

Pine County Fair Demolition Derby

August 5th & 6th, 2022

Imperial Rules

Entry Info:

- Registration is open to first 32 fresh cars
- Registration deadline is July 15, 2022
- Entry Fee: \$200 (Friday and Saturday)
- 1 Pit Pass per entry

Frames:

- No Imp subs in non-Imperial cars.
- Absolutely no welding of any seams on the frames whatsoever, including K frame, to main frame.
- Torsion bars may be turned up to gain height, and suspension may be welded or bolted, at control arm only. No reinforcement of shock tower area.
- Body bolts may be replaced with a ¾" max bolt but must use a bushing if there was one factory. If body bolts are replaced, there must be a 1" spacing between body and frame. Cars without a space will not be permitted to run. Do not weld the body washer to floor or frame.
- You may add two ¾" bolts with 4" max washers. The bolts may go through the frame or welded vertically to the side of the frame. Max length 8". Washers not welded to anything.
- Frames will be inspected and scoped behind a-arms. **Scope will be used during inspection for 2022.**
- Front shock towers must remain stock with no reinforcement, replacement, or sleeving.

Drivetrain:

- May use engine and transmission of your choice, mounted in factory location. Factory mounts may be welded or chained.
- **Must run a radiator in stock location.** Radiator can be only option for cooling. No auxiliary coolers allowed.
- No radiator protectors in front of radiator or on sides of radiator.
- You may run a lower cradle with a pulley protector, and may be welded or bolted for mounting engine, but may not strengthen the car. You are allowed two extra mounting points between the pulleys, and front spark plugs, to the TOP of the frame only, using 4" material MAX.
- If running Chevrolet transmission, you may use stock crossmember only. No extra transmission bracing.
- No other bracing of engine, transmission, or rear end.
- Rear ends must be 5 lugs from any passenger car. May run slider shaft with pinion brake.
- You may have up to 7 leaf springs per side and must be factory staggered. You may run 6 spring clamps per spring pack, max ¼" x 2". Rear ends may be chained, over the top of the frame, not bolting through it.
- No reinforced wheels of any kind, **including bead lip protection or reinforced rims.** 6" weld in

centers or pattern changers are ok. You may run valve stem protectors. Only street tread on rear tires. No welding on rims besides centers and valve stem protectors.

Body:

- 2-piece fenders can weld the top outer seam front and rear. **No added material**. Front fenders may be bolted in 8 spots with 3/8" bolts or stitch welded with no added material!
- Firewall horizontal seam may be welded. No other seams may be welded. No added material.
- Hoods may be bolted shut with **6 3/4" bolts**, with 2 front bolts at the core support going through the frame, or welded to the top, not to be used as a kicker. The other 4 bolts must be sheet metal to sheet metal only. And only 8" long, no rod to mount. No 1" threaded rod.
- The trunk may be patch welded shut, using a max of 6 4"x6" patches. You're allowed 2 3/4" bolts, which may go through the frame, using 4"x 4" washers.
- Inspection hole must be on trunk floor
- Front sheet metal may be cut and folded for clearance from the core support forward. You're allowed **8 3/8" bolts** per fender to hold it back together for old styles or stitch welded with no added materials.
- You may trim and fold rear wheel area for clearance, and may be welded or bolted back together, with no added material.
- Doors welded shut, 2 6" patches per seam, and driver's door may be welded solid.
- No tucking of trunks or body creasing allowed.
- New styles only may run rear window bar from roof to front trunk seam. No farther back than front trunk seam. 6" x 6" plate on ends of window bar. 2" x 2" tube max size.

Bumpers:

- Two options on bumpers:
 1. Run shock bumper style automotive bumper (NO V BUMPERS) **or**
 2. 4x4 beam behind stock bumpers or skins. (MAY NOT RUN BOTH)
- Old style Imperial frames may be shortened in front of radiator wall. Bumper or 4x4 can be no closer than 17" from engine crossmember. From cross member forward we will measure 17" to back side of bumper or 4x4
- Top of frame "Y" **must remain open on old styles** for access point into frame. Old styles can weld bottom of Y's with 1/4" plate but cannot extend onto frame rail. Y's must stay open top.
- No relocating the bumper brackets
- Rear bumpers may be welded to factory brackets, and may have two straps from trunk lid, to bumper.

Interior:

- Bars may be a MAX 4" diameter tubing. You may run 1 dash bar, a bar behind the seat, or X brace, and one bar on each door, no further back than 6" past the door post/seam. Bars may have a 6" square plate on the ends to connect to the body. You may also run a vertical bar, or chain, from the bar behind the seat, to the roof. No rollover bars will be allowed.
- Cage is not to be connected to the floor, or the frame in any manner, other than the bars behind the seat, at the interior rockers.
- Battery box, gas tank and transmission coolers must be bolted or welded to floor tin only. Bolts may not go through, or around the frame in any manner.
- Aftermarket pedals may be used, but can't be used to reinforce floor, frame or firewall (bolt-in only)

Repair:

- Rust repair on body floor is allowed, **2" past the rotten area**, not to exceed 16 gauge. Strongly enforced for 2022!
- Any repair on frame must first be documented with judges, and a repair may be talked about.
- If you show up with an unmentioned frame repair, you'll stay on the trailer, no questions asked.

Questions will be answered by Casey Laase (763) 286-6421
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