

Minnesota Classic Demo Derby Any Year NO Imperials or Suicide Lincolns

This class is a fast use up a car that you may think of crushing do to rust or damage. This is an honest builder's class. Fresh cars preferred. Used cars may not repair damage.

These rules are simple. This is what you can do and only do.

1. Fix any rust or damage back to stock strength nothing extra.
2. You may weld 2 plates per upper frame ¼” by 2” by 4” all other suspension and steering must be stock for the make and model of car except for your steering colum maybe after market.
3. You may weld your doors shut with no wider than 2” material on vertical seams. Drivers door do whatever you want for safety. Must not exceed 4 inches past driver's door.
4. Any motor, tranny, rear end and sliders allowed. Must bolt into the factory location of the car. A stock tranny cross member must be used. If location of cross member must be moved do to motor swap you may use 1 per side 2” by 2 ¼” 3 inches long angle iron welded to the frame with two ½ inch bolts only. Stock tranny mounts only. You may wire your tranny to cross member. Must bolt or weld into factory location using stock lower mounts, you may also add 1 chain per side to motor mount to block.
5. Protectors are allowed. If running Dp or mid plates your firewall must be cut our anywhere they will come in contact. If running tranny brace you must relief slice tunnel. These parts are not to enhance the strength of the car in any way.
6. A 4-point cage and halo is allowed with a max length of 60 inches and at least 8 inches off the floor measured at body mounts. You may have 4 down bars to tin only with in the inner body of car not concealing anybody mounts with in the 4-point cage. These bars must be straight up and down no kickers. You may mount your gas tank to the back of the cage no wider than 24 inches and not any closer than 3 inches from any interior tin.
7. Hood tie down 6 spots 5/8 bolts with 4”x4” plates. Front bolts may go through frame and core support. Other 4 must be tin to tin max length of bolts 8 inches.
8. Trunk lid may have 2 5/8 rods going through the frame and 4 4” by 4” plates welded to trunk lid. Trunk lid must be attached to stock hinges and you may only 90 degree your trunk no wedging. Wagons are only allowed the 4 plates to weld the tailgate.
9. Body mounts that are damaged or rusted may be changed out to 7/16-inch bolt and a 4” by 4” ¼ inch plate. All body mount spacers must remain stock except for the ones where your threaded rod goes through. Clean cars may not tough the body mounts and bolts. Don't push this rule – will be punished.

10. Any bumper no wider than the front wheels and not to exceed a 9" measurement in a straight line of width and height. You may weld your bumper on 6" back onto your frame any way you want. Do not go over 6" or you will lose 4 of your 6".
11. You may run any aftermarket equipment you wish. But these parts may not help strengthen the overall integrity of the car. Example huge tranny coolers that tie in the whole floor or brake and gas pedals that go up the fire wall. We are allowing these parts to speed up the process of the build.
12. Any rubber tie and wheel combo we don't want flats.
13. You may 9 wire your rear end in two spots to the frame.
14. You may have 2 spots of 9 wire 2 loops per side door window opening no criss crossing. These wires may go around the frame and must be in window opening.
15. You may take anything away but cannot add or relocate unless stated in above rules. All body mounts must be in factory locations. No pre-bending or shaping of anything except for your trunk describe in rule 8.
16. If you have rust or damage repair take pictures of pre-repair. That is to simply prove problem areas. You don't have to spend a lot of time making the repairs look good just don't go overboard.

These rules are telling you what you can do. There are no gray areas. Fix what is bad, don't over build and have a great time. This is a good old boys honest class. These cars will be open for all drivers to look at.