



1. Any mass produced 2-wheel drive car of your choice can be accepted, No Sedagons, No El Caminos, No Suicide Lincolns, No Imperials, No Imperial sub frames or steering components allowed.
2. No 2003 or newer extruded frames in any class.
3. No tranny braces. If you have a mid-plate, no more than 2 inches outside of block and do not attach it to anything. No alterations to frame at all. Don't expect us to compromise.
4. No distributor protectors. No Hump Plates.
5. You may pitch, tilt or tip 80's and newer style cars in 3 following ways only
 - You may cold pitch, no added metal.
 - You may cut only the outside flap and pull the front end down moving the flap ½ inch and re-weld. No added metal.
 - You may pitch at the transmission cross member since you are already allowed to weld a 6" piece of angle there to mount your cross member.
6. Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. After market brackets are allowed, but no thicker than ¼ inch and may be attached with max of 4 – 1/2" bolts each side. 6"x6" mounting plates not mounted to humps. Trailing arms may be reinforced but must be stock arms. No positioning of brackets to strengthen the front down legs of the rear hump, must be mount in the stock location. No changing package trays.
7. You may cut the excess frame off the front rails. All body mounts must remain in stock location. 76 and older Cadillacs must measure at least 18" from front of A frame/spring bucket to end of frame where bumper mounts. Also no relocation of existing brackets on frames, such as lower stabilizer bars on older style cars, such as 72 and older Cadillac and Chrystler products. Brackets remain in stock spots, as from factory, and frame length as state above, do not abuse either area, this due to even playing field among model of cars.
8. All doors must be strapped, welded, chained, bolted, or cable wired with #9 wire. (Pick only one). All doors may have no more than a total of three feet of welded straps on each door, except driver's door. Hood may have approximately 6 inches of angle iron welded on each side, bolted together with one bolt only, to hold the hood closed. Welding and bolting of trunk is allowed, 8 – 3"x5" patches. Maximum of 8 bolts for trunk and 6 for hood up to 1". Four bolts 1" max are allowed to go to the frame (2 in front, 2 in rear). No added metal, rods must be vertical only, no contouring to top or sides of frame, from the hood and trunk. Total of 8 spots on trunk, and total of 6 spots on hood. Front rods must use body mount holes from factory. Trunk lids may be tucked.
9. Welding of extra metal to the driver's door and a metal window net is recommended.

10. Pre-ran cars will be allowed 28" total on car, ¼" max thickness for frame repair total on car. Repair cannot be more than the width and thickness of the rail, stitch welded only, NO reinforcement or extensions. No frame rails exposed.
11. Gas tank protector can be mounted only to your seat bar or cage. Cannot contact frame or sheet metal or floor. Only 30 inches wide and must be 3 inches (**MANDATORY DISTANCE**) from anything.
12. Front fenders may be wrapped, bolted (max of 5-3/8"). Fender wells may be cut or bent but not reinforced. Body lines may be pounded as long as tires are not exposed.
13. Inter-marriage of motors and transmissions is allowed, must be within 6" of stock location.
14. No altering of suspension (leafs on coil on leafs front or rear cars)
15. Clamping of leaf springs is allowed only 4 clamps per spring, OEM car leafs stock configuration only. Pre-loaded rear-ends are allowed. Axel bracing is allowed to protect pumpkin. Bracing may not protrude out no further out than 4" from axel tube. May not use bracing to strengthen car or frame in any manner. Can have a pinion brake if desired, however no protector built around it in any way. No 8 lug rear ends allowed except trucks.
16. Front suspension can be solid. A-arms can be welded. Two 2"x4"x1/4" thick pieces may be used, must attach to A-Frame (upper only).
17. No aftermarket spindles, tie rods, a-frames.
18. Steering arms may be modified by using steel knuckles. Reinforced stock tie rod ends are allowed.
19. Hood lid can be folded over the front but not welded or bolted to the bumper or frame. Must be able to remove hood for inspection. Maximum of 12 hood bolts up to 3/8" for hood skin are allowed.
20. Must have body mounts, factory thickness, up to 1" tall. May be stock rubber or steel spacers. Washers inside car can be no larger than 4" x 4" x ¼". Washers must be up inside the frame must be factory OEM size. Bolts of 3/4" or less allowed. No extra body mount bolts allowed.
21. Hole for distributor can only be 12" by 12".
22. May seam weld frame only 1 pass ½" wide from tranny cross member forward.
23. Sliders or telescopic drive shafts are allowed.
24. Any tire allowed.
25. Halo for roll cage allowed. May be mounted to floor or frame.
26. Any bumper mount is allowed, OEM, or flat stock up to 3/8" thick, 14" long maximum. Choose one, NOT BOTH. MAXIMUM 14" LONG FROM BUMPER.
27. Any OEM bumper or manufactured bumper, no bigger than 8x8 and 4 inch point spread 32 inches. Car is allowed 21" from the bottom of the bumper to the ground. Bumper seams may be welded with minimal reinforcement inside only! Rear bumper must be at least 12" from ground at the bottom side of

bumper. Points on front bumper will be strictly enforced to stock distance from back of bumper –

ANYTHING TOO EXCESSIVE WILL BE CUT OFF!

28. Only two 4 loops of #9 wire from roof to frame, or floor or cage, or cage to roof.
29. May have one bar in back window, 2" by 2" max within five inches of stock window seal. No tubing racks in or on trunk lid.
30. 4 point cage (6" wide max. material), 2 down bars per side need to be between interior door seams (2"x2" max. material). MUST be vertical and only to the top side of frame. Anything further forward or back will be totally removed – NO EXCEPTIONS.
31. Tranny cross member mount no more than 6" wide, 2"x3" max angle to frame to mount cross member. Must run straight side to side no manipulating, must be inside frame rails.
32. No solid homemade shocks on suspension parts.
33. Dash bar must be 3" minimal space from anything. No bars running from it for any strengthening purposes in any direction.



1. Any mass produced 2-wheel drive cars General Motors 77 or newer, Ford 78 or newer, Chrysler 80 or newer, wagons allowed. Must be of a Metric body, No Ford Extruded framed cars allowed. For questions, call or text Andy Hanson (320)-266-3543.
2. May dimple or cut frames. May cut holes for chain in doors, hood and trunk. May tuck trunk with one 90 degree bend, no dishing of trunk area, or bodylines pounded on car fenders of rear quarter area.
3. Doors allowed to have two chains, two loops of #9 wire or 3 of (3"x3") vertical seams welded per door. Driver's door may be welded rather than chained and must have brace on inside or outside for drivers safety. Bracing behind driver seat is allowed, may have full cage, but only one down bar per side between interior door seams. **Any bars further forward or backwards will be totally removed – NO EXCEPTIONS.**
4. Trunk and hood must be chained (NO WELDING) (NO THREADED ROD OR BOLTS ANYWHERE), 6 chains each. 18 inch Frame repair is allowed. **Pre-ran only.** Must be visible damage, not just dents in doors! One side of frame only – same thickness as frame.
5. Push button and toggle switch are allowed
6. Welding of rear-end gears is allowed. Suspension and rear ends must be factory stock. May have pinion brake, double coil springs allowed but no welding. All parts must be stock factory issue, no welding brackets, bracing, or guards of any type. Stock trailing arms, no adding or reinforcing. May chain rear end from top of frame to axle tubes, vertical only, no horizontal or crossing of chain, no side to side chaining. May change motors but with no set back. Motor mounts are to remain stock.
7. No strapping of motors, but can be chained, block cradle only. No pulley protector.
8. Exhaust can be through the hood.
9. Floor shifters allowed.
10. All glass, plastic, rubber, fiberglass, trim, white metal must be removed as stated in general rules.
11. No tire rule, but 5 lugs only from factory. **EXCEPTION, NO BEAD LOCKS, FRONT OR BACK SIDE**
12. Can run without bumpers.
13. This is a Chain Stock class. Vehicles are to be STOCK other rules listed above or you will run with the Limited Weld class.
14. Dash bar and behind seat bar or full cages are allowed. May allow gas tank protectors 30 inches wide. May not touch frame rails or wheel tubs or floor. Must be at least 3 inches (**MANDATORY DISTANCE**) away from tin on the rear back seat panel. Side bars 60" max length. 6" wide material max.
15. May notch frame rails, may not pre-bend up backs of cars, rear frame must remain unaltered. Only exception is an actual pre-ran car.
16. May weld bumper and shocks, shocks for Chevy to Chevy, Ford to Ford, Chrysler to Chrysler, may be no longer than 12 inches, but no added metal, must be factory parts, no flat stock brackets.
17. May have solid suspension, front only. 2 – 2"x4"x1/4" straps – must weld to upper A-Frame.
18. Stock rubber body mounts, stock location no aftermarket metal mounts, must be rubber. May not change mount, must not change frame, body to frame combo must match same as it came from factory.
19. May have two #9 four loops roof to frame.
20. Front bumper 21 inches to ground. Back bumper 12 inches from ground.

ADDITIONAL
MUST
BE A FACTORY
AXLE IN NO
AFTERMARKET
ALLOWED

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21. No alternating frame, no tipping front by cutting or cold bending.
 22. NO back window bar allowed!
 23. No bolting together of fenders or quarter panels above wheels or on body of car.
 24. All suspension parts must be factory issued right down to bearings, nuts and retainers, tie rods, tie rod ends, and upper and lower ball joints, and such.

ADDITIONAL RULES COMPACT/MIDSIZE 80's CARS ONLY



COMPACT/MIDSIZE

1. Mid-Sized Vehicles must be FWD, 6 cylinder or less and [REDACTED] 110" from center of spindle to the center of the Axle. *And Down*
2. Door and hood shall be chained, bolted cabled, or strapped (pick only one). Trunk may be welded 3 feet of weld and 4 bolts. Driver's door may be welded top, bottom, and sides. All other doors may have no more than 3 feet of welded strips. Hoods may have approximately 6" of angle iron welded on each side to hold the hood closed and or (4) 1 inch bolts only four of the six bolts can be welded to frame (6 bolts total). Bumpers may be welded to frame with factory brackets or may add 1 - 12"x4" wide x 1/4" thick plate per side. Must weld to bumper.
3. No tire rule. No greater than 5 lug with exception no solid rubber tires.
4. Bumper height is to be no higher than 21" from bottom of bumper to the ground, any bumper may be used but OEM.
5. Four down bars between interior door seams.
6. One back window bar allowed to speaker deck. Sheet metal to sheet metal only.
7. May pre-bend and tuck trunks.
8. Solid front suspension allowed.
9. 18" frame repair total on car. Must be visible damage.
10. Wheel base from factory specification only.
11. You may shorten the front most part of the frame rails only. You may cut the frame off the crush zone flush with the front edge of the body mount hole. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. If you remove the body mount completely or relocate it, you will not run, no frame seam welding.
12. **Sub Frame Mounts:** Bolts can be replaced with up to 1" bolts, sub-frame can be sucked up tight, or mounts can be replaced with steel spacers or washers but must be the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, 1/2" long weld each, this is to keep them from moving. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body. ▪ Bolts must be up inside of frame as factory. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. ▪ Absolutely no subframe mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the sub-frame mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount.
13. Frames may be drilled if suspicion of extra work done inside, or out!

**(Front and Rear Wheel Drive Vans) (Example: Caravan, Astro, Aerostar)**

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. Snow tires and donut spares can be used. Air inflated only. Valve stem protectors allowed and must be flush to the rim. Small 8" center may be used. No other rim reinforcement.
9. All airbags must be removed and disabled.
10. Stock bumpers must be used, original to vehicle.
11. If desired front bumper may be changed to a different automotive type bumper, or tubing may be used. 4"x4" max. 1/4" thick.

FAIR & Most Wanted Fine Art CLERK'S Stock Class Rules

1. Any 1980 and newer 2 wheel drive passenger car/ mini van/mini truck/mid-size suv
2. All vehicles must be stripped off all plastic, glass, headlights, taillights and anything else that could fall off onto the track during the show
3. All vehicles must remain stock, ABSOLUTY NO WELDING ANYWHERE.
4. Bumpers must remain stock, do not alter bumper in anyway. Factory bumper shocks must remain in factory location. You may remove rear bumpers and shocks. There is no welding to be done on bumpers.
5. Batteries may be left in stock location and spray foam may be added around battery. You may also move battery to passenger floor or seat. Please make sure battery is not moving
6. If factory gas tank is in front of axle you may leave it there. If it's behind the axle, you must move it to the rear seat area. Factory tanks may be moved inside but completely secured. After marker tanks may be used.
7. All doors may be wired or chained in 6 places max per seam.
8. Trunks, hoods, tailgates, all may be wired or chained in 6 places total. Sheet metal to sheet metal only. Nothing to frame or bumpers. If you remove trunk or tailgate you lose that wire or chain.
9. Rear seat bar may be added. It may be welded to post. If you have to add something to get it away from seat please call. This is only to stop sides from coming in, not to help any other part of the vehicle.
10. Drivers door only may have a plate welded to the outside or inside. This is for driver safety
11. DOT tires only. Stock wheels only. All wheel weights must be removed. Only tubes and air are permitted inside of tires.
12. Any GENERAL RULES, OR ANY OTHER DERBY RULE DO NOT PERTAIN TO THIS CLASS. ONLY WHAT IS STATED

These rules are cut and dry, you should not have to call to ask many questions on this class. If it does not say you can do it then that means YOU CANNOT do it. Quick and easy build.

~~For questions, contact Sarah Harte at 410-326-1350~~

~~TOP SECRET - FRODO BAGGINS~~