

2022 Roberts Good Neighbor Days Demolition Derby

Saturday, June 4, 2022

1:30 PM Start time

(In case of bad weather, the derby will be moved to Sunday, same time as listed above.)

Inspection starts at 8 AM. ALL vehicles MUST have passed tech and be ready to go by 12:45PM

Drivers Meeting will begin at 1PM sharp.

ALL drivers must attend meeting before the show.

(Note: For drivers and drivers only, not pit members. If you believe a rule has been broken or a competitor got through tech with an infraction, or something was added after inspection, this will be your time to bring it up, after that, nothing else is to be said.)

We WILL be having powerwheels. Please have the kids ready and in their powerwheels by 1:15PM. Powerwheels can be dropped off at back gate, any time before 1PM.

ENTRY / PIT / DRIVER RULES AND INFO

5 classes:

80's and newer:

\$1500, \$1000, \$500, \$250

Compact/Midsize Semi Weld:

\$800, \$400, \$200

Compact/Midsize Chain:

\$800, \$400, \$200

Compact/Midsize Mod:

\$500 + 100% payback from entry fees

Minivan/SUV:

\$800, \$400, \$200

Most aggressive driver awards for each class will be given out. (Payouts are guaranteed with a minimum of 8 cars per class, will adjust accordingly with less.)

We WILL be running heats with higher car counts, so plan to bring extra parts and tools. Promoters' discretion will be advised.

Entry Fee of \$50 if pre-registered and paid by May 22.

Entry Fee of \$75 if registered and paid after May 22 or day of event.

*** (Exception of Compact/Midsize Mods: Entry Fee of \$75 if pre-registered and paid by May 22, \$100 if registered and paid after May 22 or day of event.) ***

Entry fee covers the vehicle and driver ONLY.

\$50 LATE FEE for drivers that show up after 12:15PM

Pre-registration and fees can be sent to:

Matt Skoglund

713 Robert Phillips Road

Roberts WI 54023

Make checks payable to Roberts Lions Club

Admission Prices:

Pit Passes (Pits & Derby):

Adults \$20

Children (12 & under) \$5

Bleacher Stands (Derby Only):

Adults \$10

Children (12 & under) \$5

Must be 18 years of age or older to drive in the derby.

ID required – ANY driver may be asked for ID.

ANY VEHICLE THAT WE BELIEVE TO BE UNSAFE, WILL NOT RUN!!!

Call Matt Skoglund with any general derby questions 715-410-1429

Call Josh Oberg with any 80's and newer questions 715-529-8549

Call Tim "HOLLYWOOD" Myer with any compact/midsize questions 507-421-1521

CAR RULES

*****BATTLE AT THE BORDER 1980s and NEWER RULES: *****

1980 and newer Fords 1980 and newer Mopar 1977 and newer GMs (only metric cars) General Rules

1. All #9 wire used can only be 3 strands, and chain maximum size of 7/16"
2. If not specified in rules don't assume you can do it, call first.
3. Must remain stock unless specified in rules.
4. Anything you do to prevent the bending of your car will be prohibited and result in disqualification.
5. Read these rules. Then when you're done, read them again.
6. No building to any gray areas, inspectors' decisions final.

Drivetrain

1. Any Engine/Transmission combination may be used.
2. Allowed: Braced rear ends, pinion brakes, aftermarket axles, slider driveshafts, engine cradles (if using a cradle with a pulley protector, the sway bar must be removed), weld in centers for rims, tranny coolers, aftermarket gas pedals, brake pedals (may not strengthen car), shifters, distributor clamps, radiator barrels, carb protectors and solid lower motor mounts, watts conversion packs, aluminum bellhousing as long as it's not touching firewall or touching anything for structural support.
3. Not Allowed: Mopar V bumpers, top pulley protectors, distributor protectors, mid plates, transmission braces, steel bellhousings, steel tail shafts, axle savers, truck rear ends, and no painted frames.
4. May use one 2x2x1/4" piece of square tubing for a crossmember, must go straight across from frame rail to frame rail, no kickers off crossmember. Crossmember may be welded or bolted into place. May mount crossmember on top of 1 3" x 3" x 4" piece of angle iron on both ends. Nothing else can be attached to crossmember besides transmission mount. Angle iron cannot cover your cold tilt. No exceptions
5. May swap rear ends from car to car, no leafing of a non-leafed car. Factory 5 lug rear ends only. May lengthen/shorten control arms to gain correct pinion angle, may cut an overlap a max of 1", no strengthening of control arms. Jigging your rear end to fit is ok. If running a braced rear end, it cannot have axle savers or reinforce the car in any way. Watts conversions allowed with stock control arms and can't strengthen the frame only intended to hold rear end in.
6. Engines may be wired/chained in two places. Must be done in a way that doesn't strengthen the car. (For example, no welding of steel onto frame rails to run your chain to)
7. May use any air-filled tire. No solid or foam filled tires, doubled tires are ok. May use washers, large lug nuts and wheel studs. Must remove wheel weights. May use valve stem protectors, wheel centers (NO FULL CENTERS) and inch and a half bead protectors/lock. No other modifying to rims or tires allowed.
8. Must cut firewall out for engine and transmission to pass through. No pressuring of engine and transmission into firewall or tunnel.
9. Radiator barrel may be used. Must be secured using no more than 6 3/8" diameter bolts connected to top and bottom of core support only. Cannot be connected to the frame or gusseted to core support threaded rod in any way. Must have at least a 1" gap between barrel and frame on both sides. Barrel must have some sort of pressure relief.
10. If running a carb protector or square tubing that connects to your headers your hood must be cut out at least 3" behind your headers and your protector can in no way be used to strengthen your car. Hood cannot be bolted to carb protector. Protector must be able to pass through firewall without any obstructions.
11. If running a 03 and newer ford the engine must be put in using brackets that cannot be welded to the frame in any way. Use maximum 4" x 4" x 12" x 1/4" Angle iron and bolt them to the top two Spring tower bracket bolts. You can weld steel off those to create a surface for your motor mounts to be welded to. (Must be a 1/4" gap between angle iron and frame and must remain as 2 separate pieces, 1 piece of angle iron with a piece of c channel welded off that per side to create a surface for motor mount, no

additional steel) cannot connect to each other or be gusseted/ bolted/wrapped around or tied into to aluminum cradle or any other part of the frame, no exceptions)

Gas Tank/Battery Box.

1. Stock gas tanks must be removed. 10-gallon max fuel tank must be strapped securely in backseat of car, no bungee straps. Must be properly covered with non-flammable material and cannot be connected to frame in any way.
2. Battery box must be placed on the passenger's side floorboard and properly secured to sheet metal only. Must be covered with non-flammable material. 2 batteries allowed.

Steering/Suspension/Tires

1. May run aftermarket steering column. May add U-joints to stock columns.
2. No aftermarket/homemade/modified spindles, steering knuckles, A-arms, ball joints, idler arms, center links, pitman arms or shocks. May swap steering boxes if they bolt on. All steering components from the steering box to the spindle must be stock and not reinforced in any way except tie rods. Can strengthen or run aftermarket tie rods.
3. No welding or relocating of sway bar. Sway bar must be removed if running a pulley protector on your engine cradle.
4. Front Suspension may be welded or bolted. If welding suspension you can weld a 2" X 1/4" X 8" piece of flat stock going from the upper control arm down to the spring pocket. Maximum of 3" of weld down the spring pocket, 1 per side of car. (2 total). Steel must run vertically. No steel from lower arm to frame.
5. Control arms may not be strengthened in any way.
6. Rear coil springs may be doubled. Rear suspension must work, no solid shocks or threaded rod shocks. 7. May run 1 chain per side around rear end and up to package tray
8. No adding of leaf spring clamps or leaf springs to leaf spring cars.
9. Stock shocks only, no homemade shocks or filling of shocks is allowed.
10. May swap A arms from car to car if they bolt on using factory mounts. No modifying of factory arm or arm frame mounts allowed.
11. 03 and newer fords must run factory rack and pinion steering and factory 03 and newer upper and lower control arms.
12. Tires must be air filled, doubled tires are ok.

Bumpers/Frames

1. May use any OEM factory bumper from any year car (No Mopar V bumpers). Bumpers may be seam welded and loaded. No adding of points to factory bumpers.
2. No homemade or ski inc replica bumpers of any kind. If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 6" x 8" x 1/4", except the specified middle section. The point must taper over an area of at least 32" wide and cannot exceed 12" wide (front to back) at the tip of the point. The point may only extend out 4" from the flat part of the bumper. It may not be stuffed, square tube only. NO STACKING OF TUBING! Must have inspection holes on ends. At least 2" in diameter.
3. Must use 80's and newer bumper shocks, no old iron bumper brackets allowed. Bumper shock must be mounted in factory position if being used. 2003 and newer cars cannot run bumper shocks of any kind. Hard-nosed only with no added steel for 03s. No altering of crumple zones.
4. Bumpers/Shocks may be welded or bolted on. No adding of metal to do so. No Welds Further back than 4" from bumper for plug weld.
5. Hard nosing is allowed.
6. May have chain or wire in two places but not both to help hold on front and back bumpers. No welding anything to the frame.
7. No plating, loading, bolting, modifying, or filling of frames allowed.
8. No frame seam welding or any welding to the frame unless specified in the rules!!!!!!
9. Pre-ran cars are allowed, may straighten frame and weld a 4" x 4" x 1/4" plate on your kinks on two places only. Must be a flat plate and not modified in any way. Text pics or call Josh Oberg at 715-529-8549 with any questions. Frame must be kinked in order to be plated.
10. Humps May be peened, from center of the top of the hump 12" each direction. To create a total span of 24". No other frame shaping allowed!
11. Cold tilting is the only type of frame modification allowed, and cold tilt CANNOT be located where angle iron is welded to the frame for crossmember.
12. Humps may be wired or chained together in 1 spot.
13. May run 4 chains or wire (not both) going around the frame per side, cannot be connected to cage. Can only be done between the firewall and package tray inside of car.
14. Body mounts must remain stock except for the ones at the core support and the 2 very back ones at the back bumper where you can put a maximum 1/2" bolt. Bolt only to go through trunk floor. No unauthorized repairs to body mounts.
15. May notch and prebend rear frame rails.

16. Cars may shorten front frame rails to the core support, Core support body mount tab on frame must be left intact and in stock location.

17. No other welding on the frame unless specified in rules!!!!

18. May re-stub one horn must be a butt weld only, no plates. Max 1/2" bead.

Cage/Driver Safety

1. Cage Material maximum of 6" diameter material, cage cannot connect to frame.

2. 4-point cage allowed. Cannot be done in a way that strengthens the frame in any way. Door bars may not run further forward than firewall and must not go further back than the middle of back doors.

3. May have 4 down bars going from the cage to the floor and not through the floor, down bars to be welded to sheet metal only, no plates between down bar and sheet metal.

4. Gas Tank protectors are allowed, cannot be connected to package tray or body. Must come off backseat bar, cannot be connected to halo. Must be narrower than frame rails at the package tray (humps). No beating of sheet metal to get closer to package tray.

5. Halo Bars allowed, if running halo bar to the floor that counts as two down bars, cannot be connected to frame. may be bolted to roof in two spots. Halo bar must be run vertical.

6. You may strap your dash bar with 2" x 1/4" metal from dash bar to cowl (Firewall) in 4 places, no more than 2" of weld on cowl.

7. May run driver window netting in driver's window only.

8. Front Window Bar must go from cowl to roof only, cannot be connected to cage. Maximum of 4" weld on cowl and cannot be used to strengthen car.

9. May also run one bar in rear window track 1/4" x 3" wide (may be flat, round, or square) welded or bolted within 6" max of rear window track and no fasten plate larger than 4" diameter. Ran from roof to trunk lid only.

10. Nothing can contact any part of your cage during the derby, if caught will result in immediate disqualification. Feature winners will be checked.

Body

1. Doors may be chained/wired or welded shut. 2 chains or patches per door seam, patches a maximum of 4" X 4" X 1/4". Driver's door may be welded solid.

2. No creasing, welding, or bolting of body seams unless specified.

3. Speaker deck/trunk may be dished a maximum of 4" from factory location or you may raise your roof 4". May only do one or the other not both. Use a straight piece of material to check your measurement. Rear quarter panels may also be dished but not creased.

4. Trunks may be tucked.

5. Trunks may be held down in 6 places with bolts, chains, or patches. Patches may not be larger than 4" X 4" X 1/4". Bolts must go from sheet metal to sheet metal only. Two bolts may run to trunk floor, the other four must be connected to the trunk lid lip. Maximum of 3/4" sized bolts. Washers for bolts a maximum size of 4" X 4" X 1/4". Nothing connected to frame.

6. Hood may be held down in 6 locations maximum. Can be chain/wired or bolted. Maximum of 3/4" bolts. Hood hinges DO NOT count against you for these locations. Maximum 3" X 3" X 1/4" angle iron may be welded to fenders or top of hood to bolt your hood down.

7. May run 3/4" threaded rod through core support mounts and through hood. This counts as 2 of your 6 hood hold downs. No other hood hold downs can be connected to frame. Maximum height between core support and frame is 4". No welding of rod or spacer to core support, frame, or bumper.

8. May use up to 4 3/8" diameter bolts to bolt front clip together in areas of your choosing. Sheet metal to sheet metal only, no added steel or relocating of factory brackets to strengthen.

9. Rear wheel wells may be bolted together in 4 spots with bolts no bigger than 3/8" diameter.

10. No shortening of front clip or relocating of core support.

11. Hood can have a maximum of 8 3/8" bolts in it to hold the hood seam together. 12. No washers larger than 1/2" fender washers on 3/8" bolts/nuts

Call Josh Oberg 715-529-8549 With any questions.

Compact/Midsize Semi Weld Class

- No wheelbase for FWD, must be FWD from factory. RWD up to 104"
- NO trucks, AWD, Pacers or Gremlins allowed.
- Engines must be 4 or 6 cylinders. NO V8's allowed.
- Hoods MUST be open for inspection.
- Do NOT build to the grey areas.

BODY:

Doors may be welded or chained shut on the outside door seams in 2 spots per seam. 4 doors can have a maximum of 18 patches per side and 2 doors could have a maximum of 12 patches per side. Patches can be no bigger than 4" X 4" X 1/4" and MUST be 1 foot apart. Can NOT be bent, folded, or split up. MUST remain as one piece. Drivers' door may be reinforced and welded solid for drivers' safety. Window nets are allowed, can only run the size of the driver's door window opening. Cutting fenders for tire clearance is allowed, may have 5-3/8" bolts per wheel well. Fender creasing is allowed.

TRUNK:

Trunk may have up to (2) 3/4" threaded rod and (4) welded plates not to exceed 3"x5"x1/8" thick or (6) spots of chain or wire. If using threaded rod, you may use maximum washer size of 4"x4"x1/8" on top of trunk ONLY. NO BINDERS. Tucking 50% of trunk lid is allowed, you may also crease/dish trunk a max. of 6 inches in center from stock location. Rear window bars allowed (No larger than 2" X 2" X 1/4" square tubing, with plate NO larger than 4"x4"x1/4" Only 6" is allowed on roof and 6" on trunk. NO Chains, Bar only! Roof MUST remain in stock position. NO wedging of the roof.

HOOD:

Hoods MAY have up to 3/4" threaded rod in (6) spots. The front (2) can go through the frame. The other (4) can only be welded to tin and can NOT exceed 8" long. MUST run vertical, NO bending threaded rod. Must be fastened shut in 6 locations with 3/4" rod otherwise MAY have 3 loops of #9 wire, or 3/8 chain in (6) locations. Locations may NOT connect together; they must be separate. If using threaded rod, you may use maximum washer size of 4" x 4" x 1/4" on top of hood ONLY. Hoods MUST be open for inspection and MUST have a hole large enough for fire extinguisher access. Hood may have 6 3/8" bolts in it with 3/8" washers max. 5-inch max. washer on top of hood for hood bolt hold down.

BODY MOUNTS:

Two front subframe mounts may be removed and use 3/4" bolt to bolt solid, you will also be allowed to add 2 extra 3/4 body mounts from front-side of lower a-arm forward for extra cradle support this rod MUST remain completely vertical welded to sub and frame rail, NO adding plates, rod only. 4" in length. The rest of frame and mounts MUST be stock only without any added bolts, wire, plates, or welding.

SUSPENSION:

You can clamp up your suspension or weld a piece of steel to the desirable ride height. MUST have stock springs. Aftermarket struts WILL be allowed. Welding or bracing tie rods is allowed, aftermarket tie rods and ball joints WILL be allowed. A-arms may be reinforced. Rear axle must remain stock. NO solid axles. This will be strictly enforced!! NO reinforcing trailing arms. If rear trailing arm is broken or rusted off, you must get approval for repairs. NO other unauthorized repairs.

CRADLE/ SUBFRAME:

NO welding of seams, plating, altering, pinning, reinforcing on the frame and subframe, MUST remain completely stock. Motor mounts can be reinforced or replaced with a 2"x2" piece of square tubing. Transmission mount may be reinforced, Do NOT overdo it or you will cut it. Engine may also be wired or chained in two locations but can NOT reinforce the car. Engines can be converted to carb, modified ign. Switches, headers, after-market gas and brake pedals are allowed. You are allowed to run Radi-barrels as long as they're bolted to core support only with 4 3/8" bolts max and NOT be used as structural support, NO kickers or motor mounts connected to the radi barrel. May run radiator guard as long as its done in the same manner and is only the size of the radiator opening. NO engine cradles, NO pulley protectors, or NO other protectors except carb and gas tank protectors. Basic carb protectors are allowed as long as they only bolt to your engine and are NOT used for structural support. Please Call if you don't understand what basic means.

PRE-RANS:

You may only use 1 fix it plate on each frame rail with a 4" X 4" X 1/4" plate, (must stay in one piece, cannot be bent or folded,) Only 2 locations total! Once again, please call to get approval. NO other unauthorized repairs.

TRANSMISSION:

Transmission coolers are allowed, may alter transmission linkage. MUST use factory mount, NO reinforcing.

TIRES:

Any ply tire allowed, stuffed ok but NO foam filled. Stem protectors allowed; wheel weights MUST be removed. May add an outer flap (extra sidewall) to outer side of tire for protection and may screw or glue beads to rims. NO wheel centers (small wheel centers are ok), NO bead-locks, NO rim, or NO tire protectors. For the rear axle, you may use forklift solid tires.

FUEL:

Fuel tanks MUST be removed and located in back seat area covered with nonflammable material, securely fastened, NO bungee straps. If running electric fuel pump power source MUST be well labeled (fuel pump) in large bold lettering. Fuel tank protectors can NOT be any larger than 28" wide. Protectors must NOT be any higher than the speaker deck, MUST be floating and 2" from sheet metal. You may connect your tank protector to the halo bar, but do NOT overkill or it will get cut. Can NOT go through the roof.

BATTERIES:

Two batteries allowed and MUST be moved to passenger front seat area covered with nonflammable item securely fastened, NO bungee straps.

CAGE:

You are allowed a floating 4-point cage, dash-bar, seat-bar, sidebars connecting both, with a center-bar, and a halo bar with all components NOT exceeding a maximum diameter of 4inch. You may NOT have any other metal plates or sheets of metal connected to the cage. 8x8 plates are allowed on ends of seat and dash-bar. Four 2"x 4" down bars total are allowed but NO welding to the sheet metal. All cage material can be NO further forward than firewall (no contoured pieces) and NO further rearwards of the most forward side of rear wheel well tubs including tank protectors, (2 WINDSHIELD BARS 2 inch max diameter OR #9 WIRE) Added bars in front of the driver windshield area from the wiper cowl up to the roof will be recommended to keep hood from coming into drivers compartment, but MUST have 6" clearance to the halo bar. The attachment point bolted or welded NO more than 5-inch square. You may also have driver's door window netting, but once again, can only be the size of the driver door opening. NO wire in any other window openings. NO wire from roof to any location other than specified.

BUMPER:

You MAY use any automotive car bumper. Loading and seam welding WILL be allowed. Bumpers MUST be cut down to fit width of car. Manufactured bumpers ARE allowed, if they follow the same shape and size as a factory bumper. Do NOT overdue this!!

BUMPER MOUNTING:

For mounting purposes, you will be allowed to butt weld a 1/4" plate 6" from the back of the bumper, anything past 6" will be cut off. Hard nosing is ok. The crush zones on the front frame rail may be removed. In addition, bumpers MUST be wired, or chained, two locations to frame or to core support. We do NOT want them falling off!! NO adding any other bumper brackets/bumper shocks, or any kind of metal other than specified. In or out of the frame.

WE WILL BE DRILLING & SCOPING, IF FOUND WITH CRADLE WELDING OR REINFORCING, FRAME STUFFING, or ANYTHING ELSE DONE OUTSIDE THE RULES, YOU CAN EXPECT YOURSELF TO GET LOADED. You will get ONE chance after the initial tech to correct or cut, if you do NOT pass second tech inspection, you will be loaded. ALL JUDGES DECISIONS ARE FINAL!!

CONSIDER THIS YOUR WARNING...

Once again, do NOT build to the gray areas. IF THE RULES DO NOT SAY IT, DO NOT ASSUME THAT YOU CAN DO IT!! Call/Text Tim Myer at 507-421-1521 with any questions or concerns. Everything WILL be documented!!

MINI VAN/SUV Class

- Open to both FWD & RWD
- NO full-size vans/SUV's
- NO welding unless rules say you can. If it doesn't say you can do it, DON'T do it.
- ALL plastic, lights, and glass MUST be removed.

Cage:

You MAY have a floating 4-point cage with halo, along with a floating gas tank protector that follows the tank. Fuel cell MAY be mounted on the back-seat bar and 2" from back seat area. Do NOT overdue this or you WILL be forced to cut.

Body Mounts:

All body mounts MUST be factory unless rusted out. If rusted out, MAY change with same size bolt and leave stock pucks in.

Body:

You MAY chain or wire the doors, trunk lid, and hood. Max (2) chains/wire per door seam, (4) hood/tailgate. You MAY also weld (2) 3/4" threaded rod to top of frame.

Drivers Door MAY be welded shut.

Aftermarket:

Aftermarket gas pedal, brake pedal, shifter, and headers WILL be allowed as long as they are NOT used for structural support.

Bumper:

You MAY use any car bumper.

You MAY weld it on 6" from bumper backing with a bumper bracket, anything past 6" will be cut off. NO exceptions.

You MAY also use a 4"x4" piece of tubing as a bumper instead.

NO loaded bumpers. Seam welding is fine.

Tires:

Any tire is allowed, but NO bead-locks, NO rim or tire protectors.

Fix it Plates:

Pre-ran car fix it plates (2) 5x5 1/4" plates. These can be used to weld bumper back on if you need to. (Plates cannot be split up, bent or folded, and must stay 5x5".) If those 2 plates aren't enough, build a new vehicle.

Engine/Drivetrain:

Any engine including v8's or transmission MAY be used but it must be bolted in with factory mounts.

Absolutely NO welding to swap them. You CAN carb convert an EFI engine to a carb in this class. NO engine cradles. NO pulley protectors. Basic carb/header protectors WILL be allowed as long as they only bolt to your engine and are NOT used for structural support. Please call if you don't know what basic means.

ONLY stock driveshafts are allowed. NO slider driveshafts.

Suspension:

NO welding struts, tie rods, or other suspension components.

NO welding motor mounts. MUST remain stock. NO modifications.

WE WILL BE DRILLING & SCOPING, IF FOUND WITH CRADLE WELDING OR REINFORCING, FRAME STUFFING, or ANYTHING ELSE DONE OUTSIDE THE RULES, YOU CAN EXPECT YOURSELF TO GET LOADED. You will get ONE chance after the initial tech to correct or cut, if you do NOT pass second tech inspection, you will be loaded. ALL JUDGES DECISIONS ARE FINAL!!

CONSIDER THIS YOUR WARNING...

Once again, do NOT build to the grey areas. IF THE RULES DO NOT SAY IT, DO NOT ASSUME THAT YOU CAN DO IT!! Call/Text Tim Myer at 507-421-1521 with any questions or concerns. Everything WILL be documented!!

*****FWD COMPACT/MIDSIZE CHAIN CLASS*****

General Rules:

Front Wheel Drive Cars Only.

No wheelbase limit, must be FWD from factory.

4- and 6-cylinder cars. NO V8s or Full Frame cars allowed.

Absolutely NO welding unless specified!

All plastic, lights, and glass MUST be removed.

Do NOT build to the grey areas.

Cage:

4 point floating cage with halo allowed: 1 dash bar, 1 sidebar per side, 1 backseat bar allowed. Can NOT be contoured to the firewall or have any extra metal added. The door bars can NOT go any further back than 8" from the center of the B Pillar.

You MAY have a floating gas tank protector off the backseat bar. MUST be a minimum of 6" away from sheet metal and back seat area. If floating tank protector is NOT used, the gas tank MUST be secured tightly in four spots, as well as the battery. (Judge's Discretion will be used.) Gas tank MUST be metal, NO plastic tanks allowed. Battery and Gas Tank MUST be removed from stock location and covered with rubber mat.

Body Mounts:

Body Mounts MUST remain factory stock unless rusted out. If rusted out, you MAY replace it with same size bolts.
Stock body pucks MUST remain in place.

Doors, Hood & Trunk:

Chain, wire, or use 4"x4"x1/4" plates to shut doors. Can use a total of 4 locations per door, 6 locations total for the hood and 6 locations total for the trunk.

Drivers' door MAY be welded shut, nothing excessive.

Engine:

MUST be 4 or 6 cylinders, NO v8s allowed.

Engines MAY be converted to carb, but NO carb protector unless bolted directly to the engine. ANY overkill and you WILL be forced to remove it.

NO radi-barrels, NO engine cradles, NO other protectors besides the carb.

Aftermarket:

Gas/Brake Pedals allowed as long it's NOT for structural support.

Shifter Allowed.

Headers Allowed.

NO other aftermarket parts allowed!

Bumpers:

You MAY interchange stock bumper with a tin one off another FWD style car. NO full-size bumpers allowed. NO square tubing allowed. NO stuffing or seam welding.

You have two options for mounting the bumper on: 1- Bumper MAY bolt on and/or can use 1/4" bead of weld around the mounting point to mount your bumper.

2- You MAY weld a 6" plate flush to the end of the frame and mount bumper. This MUST NOT be run down the side of the frame.

Crush boxes MAY be removed.

NO other added metal! This WILL be heavily enforced!!

We don't want these bumpers falling off but at the same time, DON'T overdo it.

Tires:

Any tire is allowed, but NO bead-locks, NO rim or NO tire protectors!

Pre-Rans:

(2) 5"x5"x1/4" fix it plates MAY be used to weld bumper back on if you need to. Plates can NOT be split up, MUST stay 5"x5". If these two plates aren't enough, build a new car!

Suspension:

You MAY clamp up suspension to get desired ride height but NO adding any other metal!!

NO welding struts, tie rods, bumpers, motor mounts, doors other than what has been specified. This also means NO aftermarket struts, tie rods or ball joints.

Motor Mounts:

ALL motor mounts MUST remain stock, in stock position. NO removing rubber bushings or making them solid.

***This is an easy, fun, throw together class. If you want to do more than what is allowed, we have a weld class. Rules are simple, follow them. Once again, do NOT build to the grey areas. If it says you CAN'T do it, DON'T do it!! Strip the car, weld in the cage, move your battery and gas tank, chain doors, and have some fun. ***

If overbuilt, you will have one of two options, load it up or run it in the semi weld class, (as long as it's safe, judge's discretion will be used.)

WE WILL BE DRILLING & SCOPING, IF FOUND WITH CRADLE WELDING OR REINFORCING, FRAME STUFFING, or ANYTHING ELSE DONE OUTSIDE THE RULES, YOU CAN EXPECT YOURSELF TO GET LOADED. You will get ONE chance after the initial tech to correct or cut, if you do NOT pass second tech inspection, you will be loaded or have to move up a class. ALL JUDGES DECISIONS ARE FINAL!!

CONSIDER THIS YOUR WARNING!!!

Any questions, call/text Tim "Hollywood" Myer at (507)421-1521 Everything WILL be documented!!!

*****Compact/Midsize Weld Class*****

If it is not stated in the rules, don't do It! Please call with any questions.

4cyl or 6cyl only, NO v8'S. Rear wheel drive are allowed. Any year WILL be allowed.

SAFETY

1. All seat belts MUST work
2. All air bags MUST be unhooked before show.

BODY

1. You MAY body shape but do NOT fold or double metal. You MAY repair sheet metal rust, but it MUST be repaired with same thickness of metal. Do NOT cut out rust, leave it there.
2. You MAY plate inside or outside of frame rail, firewall forward. Not both sides. These plates MAY be 3/8" thick, same width of rail. MAY seam weld firewall forward also.

DOORS

1. All doors MAY weld doors solid

HOOD

1. You MAY have 6 hold downs on hood up to 1" threaded rod.
2. MUST have a 12" hole in hood for fires. You can have (12) 3/8" bolts to hold skin together around each hole cut.

TRUNK

1. Trunks MAY be welded solid.
2. You MAY tuck your trunk with a single 90-degree bend. MUST be 50% stock.
3. NO wedging of trunk, quarter panels MUST be upright. NO ramping effect.

WINDOWS

1. You MAY have chain or straps in your windshield. Can go from roof to bottom of window sheet metal. MAY be bolted or welded.
2. Rear window bars MUST be attached to roof and split trunk seam with a 6 x6 plate. Do NOT run window bar to the floor. Do NOT attach window bar to halo bar. MUST have 6" of clearance from window bar to halo. You MAY have 4 loops of #9 wire in each window opening. (Do NOT attach wire to your cage.)

MOTOR & TRANSMISSION

1. Transmission coolers are allowed.
2. You MAY use any motor you like, must be 4 or 6cyl only no v8's.
3. You MAY have headers, along with a carb set up or a simplified harness and tuned ECM.
4. You MAY have engine cradle and trans protector.
5. You MAY have carb and header protection, do not attach protectors to cage.

6. Do NOT weld any kickers off of cradle.
7. You MAY beat your fire wall for clearance.
8. Motor mounts MAY be mounted solid with a welded strap or square tube.

STEERING & SUSPENSION

1. You may reinforce tie rods, aftermarket ok.
2. You MAY reinforce struts and weld your suspension solid. Aftermarket or homemade struts are allowed.
3. Aftermarket pedals, steering column, shifter ok.

CRADLES & BODY BOLTS

1. Do NOT weld on your cradle or frame unless specified!!
2. You MAY replace body mounts.
3. You MAY have (2) extra sub mounts to unibody frame.

WHEELS & TIRES

1. You MAY use any tire and rim you want.

CAGE

1. You MAY have a 4- point cage with a rollover loop.
2. Rollover bar MUST be straight up and down, not angled. You MAY weld it to the roof with 12" of weld in the center of the roof only.
3. You MAY have 2 down bars on drivers' side only, may be welded to the floor. Down bars must be in the front door area only, don't go past the door, front or back.
4. No kickers off cage at all. CAGE material must be no larger than 6x6.
5. You may have 2 straps 3-inch-wide, 3/8" thick from front bar to top side of firewall.

GAS TANK & PROTECTOR

1. You MUST remove factory tank and replace it with a boat tank or something similar.
2. Tank MUST be in the center of the back-seat area or behind driver seat.
3. MUST be secured properly (No seat belts, plumbers' tape, or chain) MUST have runner over the top.
4. If you are running a gas tank protector, the tank MUST be in it.
5. Tank protector MAY only be 2" wider than the tank and must be secured well. You can have your tank protector tight to the rear package area.
6. Do NOT beat sheet metal and do NOT go past rear seat area.
7. Do NOT weld or attach it to any sheet metal, must be floating off of rear seat bar.
8. You MAY have bars off the back protector that go straight up to protect tank.

BATTERY

1. MUST be moved to the inside of car and secured on the floor or in the cage. MUST be covered with rubber.

BUMPERS & SHOCKS

1. You MAY use any automotive bumper on the front ONLY.
2. Rear bumpers MUST be stock or removed.
3. Bumpers MAY be seam welded and have any holes welded shut. Loaded bumpers are allowed. You MAY also use 4x6x3/8" piece of square tube for a bumper.
4. No excessive homemade bumpers. (Inspector's discretion WILL be used.) Fabricated bumpers, (726, HAM, Amish Pointies, etc.) WILL be allowed.
5. If using stock shocks, you MAY push them in and weld. You MAY weld shock to bumper and weld shock to car.
- 6.. You MAY also remove shocks and replace them with tubing no larger than frame opening. You are allowed 8" of square tubing in the frame. NOTHING more. You can run (2) front threaded rod through the tube and front body mounts.
- 7.. You MAY have (2) 1/4" thick 3" wide straps or #9 wire in 2 spots from top of core support to top of the bumper. NO square tubing being used as kickers.

WE WILL BE DRILLING & SCOPING, IF FOUND WITH CRADLE WELDING OR REINFORCING, FRAME STUFFING, or ANYTHING ELSE DONE OUTSIDE THE RULES, YOU CAN EXPECT YOURSELF TO GET LOADED. You will get ONE chance after the initial tech to correct or cut, if you do NOT pass second tech inspection, you will be loaded. ALL JUDGES DECISIONS ARE FINAL!!

CONSIDER THIS YOUR WARNING...

Once again, do NOT build to the grey areas. IF THE RULES DO NOT SAY IT, DO NOT ASSUME THAT YOU CAN DO IT!! Call/Text Tim Myer at 507-421-1521 with any questions or concerns. Everything WILL be documented!!