



PINE COUNTY FAIR
THE GREATER MINNESOTA
GET TOGETHER

Demolition Derby

Rules Packet

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General Demolition Derby Regulations

1. Vehicle and driver must be equipped with seat belt and helmet.
2. No snow or bar tires, regardless of tread, allowed on drive wheels. Minimum 15" wheel size. May be disqualified at gate, if found with vehicle.
3. All glass must be removed from inside and outside of the vehicle, before entry into fair grounds.
4. All drivers **MUST** have valid driver's license. Drivers under the age of 18 **MUST** have written consent from parent or guardian.
5. Vehicles displaying a flag are open for crashing.
6. No intentional driver's door crashing. Judge's decision.
7. No drinking alcohol before or during the contest.
8. Battery **MUST** be covered and fastened securely. **NO Bungies!!**
9. Gas tank **MUST** be removed from the vehicle. Must have inside gas tank, positioned away from rear bumper, and bolted down. No bungies or plastic tanks or boat tanks allowed!! Maximum of 6 gallons.
10. All vehicles **MUST** have a number sign on roof, minimum size 12" x 12". Also **MUST** be numbered, in contrasting colors, on both sides. Numbers need to be 12" or larger.
11. No offensive or vulgar words/pictures on any part of the vehicle allowed.
12. During contests, vehicles remaining in stationary position for more than 1 & 1/2 minutes will be disqualified. If you move again you must hit an active car.
13. Vehicles may be disqualified by a judge or judge's decision. Judges may disqualify ANY driver. ANY harassment of the judges or fair board members, by a contestant, will result in banning that contestant for 1 year, through conclusion of next year's fair.
14. All vehicles, not removed from grounds, within 4 days, will become property of the fair.
15. Must be in the gate by 5:30 pm. Gate will be closed promptly at 5:30 pm.
16. You must have a factory hood and trunk lid installed on your car.
17. If your car rolls over you are out.

You are not signed up until we receive entry form and fee.

Mail or Call:

Mike Ovick
11223 Pokegama Lake Rd
Pine City, MN 55063
(320)629-6671

Scott Wimmer
6809 560th Street
Pine City, MN 55063
(320)279-0019

Pine County Agricultural Society
Fair Office
(320)629-3408

2025 Stock Car Rules

ONLY DRIVERS present for inspection.

Judges make ALL final calls.

All cars must be standard makes/models. No CONVERTIBLES, IMPERIALS, or IMPERIAL FRAMES.

No 9 wire or cable to frame.

Washers must be free-floating, not welded to anything.

FRAME

- No welding on the frame (unless specified in rules). No reinforcing, plating, or stuffing the frame, hood, trunk lid, or body panels. No tipping.
- May use one (1) [16" x 4" with ¼" thickness] plate per frame rail on top of the frame rail only. 16" starts from the front of frame rail.
- *PRE-RUN cars only*: Fixing your car, you are allowed three (3) 4" x 4" up to ¼" thickness per frame rail.
- Torsion bars may be turned up to gain height. Suspension may only be welded up at the control arms.

DRIVETRAIN

- May use any motor and transmission of choice. Must be mounted in stock location. Factory mounts may be welded or chained.
- Lower cradle, front plate w/ pulley protector allowed. You are allowed to weld motor in with one (1) 4" x ¼" strap per side to frame or engine crossmember, but not both. 4" of weld per side to frame or engine crossmember total. Straps must be in front of the carburetor and remain behind the front pullies.
- No other bracing of engine, transmission, rearend allowed.
- Rereends must be five (5) lugs from any passenger car. May run slider shaft and pinion brake. Rereends may be chained over the top of the frame (*not through it*).
- Headers, tranny coolers, floor shifters, and electric fuel pumps may be used.
- NO WATER BARRELS ALLOWED!!! You can run Radi-Barrels/Radiator Protectors, attached to the core support only in stock position. Radi-Barrel/Radiator Protectors cannot touch frame in any way, and you cannot cut out frame to fit it.

BODY

- No altering sheet metal unless specified in Rules.
- Firewall horizontal seam may be welded. No other seams may be welded. No added material.
- Body bolts must remain stock size. May replace factory rubber mounts with spacers (same size as factory).
- May add four (4) bolts ~ ¾" x 9" max – 5" x 5" x ¼" plates, from floor to frame anywhere in the car behind firewall. Bolts may go through the frame or may be welded to the side of the frame vertically.

- Driver's door reinforcement may not extend more than 2" out from the body and no more than 6" past the door seams.
- Doors must be chained or welded. No seam welding – may use 4"x6" patches. Three (3) patches per door seam. If chaining doors, three (3) spots per door seam. One (1) loop per location and CANNOT go around frame.
- May fasten clip to frame in two (2) locations on each side. One (1) must be in front of A arms and other must be behind A arms. 2" x 4" x 1/8" strap to do so.
- No window bars in the front window (windshield) opening.
- All aftermarket throttle pedal and brake pedal systems can mount to tin only. No bolts through the frame.
- You may tuck and fold fenders in front of core support.
- You may trim and fold front and rear wheel area for clearance and may be welded or bolted back together with no added material.

CAGE

- A 4-point free floating cage. All floating cage material cannot exceed 4" x 4" material. Door bars not to exceed 60". No larger than 4" diameter dash bars. X-brace from door post to opposite rocker allowed, no larger than 4" diameter allowed. No down bars to frame or floor. Has to be a floating cage. Dash bar 3" away from firewall.
- One (1) strap or chain may run from middle of door post from top of door bar up to roof. If strap is used, it may not be more than 3/16" thick x 4" wide and not welded more than 8" on the roof.
- Gas tank mount can be connected to cage but must be floating 6" off of the floor and 6" away from package tray.

BUMPERS

- Any factory bumper is allowed. If building a bumper by using tubing, bumper cannot be made into a point. Max size is 4" x 4" and must be covered by a bumper skin.
- May add two (2) – 2" x 2" x 1/4" angle iron per frame rail to help weld bumper to frame.
- Rear bumpers only may be attached/welded to body.
- Bumper height Maximum: not to exceed 22" from the bottom of the bumper to the ground. Bumper height Minimum: not less than 14" from the ground to the bottom of the bumper or frame.
- All must be open on ends.

HOODS

- Must have 12" x 12" hole in hood in case of fire.
- Hood may be bolted or chained, but not welded shut.
 - If using bolts:
 - Six (6) bolts (1" max diameter).

- Two (2) must go to the frame (welded to the side of the frame, or on top of frame, NOT through it) at the core support. Must remain vertical and not be used as a kicker.
- Other four (4) must only go to tin (8" maximum length), may use 6 x 6 x ¼" washers.
- If chaining:
 - Six (6) locations.
 - Two (2) can go around frame at core support.
 - Other four (4) locations are tin to tin.
 - One (1) loop per location.
- **Hood MUST be opened for inspection. If the hood is not off/open for inspecting, you will not run. NO EXCEPTIONS!!**

TRUNKS

- Trunk lids may be chained or welded shut. Not seam welded.
 - If welded:
 - Six (6) 4" x 6" patches.
 - May run two (2) bolts (1" max diameter) from trunk lid through or welded to side of frame. Max 6" x 6" washers.
 - If chaining:
 - Six (6) locations, single loop per location.
 - May run two (2) bolts (1" max diameter) from trunk lid through or welded to side of frame, or two (2) chains from trunk lid down around frame.
- Rear window bar may be run from top of rear window opening (in center) to front trunk seam. Window bar and mounting pad must remain within 6" of window opening and 6" of trunk seam. Max window bar size of 2" tubing.

PINE COUNTY FAIR 2025 IMPERIAL RULES

ENTRY INFO:

1. Registration is open to first 32 cars.
2. Registration deadline is May 1st, 2025

ENTRY FEE:

1. 1 Pit pass per entry.
2. Only vehicles hauling cars will be allowed in pit area.

BASIC RULES:

1. Imperial only class. Prerans must pass 2025 rules and inspection, No plate rule, Friday unless specified.
2. Build to the rules listed not the "grey" areas. Impossible to cover all "grey" area rules, use common sense, most do a great job understanding the type of build we're looking for. **RULES WILL BE ENFORCED PER JUDGES INTERPRETATION!**
3. Cars must remain stock to the cars design unless, modification is in THESE RULES FOR THIS YEAR.
4. All Chrome, glass, interior must be removed.
5. No trailer hitches or brackets on car.
6. No welding other than what is mentioned in THESE RULES. If your car is found with any welds and you refuse to cut your car will not be allowed to compete.
7. Scope will again be used on all cars.
8. No #9 Wire allowed.

FRAMES:

1. No Imperial subframes in non-imperial cars.
2. **ABSOLUTELY NO** welding of any frame seams what so ever! **NO** fresh paint or undercoating on frames. **GRINDING** on frames is **LIMITED** to only areas **ALLOWED** for modifications. Spray foam **NOT ALLOWED** to cover any framework.
3. Torsion bars maybe turned up for height, but may **NOT** be moved, remounted, or welded to.
4. Body bolts can be replaced with a ¾ inch max bolt. Max length of 4" body bolts mounted vertical on frame.. Must keep a one inch spacing between body and frame. Cars without a space of one inch will **NOT** be permitted to run. **Do NOT weld body washers to frame or floor.** Max size of washers is 4x4x1/4.
5. No other spacing of body and frame. **NO** sleeving body mounts for body height.
6. You May add 2-3/4 bolts with 4" washers on each frame rail in desired location. Again, these **CANNOT** exceed 4 inches. These extra body mounts are in addition to factory mounts can only be attached to frame vertical.
7. New style may weld k-member to frame: using one 4x4 plate behind A-Arm and one 4x4 plate in front of A-Arm.

FRONT SUSPENSION:

1. NO AFTERMARKET: No Non Imperial Components.

Tie Rods, Ball Joints- Weld in, A-Arms, Steering Box, Pitman Arms, Sway Bars, HUBS/ Idler arms/ Trailing arms, Spindles.

2. Everything under front of car MUST remain STOCK to a Chrysler Imperial.
3. No changing, altering or modifying front suspension. EXCEPT: turning up torsion bars and bracing on factory a-arms.
4. A-arms may be welded with 2- 2x6x1/4 thick strap on each side of arm.

REAR SUSPENSION:

1. Use rearend of choice, 5 bolt or 8 bolt, but may NOT be reinforced in any manner. All stock housing may be used with no bracing or extra bolt on mounts. If mount is not being used it may not be on housing. Only mount on rearend is factory leaf spring mount factory for Chrysler.
2. May run slider shaft with pion brake.
3. Leaf springs must have factory measured stagger and only 7 leafs per pack. May run up to six spring clamps per side. Max size of 2" wide clamps.
4. Only factory leaf perches may be used to mount rearend to leaf spring. For Non-Chrysler rearends only factory size Imperial perches and U-bolts can be used to mount rearend to leafs!
5. You may loop chain or cable from rearend over frame. Only ONE loop allowed. NO bolting or welding to frame.

TIRES AND WHEELS:

1. Wheel reinforcement is allowed only for 6" weld in centers and valve stem protection.
2. Street tread on rear tires.
3. Stock rims may have 1" bead welded on inside of tire for non-Chrysler rims or wheels that are narrowed.
4. No solid tires.
5. AGAIN, if you run 8 lug must use a stock non-reinforced. Aftermarket wheel centers can be used with 8 lug rearend, but weld in center cannot be larger than rim bolt pattern center only.

BODY ALTERING:

1. Trunk lid is only body shaping allowed.
2. 2-piece fenders on old styles and 72-73 maybe seam welded with NO added material.
3. Only seam welding is on firewall horizontal seam, no added material.
4. Front wheel wells maybe bolted on 67-68. Max 8 bolts but may not be welded in any manner.
5. May fold hood and trunk must stay located to hinges.
6. Trunk lid maybe folded under into truck, just ONE-fold to keep it clean.

7. Rear window bar may be ran on new styles from roof to front trunk seam, 6x6 plate on both ends, only one bar 2x2 or smaller.
8. Doors welded shut two 4"x 6" patches per seam.
9. Drivers' door can be reinforced on outside for driver protection. Bracing may not extend out farther than 2". May extend door bar 6" past door seam forward and backward.
10. Clip corners can be folded, bolted or welded. Cannot connect to frame.

TRUNK:

1. Two ¾ all thread may be ran through trunk frame to trunk lid. May weld all thread to side of frame. Only two rods to frame. These pigtailed can only be 6" along frame.
2. 6x6 plates may be welded to trunk lid.
3. Weld trunk shut, using SIX 4x6 patches- 2 per seam.
4. Inspection hole cut on trunk floor.
5. May tuck trunk as described above.
6. Rear bumper may have two straps to body. No wider than 6 inches, and only 6" on bumper and 6" on trunk lid.

HOOD:

1. Hoods may be bolted shut in 8 locations max ¾ inch all thread.
2. Front two bolts at core support. May go through frame or welded to top of frame. May NOT add any plate to top of frame to mount allthread.
3. All other bolts must be sheet metal to sheet metal 6x6 plates on hood and can only be 8 inches long.
4. New Styles may run rear allthread along firewall and weld to top frame. No added material on frame. All thread cannot be mounted forward of firewall.
5. Front core support cannot be moved from stock location or reinforced in any way. May have bottom seam welded to frame not added material.

BUMPERS:

TWO OPTIONS ON BUMPERS:

1. Run shock style bumper but must follow same shape and size as factory. These bumpers may be reinforced on the inside. NO Chrysler pointy bumpers.
2. 6x6 beam behind stock Imperial bumpers.

MAY NOT RUN BOTH! IF OLD STYLE RUNS A SHOCK BUMPER IT CANNOT RUN ANOTHER BEAM TO THE FRAME RAILS TOGETHER. ONE OR THE OTHER! NOT BOTH!

1. Old style Imperial frames may be shortened in front of stock core support. Bumper or 4x4 beam. Can not be closer than 17" from engine cross member.
2. Old styles may mount angle or plates under radiator but can only be welded to core support and NOT to frames. ONLY for radiator support.

3. Top of "Y" on old styles must remain OPEN for access to frame. Old styles can weld bottom of "Y" with ¼ plate only. CANNOT go farther back than where "Y" comes together.
4. No other welding on front frame rails.
5. Front bumpers may not exceed 22" to bottom of frame to ground.
6. Rear frame must be a minimum of 20" from ground.
7. May run 1/8 corrugated metal for radiator protection. Can only go past radiator 2" and bolted only to core support in 4 spots.

INTERIOR:

1. Bars may be a max of 16" diameter circumference (I.E. 4x4, 2x4, 2x5, 2x6).
2. May run dash bar, behind seat bar, and horizontal door bars to connect dash and seat bar.
3. Seat bar may be ran horizontal or x shape behind seat.
4. Horizontal bars can not run farther back than 6" past front door seam and 6" past rear door seam on front doors of 4 door or 2 door.
5. Cage can only be connected to sheet metal NOT to frame, rockers, or attached to floor plates.
6. NO rollover roof bars.
7. Battery box, gas tank, tranny cooler must be bolted or welded to floorboard only no welding these parts to cage work or frames. No welding gear together as well.
8. Pedal plates can only be bolted or welded to floor not to frame or cage.
9. Steering column may be welded to cage.
10. Shift controller may be welded to a bar off cage as well.
11. Gas tank protector can be run, but must be off floor and welded off cage. Must be away from floor or tin by 4".

DRIVE TRAIN:

1. Use motor of choice in stock location.
2. Must run a radiator in stock location. Radiator can be only option for cooling. No auxiliary coolers allowed.
3. Distributor, midplate's, dist. Cap, full engine and transmission cradles or plates are NOT allowed.
4. May run front plate with pulley protector. This plate may be bolted on or welded to a lower engine cradle that is connected to engine only. Must attach to a factory style motor mount.
5. Motor may be mounted in two extra points between the front of pulleys and front spark plug. May be attached to k member or frame with 4" max flat stock material, no tubing or angles.
6. No header or carb protectors allowed.
7. Transmission of choice with no bracing and only one mounting point on stock Imperial cross member.
8. May run Ultra, Bell Aluminum.
9. No steel transmission housings.

REPAIRS:

1. Rust repair is allowed with only 16 guage MAX, only one layer.

2. Rust repair is NOT allowed 2" past damage.
3. Call for frame repair if car needs framework repair. Otherwise, no repair of bent or rusty frames.
4. Like we say...Do NOT push build into "GREY AREAS". Thank you!

Casey Laase 763-286-6421, Scott Olander 763-350-1008, Mark Geisler 320-336-9816

2025 Big Truck Rules

General

- No wire #9, etc.
- ½ and ¾ ton trucks only
- 4 door trucks allowed (see cab section for details)
- If you have a 4x4 truck, no power to the front tires
- No adding or moving stock cross members except as follows:
 - If you need to, you can remove your stock transmission cross member and substitute a piece of C channel. Only welded or bolted along the bottom of the frame rail.
 - You can add a support to hold your radiator/radibarrel. 3" channel max only connected to frame. Must be directly under radiator/radibarrel. This is not intended to be a crossmember to support the frame rails.

Frame Repairs

- You are allowed 8 total frame bent/kink repairs. No more.
 - Each fix has to be at least 4" apart
 - You cannot sandwich the frame with steel at a bend. Choose to either fix it on the outside or the inside.
 - Material can only extend past the bent/kink by 2".
 - Material can only be ¼" thick

Drivetrain

- Engine and transmission swaps allowed
- Rim diameters stay between 15" - 16 ½"
- Full weld in center allowed
- Rear differentials can be swapped by must be 8 bolt max. No braced rear ends.
- Aftermarket gas pedals, shifters, sliders, brake pedals, etc. allowed. Pinion brake also allowed.
- Lower engine cradles allowed. Welded or bolted, but not both. Details below:
 - Lower cradle made from plate steel only. No front plates, no pulley protector, no mid plates, no tube reinforcing cradle
 - Lower cradle cannot attach to cylinder heads or cylinder head bolts
 - Lower cradle attaches to engine at factory engine mount location and does not wrap around the front of the engine
- Cradle, if bolted in, must be bolted within the stock location only using 2 bolts
- Cradle can also be welded in using flat stock, square tube, etc., but must still only use 12" worth of total weld connecting it to your frame. Welded only between front pulleys and carburetor.
- If not using lower cradle, you may bolt in factory mounts along with welding engine down. You may weld between front pulleys and carburetor. Cannot

bridge from side to side or go over the engine. Must not have more than 12" total weld connecting to frame.

- Transmission bracing and aftermarket bellhousings are allowed. If you use one of these, you cannot bolt or weld to your transmission to a crossmember. It has to be floating on top of your crossmember.
- You can only mount your transmission to the crossmember if it is in stock form with no bracing or aftermarket bellhousings. Must be bolted or welded in a stock manner (single location).

Suspension

- Front bumper must be between 24" – 30" off the ground measured from the top of the bumper.
- Rear frame cap must be 24" – 30" off the ground measured from the top of the cap.
- Front suspension can be welded to obtain a height.
- Tube steel can be used to weld your suspension up, 2" max. Must stay vertical and have no gussets.
- If leaf springs are used, you are not allowed to add/stack front leaf springs.
- Allowed 6 clamps per leaf pack

Front of Truck

- Front bumper can be no bigger than 4"x4" tubing. No pointed bumpers. Bumpers must have bumper skin over the face of it.
- No car bumpers allowed – tube only.
- No angled gussets connecting your bumper to the frame. You can only use 2x2 angle iron to overlap your welds to make sure your bumper doesn't break loose.
- You are allowed 2 pieces of 1 ½ x 1 ½ square tube to reinforce your frame. Connecting engine saddle to front bumper. Cannot go further back than front edge of engine saddle. Do not place it on outside face of the frame.
- The only other tube steel allowed in the front of the truck is:
 - A piece of tube (3" max) across the top of the core support.
 - 2 down bars (3" max) connecting your core support bar to your frame rails. These 2 down bars must stay vertical. You are not allowed to have kicker bars from the core support bar to the engine mount area.
 - The 2 down bars can have 6" triangle gussets at the bottom where they meet the frame. 3/8" max thickness plate steel. No tube gussets.
- Radiator or radibarrels allowed. Barrel width stay inside of your frame rails. 3" max. Mounted to vertical uprights only in 4 locations. 4 – 2x2 angle 6" long cannot touch frame. Must be mounted in factory position.
- You can have a max of 8 hood bolts (1" max). Bolts can only connect sheet metal to sheet metal.

- 2 of your hood bolts are able to run down to your frame rails by the core support area.
- Your hood must either be removable or have a large enough hole cut in it to fully inspect the front area.
- You cannot add an engine saddle/crossmember if it did not come with on from the factory.

Cab Area

- Floating cab steel only meaning none of your dash bars, door bars, etc. can be welded to your frame.
- Cab bolts can only be welded along the outside of your frame rail or bolted to the top lip.
- You can add 6 additional bolts (1" max) inside the cab. 6" washer max and no washers can be connected.
- Ay bolt cab to box with up to 3 bolts (1" max) – 6" washer.
- You can patch rusted through floor pans with 1/8" sheet metal.
- Doors are to be welded shut. Your material shouldn't venture more than a couple inches past your door seams. Same applies to welding your box to your cab (1/8" max thickness).
 - No re-sheeting body panels
- If you build a roll bar inside your cab, all of it must stay inside your cab and not anchored into the bed.
- If you run a 4 door, all your cab steel must stay within the front area just like if it was a single cab. Nothing more than 10" behind the driver seat. Your additional bolts can extend behind the driver seat.

Bed Area

- Rear frame must be capped. Use either C channel or square tube
- You are allowed 8 additional box bolts (1" max). 6" washer max and no washers can be connected.
- Box bolts can only be welded along the outside of your frame rail or bolted to the top lip.
- You are allowed to use C channel as a gas tank protection. Laid flat along the bed floor. Must stay in front of the wheel wells and cannot be connected to your cab steel.
- You can only use 4 of your additional box bolts through this gas tan protection down to the frame.
- If you choose to have a roll cage in the box, it must stay in the box no wider than the width of the frame, no further back than 3' from the front of the box and stay in front of the wheel wells. This can be anchored in the same manner as the gas tank protection and not connect to cab steel. May choose either gas tank protection or a roll bar, not both in the box.

- You can lay a piece of angle iron along your box where it meets the tailgate (3” max)
- Weld your tailgate so it does not fall off your box
- No wedging or flattening your box and tailgate

"Street Stock Trucks Gut n Go"

1. 1980 and newer 2 wheel drive-4x4 driveshaft removed

Gut and go means motor, motor mounts, bolts and nuts, tranny, driveshaft ,and rear end diff. All came from the factory specific for that truck

This means no swapping or insane motors....

1/2 ton truck or mid-size SUV

F150/dodge1500/chevy1500/GMC 1500

Envoy/Durango/Nissan/Explores/

** if we missed a certain vehicle, please call

NO VANS or CARS

2. All vehicles must remain stock, ABSOLUTELY NO WELDING unless specified

3. Remove all plastic, glass, headlights, taillights and anything else that can fall off during the event

4. Bumpers—Front & Rear

*Remain stock OR a factory bumper from 80s and newer

*No sharp horns and tow points cut off

*Cap frame rails:

*3x3 angle iron no more than 1/2 inch thick or

4x4 by 1/2" thick tubing inside frame rails

Can't be passed the outside horns/ inside only

*You can Weld top or bottom or side "only 1"

*It has to stay on or DQ

YOU MUST chain or wire bumper to frame or core support- It cannot fall off....Be creative- you must have a bumper and it better stay on.....

5. Radiator or radi-barrel in factory location

Radiator must be strapped in and/or foamed in stock position

*Radi-barrel- 1/8th thick, 4 inches in depth also MUST be Inside frame rails and not on top

of frame- it cannot reinforce the vehicle

*You get 10 inches to "WELD" radi-barrel to core support only/No C channel below.....

*CAN NOT be connected to your threaded rod

(This means 2 1/2 inches on each corner of support)

"Radi-barrel to Sheet metal only"

6. Battery- MUST be MOVED from factory location

You can relocate to passenger floor

Needs to be fastened securely & covered

7. All doors must be chained and bolted and /or welded with

• 3"x3" 1/8th steel strapping- a total of 18" per door and cannot be one continuous piece

*Unlimited duct tape on doors

7a. Hood chains:

4 - total spots on the hood (sheet metal to sheet metal)

2- 3/4" threaded rod for core support. Rod can only extend 1" down on the outside of the frame through the top of the hood. Welded completely around the rod onto the frame.

*It can be welded to the core support

Tailgate:

4- total chains on tailgate back to second cross member of bed

2- 3/4" threaded rod from side of frame through the box- 6"x6" washers max

This is to help keep the box on and in place

If you remove tailgate you lose those chains but must have rods still.

8. Two 3/4" threaded rod allowed to bolt box to cab- no bigger than 6" washers "Floating"

*Or 4 places to chain/wire

*If body bolt rusted through you may add a new one within 3 inches of factory- 3/4" threaded rod with 6" plate

Max 2 per vehicle or buy a better beater...

This is for safety and safety only

9. You are allowed to weld motor down

*Must be Factory mounts, can have one 3 inch wide strap on each side/welded to heads or Bolt only on engine

*Strap welded to top of frame rail only

*No cradles

*Chain/wire/ratchet strap allowed to hold down both

*****Grey area—We understand the motor is key. Do your best to keep it reasonably to keep your motor secure.

10. "Drivers door"

may have a tube/plate welded to the outside or inside. This is for driver safety- Recommended

All vehicles must remain stock, ABSOLUTELY NO WELDING ANYWHERE, unless otherwise noted, (four-point cage/doors/motor strap/rod)

*Cage allowed for safety-4 points, Not to frame

6" tubing max

6" off the floor minimum

"NO KICKERS" No down bars anywhere

*Factory dash, ignition & shifter recommended

*Push rod is allowed for floor shifter-

"Rod only style-Old school"

11. DOT tires only "Rear"

Stock rims, All wheel weights must be removed. Only tubes and air are permitted inside of tires.

*No Aggressive rear tires

*Any "front" tire allowed

12. Gas tank-

*Metal tank only and covered with rubber

*Factory tanks MUST be removed completely

*Aftermarket tanks MUST be used & secured *Must have shut off switch or factory switch

*Gas protector allowed, must not reinforce vehicle in any way

13. Rear End- Any stock 5-6 bolt 3/8th chain looped around axle to box is allowed.
Remember to sheet metal only- it's there to help hold rear end not support vehicle

*You are allowed to weld "POSI"

14. All vehicles MUST have a 12 inch hole cut in Hood. No creases in hood and must be in factory location

15. Must be at factory heights. Cannot weld or secure down front shocks. No Low riders in rear

15. Tranny coolers are not allowed-

16. looped lines allowed.

17. Pre-ran trucks and rust frame repair- 3"x12" fix it plating allowed per side

Sheet metal- 3"x24" strapping allowed on entire truck

Call if you need more additional strapping to make the next evening heat or feature

It's stock rules with some additional safety features

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—
——one week build

Two man cars 2025 (Saturday night only) 14 car maximum.

Two man cars is a class where one person steers the car and another person controls the throttle, brakes, and shifter. This is supposed to be a fun class to get others and new drivers involved.

Same as stock car rules

Judges make all final calls

All cars must be standard makes. No CONVERTIBLES, IMPERIALS, or IMPERIAL FRAMES.

No 9 wire or cable to frame.

Washers must be free floating, not welded to anything

Frame

*No welding on the frame. No reinforcing, plating, or stuffing the frame, hood, trunk lid, or body panels. No tipping.

*May use 1 - 16" long 4 x 1/4" plate per frame rail on top of frame rail only. 16 inches starts from the front of frame rail.

*Torsion bars may be turned up to gain height. Suspension may only be welded up at the control arms.

Drivetrain

*May use any motor and transmission of choice. Must be mounted in stock location. Factory mounts may be welded or chained.

*You may run a lower cradle/ front plate w/ pulley protector. Cradle may be welded to engine crossmember. You are allowed 2- 4x1/4 flat straps to help weld motor in. No more than 4 inches of any strap may be welded to the frame. Straps must be in front of the carburetor and remain behind the front pullies.

*No other bracing of engine, transmission, rearend allowed

* Rearends must be 5 lugs from any passenger car. May run slider shaft and pinion brake.

Rearends may be chained over the top of the frame. (not through it)

* Headers, tranny coolers, floor shifters, and electric fuel pumps may be used.

* NO WATER BARRELS ALLOWED! You can run radi-barrels attached to core support only. Radi-barrel cannot touch frame in any way and you cannot cut out frame to fit it.

Body

*Firewall horizontal seam may be welded. No other seams may be welded. No added material.

*Body bolts must remain stock size. May replace factory rubber mounts with spacers(same size as factory).

* May add four bolts 3/4" x 9" max – 5"x5" x 1/4" plates, from floor to frame anywhere in the car behind firewall. Bolts may go through the frame or may be welded to side of the frame vertically.

* Driver's door reinforcement may not extend more than 2" out from body and no more than 6" past door seams.

* Doors must be chained or welded. No seam welding- may use 4x6 inch patches. 3 per door seam. If chaining doors 3 spots per door seam. 1 loop per location and CANNOT go around frame.

*May fasten clip to frame in 2 locations on each side. 1 must be in front of a arms and other must be behind a arms. 2x4x 1/8 strap to do so.

* No window bars in the front window opening.

* All aftermarket throttle pedal and brake pedal systems can mount to tin only. No bolts through the frame.

* You may trim and fold rear wheel area for clearance and may be welded or bolted back together with no added material

Cage

* A 4-point free floating cage. Door bars not to exceed 60". No larger than 4" diameter dash bars. X- brace from door post to opposite rocker allowed, no larger than 4" diameter. allowed. No down bars to frame or floor. Has to be floating cage. Dash bar 3" away from firewall.

* One strap or chain may run from middle of door post from top of door bar up to roof. If strap is used, it may not be more than 3/16" thick x 4" wide and not welded more than 8" on the roof.

* Gas tank mount can be connected to cage but must be floating 6" off of the floor and 6" away from package tray

Bumper

* Any factor bumper is allowed. If building a bumper by using tubing, bumper cannot be made into a point, max size is 4"x4" must be covered by a bumper skin.

* May add 2- 2x2x1/4" angle iron per frame rail to help weld bumper to frame * Rear bumpers may be attached to body.

Bumper height not to exceed 22 inches to the bottom of the bumper to the ground and must be a minimum of 14 inches from the ground to the bottom of the bumper or frame.

All must be open

Hoods

* Hood may be bolted or chained, but not welded shut *If using bolts:

* 6 hood bolts (1 inch max diameter)

* 2 must go through the frame or be welded to the side of the frame at the core support. Must remain vertical and not be used as a kicker.

* Other 4 must only go to tin. (8 inch maximum length) may use 6x6x1/4 washers

*If chaining.

* 6 locations.

*2 can go around frame at core support.

* Other 4 locations are tin to tin.

* 1 loop per location.

* Must have 12x12 hole in hood in case of fire

* Hood must be opened for inspection. If hood is not off for inspecting, you will not run. NO EXCEPTIONS!!

Trunks

* Trunk lids can be tucked.

*Trunk lids may be chained or welded shut.

*If welded

* 6- 4x6 inch patches.

*May run 2 bolts (1 inch diameter max) from trunk lid through or welded to side of frame. Max 6x6 washers

*If chaining

*6 locations, single loop per location.

* Can run 2 bolts (1 inch diameter max) from trunk lid through or welded to side of frame. max 6x6 washers, or 2 chains from trunk lid down around frame.

* Rear window bar may be ran from top of rear window opening (in center) to front trunk seam. Window bar and mounting pad must remain within 6 inches of window opening and 6 inches of trunk seam. Max window bar size of 2" tubing.

2025 Pine County Fair Antique Heat

\$100.00 Entry Fee

Registration cutoff will be at 24 cars

1952 - 1972 model year cars only. **No Chrysler Imperials allowed.**

Fresh cars only on Friday night.

No shock bumpers.

Maximum of 4"x4" tube behind tin bumpers - **NOT 5"x4", 6"x4" - 4" ONLY.**

If original front bumper is missing, use something close. Tin only.

Tubing must be covered or vehicle will not be allowed to run.

6 inches of weld behind 4"x4" tube on frame allowed.

2 core support bolts; 3/4" diameter max from frame through hood allowed.

1 bolt each side through top of fender and hood allowed but not to frame. 3/4" diameter max.

2 - 2"x1/4" straps welded from hood to front bumper allowed.

2 bolts or chains on back of hood to keep it down allowed. Through hood and firewall, not to frame or supports.

6 hood pins (angle iron) 2"x2"x1/8" max. 2" long from fender to hood (welded to tin only) allowed. Bolted together with 1/2" bolts max.

Large hole must be cut over carburetor area in case of fire. (the larger, the better).

Hoods must be open or removed for inspection.

Trunk lid/tail gate must be welded shut up to 6 places max fender to trunk lid/tail gate, 4"x4" patches max.

2 bolts 3/4" max diameter from trunk lid through bottom of trunk allowed, not to frame.

Station wagons must have rear interior folding panels removed; no extra threaded rod, steel or other reinforcement allowed beyond inside cage. Inside cage cannot extend beyond passenger area, same as sedans. Gas tank guard may be used but not attached to floor.

2 - 2"x1/4" straps welded from trunk lid/tail gate to rear bumper allowed.

No rear tubes or bars in tail gate/rear window opening allowed.

Doors must be welded shut with patches or strips. Make it safe, don't get carried away.

No straps or strips from doors/rockers to frame or sub-frame.

Driver's door may be reinforced. Window cage allowed.

2"x1/4" max strap from top of door post to roof on hard tops allowed.

One strap or chain from roof to dash for driver's protection allowed.

Rear fender wells may be cut, folded and welded or bolted.

5 bolt OEM rear ends only. **No reinforcing or bracing allowed. (NONE)**

Factory drive shafts only. No sliders. May use different drive shaft ends, front and rear.

GM/Mopar, Ford/Chevrolet, Ford/Mopar etc.

Any motor tranny combo. Transmission cross member may be welded into frame, 6" welding each side to frame max.

No transmission plates, braces, reinforcing allowed. (NONE)

Motors welded in as close to factory location as possible. Lower cradles, front plates and front distributor protectors allowed.

(Don't get carried away)

No mid plates or rear distributor guards allowed. (cut the fire wall bigger).

2 - 2"x1/4" straps from front of motor to frame may be used to hold motor in place.

Engine stacks/headers allowed)

Radiators or steamer hoses allowed for cooling. All must be vented down.

Radiators must be bolted or welded as close to factory location as possible.

No radi-barrels, water barrels or other cooling devices allowed.

Steering column may have u-joint added.

No leaf spring conversions.

Leaf spring clamps may be used. 4 per side. Chaining or clamping of coil springs in place is allowed.

A half-moon plate, 3/4" thick max, may be welded over rear frame hump on outside of frame only. 16" long, 6" tall max.

Heavy ply tires may be used. Street tread on rear.

Rims with valve protectors allowed. No snow or bar tires on drive axle.

After market brake pedals, throttles, shifters may be used.

Battery boxes, tranny coolers, switch panels, gas tanks and electric fuel pumps must be bolted or welded to floor or attached to cage. Not to frame or frame bolts.

Interior cage welded to fire wall, door posts and floor only. Not to frame or frame bolts. One brace from cage to roof allowed to keep roof from coming down. Keep it centered in the car not on front or back of cage.

Interior cage welded for driver and equipment safety. Nothing going from cage to frame or sub-frame.

Keep it safe, simple, clean; don't get carried away.

Front suspension may be welded from A-arms to frame with tabs no more than 4" max. (no more)

No frame welding, plating, stuffing, shortening, lengthening (NONE) except rear hump and behind front bumper.

2 bolts through floor and frame in passenger compartment may be added, 3/4" diameter max 6" washers, 1/4" thickness max. Not tied to cage.

Cannot replace or add any other body bolts or mounts.

No frame swapping. No added K-frames. No taking body on and off frame. Bolts will be checked. Keep it as factory as possible.

No extra bolts, nuts, screws, plates, washers, pins, threaded rod, rivets, pop rivets, wire, 9-wire, clamps, hose clamps, holders, hangers, tubing, channel iron, angle iron, flat stock, round stock, square stock, pipe, solid round, solid square, expanded metal, diamond metal, diamond plate, cable, spacers, extensions, chains, springs, ropes, ties, U-bolts, duct tape, electrical tape, cable clamps, plumber strap or muffler clamps. Also, no cement, spray foam or frame filler of any kind. **You get the idea.**

Keep it clean. Keep it simple. Let 'em bend. Have some fun!

Any questions, please call Bob at 715-376-2001.

Please pre-register with Scott Wimmer or Mike Ovik.