

PINE COUNTY FAIR 2026 IMPERIAL RULES

ENTRY INFO:

1. Registration is open to first 32 cars.
2. Registration deadline is May 1st, 2026

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 2026 rules and inspection, No plate rule, Friday unless specified. No plates on Friday before or after inspection! **We will be inspecting cars before entry into feature.**
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 in length. 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. Whatever you want to call it, MUST be a FACTORY Imperial part.

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 6". 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 3/4 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 4" along frame. Pigtailed must be VERTICAL.
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 3/4 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 all thread.
3. All other bolts must be sheet metal to sheet metal. All thread can only be 8 inches long. 6x6 washers can be welded on top of the hood. Under hood plates can be max 6x6 and must be individually welded. Can NOT be welded together.
4. New Styles may run rear all thread along firewall and weld to top frame. No added material on frame. All thread cannot be mounted forward of firewall. Must be in line with 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.
6. There must be a 12" x24" hole cut in hood over carb and around headers. This is for inspection before feature.

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.
3. Angle of bumper can NOT exceed 4" back from the center point. This point is 24" from the center of the bumper.

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/guard. **Can only go past radiator 2" and bolted only to core support in 4 spots. May not be welded to the core support or bumper in any manner.**

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. Horizontal door bars must remain 6" off rocker.
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. No radiator protectors that fit around the radiator. Only radiator guards are allowed in FRONT of Core Support.
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 gauge 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!

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