

BLUE EARTH COUNTY FAIR- GARDEN CITY

CLASSES: FULL SIZE WELD, TRUCK WELD, 80S CHAIN/WIRE

SAT JULY 30TH 7 PM START TIME,

PIT GATE OPENS AT 3PM CLOSES AT 6PM FOR DRIVERS/CARS.

\$40 ENTRY FEE CAR AND DRIVER, BEFORE July 23 \$50 ENTRY AFTER AND AT THE GATE,
NO REFUNDS ON ANY ENTRY.

FULLSIZE _____

TRUCK _____

80S CHAN _____

CHECK CLASS OF ENTRY

DRIVER NAME _____ PHONE NUMBER _____

CAR NUMBER _____ YEAR MAKE AND MODEL _____

ADDRESS _____ E-MAIL _____

DRIVER SIGNATURE _____

PAYOUTS INCLUDE:

FULLSIZE: 1 ST \$1250.00	TRUCKS: 1 ST \$1000.00	80S CHAIN: 1 ST \$850.00
2 ND \$600.00	2 ND \$600.00	2 ND \$400.00
3 RD \$300.00	3 RD \$300.00	3 RD \$200.00
4 TH \$150.00	4 TH \$150.00	4 TH \$100.00
5 TH \$50.00	5 TH \$50.00	5 TH \$50.00

TROPHYS TOP 4 IN EACH CLASS

HARDEST HITTER WILL RECEIVE \$100 CASH AND TROPHY IN EACH CLASS.

BEST LOOKING CAR OR TRUCK WILL RECEIVE \$100 AND PLAQUE.

LONGEST TOW WILL RECEIVE FREE ENTRY PLUS \$50.00

Send entries to R&M Promotions at P.O. box 15 mapleton mn. 56065 make checks payable to R&M promotions.

MASTERS OF DISASTERS CREW WILL BE OFFICIATING

If you have any questions please contact

Randy mosloski 507-327-1944

Paul Nielsen Home 507-377-1855 Cell 507-383-6094

Aren Crews Cell 507-219-0822

Full Size & Truck Class

2011 RULES AND REGULATIONS

General Rules

*****If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!**

1. All rules will be followed, or you will not run!!
2. Any sedan or station wagon can be run. **No 1973 or Older Imperials, Imperial sub-frames, ambulances, hearses, limousines, etc...**
3. Ages 14 –17 must have a notarized permission slip.
4. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
5. Driver must wear seat belt and helmet, along with eye protection.
6. ALL drivers and crewmembers must attend the drivers meeting.
7. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.
8. No hot rodding in the pits, keep it at an idle.
9. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
10. NO sandbagging or holding!!! You will be disqualified!!!
11. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
12. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
13. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test.
14. Any controversies will be taken up at the drivers meeting.
15. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!!
16. Judges decisions are FINAL!!!

Car Preparation

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons **MUST** be removed!!!
4. Tires must be mounted on a 15" rim, or less. No split rims, No studded tires. Foam filled or Doubled tires, and valve stem protectors are allowed. Tires may be screwed to rims.
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver must have FULL faced helmet.
7. You may run a stock radiator or radi-barrel. (Radi-barrel must be on the engine side of

the core support)

Radi-barrels: No welding of radi-barrels to the car at all! May be bolted in 6 spots.
Stock radiator: If you run a stock radiator, you may use 1/4" max thickness material in front or the back of radiator (has to be mounted flat to the core support), The material can be 2" bigger than the radiator on all sides. May be bolted in 6 spots but no welding of material at all.

8. All cars must have working brakes.

9. A-arms, ball joints remain stock.

10. **All trailer hitches and braces must be removed.**

11. Original gas tanks must be removed. **NO GAS TANK PROTECTORS!** You must use a boat tank or well made fuel cell and it must be properly secured (no ratchet straps or bungees to hold the tank in place) and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat, use to be. Gas tank must be mounted at least 6" away from interior cage. If tank is mounted to the cage it must be at least 6" from any part of the car body.

12. Transmission coolers will be allowed, but must be safe and properly secured.

13. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered. Two Batteries total. **Battery must be in a Battery Box.**

14. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

Car building: WELDING:

1. Only the Outside of Doors, trunks & Tailgates may be welded solid with 3-inch wide straps x 3/16-inch thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.

2. You can weld frame seam from the front of the A-arms forward topside only! **You are allowed 16" of additional frame welding from 2" behind the firewall/dash mounts forward per frame rail (full size cars only-not compacts).** The frame seam weld can't be larger than 1/2" wide or it will be cut!! The uni-body is considered the frame on Mopar cars, which it means **No bolting the seam.**

3. Chrysler "Y" frame cars will be allowed to weld a 5"X9"X 1/4" plate on the top or bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used.

4. ****For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which **can be welded to the cage, and floor, not frame,** and welded or bolted to the roof. Back of cage including roll bar, can only be 10" from back of seat. You will be allowed 2 down bars on the inside on driver's door going down from the inside cross bar. **Allowed 1 down bar on the inside of the passenger's front door in the middle of the door only & not to the frame or body mount.****

Bumpers:

1. Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be

used on any car (**Only 1 set of brackets may be used**). No homemade bumper brackets. You can weld bumper brackets and towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks and you can bolt the shocks to the towers with 1/2-inch bolt or less and it must be done vertically. Welding on the bumper skins together (chrome to inner liner of bumper) is allowed. When welding bumpers, shocks and brackets – do not add any metal. Weld shocks and brackets solid if you wish. **Bumper height 28" to the top of the bumper.**

2. Bumpers may be welded to end of frame with no added metal, just use the welder. Rear bumper may have 2 straps, 2- chains or 2-wires (4 loops) from trunk deck or tailgate to bumper (not frame). You can only have 1 of the 3 used, **NOT** all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk or tailgate. Straps may be up to 1/4" thick. You are allowed wire from radiator support to front bumper in 4 locations.

3. **Stock appearing bumpers!!! We will allow you to take any bumper apart. Weld any material you would like to the inside of the bumper. Weld the chrome skin back into place. Everything must be done inside of the bumper.** Metal inside the bumper must fit the contour of the stock outer chrome!

HOOD/TRUNKS:

1. ****Hood** must have at least a 12-inch square hole cut out in cast of fire. You are allowed 12 extra- 3/8" bolts to bolt your hood skins (NOT TRUNK SKIN) back together. You will be allowed 8 hood bolts; you **MUST** have at least 4 hood bolts. You may have up to 1" all thread –2 may be used from the hood down to the frame, but must go through the front body mounts. The top 5" of all thread may be welded to radiator support. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – All thread may pass thru frame. Hood bolts must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter (Radiator support bolts can be sleeved with up to 1 1/4 " diameter material).

2. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in factory location. No tucking of wagon roof on Leaf spring wagons. 80's & newer wagons may tuck roof down with 4 spots holding the roof down to the car body only—NOT Frame!

3. 2 - 1" All-thread may go from the trunk lid to frame, all-thread may go through the frame or it can be welded to the frame. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. **CAN'T DO BOTH.**

BODY MOUNTS:

1. Body spacers can be removed and frame can be tight to the body.

2. Body mount bolts can be replaced with 1" bolts, Bolts may extend through body and have up to a 5"x 5" x 1/4"thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame. Washers inside frame may not be used as a gusset! If there is factory rubber mount without a body bolt, you can add the bolt to the mount.

SUSPENSION:

1. Suspension must be at stock height. Leaf springs must be stock, you may add one spring as long as the main leaf spring, you can't wrap the added leaf spring to make a

double main - tow packages OK. The Main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2-inch stagger from longest to smallest. You can re-clamp springs, 6 clamps per side homemade or factory. Homemade clamps can't exceed 2x4x1/4 inch. You can put spacers in, or double up coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.

2. Mopars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame.

3. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well.

4. Use rear end of choice, must be factory 5 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended.

5. Rear-end Housings may be re-enforced. Hybrid rear-ends are allowed. **Rear end brace cannot extend more than 6 inches off the stock housing.**

6. **Front A-arms may be bolted or chained down to get your bumper height.**

SUSPENSION for 1977 and newer cars running with the old iron:

1. You may leaf these types of cars. If you do not convert to leafs, you are allowed a 1/4" thick by 22" long hump plate, this must follow the contour of the hump, centered and welded with one pass of 1/4" weld. This plate must be welded to the outside only, match the factory hump and not span the center of the hump. **Do not weld any seams on the rear of the car!**

If you leaf an 80's wagon you cannot tuck the roof or run hump plates!

All full-size k-frame MOPARS may run the k-frame tight to the frame and weld them together with no more than three 4"x4"x1/4" plates per side.

2. Same leaf spring rules apply as factory leaf cars.

Rear mount 6"x6"x1/4" shackle, welded to or bolted thru the frame

3. Front eyelet mount may be as follows:

In trailing arm bracket, with 3"x3"x1/4" gusset or box welded to the frame 4"x6"x1/4" maximum.

4. Springs may be mounted above or below the axle. No all-thread struts if running shocks. Must be of factory automotive type.

ENGINE MOUNTING:

1. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location.

2. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame). **All cars must use stock engine cradles for the year of the car.**

3. You may have a 2-2" strap from the motor head to frame on topside of frame next to A-arm on front side of motor and can be welded with no added metal! You will be allowed 2- 2" straps on the rear of the motor connected from the motor heads to the Frame, but must be on the top side of frame with in 3 inches of the back side of A-arms. If this is used to re-enforce frame, straps will be cut!

STEERING:

1. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints and

all other steering/suspension must remain stock.

2. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc.

FENDERS:

1. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

MISC:

1. For safety, you are allowed 1 strap in each window opening straps can be 2" wide – 1/4" thick and can be welded 5" on the door & 5" on the roof. Rear window bar must be welded within 5" of the window track. You may not use wire if you use straps **

Hardtop cars may have another strap at the doorpost. **You must have 2 bars in windshield from roof to dash for safety reasons.**

2. You are allowed 2 spots with 4 loops of wire (no cable or chain) in each window opening and may go to the frame. No welding washers around holes on car body.

3. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

4. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame; this cannot be bolted or welded to the frame.

5. You are allowed to bolt Factory body seams together. NO WELDING!!!!

6. **No painting or undercoating of frames.**

7. Dist. Cap Protector is allowed. There must be 12 inches of clearance between the Dist. Cap protector and the dash bar at the start of the event. Dist. Cap protector can't be mounted to body, frame or cage. Dist. Cap Protector **CANNOT** touch the cage at all, or car will be DQed! Hole has to be cut in the firewall large enough for the Dist. Cap Protector to pass through. This will be enforced before, during and after the event!

8. **No re-enforcing steel on tranny tunnel!!**

9. **We reserve the right to drill a 3/8" hole in frame to scope.**

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

2. Bent frames may be repaired with 1/8 inch metal on 2 sides of the frame, or 1/4" metal on one side of the frame, 2 inches past the bend. The patch may be welded solid, but you must have a 1/2-inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches.

ADDITIONAL TRUCK RULES 1/2 ton up to 1 ton plus SUBURBANS

1. Any stock truck or automotive bumper and bumper brackets may be used on the front and rear of the vehicle. Bumpers may be re-enforced on the inside only. If you are reinforcing truck bumpers the bumpers must remain flat, and must have the outer skin welded in place. Bumpers and bumper brackets may be welded.

From the end of the frame back 8 inches may be re-enforced, nothing bigger than 8" long and as wide as the frame is tall piece may be used. No connecting the frame rails to each other with added materials!! You may also have 2-4" wide by 8" long by 1/4" straps on the front and rear bumpers.

2. Tailgate may be welded solid inside & out with no more than 3" wide by 3/16" thick metal.
3. If you choose to fold box sides over, it must be done behind rear wheels.
4. You may run a 4x4 but must remove one of the drive shafts.
5. If you choose, you may rebolt or chain the box in 6 spots additional to the stock bolts with up to 1" threaded rod or 3/8" chain. (This can be welded to the frame) Plate size is limited to 6"x6"x1/4".
6. May tie the box to the cab using 1" threaded rod in four places. Maximum plate size of 6"x6"x1/4". The cab and box may be welded together and you may use a fill material to fill the gap between the cab and box.
7. Any tire is allowed on a rim no bigger than 16.5". No split rims.
8. Any bracing can be used inside the cab of the truck. A 4-point cage is required. The bracing can connect to the frame anywhere within the length of the front doors. Bracing cannot go more than 12" behind the driver's seat.
9. A 6" diameter rollover loop will be allowed with 2 kickers (4 point). This loop can be connected to the cab, or cage. The 2 kickers must come from the top of the loop down to a location no further back than the front leaf-spring mount. This loop can be bolted to the floor, or welded directly to the frame on the plates no larger than 8"x8".
10. No more than 13 leaf springs per stack, no stagger needed.
11. All coolers, or gas tanks must be mounted in front of the front leaf spring mount.
12. **All trailer hitches and braces must be removed.**
13. **No kickers on the radiator support!**
14. may tuck roof down with 4 spots holding the roof down to the body only—NOT Frame!
15. additional metal between frame and axle **WILL BE ALLOWED** to gain height, but must be at 30 inch bumper height max to pass inspection.

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CHAIN/ WIRE 80S (Beginners class) all parts must be oem parts unless specified.

1. Headers through hoods allowed. No bolting hood-skin opening.
2. Stock gas tanks must be removed. And 7 gal max fuel tank located inside car strapped securely, no bungee straps, and properly covered with non-flammable material. Pump gas must be used, no race fuel, alcohol, aviation fuel, must be low octane fuel, if caught with other fuel will warrant disqualification
3. Mopar 1980 and newer, Ford 1980 and newer, all GM 1978 and newer (METRIC CARS ONLY).
4. May alter ignition and starter wires.
5. Any ply tire allowed, Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires ok.
6. Radiators must remain in the stock location and be filled with water or eco-friendly antifreeze only- NO RACE RADIATORS, MUST BE OEM. May run electric fans. May be strapped in with seatbelts, strapping ect.
7. Transmission, engine coolers are not allowed.
8. Stock Rear ends may be swapped from any automotive car, 5 lug only, no bracing, no aftermarket axles, must be stock, may weld and swap gears, u may weld factory brackets to rear end to make fit, may shorten or lengthen FACTORY arms, cut and re-weld overlapping one inch, no adding metal or reinforcing factory trailing arm. No leaf conversions, or hump plates. May lengthen or shorten a stock driveshaft with a 6 inch sleeve and re-weld back together. NO AFTER-MARKET SLIDERS.
9. Bumper may be welded to Shocks, or directly to frame, shocks may be collapsed and welded, no extending shocks to make longer than stock, may be welded, bolted, wired, or chained to frame, so we don't have loose bumpers on the track. You may trim ends. Bumpers are interchangeable from any mass produced car. And outer skin may be welded to inner structure with no added metal, and not reinforced in anyway.
10. Must have two windshield bars from dash to roof to prevent hood from coming into driver compartment, may use #9 wire. , U may run one bar in rear window track ¼ in thick, 2 inches wide welded or bolted 4 inches max of rear window track.
11. If not running stacks through the hood a hole must be cut for fire safety.
12. Trunk lids and hood may be fastened in 6 places with chain 3/8 inch, wire (4 loops maximum). Sheet metal to sheet metal only, not frame. May tuck trunks but only fastened on top of lid. Two may go to or around bumper or frame. No chain binders.
13. Driver's door may be welded shut, or reinforced, all others chained with 3/8 inch chain, or wire 4 strands. 2 per seam. No welding of any other doors or body but drivers door. The bottom of the door seams may be chained or wired thru the door and around the frame (total 8 locations through entire car, this includes body mount repairs) no using washers around holes. No wire in window openings other than drivers door, windshield, or rear window opening.
14. Frames must remain factory stock., may pre-bend or notch, ABSOLUTELY NO WELDING ANYWHERE ON FRAME, unless specified, must be stock frame. Any frame mods or repairs must be prior approved!! If not followed u can run weld class. Questions call 507-327-1944 Randy
15. Stock suspensions must be left intact. No welding, bolting, or chaining up A arms, ball joints, or tie rods, may use spacers in sagging springs to gain bumper height not to exceed 28 inches to top of bumper, no solid suspentions, MUST BOUNCE, u can use two springs coiled together to gain rear height, if over u will have to lower to pass tech. unless pre-ran or prebent, u can wire springs in to keep from

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falling out, u can run 3 strands of wire or 3/8 chain from rear axle to frame in two locations, u can also run 3 strands of wire framerail, to framerail behind rear axle.

16. Batteries must be placed in the passenger's side floorboard and secured and covered. 2 batteries allowed

17. U may alter steering column to prevent steering loss, but the rest of components must remain stock.

18. Two front radiator support bushings may be removed and bolted solid, 2 inch diameter washers max, 5/8 bolt size, 6 inch bolt max length, may stack 2 inch diameter washers or 2 inch diameter 3/16 thickness spacers to fill gap if u raise radiator support, u may NOT use as a hood pin, core support mount only. all other Body mounts and bolts must remain stock and in position between the frame and the body. If u have a rotted mount u may run wire to frame to repair, (3 strands) no other repairs allowed to body mount. Only 8 locations through entire car may go from body around frame, this includes door bottoms.

19. No welding leaf springs or adding extra leafs. No leaf clamps, if factory band is broken u may use two stands of #9 wire to repair. Max 3 per leaf pack.

20. No welding or bolting any body seams. Must be stock appearing, no creasing of sheet metal.

21. Cutting for wheel clearance is allowed. No bolting or welding fenders.

22. Homemade shifters allowed.

23. Driver's side window nets allowed.

24. Motors are interchangeable, must be stock appearing, carb, dist, intake, valve covers, must be oem, must use a factory rubber lower mount, may be welded in the size of the factory mount, may also use wire or chain in to hold motor in place in two locations, cannot weld metal straps for this, must be wire or chain and can go to frame.

25. (MANDATORY) Must have seat bar from door to door with a 6 by 6 plate on ends max. can be welded or bolted to body, also can have dash-bar, may connect dash-bar to seat bar with no down bars to floor, other than drivers door for safety, halo bar can be used but must be attached to floor, NOT FRAME! Only two 3/4 max bolts to attach to roof. No excessive plates for reinforcement. No reinforcing trans, or driveshaft tunnel, no gas tank protectors, all cage material no further back than 10 inches of back of drivers seat.

26. If you need to relocate trans cross-member you can weld a piece of 2x2x1/4" 6" long angle iron to frame to set the cross-member on. Cross-member can be max 2x2 box tubing. Cross-member may be bolted or welded in place. Trans may be wired or chained to cross-member.

27. Dist. protectors, engine cradles, slider driveshafts will NOT be allowed in this class!! U may cut firewall for clearance, If it is not a part from the automotive factory you cant run it, unless authorized.