

Nicollet County Fair Demolition Derby
Friday, August 11, 2017 at 7 pm and Saturday, August 12, 2017 at 6:30 pm
Friday Team Event – Ten 2-member teams! PRE-RAN/FRESH CARS
NEW for Saturday – Two Truck Classes (Modified and Stock)

Welcome and thank you for your interest in the Nicollet County Fair Demolition Derby.

This is a totally stock derby for all classes. No plating, stuffing, reinforcement or fabrication allowed.

Friday – Team Event Payout, over \$ 16,000 Hardest Hit trophy each class per night

Three extreme driver awards each night! Many derby related items given away!

Driver's Information:

1. The Lions Club, Nicollet County Fair Board, workers, volunteers, or members and/or personal property owners are not responsible for accident, injury or theft.
2. NO Beer, Alcohol, or Drugs may be consumed before or during derby. No Alcohol in pit area. No alcohol in vehicles. All violators will be disqualified from derby.
3. Driver must be 14 years or older (14-17 yrs. MUST have guardian authorization; authorization must be Notarized.)
4. All vehicles must be in the pit and have passed inspection ONE HOUR BEFORE PROGRAM. NO LATE ARRIVALS! Team drivers must be through inspection 2 hours prior to program start!
5. All driver's, cars, and pit men must sign waiver and receive wrist band. No driver swapping allowed. Only registered driver assigned to registered car.
6. Entries are limited to 16 cars per heat, get form and money in ASAP to be assured a spot. Preference is given to local entries. Entry fee of \$20 will admit driver only. Entry fee after August 1, 2017 will be \$ 30.
7. All cars must be removed by 9 AM the next morning.
8. Numbers will be assigned when you register and approval of entry. We will try to honor number requests.
9. All rights to prize money, trophy and entry fee will be forfeited for violations of rules or conduct.
10. Anything suspicious will be checked at any time (before, during, or after event). We reserve the right to scope or cut into any frame at any time. We reserve the right to refuse entrance, or decline entry to anyone.
11. All heats run to final car! Last car to make a hit wins.
12. All vehicles will have to be lined up ½ hour before derby. When you receive a flag stick, line up immediately. You will only have one chance to make your vehicle legal. No exceptions. What may have passed last year may not this year!
13. **If it didn't say it is illegal doesn't mean it is legal. Rules strictly enforced. Remember "Stock is Stock." There is no gray area. Official decisions are final!**
14. Questions – Call Brad Guth 507-351-5630 or Mike Bathke 612-987-9674

General Rules:

Driver doors and roof tin to be painted with contrasting colors to the numbers painted on car. Metal roof tin is to be minimum 18" x 18". Must be able to read car numbers easily! Friday team driver's must have a roof sign with the team's letter designation and car be painted the same and/or design theme.

1. You have 60 seconds to make an aggressive hit.
2. All hits must be aggressive. Sand bagging is not allowed.
3. No team driving allowed. Those involved will be disqualified.
4. No Imperials OR cars modified with Imperial parts allowed! Only 1974 and newer Imperials allowed.
5. All cars MUST have a 12" fire hole in the hood. 1 fire allowed. 2nd fire warrants disqualification.
6. All windows, glass, taillights, plastic grills, headlights, carpet, trim, and extra seats must be removed from the car prior to arrival. Windows cannot just be rolled down. Air bags must be removed.
7. Driver's must wear safety helmet, safety belt, safety glasses (optional – depending on helmet), and long sleeved shirt. Stay in your car and do not take helmet or seat belt off until heat is over.
8. All cars must have brakes!
9. Any vehicle found to be unsafe will be disqualified at that time.
10. **Flags: Green = GO / Red = STOP / Black = Break your stick, you are disqualified**

11. Driver door hits are a subjective call. If you don't want to be called out, stay away from driver's door. We will call this the best we can. Safety first!

STANDARD WELD CLASS: (Includes Power Puff cars and Friday Team cars)
WELD CLASS TO RUN SATURDAY NIGHT ONLY.

Inspection: (PRE-RAN / FRESH CARS FOR TEAM EVENT)

Frames: Stock only, No Welding of frame or frame seams. Y-Frame Chryslers can cover 1 side only (top or bottom) with plate no larger than to cover opening, and same thickness or less as frame. If frame is rusted through or badly damaged, this can be repaired with same thickness of steel as frame (No additional reinforcement, repair only). Must be able to see rust or bend and must repair damaged side only. Repair no longer than necessary. No additional body mounts can be added or chaining. No fabrication or reinforcement of any kind. No extra braces to frame of any kind. No bolting or wiring of frames together from side to side. Trailer hitches must be cut off. No tilting of frames. STOCK ONLY!

Body: No welding of body to frame. Must be stock appearing. No pre-bending or bolting of any body panels. No stuffing or tucking of trunk. Front of hood can be bent downward in front of core support only. No other bending or creasing of hood. No double floors or additional tin or plates. Can cover rust holes only, no longer than necessary. Cutting restricted to diameter of tires and fire hole in hood. You may bolt front fenders and quarter panels (inner and outer skins) with up to 6 – 3/8” bolts around wheel opening, no higher up than 5 inches. Weld class only. No extra bolts or screws of any kind in hood or trunk. Can modify steering and shifter linkage. Up to 3” dash bar and a single 3” post behind driver’s seat with 6” x 6” end plates allowed. Dash bar must be at least 5” away from firewall. Door brace may go across from driver’s door to passenger door post, or can angle the brace from post to floor (Not to frame). Post can be welded or bolted. You can add a roll bar behind driver’s seat mounted to the door or door bar (and/or) to floor tin. (Not to frame). A light web will be allowed on driver’s window and windshield in front of driver. No other bars allowed in window openings. Inside door bars optional (driver’s side and passenger side) but must be connected to dash bar and seat bar only. Body mounts can be removed and can use 3/4” bolt with 1/4” x 4” washer. No pinning or welding bolt or washer to frame or body.

Door, Hood, and Trunk Tie Downs: Doors must be chained, wired, or welded. If welded, no more than 5 inches on, and 5 inches off max. Nothing wider than 1/4” x 2” flat strap. Driver’s door can be welded solid. You may add a driver safety plate using 1/2” x 8” flat plate, no longer than 3” past the door seam. Weld or bolt to outside of door only. **TRUNKS** may tuck 50% but must remain in factory location attached to hinges. Remaining trunk lid may be welded up to 24” total **OR** four total hold downs 2 - 3/4” rods to side of frame 2” maximum and 2 – 3/4” rods through tin only. (Maximum washer size 5 x 1/4” thick.) Header pipe holes can have tin bolted to inner hood with 4 – 3/8” bolts per hole. Max 2 holes per hood. Rest of hood can be chained, wired, or bolted down. Maximum 6 spots per hood. Only 2 bolts can go to or through frame at radiator support. Bolt must go from frame straight up (Not angled) and not welded, wired, or bolted to the radiator support in any way. Bolt can go through bottom of core support only near frame. Max bolt size 3/4”. Rest of bolts through tin only. Max washer size 5” x 1/4” thick. Hoods must be in stock location and front of hood can be bent downward if it is sticking out, in front of core support only. No other bending of hood allowed. Hoods must have at least one 12” hole for fire access. Bumpers can be chained or wired to the frame. If you chain or wire hood down you can connect to the bumper.

Gas Tank and Battery: Gas tank and battery must be removed and steel tank placed inside vehicle. Five gallons maximum. Place in safe location away from doors. Must be properly fastened to floor and covered. Gas line securely mounted to floor inside car.

Suspension: Stock suspension. In stock location. No fabricated parts. Stock automotive OEM 5 lug rear end. No back braces. One chain allowed, per side, around hump. Must go around hump and axle tube only. Not around leaf spring. Can chain around differential housing to body. Stock and working shocks. No air or stuffed shocks. Rear leaf spring must be stock. No added leafs or leafs on top of main. 4 spring bands per side. Welded rear end OK. Maximum bumper height 28” to top. A-Arms can be welded down with two 2” x 1/4” straps on each side of A-Arms, and nothing additional.

Bumpers: Any car bumper can be used, however front on front, rear on rear. Bumpers must be bolted on with a maximum of 4 bolts per side, with either stock mounting plates, or plates no larger than 6” x 5” by 1/4” thick. Another option is to weld the bumper on, however the bumper can be welded on three of the four sides, with no additional metal being added. No, you cannot do both (weld or bolt – one or the other). Those cars with shock mounts can weld around the tube. 2 chains or wires are allowed to go around the bumper to hold it on the car. No stuffing shocks in frame for reinforcement. No welding of bumper seams. Bumpers can be chained or wired to the frame.

Tires: Stock rims only. After market 8” diameter multi-lug rim centers are allowed, rest of rim must remain stock.

Any air inflated tire can be used up to 15". No solid or foam filled tires. Stuffed tires are allowed. No tire skins on top of tire sides, No flappers. Valve stem protectors will be allowed. (however, they must be flush to the rim, cannot be sharp or excessive.)

Engine, Transmission, and Radiator: Engine swapping is allowed. However they must be in stock location, with stock mounts. No special fabrication, extra metal, or welded fabrication allowed. Stock radiator in stock position. Engine must not be pushed against firewall. Transmission coolers will be allowed, but must be properly mounted with metal lines and securely fastened to the floor, away from the driver. Safety first! Slider drive shafts are allowed. Motor and transmission can be chained or wired. "Light" flat strap (1/4") can be used to hold motor in car – if mounting lugs are broke; but cannot be used for reinforcement. 1 per side. If too much – you will cut out. No other bracing allowed in engine compartment. A simple block saver can be used, but not mounted or tied to the frame in any way. It must be bolted to rubber motor mounts and cannot extend to protect or reinforce any other part of the motor. No fabricated or custom made engine cradles, distributor protectors, or transmission ultrabells and cradles. Transmissions cannot be braced against cross bar, must be able to move and float with mount.

All Stock Chain Class: (1980 and newer only – See below for other years that apply)

EXPECTED TO RUN FRIDAY and SATURDAY NIGHTS.

1. Same general rules apply as weld class, except there is "NO" welding allowed, or bolting of fenders/quarter panels. (Only welding allowed is inside the vehicle for mounting dash, seat bar and inside door bars. Door bars are optional, and welded only to dash bar to seat bar (dash bar must be 5" away from fire wall), and welding of rear end. Driver's door can be welded solid – optional). A-Arms can be welded down with 2- 2" by 1/4" straps of A-Arms, and nothing additional.
2. All doors, hoods, trunk lids, tail gates, and bumpers must be chained or wired. Two per door and bumper. Four per trunk, six per hood. The 2 front core support locations can use 3/4 " ready rod through frame core support and hood. Cannot be welded or wired, or bolted onto core support. No pipe or reinforcement around rod. No plate or stops under hood. 6 x 6 plates on top of hood for washer.
3. All cars and parts must be original equipment for make and model. 1980 to current. This includes bumpers. Exceptions noted.
4. Bumpers can be bolted, wired, or chained onto working shock mount or other original stock mount. No more extra bolts than necessary. Any 1980 or newer car bumper can be used. However front on front and rear on rear.
5. **Engine swapping is allowed.** Rear ends can be swapped. GM to GM. Ford to Ford, etc. Slider drive shaft okay.
6. 1978 and newer GM, 1979 Cadillac Eldorado and Oldsmobile Toronado and newer, 1980 and newer Chrysler and Ford can run.
7. **TIRES** – Any air filled and ply tire allowed, (skid loader, ag or stuffed tires okay). After market 8" dia. Multi lug rim centers are allowed. Rest of rim must remain stock. Can have valve stem protectors. Flush to rim.

STOCK TRUCK RULES: (Friday and Saturday)

1. All trucks must have stock equipment. Trucks to be "prepared" the same way as stated in the "General / Standard Rules". Seat bar, dash bar and door bars inside are strongly recommended.
2. 1/2 or 3/4 Ton American made pickup truck only. No 4 doors. You can use a 4 wheel drive if front drive shaft is removed.
3. Truck bumpers on trucks – Fastened in stock position as identified under "General / Standard Rules." Front on front, rear on rear, for same style truck. No 1 or 2 ton grain truck bumpers. 1/2 ton and 3/4 ton only.
4. No additional plating allowed in box or cab. Battery box and fuel tank no longer than necessary. Not for reinforcing.
5. Any air inflated tire can be used up to 16.5". No solid, or foam filled tires. Stuffed tires allowed. No skins on top of tire sides, no flappers. After market 8" diameter multi-lug rim centers are allowed, rest of rim must remain stock.
6. Hood can be chained, wired, or bolted down. Maximum 6 spots per hood. Only 2 bolts can go to or through frame at radiator support. Bolt must go from frame straight up (not angled) and not welded or connected to radiator support in any way. Bolt can go through bottom of core support only, near frame. Max bolt size 3/4" and max washer 5" x 1/4" rest of bolts through tin only.
7. Box may be mounted to frame with bolts or U-bolts. With max of 8 places (includes original bolts in box that remain). Cab may be mounted to frame with bolts or U-bolts. With max of 8 places including radiator supports and factory mounts. You may bolt box and cab together with up to 4 bolts, and you may weld a short flat strap between box and cab. (1/4" x W x 8" max) one on each side. Max bolts and washers are 3/4 bolts and 1/4 x 8" washer. Roll over bar strongly recommended, mount in front of box, as close as possible to cab. No wider than

- frame, maximum height is to top of cab. Can bolt or weld to box, or to washers that hold box to frame. No welding to frame. Maximum distance is 2' back on floor with kicker brace.
8. Tailgate must be welded to box 12" max per side (Outside of box only and not to frame or bumper). If no rear bumper, tail gate can be slid down so that bottom of tail gate is at bottom of frame rail. If done this way, you must have two wires or chain around bottom of box floor through tailgate. Weld on outside of box on each side of tail gate only!
 9. Maximum bumper height 30". (24" min. height) Stock bumpers, front on front, back on back.
 10. A-Arms can be welded down with two 2" x 1/4" straps on each side of A-Arms, and nothing additional or a 1/4" tube can be bolted in place next to front shocks only to gain height. Cannot be welded in or used for reinforcement or tied to anything additional. Bumper height must comply.
 11. Trucks with leaf springs front or back can have 4 spring bands per spring.

MODIFIED – LIGHT BUILD TRUCK RULES: (Sponsored Class) RUNS SATURDAY NIGHT ONLY

1/2- 3/4 ton LIGHT BUILD TRUCK RULES 2017

1/2 - 3/4 ton American made pickup, extended crew cabs, suburbans are allowed. NO one-tons or frame swaps. Frames must remain stock and not shortened or altered in any way. No welding other than specified! NO adding extra braces in frame or engine cradles. If officials suspect a one-ton frame it will be driver's responsibility to have written proof by frame code, vin number it is 3/4 or less or will not run.

Hood may be chained 3/8 chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, U will be allowed two 1in. Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5 inches per rod (5 inch long filler material can be used to reach core support if not resting tight against), you will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins, wires, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches 1/4 thick, hood pins must be straight up and down 1 ft. max length. U may use 4 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3 in diameter or 2 #9 wires in windshield opening to prevent hood from entering driver's compartment for driver's safety.

Doors may be chained two locations per seam, or welded 24 inches of total weld outside only (1/4 In. strap no wider than 2 inches) each chain or wire location will count as 4 inches of weld. Driver's door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.

Tail-gate must be ran in upright position, no removing, may be chained in two locations per side OR welded using 2x2 angle iron inside, or flat strap outside 24 inches total on the sides plus an additional 12 inches of weld or 4 chains on bottom of tail-gate to box (not bumper). Tail-gate may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations, suburban, SUV back doors use tailgate rules to secure.

BUMPERS Front and rear bumpers may be changed to a seam welded, loaded car bumper, no adding bumper brackets to frame. If you choose not to install a factory car bumper you can use a (FLAT only) 6 ft. long max, 5 inch diameter or less, 3/8 thick square or round tube behind factory truck bumper welded to frame, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side). Bumpers may be welded to frame plus added 2x2 inch wide 1/4 thick angle iron also to help secure to frame on all sides (do not run lengthways down frame as a bracket- bumper attachment only) Bumper height max 27 inches to the top of bumper- min. 22 top in the rear. No open frame rails.

TIRES Any ply tire allowed, stuffed, skid, ag ok, split rims allowed but ring must be fully welded. Uni-lug wheel centers 9 inch max diameter may be used, no beadlocks or full centers.

SUSPENSION Front axle non leaf-spring trucks may install 3/4 bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, no adding leaves, you may have 6 leaf clamps per leaf pack total, no coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8 chain. 1/2 ton may swap to 3/4 ton rear ends, may be welded posi-traction, no bracing on rear ends.

ENGINE/TRANS May crossbreed engines and transmissions, No adding engine cradles or extra braces in frames. For older trucks with no engine cross member this is your allowance: you may use a 5x5 8 inches long 3/8 max thickness piece of tubing to weld solid to frame vertical or horizontal and build out from tubing to mount engine mount, cannot connect mount to mount, no homemade or car cradles allowed to tie rails together, can be gusseted back to tube but not to frame. Do not use firewall as a brace. May have 2 chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided transmission lines. Trans may be chained or wired to cross-member. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, ultra-bells, steel tail shafts will not be allowed. Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses.

BODY BOLTS Trucks may have 8 locations of chains, bolts or u-bolts to secure box to frame, cab 6, and core support 2, (suburbans, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1 in. diameter max size bolts with plate size no larger than 1/4 inch thick x 8 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do

not pin frame. In addition you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you lose the option to use extra factory location.

BOX Roll over bar (strongly recommended) mounted in front of box, (must remain 5 inches gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components. Box may be bolted to cab in 4 locations 1 inch bolt size 5x5 plates AND may weld 12 inches of strap per side (24 total) to weld cab and box together. U will be allowed one location to wire box side to box side location of choice- cannot go to or around frame (4 strands of wire max, no chains). No folding box-sides over to create a wedge, may bolt fenders with 6 -3/8 bolts to bolt fenders together 2 inch washers max threads must point inward. Outside fender creasing is allowed.

CAGE MANDATORY= Must run a bar behind seat (no further back than 10 inches behind seat) and across dash may use 6x6 plates on ends, may connect dash-bar to seat bar along with two down bars to floor on driver's door for protection, these bars may kick back inward and attach to side of frame after going through the floor. U may also add one down bar on pass door to floor to protect battery. U may attach a rollover bar from seat bar up to or over roof and down to dash bar but these bars cannot connect or come in contact with rollover bar in trucks with boxes to stop truck from bellying. 5 inch diameter max on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburbans and SUVs may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

BATTERY/GAS TANK 2 batteries max allowed on pass floor, properly mounted and covered.

NO BUNGE STRAPS!! Gas tank must be removed and one relocated in front of box, 8 gallon maximum. May use electric fuel pumps if well labeled (FUEL SHUT OFF).

FRAME: If frame bent, may plate 1 inch past bend both directions 1/4 in thick one side of frame only. If long area over six inches is bent, please call ahead for authorization, No boxing of frames.

MISC: Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ign. and starter wires may be altered. This is a low build class, if rules don't say you can't do it don't assume you can! **MUST REMAIN STOCK OTHER THAN STATED IN RULES. Questions on rules call or text Brandon at 507-317-9066**

MINI VAN CLASS RULES: (Front and Rear Wheel Drive Vans) (Example: Caravan, Astro, Aerostar)
EXPECTED TO RUN FRIDAY NIGHT. Anything left over could run with mini pickup class Saturday.

1. Vehicle must remain completely stock. This is meant to be a quick build class with no modification or swapping of parts.
2. No welding allowed except driver's door and differentials. (May add seat support bar and dash bar inside vehicle post to post, inside door bars attached only to dash and seat bar on driver's side and passenger side, optional.)
3. Strip vehicle as normal. Leave shifter stock. No torching of the fenders. Vehicle must be totally stock appearing. 12" Fire hole in hood required. No pre-bending of body panels.
4. Can relocate electrical boxes anywhere under hood.
5. Remove gas tank and mount a steel tank in inside center of vehicle, securely fasten down and covered. Battery must be moved inside of vehicle securely mounted away from any door, and covered.
6. Two chains per door. Four chains per hood. Rear hatch and doors 4 total hold downs max. Two chains can be used around bumper to hold it on vehicle. No reinforcement.
7. All suspension and struts must be stock. Two leaf spring clamps per spring. No chaining of suspension.
8. Automotive 6-ply tires max allowed. No skid loader, industrial, implement, or trailer tires allowed. Snow tires and donut spares can be used. Air inflated only. Valve stem protectors allowed, must be flush to the rim.
9. All airbags must be removed and disabled.
10. Stock bumpers must be used, original to vehicle.

Compact/Midsize Class: EXPECTED TO RUN SATURDAY NIGHT

1. Vehicle must remain completely stock. This is meant to be a quick build class with no modification or swapping of parts. Engine swapping is allowed, but must be in proportion to the car (compact to compact).
2. Same rules apply as "Mini Van Class".
3. Maximum wheelbase is 107.5". American or foreign cars. No 4-wheel drives. Front or rear wheel drive.

MINI PICKUP / BLAZER CLASS RULES: (Front or Rear Wheel Drive) CLASS
EXPECTED TO RUN SATURDAY NIGHT.

1. Open to GM S-10, Ford Rangers, Dodge Dakota pickups; Ford Explorers, GM Blazers, and other mini vehicles.
2. Call if there are questions. Same rules as mini class for vans.

* Depending on number of entries, mini vans left over from the mini heat Friday, may be allowed to run in this heat.