

Light Build Midsize Cars - 2025

Burnett Co Ag Society Fair - Grantsburg

General Rules:

1. This class is open to FWD and RWD.
 - a. RWD wheelbase must not be larger than 108" from factory.
 - b. No wheelbase limit for FWD vehicles, must be FWD from factory i. No full-frame FWD allowed! (Example: Eldorado)
2. 4 and 6 cylinder engines are allowed. NO V8s allowed.
3. NO Fresh Paint or Undercoating on the frames at all. NO buffing or grinding frames or bodies except where welding is specifically allowed in these rules. NO painting on the interior of the car.
4. All cars MUST be stock unless modification is stated in the rules.
5. All glass, plastic, chrome, and interior MUST be removed from the car before arriving at the derby. All trailer hitches and braces MUST be removed. (This will be strictly enforced.)
6. Batteries MUST be moved to the passenger front floorboard. They MUST be properly secured and covered.
7. You MUST have a number in bright colors on each front door and MUST have at least the size of a 15" x 15" sign on the roof of your car with the car number on it for judging and recognition of the car. You can NOT use the roof sign to strengthen the car.
8. All cars MUST have working brakes.
9. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will NOT run!!

BODY:

1. Doors may be welded or chained shut on the outside door seams in 2 spots per seam.
 - a. 4 doors can have a maximum of 18 patches per side
 - b. 2 doors could have a maximum of 12 patches per side.
 - c. Patches can be NO bigger than 2"x5"x1/8" and MUST be 1 foot apart. Can NOT be bent, folded, or split up. MUST remain as one piece.
2. You may add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. The bracing may not go further than 3" past the exterior door seam either forward or backward. a. Driver's Door may be welded solid.
3. Window nets are allowed and can ONLY run the size of the driver's door window opening.

WHEEL WELLS:

1. Cutting fenders for clearance is allowed, may have 5-3/8" bolts per wheel well.
2. Fender creasing is allowed.

FRONT WINDOW BARS:

1. 2 WINDSHIELD BARS 2-inch max diameter OR #9 WIRE may be added in front of the driver windshield area from the wiper cowl up to the roof will be recommended to keep the hood from coming into the driver's compartment but MUST have 6" clearance to the halo bar. The attachment point is bolted or welded NO more than 5-inch square.
2. It can NOT be used for structural support, if it is deemed it is, it will have to be modified to fit within the rules or will be removed.

REAR WINDOW BARS:

1. Rear window bars allowed (No larger than 2" X 2" X 1/4" square tubing, with plate NO larger than 4"x4"x1/4" Only 6" is allowed on the roof and 6" on the trunk. NO Chains, Bar only! The roof MUST remain in stock position. NO wedging of the roof.

HOOD:

1. Hoods MAY have up to 1" threaded rod in four (4) spots with 5x5" x 1/4" Washers.
 - a. The front two (2) can go through the frame.
 - b. The other two (2) can only be welded to tin and can NOT exceed 8" long. MUST run vertically.
 - c. Absolutely NO bending threaded rod.
 - d. Otherwise, you may have 3 loops of #9 wire, angle iron, or 3/8 chain in (6) locations. i. Locations may NOT connect; they must be separate. If using angle iron, you may use it in four of the six locations. They can be NO longer than 4" in length and NO more than two bolts per angle iron location. ii. If using a threaded rod, you may use a maximum washer size of 5" x 5" x 1/4" on top of the hood ONLY.
- e. Hoods MUST be open for inspection and MUST have a hole large enough for fire extinguisher access. The hood may have 6 3/8" bolts in it with 3/8" washers max. 5-inch max. washer on top of the hood for hood bolt hold down.

TRUNK:

1. The trunk may have up to:
 - a. (2) 1" threaded rods with 5x5" x 1/4" Washers
 - b. (4) welded plates NOT to exceed 2"x5"x1/8" thick or (6) spots of chain, wire, or angle iron.
 - c. If using an angle iron, you may use it in four of the six locations. They can be NO longer than 4" in length and NO more than one bolt per angle iron location. If using a threaded rod, you may use a maximum washer size of 5"x5"x1/8" on top of the trunk ONLY. NO BINDERS.

2. Trunks may be tucked 50%, you may also create/dish trunk a max. of 6 inches in the center from the stock location.

BODY MOUNTS:

1. Two front subframe mounts may be removed and use 1" bolt-to-bolt solid
2. You will also be allowed to add (2) extra 1" body mounts from the front side of the lower a-arm forward for extra cradle support. This rod MUST remain completely vertical welded to the sub and frame rail, NO adding plates, rod only. 4" in length.
3. The rest of the frame and mounts MUST be stock only without any added bolts, wire, plates, or welding.

#9 WIRE: 1. You may have 2 strands of #9 wire, (4 loops) per each window opening.

SUSPENSION:

1. You can clamp up your suspension or weld a piece of steel to the desirable ride height. MUST have stock springs.
2. Aftermarket struts WILL be allowed.
3. Welding or bracing tie rods is allowed, aftermarket tie rods and ball joints WILL be allowed. A-arms may be reinforced.
4. If your vehicle is factory leafed; it MUST have stock leafs.

a. No homemade leafs. All suspension MUST remain stock!

b. No Leaf Clamps Allowed!

REAR AXLE:

1. The rear axle must remain stock. This will be strictly enforced!!
 - a. NO solid axles.
 - b. NO rear-end bracing
2. NO reinforcing trailing arms. If the rear trailing arm is broken or rusted off, you must get approval for repairs. NO other unauthorized repairs.
3. Pinion brakes are allowed

CRADLE/ SUBFRAME:

1. NO welding of seams, plating, altering, pinning, or reinforcing on the frame and subframe, MUST remain completely stock. NO welding sub to the frame.
 - a. Aluminum subframes MAY be replaced with steel subframe. (Example: Swap Impala subframe with Lumina Subframe)
2. Motor mounts can be reinforced or replaced with a 2x2" piece of square tubing.
3. Transmission mount may be reinforced, 2x2" x 1/8" angle iron. Do NOT overdo it or you will cut it.

4. The engine may also be wired or chained in two locations, but can NOT reinforce the car.
5. You are allowed to run radi-barrels as long as they're bolted to core support only with 4 3/8" bolts max and NOT be used as structural support, NO kickers or motor mounts connected to the radi-barrel.

- a. May run a radiator guard as long as it's done in the same manner and is only the size of the radiator opening.

FIX IT PLATES ON PRERAN ONLY:

1. (2) 6"x6"x1/8" fix-it plates MAY be used on either the subframe or frame itself. Plates can NOT be split up, and MUST stay 6"x6"x1/8". You will be allowed an additional (2) fix-it plates, but MUST be on visual bends. We understand some cars may have come from MM and other shows where 4 plates were allowed. We will work with you if you are willing to work with us.
2. ***Think before you try anything out of the rules. Any other use deemed excessive WILL be cut off! We WILL make you remove the whole plate! NOT just put a slice or "X." Do NOT care if it weakens your frame! That is on you, so do NOT put it on. This WILL be strictly enforced!!***
3. Once again, please call to get approval. NO other unauthorized repairs.
4. Wagons CAN be sedagoned, as long as there is NO welding done to them.

ENGINE/TRANSMISSION:

1. Engines can be converted to carb, or modified ignition.
2. Switches, headers, after-market gas, and brake pedals are allowed.
3. Transmission coolers are allowed, which may alter transmission linkage. MUST use the factory mount, NO reinforcing.
4. NO engine cradles, NO pulley protectors, or other protectors of ANY kind except for what is stated in rule #5
5. Carb and Header protectors are allowed as long as they are mounted to the engine itself. CANNOT be used for structural support or it WILL be removed!!
6. No Slider Driveshafts

TIRES:

1. Any ply tire allowed, stuffed okay but NO foam-filled.
2. Stem protectors are allowed; wheel weights MUST be removed.
3. May add an outer flap (extra sidewall) to the outer side of the tire for protection and may screw or glue beads to rims.
4. NO wheel centers (small wheel centers are ok), NO bead-locks except the smaller style, outer rim bead locks. NO rim or NO tire protectors. For the rear axle, you may use forklift solid tires.

FUEL:

1. Fuel tanks **MUST** be removed and located in the back seat area covered with non-flammable material, securely fastened, **NO** bungee straps.
2. If running an electric fuel pump, the power source **MUST** be well labeled (fuel pump) in large bold lettering.
3. Fuel tank protectors can **NOT** be any larger than 28" wide. Protectors must **NOT** be any higher than the speaker deck, **MUST** be floating, and 2" from sheet metal. You may connect your tank protector to the halo bar but do **NOT** overkill or it will get cut. Can **NOT** go through the roof.

BATTERIES:

1. Two batteries are allowed and **MUST** be moved to the passenger front seat area covered with nonflammable items securely fastened, **NO** bungee straps. Frame Shortening 1. You may shorten the frame up to the core support.
2. **MUST** be flush/straight with core support. **NO** cutting at an angle.
3. Core support **MUST** stay in stock location. **NO** altering!

CAGE:

1. You are allowed a floating 4-point cage, dash-bar, seat-bar, and side-bars connecting both, with a center-bar, and a halo bar with all components **NOT** exceeding a maximum diameter of 4 inches.
2. You may **NOT** have any other metal plates or sheets of metal connected to the cage. 8x8 plates are allowed on the ends of the seat and dash bar.
3. Four 2"x 4" down bars total is allowed but **NO** welding to the sheet metal.
4. All cage material can be **NO** further forward than the firewall (no contoured pieces) and **NO** further rearwards of the most forward side of rear wheel well tubs including tank protectors.
5. You may also have driver's door window netting, but once again, can only be the size of the driver door opening. **NO** wire in any other window openings.
6. **NO** wire from the roof to any location other than specified.

BUMPER:

1. You **MAY** use any automotive car bumper. Seam welding **WILL** be allowed but can **NOT** load them with any material.
2. Bumpers **MUST** be cut down to fit the width of the car.
3. Manufactured bumpers **ARE** allowed, as long as they follow the same shape and size as a factory bumper. Do **NOT** overdue this!!
4. If a homemade bumper is used, the point may **NOT** exceed 8" from the back of the bumper or 4" from the flat part of the front. The point **MUST** be spread out over 32".
5. Only one bumper allowed for the front and one for the back. Can **NOT** stack square tubing to form a bumper.

6. NO gussets or any other material added. Anything additional will be cut, NO questions asked!!

BUMPER MOUNTING:

1. For mounting purposes, you will be allowed:

a. (1) 6" long, $\frac{3}{8}$ " thick bumper bracket per upper frame rail, which will be measured from the back of the bumper. Anything past 6" will need to be cut off.

b. OR

c. 6" long $\frac{1}{4}$ " thick square tubing inside the frame. NOT BOTH.

d. The height of the bumper bracket can NOT exceed the height of the frame (example: a Camry frame rail is taller than a W Body, so the plating on a Camry will be taller than the plating on a W Body.)

2. The crush zones on the front frame rail may be removed. Hard nosing is okay.

3. Rear Bumper MUST follow the same rules.

4. In addition, bumpers MUST be wired, or chained, to two locations to frame or to core support. We do NOT want them falling off!! NO adding any other bumper brackets/bumper shocks, or any kind of metal other than specified in or out of the frame.

5. MUST have a $\frac{3}{4}$ " hole in the frame for inspection. If there is no hole, we WILL drill