full-Size Weld Class

Any standard passenger car except the following:

- a. No 1973 or older Imperials or Imperial sub frames
- b. No 1969 or older Continentals or Thunderbirds
- c. No 2003 or new Fords
- d. 1998-2002 Fords must use factory rear suspension

Y-framers may not plate, only pinch and weld frame together and use bumper shocks. Buick-Oldsmobile-Pontiacs may fill the large hole in frame behind core support. This must be a butt-fit one pass weld only. K-Frames may be welded with two 3" long beads per frame rail for a total of four welds totaling twelve inches for the entire K-Frame.

All general rules apply with the following exceptions:

1. You may weld, chain, bolt or wire the doors and trunk shut.
2. Door and trunk seams may be welded – 5" maximum weld, 5" minimum gaps. No solid welding.
3. The only welding allowed on the frame is not more than a 3/8" wide bead on the top seam only, firewall forward. Do not weld the bottom seam.
4. No welding inner and outer fenders together, inner fenders to frame, etc.

5. Hood may be bolted, wired or chained shut only. Maximum of six one in hood pins and six in maximum washers. May be welded in place. Only two may go to the frame.
6. Trunk may use up to four one-inch trunk pins with four inch maximum washers. May be welded in place. Only two may go to the frame. May also be welded shut – five inch on/five inch off.
7. Maximum of nine leaves per side. Must be factory thickness and have factory step down.
8. Coil springs may be interchanged.
9. Tie rod ends may be reinforced but must start with originals – not homemade.
10. Hybrid differentials and ¾ ton differentials allowed.
11. Bumpers, bumper shocks and brackets may be welded and/or bolted to the car. Bumpers may be seam welded.
12. Front suspension may be welded with two 2” straps, may not strengthen frame.
13. Windows can be wired in three places per window opening. Must remain within that window. Wire may go to the frame in no more than four places. Washers may be welded in place to support the wire – two-inch maximum. Welded to sheet metal only, not to the frame.

Compact

May be up to 105.5” factory wheelbase. Six Cylinder and less only. Leave VIN tag intact to verify wheelbase.

All general rules apply with these exceptions:

1. All parts must be of compact origin except bumper and rims
2. Full size bumpers allowed, may be seam welded.
3. Any compact car bumper shock is allowed. If you do not use a bumper shot, you may use a 2”x2”x8” maximum square or round pipe. Call with questions.
4. Windows may be wired in three places per window opening. Must remain within that window. Wire may go from a window to the frame in no more than four places. Washers may be welded in place to support the wire – two-inch maximum. Welded to sheet metal only, not to the frame.
5. Maximum of five leaves per side. Must be factor thickness and have factory stepdown.
6. Compact differentials only. No differential bracing.
7. After-market engine cradles allowed but no “extreme” setups. Call with questions.
8. Distributor protectors, carb protectors and transmission bracing is NOT allowed. Valve cover, fuel pump protectors are allowed but cannot strengthen the car. Call with questions.
9. Tie rod ends may be reinforced but must start with originals – not homemade. A-arms may be bolted or welded with two 2” straps.
10. Frame and body seams may be welded.
11. K-frames may not be welded.
12. Door and trunk seams may be chained, wired, bolted, or welded shut – five-inch maximum weld, five inch minimum gaps.
13. Hood may be chained, wired or bolted shut – pick one of the three options noted. Maximum of four one-inch hood pins with six inch maximum washers. Only two may go to the frame. They may be welded in place.
14. Trunk may use up to four one-inch ready rod with four inch maximum washers. Only two may go to the frame. They may be welded in place. May also be welded shut – five inch on, five inch off.

Chain Stock

Must be one of the following:

- a. 1978 or newer GM vehicle
- b. 1981 or newer Chrysler vehicle
- c. 1981 to 1997 Ford vehicles – no 1998 or newer

Leave VIN tag intact to verify year.

All general rules apply with these exceptions:

1. This is the PURE Stock Class
2. No old ire parts of any sort allowed
3. No sedagons
4. No tilting, tipping, pitching, pre-bending front frames. Body must have no added space between core support or crush box to frame. If the factory geometry is altered it will stay on your trailer. Pre-runs are at the official's discretion. Call with questions.
5. Doors, trunk and hood may be chained shut. No welding or wiring allowed.
6. Maximum of three chains per door, four chains for the hood and four chains for the trunk.
7. No hood or trunk pins allowed.
8. No wiring of windows or doors.
9. Bumpers may be welded to the bumper shocks, bumper shocks may be welded solid. No added metal. Bumper shock must be bolted to the frame only. Do not weld anything to the frame!
10. 1980's car bumpers may be interchanged but must remain a 1980's era bumper.
11. Front suspension may have one bolt or chain per side for height. Rear must remain stock.
12. Engine cradles allowed – no “extreme” setups. Call with questions.

Light Truck

Two-wheel drive or four-wheel drive allowed. Four-wheel drive must have front driveshaft removed. One half ton Pickups only. No Suburbans, Broncos or Blazers allowed – only one half ton trucks.

All general rules apply with these exceptions:

1. You may weld, chain or wire the doors and tailgate shut – pick only one of the options noted.
2. Only the exterior seams may be welded – five-inch maximum weld, five in minimum gaps.
3. Box and cab may be welded together – five-inch weld, five inch gaps.
4. Allowed to use a total of eight bolts, $\frac{3}{4}$ ” maximum bolt, six inch maximum washers to bolt the box to the frame. No pipe may be used to run the bolt through.
5. Cab bolts may be replaced with $\frac{3}{4}$ ” maximum bolts, six inch maximum washers. No pipe may be used to run the bolt through.
6. Rollover bar is required for truck classes. Make it safe. Cannot extend past rear axle. Inspection at the official's discretion.
7. Hood may be bolted, wired or chained shut. Maximum of six 1” ready rods with six inch maximum washers. Only two may go to the frame.
8. Transmission coolers allowed up to a reasonable size. If not left in stock location, they must be secured safely inside a container in the passenger compartment of the truck. Use transmission cooler hose – no fuel or low pressure hose.
9. Front suspension may be made solid but must not reinforce the frame.
10. Maximum of six leaves per side. Must be factory thickness and have factory stepdown.
11. Bumpers, bumper shocks and brackets may be welded and/or bolted to the truck. A maximum of 4”x12”x1/4” strap may be welded from bumper to frame. May not be angled to form kicker.
12. If rear bumpers are not used cap the frame rails with a maximum 4”x1/4” plate steel. Not to extend beyond frame rails.
13. Differentials must be one-half ton six lug maximum. No full floating differentials. No differential bracing.
14. Frame patching is allowed at the official's discretion but only on pre-ran trucks that need it. Two patches total in front and two patches total in rear for a total of four pieces of metal used for the entire truck. No bigger than 5”x5” and no thicker than the original frame rail. Must be able to prove bend. Leave a spot unwelded to prove thickness.
15. Pre-run trucks may NOT re-stub frames.
16. Bumpers must be attached using an 8”x12” x $\frac{1}{2}$ ” maximum thick plate. May not connect frame rails together in any way when mounting bumper. No bumper stuffing or plating.

17. Bumpers may be no higher than 28" high, measured at the top.
18. No homemade radiators/radi-barrels or added metal to core support.

Heavy Truck

Two-wheel drive and four-wheel drive trucks allowed. Four-wheel drive trucks must have front driveshaft removed. No Suburbans, Broncos or Blazers allowed. Only ½ or ¾ ton trucks.

All general rules apply with these exceptions.

1. Tailgates must be welded shut. May use 3"x3"x ¼" thick angle iron or 4"x ¼" thick flat steel. May weld straps to bumper
2. May use up to eight additional bolts to hold box to frame ¾" maximum bolts, six inch maximum washers. No pipe may be used to run the bolt through.
3. Hood may be bolted, wired or chained shut. Maximum of six 1" ready rods with six inch maximum washers. Maximum of four may go to the frame.
4. May use up to four additional bolts to hold cab to frame. ¾" maximum bolts six inch maximum washers. No pipe may be used to run the bolt through.
5. May weld box to cab with no more than a four inch by ¼" thick plate.
6. Maximum of twelve leaves per side in the rear, nine per side in the front. Two inch minimum stepdown. Maximum of six spring clamps per side. Pre-loading allowed.
7. Engine must remain within six inches of original location.
8. Tie rods ends and A-arms may be reinforced.
9. May use kicker bars from bumper ends to frame – front only. No larger than 3"x3" x ¼" maximum thickness. No further than twelve inches beyond bac of bumper. May use bumper shock for this as long as it is no larger than these dimensions. Must have a 1.5" inspection hole in the side.
10. Differentials must be ¾ or 1 ton with eight lug maximum. Differential bracing allowed but must not attach to anything other than differential itself. Cannot be incorporated with suspension parts.
11. Mid-plates allowed but may not reinforce the frame. If no mid-plate is used a 4" wide by ¼" thick strap is allowed from the front of the engine to the frame on both sides of engine. May not use both a mid-plate and straps.
12. Radiator core support may use two kickers. 2"x2"x ¼" thick maximum. No longer than two feet total length.
13. Un-pressurized radi-barrels allowed in stock location. No radi-barrels mounted in cab or box. Must be vented downward. Must be safe. If not use a radi-barrel a 3/8" maximum thick plate may be bolted in front of radiator. May not do both. Neither of these options may be welded in place. Bolted only with ½" bolts using two inch maximum washers to the core support. Two bolts may attach to frame using ½" maximum bolt with three-inch maximum washer. Nothing welded to frame or core support.
14. Frame patching is allowed at the official's discretion but only on pre-ran trucks that need it. Ten inches per side for a total of twenty inches for the entire truck. ¼" maximum thickness. No taller than the side of frame rail and must not wrap around top or bottom of frame. Leave a spot unwelded to prove thickness.
15. Pre-rans may re-stub the front frame with a two-inch overlap but must be done with the same year/range/make/model of frame. If you re-stub your frame it is considered fresh and may not be patched or plated anywhere.
16. Bumper height, rollover bar, front suspension and transmission cooler rules are the same as light trucks.

Compact Truck & Minivan

All general rules apply with these exceptions.

1. Two wheel drive minivans, small pickups, Bronco II, S10 Blazer, and similar trucks only. No Dodge Durango! All wheel drive or 4 wheel drive units may be used if one axle is removed.
2. Any 6 cylinder or less engine may be used.

3. Stuffed bumpers allowed, see general rules.
4. Any car bumper shock is allowed. If you do not use a bumper shock, you may use 3" x 3/8 flat bar – 20" long max. Call with questions.
5. You may wire windows in 3 placed per window opening. Must remain within that window. Wire may go to the frame e in no more than 4 places. Washers may be welded in place to support the wire – 2" max. Welded to sheet metal only, not frame.
6. Maximum of 6 leafs per side. Must be factory thickness and have factory step-down.
7. Aftermarket engine cradles allows – no “extreme” setups.
8. Distributor protectors, car protectors, and trans bracing is allowed. No bracing may contact any cage component before, during or after the event. See general rules for trans brace and spreader bar distance rules.
9. Tie rod ends may be reinforced but must start with originals (not homemade). A-arms may be bolted or welded with two 2" straps.
10. Frame and body seams may be welded firewall forward. Box can be welded to cab.
11. Doors may be welded 5" on – 5" off. Cab may be welded solid to box.
12. Hood may use six 1" hood pins, four to the frame.
13. Box can have 4 added bolts through the frame.
14. Tailgates must be welded or removed.
15. **Must have a 4 point case and rollover bar!** Roll bar may be attached to the frame no farther back than the center of the rear axle. Two 3"x3" max square or round down bars allowed from the front spreader bar down to frame no further forward than the firewall.