

2009 Delaware County Fair Pick-Up Truck Demolition Derby Rules

September 25th 6:30 pm
Delaware County Fairgrounds
Delaware, Ohio

The Delaware County Fair Pick-Up Truck Demolition Derby is promoted as an unusual spectator attraction. In the interest of safety, drivers and pit crew are subject to and must obey the following rules and regulations which are set up by the promoters and track officials.

NEW RULES FOR 2009

Starting this year we have expanded the truck classes to include Suburbans, Explorers, Blazers and Broncos with modifications. Other vehicles may be considered, call or e-mail with questions. See below for more details on rules and prep of vehicles.

ENTRY FEE & PAYOUTS

1. There is no Entry Fee for this derby. However, everyone must pay to get into the fair and buy a pit pass if you are going to be in the pits. This includes owners, drivers and pit crew. There is no age limit but everyone must have a pit pass to be in the pits.
2. Entries for this Truck Derby will only be accepted the day of the show at the event. (No pre-entries.)
3. There will be a \$20 late fee for cars not through Inspection 1 hour before show time.
4. Each of the 2 classes (full size, compact) will be run as a one shot deal down to the final truck. The top 3 will receive money and the winner will receive a trophy. Total purse will be \$1,000 (minimum) divided between the 2 classes. Final breakdown on day of show.

RULES & REGULATIONS

1. Any 1/2 , 3/4 or 1 ton (single wheel) truck with 2 or 4 wheel drive. Any 4 wheel drive used must have front coil spring suspension and run with front drive shaft removed. No super-duty, king cabs or 1 ton dually's. No wooden beds, steel flat beds, camper tops or dump beds allowed. **Extended cabs are ok.** Dodge Dakota's with 4 or 6 cyl. will run with Compact Size. No V8's in compacts.
2. The track officials reserve the right to reject any entries, and to re-inspect any winning trucks after the feature, if deemed necessary. When found in violation, they will be disqualified. !!!!Disqualified trucks will not receive refunds!!!! Also, there will be NO refunds for no shows or mechanical failure.
3. All trucks are to be removed from the fairgrounds that night. If this is not possible, let an official or fairboard member know. The track Officials or Fair Board will not be held responsible for any cars, parts or personal property before, during, after the show, or overnight.
4. Drivers must be 18 years of age. Be prepared to show ID or you may not be allowed to drive. Each driver must be signed in and have their truck inspected at least one hour before show time. (\$20.00 late fee after one hour pre-show deadline)
5. Drivers must attend the driver's meeting before the show.
6. All drivers are responsible for the actions of their crew members. Any driver or pit person found under the influence of alcohol or drugs will be disqualified and removed from the grounds and barred from future derbies.
7. Trucks must have a hood, OEM bed, both bumpers and doors. Frame must be stock form with no plating or reinforcement.

PREPARATION OF TRUCK

1. Remove all glass, head, and tail lights, and **clean inside of cab and bed before arrival at fairgrounds.** This applies to metal parts, trash, screws, nails, bolts, and glass. Broken glass inside doors is not permitted. Chrome molding strips, outside door handles, side-view mirrors and running boards must be removed.
2. Bumpers are **required**, both front and back. Only OEM bumpers for that vehicle are allowed. Rear bumpers can not be used on the front. However, stock style flat bumpers may be used on the front and rear. No special bumpers, tubular bumpers, trailer hitches, or fifth wheel plates. Bumpers height limits on Full Size trucks is 30" on front and 33" on rear. Compact trucks is 28" on front and 29" on rear. Measurements are from ground to top of bumper. Corners of bumpers are allowed to be cut or smashed in. Bumpers may be wired to core support in up to 4 places to prevent them falling off. Double strand #9 gauge max.
3. Suspension **must** remain stock. No stiff suspension, lift kits, spring blocks, reversed shackles or working air shocks allowed. No more than eight leafs per side with 4 clamps (2 front & 2 back). Leaf springs must be stair-stepped at least 2" down from the main. No main over main or short shocking.
4. Fiberglass caps on Explorers, Blazers and Broncos must be removed. Otherwise, metal roof above cargo area must be cut off. This includes Suburbans. Rear roof post must be removed at roof and at bottom of window line. Then cut across roof directly behind last door post and remove. In lew of this last cut and removing roof it can be bent straight down (no angle at all) to be tack welded to the floor and/or door post to form a protective wall as in the back of a truck cab. A window can be cut for visibility.
5. Tailgates on Suburbans, Explorers, Blazers and Broncos can be welded same as trucks, see prep # 16. Cargo doors will need top

- half of door from bottom of window line up removed. Call or e-mail for tips, suggestions or questions.
6. Welded solid or chained down engine and transmission mounts are recommended. Transmission coolers are allowed inside the engine compartment and inside the cab. If placed in cab they must be covered or sealed in a container or have a **barrier between it and the driver**. It must protect the driver from being sprayed in case of a leak.
 7. Radiator must remain in original place or be taken out.
 8. Battery (only 1) must be moved inside the cab to the passenger's floor area, **secured** and covered with a non-absorbent material.
 9. Stock gas tanks must be removed and discarded. A small portable tank or fuel cell is required. It **CAN NOT** be placed inside the cab on trucks. It must be mounted in the center of the bed directly behind the cab on a fuel tank plate. The plate must be mounted to the bed floor from frame rail to frame rail. It can not extend past the frame rails, be more than 18" wide or 1/2" thick. It must be bolted through the frame at the 4 corners. The tank must be securely mounted to the plate and covered with a non-absorbent material. Sides may be added to the plate to form a box if desired. Maximum of 4 gallons of gas are allowed. If equipped with an electric fuel pump, you must install a kill switch near the base of the driver's door post and dash area within easy reach for safety personnel.
 10. When replacing body mount bolts, they may not exceed 5/8" in size and cannot extend more than 1-2" past the nut. No extra body bolts may be added. Washers and plates are limited to 3" in diameter unless patching rust holes. You may use same thickness of metal and repair up to 1 inch larger than rusted out area. This goes for body and frame alike.
 11. Truck cab and bed can be bolted together in 4 places. The bolts can be no larger than 1" and the washers 5". Truck bed may be welded to the cab, bed sides only (3/16" thick by 6" wide straps/plates max).
 12. Driver's door may be reinforced inside with steel bar, pipe, concrete, etc. Only flat plating may be used on the outside of the driver's door. It is **MANDATORY** that the inside door panel on driver's door be left on or replaced with padding for driver's protection.
 13. Driver's compartment **MUST** be reinforced with a 4 bar enclosure - 2 long bars, one directly behind the driver's seat from one side of the truck to the other, one across the dash area, 2 shorter ones across the 2 doors connecting the 2 longer bars. You can also build a roll bar off of the bar behind the seat and attach it to the roof. Kickers from 4 bar enclosure to frame are allowed. Rear kickers must be straight down (vertical only). Front kickers may angle forward but not to exceed 6" through firewall. You may use bars, pipes or angle iron to build this rectangular safety zone and kickers. Materials used can be no more than 4" in diameter.
 14. Hoods must be **WIRED** shut, 2 strands per hole up to 8 places. Sheet metal to sheet metal only. Maximum #9 gage wire. Core supports only, may be seam welded. No welds on fenders. Hoods may be screwed, bolted or welded around access holes only.
 15. Doors and tailgate must be secured by wire, chain or vertical welded seams. Bottom of tailgate may also be secured by bolting or welding a piece of angle iron on the inside where the tailgate meets the bed. Angle iron can be no longer than 24" and be no larger than 3" X 3" X 1/4" thick. If bolts are used they cannot pass through the frame. Sheet metal to sheet metal only. Outside vertical seams of tailgate can be welded. If plated it can not be wider than 2" and 3/16" thick. Inside vertical seam can also be welded but no plating can be used.
 16. All trucks must have a minimum 12" hole in the hood above the carburetor. Hoods must remain on trucks. Fan blades must be covered and carburetors must have air cleaners.
 17. Tires can be no wider than 12" and no taller than 34". No valve stem protectors. No studs or screws in rim to hold tires on. No split rims. Wheel weights must be removed. Skid loader and Bar (V-tread) tires are allowed
 18. A strong wire or nylon mesh screen is permitted on drivers door and the windshield area.
 19. Doors should be painted white for driver's safety and for numbering. Special numbers are permitted on a first come basic.
 20. Cutting fenders for wheel clearance is allowed. No re-welding or bolting of fenders. Folding or rolling the sheet metal is ok
 21. **No profanity will be allowed on any portion of the truck. THIS IS A FAMILY EVENT!!!!**

RUNNING

1. A working seat belt, helmet, and eye protection are required to be left on until the end of the heat.
2. No deliberate (Full Speed) head-on collisions and no deliberate hitting on the driver's door.
3. Vehicles must have dependable brakes at all times. A vehicle will be disqualified if driver's door comes open during the heat.
4. A one-minute time limit is enforced by the track officials for restarts and making aggressive contact with another live truck. This does NOT mean simply bumping the competition. The key word here is AGGRESSIVE. If you are hung up and making a strong effort to get free, you may be given more time. If you are sand-bagging, you may get less. There again, this is an official's decision.

All rules are subject to change and the officials have the FINAL say. It is impossible to list everything that you can and cannot do and we realize that rules will be bent, pushed to the max and sometimes tested with new ideas. Whether any stipulations or variations to these rules are allowed or not, it is the officials' decision. AND IT IS FINAL!!!!!!!

ALL TRACK OFFICIALS' DECISIONS ARE FINAL!!!!

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT AN OFFICIAL

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