

## Nicollet County Fair Demolition Derby

Friday, August 9, 2019 - 7:00 p.m. | Saturday, August 10, 2019 - 6:30 p.m.

**Friday team event is two-member teams and includes pre-ran and fresh cars!**

**Saturday has TWO truck classes (light build and stock)!**

**Payout is over \$ 16,000 PLUS many derby-related items given away!**

### Drivers Information:

1. The 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 pass inspection ONE HOUR BEFORE PROGRAM. NO LATE ARRIVALS! Team drivers must be through inspection 2 HOURS prior to program start!
5. All drivers, cars, and pit men must sign waiver and receive wrist band. No driver swapping allowed. Only registered driver assigned to registered car.
6. Entry fee of \$ 30.00 will admit driver only.
7. All cars must be removed by 9:00 a.m. the next morning.
8. Numbers will be assigned when you register with 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 and all official decisions are final!
14. Questions-call: Charlie Rustman 507-382-2514 | Brad Guth 507-351-5630 | Brandon Thomas 507-317-9066.
15. **For registration and light build truck rules, please call Brandon Thomas at 507-317-9066.**

### General Rules:

**Driver doors and roof fin to be painted with contrasting colors to the numbers painted on car. Metal roof fin is to be minimum 18" x 18". Must be able to read car numbers easily! Friday team drivers must 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. One fire is allowed and second 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. Drivers 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 powder puff cars and Friday team cars)**  
**WELD CLASS TO RUN SATURDAY NIGHT ONLY.**

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

**Frames** – Stock only. No welding of frame or frame seams. Y-Frame Chryslers can cover one side only (top or bottom) with a 4" x 6" 1/4 plate. If frame is rusted through or badly damaged, this can be repaired with same thickness of steel as frame (with no additional reinforcement - repair only). Must be able to see rust or bend and must repair damaged side only. Rust repair can be 1" past damaged area. Call for questions. 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 double floors or additional tin or plates. Can cover rust holes only one inch past damage area. Cutting restricted to diameter of tires. 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". No extra bolts or screws of any kind in hood or trunk. Can modify steering and shifter linkage. Up to 6" dash bar and a single 6" post behind driver's seat. 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). You can add one down bar off driver's door bar and passenger door bar. Down bars must go straight down to sheet metal and not to exceed 2" x 3" 1/4 tube. A window net will be allowed on driver's window and windshield in front of driver. Rear window bar cannot exceed 2" x 2" square tube or angle iron and not further than 5" from rear window opening (top and bottom). No other bars allowed in window openings. Inside door bars optional (driver's side and passenger's 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 5" 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" on, and 5" off max. Nothing wider than 1/4" x 2" flat strap. Drivers door can be welded solid. You may add a driver safety plate using 1/2" x 8" flat plate that is 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 5 on 5 off **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 8-3/8 bolts. Rest of hood can be chained, wired or bolted down. Maximum 6 spots per hood. Only two bolts can go to or through frame at radiator support. Bolt must go from frame straight up (not angled) and have the top 5 inches welded to core support. 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.

**Gas Tank and Battery** – Gas tank and battery must be removed with steel tank placed inside vehicle. Five gallons of fuel maximum. Place in safe location away from doors. Must be properly fastened to floor and covered. Gas line securely mounted to floor inside car. A gas tank protector may be ran with the dimensions of 24" x 24" placed in center location and must be 4" away from all sheet metal.

**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. Can chain around differential housing to body. Stock and working shocks. No air or stuffed shocks. Rear leaf spring must be stock. No added leaves or leaves on top of main. Four spring bands total per side. Welded rear end is okay. Maximum bumper height is 28" to top. A-Arms can be welded down with 2 - 2" x 1/4" straps on each side of A-Arms, no farther back or forward than control arm.

**Bumpers** – Any car bumper can be used, but cannot put front on rear. Bumpers can be bolted on with a maximum of four 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 all four sides with no welding exceeding 4" from the end of each

frame horn. You may add 3/16 thick 2 x 2 angle iron on all four sides of frame for mounting bumper to frame. The 2 x 2 angle will be included in the 4" of weld (weld or bolt, only one or the other). Cars with bumper shocks can weld around the whole shock tube. No stuffing shocks in frame. You may run a seam welded internally reinforced bumper on front. **No homemade bumpers** (powderpuff cars are excluded from loaded bumpers). Bumpers can be chained or wired in two spots to core support.

**Tires** – Stock rims only. Aftermarket 8" diameter multi lug rim centers are allowed, but 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. Valve stem protectors will be allowed, but they must be flush to the rim (not sharp or excessive).

**Engine, Transmission and Radiator** – Engine swapping is allowed. However, they must be in stock location. 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. 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 and must be able to move and float with mount. You will be allowed to run a carb halo, but cannot be any further back then the distributor. Firewall must be completely cut out behind halo. **No pulley protectors.**

**ALL STOCK CHAIN CLASS: (1980 & 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 or 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 two 2" by 1/4" straps within a-arms and nothing additional.
2. All doors, trunk lids, tail gates and bumpers must be chained or wired. Two per vertical door seam and bumper. Four per trunk. Six hood tie downs will be allowed. The two front core support locations can use 3/4" ready rod through frame core support and hood. Can have top 5 inches welded onto core support. No pipe or reinforcement around rod. No plate or stops under hood. 5" x 5" plates on top of hood for washer.
3. All cars and parts must be original equipment for make and model and 1980 to current.
4. Bumpers can be bolted, wired or chained onto working shock mount or other original stock mount. Bumper shocks may be welded half way around shock tube. No extra bolts than necessary. Any bumper may be used, cannot exceed a 3" point. May attach by welding a 5 x 5 plate to each frame horn and two 5 x 5 plates to bumper and bolt plates together using 4- 3/8 bolts. Call if have questions. No loaded seam welded or homemade bumpers.
5. **Engine swapping is allowed.** Rear ends can be swapped. Any 5-lug unbraced rear end can be used. Slider drive shaft okay.
6. 1978 and newer GM, 1979 Cadillac Eldorado and Oldsmobile Tornado 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). Aftermarket 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. No pre-bending. 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 four doors. You can use a 4-wheel drive if front drive shaft is removed.
3. Truck bumpers on trucks with max bumper height of 30” with a minimum of 24 to top of bumper – 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. ½ ton and ¾ ton only. Can be welded on with no extra metal.
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. Aftermarket 8” diameter multi-lug rim centers are allowed, but 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 can have top 5 inches welded to core support. Bolt can go through bottom of core support only, near frame. Max bolt size 3/4”, 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 maximum of 8 places (includes original bolts in box that remain). Cab may be mounted to frame with bolts or U-bolts. With maximum 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 12” max) one on each side. Maximum bolts and washers are ¾ 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. Or can weld to top of frame. Maximum distance is 2’ back on floor with kicker brace. Can attach to roof in two spots using 1/4 x 3” strapping, with a max of ¾ inch bolts.
8. Tailgate must be welded to box 12” max per side and 12 inches of weld will be allowed from tailgate to box floor (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. You will be allowed 2” of weld per rear frame horn to attach to tailgate.
9. A-Arms can be welded down with two 2” x 1/4” straps on each side of A-Arms, and nothing additional. 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. Trucks with leaf springs front or back can have four spring clamps per side.

## **LIGHT BUILD TRUCK RULES (1/2 or ¾ Ton) - RUNS SATURDAY NIGHT ONLY:**

1/2 - 3/4-ton American made pickup, extended, crew cabs and Suburbans are allowed. No one-ton 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 ¾ 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. You will be allowed two 1”. Max. rods welded to frame used for hood pin at core support. Rods may be welded to core support 5” per rod (5” 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 four locations up to 1 inch 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’ maximum length. You may use four 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3” diameter or two #9 wires in windshield opening to prevent hood from entering drivers compartment for driver’s safety.

Doors may be chained in two locations per seam or welded 24” of total weld outside only (1/4 In. strap no wider than 2”).

Each chain or wire location will count as 4" 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" total on the sides plus an additional 12" 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 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, (rear bumper must remain flat). No adding bumper brackets to frame. If you choose not to install a factory car bumper, you can use a FLAT only, 6'. long max, 5" 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" to the top of bumper- min. 22" top in the rear. No open frame rails.

**TIRES** - Any ply tire allowed, stuffed, skid, ag are okay. Split rims allowed but ring must be fully welded. Uni-lug wheel centers 9" maximum diameter may be used. No bead locks 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" 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 two 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 trans 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 are okay. 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, (suburban's, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1" diameter max size bolts with plate size no larger than 1/4" thick x 8" 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 option to use extra factory location.

**BOX** - Roll over bar (strongly recommended) mounted in front of box, (must remain 5" 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 four locations. 1" bolt size 5x5 plates AND may weld 12" of strap per side (24 total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice, but 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" washers maximum threads must point inward. Outside fender creasing is allowed.

**CAGE MANDATORY** - Must run a bar behind seat (no further back than 10" 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. You may also add one down bar on pass door to floor to protect battery. You 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" 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** - Two batteries maximum. 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" past bend both directions and 1/4 inch thick one side of frame only. If long area over 6" 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. Ignition 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 night.**

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 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 and securely fasten down and cover. Battery must be moved inside of vehicle securely mounted away from any door and cover. Must be high pressure fuel line. Must be safe or won't run.
6. Two chains per vertical door seam. Four chains per hood. Rear hatch and doors have four total hold downs maximum. 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 total 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 and 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. Max wheelbase is 108.5". American or Foreign cars. No 4-wheel drives. 4-6-cylinder, front wheel drive only.

**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, 98-03 Dodge Durango's will be allowed, 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 from the mini heat Friday may be allowed to run in this heat.