2022 Brown and Redwood County Fair Rules

New Ulm and Redwood Falls, Mn

**Stock Rules for 80’s and Newer, Old Iron & Compacts GENERAL RULES:**

## Applies to ALL Classes Unless Noted

* NO Imperials (PRE 1973), Hearses, or Ambulances.
* No Radi-barrels or homemade radiators
* All airbags must be removed
* All drivers MUST wear full face helmet
* All drivers MUST wear long sleeves or some form of a non-flammable leather or racing jacket
* All glass, interior, loose objects, etc. must be removed
* All cars must have a seat bar from door post to door post
* All cars must have a dash bar if dash has been removed, those bars may be connected
* Gas tank protectors are allowed, must be attached to seat bar only and no more than 24” wide behind the gas tank. **There must be a minimum of 1” space between protector and sheet metal/rear package. Sheet metal must remain unaltered behind the fuel tank protector.**
* **HALO BARS ARE MANDATORY**
* **Remove ALL wheel weights**
* A 15” x 15” Roof sign is required for identification purposes
* Driver’s side steel window net is recommended. Driver’s door should be painted a contrasting color to the rest of the car (can only cover driver’s area of the car)
* We HIGHLY recommend that you tape your steering wheel to prevent hand/arm injuries
* 03’ and new are allowed to run with the Old Iron, however with those cars, you have to run them COMPLETELY stock up front, that means rack/pinion, suspension, and everything stays stock, no swaps or anything.
* Old Iron Only- Any bumper will be allow including Chrysler Pointys. Can be seam welded and stuffed. NO MANUFACTURED BUMPERS IN ANY CLASS.

1. Headers thru hood allowed. 4-3/8” bolts allowed per header opening OR 8 max.

2. Stock gas tank must be removed and a 15 gal. max fuel tank must be located inside the car strapped securely, no bungie straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6” off the floor. Protector can be a max 24” wide, 4” diameter, at least 1” away from sheet metal (No pounding of sheet metal). No gas tank halos or kickers going to halo bar or seat bar. Gas tank must be mounted to protector OR floor, not both.

4. You may alter ignition and starter wires.

5. Any Air filled and ply tire allowed. Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires are ok. You may run full centered rims with outer bead stiffener. The rest of the rim must remain factory and not reinforced.

6. Any radiator allowed (No Radi-barrels) in stock location and must be filled with water or anti-freeze only. You may run electric fans, may be strapped with seatbelts, strapping, etc.

7. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.

8. Stock rear-end may be swapped from any automotive car, no bracing, 5 lug only. No aftermarket axles, must be stock. You may weld and swap the gears, you may weld brackets to rear-end to make fit. You may lengthen or shorten control arms, cut and re-weld overlapping 1”, or add a pair of flat straps to the end of the control arm to extend. Aftermarket pinion yokes allowed, pinion brakes allowed! No leaf conversions, no watts link conversions, no hump plates. You may weld brackets onto a non-Watts housing to fit a watts link car. If brackets are deemed excessive you will cut, no other bracing allowed! You may run driveshaft of choice (Sliders allowed).

9. Bumper may be welded to shock or directly to frame, front frame may be shortened from core support forward. No relocating of core support brackets or mount holes, shocks may be collapsed and welded. No welding beyond 4” from end of the frame backwards, you may plug weld within the 4” limit. You may add 3/16” x 2” angle iron for mounting bumper to frame, may add small filler material between bumper and frame to fill gaps, anything deemed excessive will be removed. Shocks and brackets must be factory for the vehicle you are running. If you put shocks or brackets on your vehicle that aren’t factory nothing can go past 4”. If it does you will cut it completely off. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4”x4” tubing with a 4” max point. Bumper height for front and rear not to exceed 28” high. NO REPLICA BUMPERS.

Old Iron Only will be allowed Chrysler Pointys.

OLD IRON ONLY: Y-frame Chryslers can cover one side of the frame only (top or bottom), with a plate no larger than to cover the opening, and must be at the most the same thickness of the frame or less

10. Must have 2 windshield bars (2” max width, ¼” thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. You may run a single rear window bar in the center of the rear window track (2” max width, ¼” thick – Flat, round or square) bolted or welded within 5” max of rear window track and no fasten plate any larger than a 4” square. Any plate or bar beyond 5” of window track in stock location will not pass and will be removed. Must have a 2” gap from window bar to roof sign (cannot re-enforce with roof sign).

11. May tuck trunks 50% only fastened on top of lid only. Trunks may be wired, chained, welded, or bolted in 6 locations in any combination of the following ways: 3/8” chain, #9 wire, 3”x5"x1/8” material, 2”x2”x3/16” thick angle iron welded to sheet metal with one 3/8” bolt, 3/8” bolt thru drip-rail with 2” max washer. May add 2- ¾” threaded rod but must go through factory bolt mount and will count as 2 hold downs. You may also add 2 extra chains or wire from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent (no dishing), trunk lid and rear quarter panels can be pushed in 4” from its factory location, no double layers! If pinched tight in any area you will have to cut creases. Fenders must stay upright.

May have 5- 3/8” fender bolts per fender with 1.5" washers.

12. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8” chain, wire, ¾” bolts 6” max length welded to sheet metal with a 5” max washer free floating on hood, 2”x2”x3/16” thick angle iron welded to fender underneath for hood pin on or 1 welded on top of hood with 1 on fender with a 3/8” bolt securing the 2 angle irons. You may add 2 additional locations of chain or wire from core support to frame or bumper. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed (4) 3/8” bolts per hood opening OR 8 total.

13. Driver’s door may be welded shut, highly recommend reinforcing driver’s door for safety reinforced no longer than 6” past door seam. Window netting allowed in driver’s door only. Doors must be fastened in a maximum of 2 places per seam in one of the following ways: 3/8” chain, #9 wire (4 loop max.), or welded with a 5”x3” plate. The bottom door seams only may be chained or wired thru the bottom of the door and around the frame 2 per seam on a 4 door car, 4 per seam on a 2 door. Total of 8 locations may go around the frame – no using washers around holes, nothing in window openings other than one location in rear doors may go from roof to frame/door bottom and will count as 2 of your 8 locations.

14. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails (must remain within bumper height rule), cold bending only (do not touch the flaps!) You may pound in rear frame hump outer contour 1” max depth a total of 12” in length each direction down from the center of the hump. No other frame shaping allowed.

15. Suspension – You may weld your upper A-Frame only. This can be done by using a 2”x4”x1/4” flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! You may use any direct bolt on for A-Frame replacement. (Ex. 80’s Vic on a 90’s Vic.) Ball-joints and tie rods must be stock. You may use spacers in coil springs to gain height but must not exceed 28” to top of bumper. You may double rear coil springs to gain height; you may wire them in to keep them from falling out. You may run 2 strands of wire or 3/8” chain from rear axle to frame in 2 locations, you may also run 4 strands of wire or chain from frame rail to frame rail behind rear axle.

16. Batteries must be placed on passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.

17. You may alter steering column to prevent steering loss, the rest of the steering components must remain stock. No changing steering boxes, no adapters –Aftermarket pedals are allowed. These pedals cannot be tight against firewall and may be bolted in with (4) ½” bolts per component to sheet metal only.

18. Two front radiator bushings may be removed and bolted solid or you may use a 3” max diameter washer (spacer) with a ¾” bolt thru the core support that can be used as a hood pin. Spacer can be welded to frame OR core support but NOT both. For all other body bolts and mounts you may use a ½” bolt with a max 2”x2”x1/4” washer for a plate inside the frame and inside the car. Body bolts must be up inside frame, not hanging below. If you replace body bolts you must use a 1” minimum spacer between frame and body. Spacer cannot exceed 3” Diameter (Hockey pucks max size). Do not use spacers to “tilt” the car in any way!

19. No welding leaf springs or adding extra leafs. No added leaf clamps, if factory band is broken you may use 2 strands of #9 wire to repair. Max 3 per leaf pack. Repair only, not additional.

20. No welding or bolting of any body seams. Must be stock appearing other than specified or it will be cut.

21. Cutting for tire clearance is allowed; you may cut slits and roll. No bolting or welding fenders.

22. Motor and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Aftermarket is ok as long as it is a rubber mount, nothing excessive. An aluminum ultra bell is allowed but if we feel there is any kind of pressure there will be cutting to do. Pulley protectors allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go directly down to factory engine cradle (saddle) and welded with one link of chain. Do not attach to frame rails! Do not use firewall as a brace or it will be cut, judge’s decision final!

23. Cage – You must have a seat bar from door to door with a max 6” material for cage. This can be welded or bolted to the body. You may also have a dash bar with no forward straps to the firewall but you may run 2 wires from dash bar to top of cowl. Dash bar must be a minimum of 5” from the firewall. You may connect dash bar to seat bar with side bars - with 1 down bar per side bar may be welded to the floor, not to the frame, must be welded within the door. Rollover bar mandatory, must be attached to floor and seat bar, not frame! Only (2) ¾” bolts to attach halo to the roof. Halo must be vertical, not angled. No excessive plates for reinforcement. No reinforcing trans or driveshaft tunnel, all cage material no further than 10” back of drivers seat other than gas tank protector outlined in gas tank rule. Cage material must not exceed 6” diameter material, and not to exceed 60” total length.

24. If you need to relocate trans crossmember you may weld a piece of 2”x2”x1/4” angle iron 6” long to frame to set crossmember on. Crossmember can be a max of 2”x2” box tubing and must be a single straight piece. Crossmember may be welded or bolted in place, trans may be wired or chained to crossmember, or you may use a stock rubber transmission mount.

25. Distributor protectors are not allowed! Lower cradle with a front plate are allowed (pulley protector allowed with no sway bar), Sliding driveshaft allowed. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.

26. Repair plates can be a max of 4”x6” – ¼” thick. Maximum of 8 plates per car based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch, a gap is required between repair plates.

27. Rust Repair – Call Ahead… we will work with you on a case by case basis.

28. Official’s decision is final… if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!

## COMPACT ONLY

* ALL above previous stock rules apply
* ANY car with a maximum wheel base of 104” rear wheel drive or 106” front wheel drive FOUR or SIX cylinder
* Full center implement tires WILL be allowed on the rear axle of FWD cars only • Wheel base will be based upon factory specifications ONLY

## Mini-VAN, SUV, COMPACT Trucks

* ALL above previous safety & stock rules apply UNLESS noted differently here.
* No all-wheel drives, if you have a 4-wheel drive you must remove 1 drive shaft
* Any motor/transmission combo will be allowed but must be mounted within these rules or you will NOT run. No moving or switching out transmission cross members. You will be allowed lower engine cradles. Must be an OEM rubber motor mount (NO aftermarket motor mounts). If you have to build a bracket to mount motor mount to must be done as stock as possible. Nothing can go from frame rail to frame rail, must be two separate mounts and bracket must be bolted to the frame rail and motor mount must be bolted to the bracket. Only welding allowed is to make the bracket to set motor on (Official decisions) if you have questions on your bracket please send me picture to get approved first
* Push button and toggle switch for ignition allowed. Electric fuel pumps MUST have a shut-off
* You may run aftermarket pedals, shifter, and slider
* Dash bars are optional, must have a back seat bar, 4” max material attached to door post. You may have a 6x6” mounting pad to the pillar. 4-point square allowed around the driver with 1 down bar on the driver’s side only to the floor NOT the frame. A roll- bar is recommended, you may only weld this to the side bars or rear seat bar. You may run an additional bar directly behind fuel tank as a protector, may be welded sheet

metal to sheet metal directly behind gas tank if you choose not to weld it off of rear seat bar

You may weld the gears in the rear-end to create posi-track. Rear ends must remain factor to the vehicle, no swapping rear ends

* You may run tires of choice, wheels of choice with up to an 8” weld in center. You may weld on valve-stem protectors and 1” wide bead lip protectors.
* Vehicle must be totally stock appearing minus lights, chrome, plastic, etc. You may cut fenders for tire clearance but no bolting of fenders
* Gas tanks and battery boxes will be secured and covered inside the car; factory tanks must be removed if located behind the rear axle. If the stock gas tank is located in front of the rear axle, you may run it at the official’s discretion. If it becomes a safety issue you will be disqualified!
* You may fasten hood and tailgate/trunk with 4 chains or loops of wire plus the stock hinges. Chains or wire may NOT touch other fasten points in any way but can go around bumper OR frame. You may switch out the core support body mount and used it as a hood tie down with ¾” rod that cannot be welded anywhere
* Bumpers can be stock for your vehicle, can run 80’s or old iron bumpers. You may seam weld bumpers. If you choose to build a bumper you may use up to 4x4” tubing with a 4” point maximum. No Chrysler Pointy bumpers will be allowed in this class
* To mount your bumper, you may use 4x ¼” piece of flat steel 6” total length welded on the outside of the frame. There are 4 sides to the frame, you choose which side to put it as long as it is not INSIDE the frame. If your frame starts out shorter than core support or sheet metal, call the officials for further instructions.
* Door must be welded, chained or wired with 2 per vertical seam; driver’s door may be welded solid with nothing bigger than 3” wide 3/16” flat strap. You may re-enforce outside of the driver’s door for safety 4” past the front and rear seam
* If you have rusted out body mount you will be allowed one 3/8” chain loop or loop of wire per mount to re-connect. No adding body mounts
* No transmission coolers or other coolers mounted inside the vehicle, if the vehicle came with the cooler it can remain on the vehicle in the stock location if you’d prefer to keep it
* Front suspension may be welded solid with 1- 2x4x1/4” strap per side upper arm only. You will be allowed 2 leaf spring clamps per side. Factory or aftermarket you choose. Non leaf spring vehicles will be allowed 1 loop of 3/8” chain around rear end and around frame, NOT to body. Or if you have a leaf spring vehicle you can either choose chain or leaf clamps, NOT BOTH. You must have 2 straps in the windshield area for safety. These straps may be up to 2x ¼” flat strap or you may use #9 wire for safety bars
* Frame repair- You may weld a 4x6x1/4” thick plate past the bend on pre-run vehicles. You are allowed 8 plates MAX per vehicle. Plates must start with a gap between them, 1/2” bead maximum. Bend must be proven, contact me ahead of time with photo evidence!

IF IT DOESN’T SAY YOU CAN DO IT, DON’T!

* Official’s Decision is FINAL!

## Limited Weld Trucks

* ALL above previous safety & stock rules apply UNLESS noted differently here.
* 1/2- 3/4-ton American made pickup, ext, crew cabs, and suburban are allowed. NO 1 tons or frame swapping. Frames must remain stock and not shortened or altered in anyway. Shortening front or rear frame horns is not allowed. Call before cutting!! No welding other than specified!! NO adding extra braces in frame or engine cradles
* Hood may be chained 3/8” chain, wired or bolted in 6 separate locations, two chains or wire 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” washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1” max hood pins, wire or chain must go from sheet metal to sheet metal only. Hood washers no larger than 5x5” and ¼” thick, hood pins must be straight up and down 1” max 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” or two #9 wires in windshield opening to prevent hood from entering driver’s compartment
* Doors may be chained two locations per seam or welded 24” total weld outside only (1/4” 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. Tailgate 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 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
* Front and rear bumpers may be changed to seam welded, loaded car bumper (rear bumper must remain flat) NO adding bumper brackets to frame. If you choose not to install 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 or front side). Bumpers may be welded to frame plus added 2x2” wide ¼” 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 30” to the top of bumper- min 22” top in the rear. NO open frame rails

Any ply tire allowed, stuffed, skid, ag, and split rims but ring must be fully welded. Full centers and 1” wide bead lip protectors will be allowed on rims.

* Suspension: Front axle non-leaf-spring trucks may install ¾” 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 leafs, 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. ½ ton may swap to ¾ ton rear ends, may be welded posi-traction, NO bracing on rear ends.
* May crossbreed engines and transmissions, NO adding engine cradles or extra brace in frames.
* For older C channel frame trucks with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2x6x1/4” thick tube max. You will be allowed to have a piece of the 2x6” tube 6” long welded or bolted in the C channel part of the frame, from there you can weld the 2x6” tube straight across off those pieces. This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the crossmember you will be allowed to box frame from front frame horns to this crossmember. Max thickness on plate will be 3/16”, no internal reinforcement behind plate. Must have inspection hole in frame capping. 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 two bolts not welded. Trans cooler allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to crossmember. Block saver lower engine cradles allowed without pulley protector. Distributer protectors, trans protectors, steel ultra-bells, and steel tail shafts will NOT be allowed. Aluminum ultra-bells will be allowed. Any driveshaft may be used, sliders okay. No radi-barrels, must use a radiator in factory location or loop hoses
* Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban, SUV, may only use 10 total throughout cabin compartment and 2 at core support). 1” diameter max size bolts with plate size no larger than ¼” thick x 8” square. Bolts may be bolted through top of frame like factory or may be welded 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) mount 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 inter cage components. Box may be bolted to cab in four locations 1” bolt size 5x5” plates AND may weld 12” 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. Cannot got to or around frame, four strands of wire MAX, no chains. NO folding box-sides over to create a wedge, may bolt fenders with a size 3/8” bolts to bolt fenders together 2” washers max, threads must point inward. Outside fender creasing is allowed.

* Cage MUST run a bar behind seat (not further back than 10” behind seat) and across dash may use 6x6” plates on ends, may connect dash bar to seat bar. Dash bar must be a minimum of 4” away from firewall and transmission bell.
* For down bars you are allowed the following: two down bars off of driver’s side door bar to floor OR may kick inward and attach to side of frame passing threw floor. For passenger side you are allowed one down bar from passenger side door bar to the cab floor only to protect the battery. These are the only down bars you are allowed. You may attach a rollover bar from seat bar up to 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” max diameter on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburban & SUV may attach a floating gas tank protector off seat bar 24x24 protector must remain 4” away from any sheet metal. These are the only internal cage components allowed
* TWO batteries max allowed on passenger floor, properly mount, and covered. NO BUNGE STRAPS!! Gas tank(s) must be removed and one relocated in front of box, EIGHT gallons maximum. May use electric fuel pumps if well labeled FUEL SHUT OFF
* If your frame is bent, may plate 1” past bend both directions ¼” thick one side of frame only. If long area over 6” is bent PLEASE call ahead for authorization. No boxing of frames.
* 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.

If it’s NOT in the rules do NOT assume you can do it, official’s decision is FINAL. Just because it happened in the past doesn’t mean it will be allowed NOW. THANKS in advance for your participation, let’s have a good clean for show for the fans!!