

*Roseau County
Fair Demolition
Derby Rules*

Friday July 24th, 2026

Inspection: 5:00pm to 6:30pm.
Driver's Meeting: 6:30pm
Derby Start: 7:00pm

\$13,000+ Total Purse.

***Prize checks will be available immediately after the derby in the announcer's booth (north side of the grandstand, up the stairs), please pick up there.

General Participation Rules:

1. Must be at least 16 to compete or enter the pits, 16 & 17 year olds must have a signed waiver from parent or legal guardian.
2. There is a registration fee of \$25 per vehicle when signing up which includes vehicle and driver. Each pit/additional person will be charged \$25 at the gate. The registration fee is refundable to driver after successful completion of vehicle inspection (must be pre-registered by noon Thursday before the event, for refund). ***Bush race car drivers are also eligible for entry fee refund if car is wrecked during bush races, see Matt Kvien***
3. You may register at the event, but your entry fee is not refundable, refunds are only available for pre-registered drivers.
4. Driver and Pit Person are required to sign waivers prior to entering the pits.
5. No alcohol or drugs allowed in pits.
6. Helmets, seat belts, and eye protection are always required for drivers on the track.
7. All drivers and vehicles must complete inspection 30 minutes before derby start. Please arrive early enough to allow time for any adjustments needed to pass inspection. A mandatory Driver's Meeting will be held 30 minutes before event start.
8. Intentional or careless hits on driver's door will cause the driver to be disqualified.
9. If you become hung up or if your vehicle dies, you will have **1-minute** to restart and make an aggressive hit on an eligible vehicle.
10. Vehicles can be painted in any color or manner. No overtly offensive or profane slogans allowed.
11. Vehicle numbers can be requested at registration. In case of duplication, the later registrant will need to choose a new number (or add another letter/number).
12. All full-size vehicles (except buses) will have roof sign a minimum of approximately 1.5' x 1.5' square (max 2' x 2') with the last name and car number clearly displayed, mounted securely on the center of the roof. Although not required for compact or MWFA classes, roof signs are appreciated for proper vehicle ID, even if just a cardboard box, anything helps.

Classes & Build Rules:

1. Vehicles will be divided into 4 classes, Full-Size Stock, MWFA, Bone Stock Compact & School Busses. All will adhere to the same preparation rules, except as noted below.
 - **Full-size stock:** Any North American factory built, hardtop, passenger car can enter except for the following: 1973 and older Imperials or cars with pre-1974 Imperial frames.
 - **MWFA:** Any 1980 and newer 2-wheel drive passenger car / minivan / mini-truck / compact or mid-size SUV. If you are not sure if your vehicle qualifies for this class, please feel free to reach out. This replaces the minivan class.
 - **Bone Stock Compact:** Limited to 4 or 6-cylinder, front wheel drive cars, very stock build, no wheelbase limit.
 - **Busses:** Any size Class C (aka conventional) bus (engine in front, with a standard hood, entry door behind the front wheels) allowed, these are generally standard School Busses but can sometimes have other uses.
2. To help ensure a fair inspection, no excessive mud, undercoating, fresh paint etc. will be allowed underneath vehicles or on the frame/chassis.
3. All hoods must be open or removed for inspection; this is mandatory.
4. All passenger restraint airbags must be removed from vehicles.
5. You must have at least one bar or chain (2 max) in windshield opening from cowl only (not hood) to roof for driver's safety to prevent hood from entering driver area.
6. **NO STUDDED, BAR TREAD, TRACTOR, PADDLED, IMPLEMENT or AG TREAD TIRES PERMITTED ON DRIVE WHEELS.** Typical trailer, mud/snow or forklift-type tires OK on any corner, just no Ag or bar-type tread on drive wheels. Must pass inspection.
7. Radiator can be removed, but must be in the stock location if used, no water tanks or coolant lines inside the cab or outside of the vehicle.
8. All vehicles must have working brakes.
9. All trailer hitches and aftermarket trailer hitch braces must be completely removed.
10. No portable fuel carry cans will be permitted to be used for the fuel tank.
11. Batteries may be moved inside the vehicle, must be close to the transmission tunnel, properly secured and covered.

Full Size Stock Build Rules

- **There are a few changes for 2026 to try to be more common with other local demolition derbies, please read carefully.**
- Absolutely no additional welding, bolting, wiring or other reinforcement is allowed on frame or body unless otherwise stated in the rules. This includes shaping the body or frame, added metal, additional weld, etc. No other modifications to the frame or body are allowed other than what is listed elsewhere in the rules.

Chassis:

- If desired, front frame may be tilted at any point between the transmission crossmember & rear of front upper control arm mount. You may re-weld anything that was cut in the process with a single bead, no added metal or reinforcement. Max of 14" of total weld length per frame rail.
- You may shorten the front most part of the frame rails, but only to the front body mount. The holes for the front mount on the body and frame must be intact. Core support must mount in factory position.
- Cars will be allowed up to 6, 6" x 6" x 1/8" plates welded anywhere on the frame. These plates must not touch any part of the drive train (engine, transmission, mounting components, rear end), body, cage or anything inside the driver compartment. Plates may be bent in any manner but must remain one piece.
- You are allowed to add a single loop of chain or cable, or #9 wire in up to 8 places, these can connect between body, frame, or cage as desired.
- You may dimple, notch or pre-bend rear frame rails, no welding or added material is allowed. No "shaping" any frame rails. You may not shorten the rear suspension rails.
- You may use 2 pieces of cable or chain around the rearend and around the rear frame, 1 wrap per side.
- If your frame has rust damage, you may only use the allowed 6 plates noted above to repair it.

Suspension/steering:

- All suspension & steering components must be stock unless specifically mentioned elsewhere in the rules. If parts are replaced it must be with factory replacements unless otherwise noted. This includes tie-rod ends, ball joints, associated hardware, etc.
- You may weld on factory tie-rods to close adjustment sleeves or to repair them, no added metal & single bead only.
- You may weld upper a-arms to top of frame rails using a max 2" x 4" x 1/4" plate to gain ride height, 2 per side, 4 total per car. You may only weld the plate to the arm and to the top of frame, no additional welding on either of these components.
- Aftermarket steering columns are allowed
- All suspension springs must remain stock. Coil cars may either clamp the rear springs in place or add a small tack weld to the top and bottom to keep them from falling out. Leaf cars may add up to 4 clamps per side, no wider than 2". Mounts and locations for leaf springs must remain stock.
- On coil cars, factory suspension trailing arms can be reinforced but must retain stock rubber bushings and ends. No aftermarket arms allowed.
- You may not convert a coil spring car to leaf springs.

Bumpers:

- The following applies to both front and rear bumpers.
- You may run any style of bumpers so long as they do not have any sharp edges or points/angles beyond stock style. You can use stock, reinforced stock, fully fabricated, aftermarket replicas, square/rectangular tubing, etc. for bumper.
- You may weld bumper directly to the frame if desired. You may also use **one** of the following 3 additional methods to help mount the bumper:
 - One pair of factory brackets.
 - 2 straps (4" x 10" x 1/4") on the sides of the frame (1/frame rail, 2 total per car)
 - 2 pieces square tubing (2" x 2" x 1/4")
- None of these methods are allowed extend more than 10" from the end of the frame. Also, there is no additional welding allowed beyond 10" from the end of the frame.
- Bumper height is limited to a maximum of 21", and a minimum of 14", from ground to the bottom of the bumper.

Body:

- Other than exceptions listed below, all body mount bolts must be in the stock locations, using the stock hardware (rubber mounts can be replaced with hockey pucks if the rubber is missing), and must maintain minimum 1" gap frame to body.
- You may replace front body (aka core support) bolts with up to 1" diameter threaded rod running into (or through) the frame up through the hood. You are not allowed any weld in this area to the rod or otherwise, 4 nuts max per rod. If you space your core support up, spacer can be no larger than 2" (square or round) and not welded to anything. Core support must remain stock and in the stock position.
- A max of 2, 2" wide (1/4" max thickness) straps may be welded from the core support to the front bumper only, not to any other body or frame components.
- You may change a maximum of 6 total body bolts to 1/2" max diameter bolts or threaded rod. 2 nuts (only one nut if using bolts), 2 washers, and 2 3" x 3" plates allowed for each of the replaced mounts. Must still maintain 1" spacing with either factory rubber mounts or hockey pucks.
- Rust may only be repaired on the interior floors of the vehicle, no thicker than factory gauge material, and can not overlap solid metal more than 2". No rust repair anywhere else on the body.
- You may cut, trim or remove body panels (trunk lid, for example) if desired, but you may not add any extra parts or reinforcement in their place.
- Each door (except driver's door) may be either welded, bolted, chained or wired closed. If welding, you can use up to 3, 3" x 3" x 1/8" thick straps per seam. Body to body only, nothing to frame or suspension.
- Drivers Door can be fully welded shut. You may weld or bolt a driver's door plate or bar; these reinforcements may not extend more than 6" past door seams front or rear.
- Hood must have at least 2 6" holes above the engine, with cut steel fully removed. You may bolt hood back together around these holes with no more than a total of 8, 3/8" (or smaller) bolts using washers no larger than 2" diameter. Bolts may go through hood layers only, not to fenders, core support or other body components. You may cut multiple holes but can't exceed the 8 bolts.
- You are allowed up to 8 points to hold the hood on (4 points minimum), all must be removable without cutting. 2 points will be the threaded rod at the core support for most vehicles. The other 6 can be up to 1" diameter bolts or threaded rod, 12" maximum length, using 2, 3" max diameter washers per, hood to fenders only. In place of bolts or rod you may use chain, or wire, in a max of 8 places. You may not relocate the hood.
- Trunk lids may have up to 8 attachment points; you can chain, weld or wire. Use one of the 3 below:
 - Weld using 3" x 3" x 1/8" strap in 8 places
 - Use 8 3/8" bolts/nuts/washers
 - Use 8 loops of chain or wire
- You may have 1 90-degree bend in the trunk lid, no other creasing or forming of the hood or rear quarters.
- You may have 2 1" threaded rods welded to the side of the frame only, 4" welds max, going up and through the trunk lid, only 2 nuts and 3" washers per rod.
- You may cut wheel wells for tire clearance, may be bolted back together with 6 bolts max each.

Radiator:

- When mounting the radiator, you must NOT reinforce the vehicle in any way, including frame, core support, etc.
- Stock-style radiators only, can be aftermarket aluminum or otherwise, but no fabricated demolition derby radiators. You may remove the radiator if desired, but it can't be relocated.
- You may leave the A/C condenser in the stock location and add an additional 6 3/8" bolts to hold it in place if desired.

Drivetrain:

- Any engine/transmission may be used in any car. When mounted, the rear most exhaust ports must remain forward of the firewall. Engine, transmission and associated components are not allowed to be mounted in a manner to reinforce the frame or body.
- Lower engine cradles with front plate and pulley protector are allowed. These can be bolted or welded to the engine mounting crossmember only, not to the frame rails or any body/suspension components. No part of cradle/mount can go rearward past the middle of the engine.

- If using a pulley protector, you MUST remove the sway bar.
- Factory or Aftermarket basic motor mounts and stock transmission mounts are allowed. Transmission Mounts must be factory size rubber mount. No Welding or extra bolting allowed to attach to transmission crossmember.
- Aftermarket or fabricated gas & brake pedals, and shifters, are allowed but may not reinforce the car in any way. They may attach to the floor OR safety cage, not both.
- If not using stock crossmember you may use a 2"x2" straight piece of square tube to mount the transmission. You may weld a piece of 3"x3"x4" long angle iron to frame on each side and bolt 2x2 tubing to them, or you may weld the 2x2 directly to the angle iron only (only angles can be welded to the frame, if used).
- You may use your rear end of choice, aftermarket or any factory car or truck rear end. Rear end can be braced but it cannot strengthen the chassis in any manner.
- Aftermarket sliding driveshafts are allowed.
- Battery box, transmission cooler, and any controls (shifter, pedals, etc.) may be bolted to the body sheetmetal and/or the engine/transmission only, not to frame.

Tires/Wheels:

- Must adhere to rule 6 under *Classes & Build Rules*
- Tires can be any ply, filled with foam, or solid.
- No wheel weights or studded tires allowed. 1-piece rims only, no split rims.
- Rims can be reinforced as desired, including use of aftermarket wheel centers.
- Wheels can have up to 8 bolts.
- Must have rubber tires on all 4 corners, no bare metal rims.

Roll/Safety Cage:

- All cars must have a safety cage for driver's safety. Minimum cage includes a cross bar at the dash, one behind the driver's seat, and cross bars spanning the front doors connecting the 2 crossbars. A rollover bar of some sort is recommended.
- All cage material can be no larger than 6" in any dimension. Door bars can be a maximum of 5' in length.
- No part of your cage may contact or connect to the body mounts or any part of the drivetrain. This includes anything mounted to the cage (fuel tank, batteries, coolers, switch panels, etc.), all cage components must have a minimum 4" gap to the 3 areas noted above. Any extra items mounted to the cage must be to cage only, not the body. Pick one of the 2 (body or cage) to mount to.
- All parts of the safety cage can be bolted or welded to sheetmetal only, unless specifically noted below.
- Roll over bar cannot be more than 8" behind the top of the head rest, and must be mounted vertically in the vehicle, not tipped forward or backward.
- Rollover bar can be bolted or welded to the roof using no more than 4" of weld, or a 4" long angle iron with 2 bolts
- No kickers coming off the cage or rollover bar.
- You may have 4 down posts total, 2 per side. Can only be welded to the top side of the frame or body, not both. Roll over bar counts as 2 if ran to the floor. Must stay behind the front inside door seam and must stay 4" ahead of the rear body mount inside the cab. These 4 posts are the only part of the cage allowed to be in contact with the frame.
- All down tubes must be at or behind the dash bar, straight up and down and above the side frame rail.
- You may have a door plate outside of the car on drivers' door only. Can only extend 3" past the front door seams.
- All parts of safety cage must be within the 5' door bars, not in front or behind them.
- You must have 2 steel straps from the front of the roof to the cowl panel for safety, bolted or welded. Straps must be at least 1" wide, and no more than 2" wide, ¼" thick.
- The cage is for driver's safety, not to reinforce the car. Anything not specifically stated above can not be added.

Specific rules for 2003-2011 Ford Crown Victoria, Mercury Marquis & Lincoln Town Car:

- You may swap upper control arms to older Ford arms; you may also swap spindles from another passenger car. Must be stock parts, can't be aftermarket or reinforced in any way.
- You may use spring spacers to raise ride height, these cannot be used to reinforce or strengthen any part of the vehicle
- You are not allowed to replace the aluminum engine cradle. You may mount the engine to the stock mounts, or you may use a single 6" x 6" x 12" x ¼" angle iron to bolt on the top of the cradle using the top 2 a-arm factory bolt holes. You may weld your engine mount to that angle.
- You are allowed to convert the rear axle mounting from the Watts to a traditional 4-link setup, but you must use stock control arms. Upper mount brackets must bolt onto the package tray; lower mounts may be bolted or welded to the side of the frame in a stock manner (same location used on older Ford vehicles. As stated in suspension section, you may reinforce stock arms, but they must retain the factory rubber mount ends. You may not add any extra gussets or reinforcement when mounting the brackets, and all factory Watts brackets must be removed if this conversion is done. This conversion is allowed on 1998-2002 models as well.
- Unless noted above, all suspension must remain original to the vehicle and unmodified.

MWFA Street Stock Rules

1. Any 1980 and newer 2-wheel drive passenger car / minivan / mini-truck / compact or mid-size SUV. If you are not sure if your vehicle qualifies for this class, please feel free to reach out.
2. Vehicles must be stripped of all plastic, glass, headlights, taillights and anything else that could fall off and onto the track during the show.
3. All vehicles must remain stock, ABSOLUTELY NO WELDING ANYWHERE.
4. Bumpers must remain stock, do not alter bumper in any way. Factory bumper shocks must remain in factory location. You may remove rear bumpers and shocks. There is no welding, extra bolting or any other reinforcement to be done on bumpers.
5. Batteries may be left in stock location, you can add lumber/foam/etc. to better secure them if desired, but no added steel or bracing. You may also move battery to passenger floor or seat. Battery must be securely mounted.
6. If factory gas tank is in front of the rear axle, you may leave it there. If it's behind the axle, you must move it to rear seat area. Factory tanks may be moved inside the cabin and MUST BE SOLIDLY MOUNTED. Aftermarket tanks may be used.
7. All doors may be wired or chained in 6 places max per seam. No welding, bolts, threaded rod, etc.
8. Trunks, hoods, tailgates may be wired or chained in 6 places total. Sheet metal to sheet metal only. Nothing to frame or bumpers. If you remove trunk lid, hood or tailgate you lose those wires or chains.
9. Rear seat bar may be added. It may be welded to post. If you must add something to get it away from seat, please reach out to make sure it's legal. The added bar is only to stop sides from coming in (and seat back upright), not to strengthen other parts of the vehicle.
10. Driver's door only may have a plate welded to the outside or inside, 6" max past front and rear seams of driver's door. This is for driver safety.
11. DOT tires only. Stock wheels only. All wheel weights must be removed. Only tubes and air are permitted inside of tires.

Do not make additional modifications to the vehicles that are not listed above. This should be a quick day or two build, if it takes longer, you're probably up to something you shouldn't be.

Bone Stock Compact Build Rules

1. Eligible cars: 4 or 6-cylinder, front-wheel drive cars built after 1980.
2. Please make sure to remove or disable the vehicle's airbags.
3. Rear glass must be removed. Windshield can either stay in or be removed; side windows can be rolled down in doors or removed. If windows are rolled down, interior door panels must remain in place.
4. Radiator, bumpers and all body components must remain in stock position and without alteration.
5. Battery can be left in stock location or relocated. If relocated, it must be mounted securely and covered if mounted inside the cab.
6. Fuel tank can remain in stock position if it is under the floor and forward of the rear axle (most FWD cars are built like this). Fuel tank can be located inside car if safely mounted.
7. You may run 1 chain, wire or bolt on each door (except driver's door), and one each on hood and trunk, to keep them closed. These cannot go through or around frame.
8. Driver's door only may be welded or chained closed and reinforced as desired. Can't go more than 6" forward or rearward of driver's door outer seams.
9. DOT tires only. Stock wheels only. All wheel weights must be removed. Only tubes and air are permitted inside of tires.
10. Official's discretion will be used on any repairs made, i.e. fixing mechanical damage incurred during race. Do not strengthen vehicle while repairing.
11. These cars are meant to be STOCK except where otherwise noted, please keep them that way or you will not be able to run.
12. You may remove any parts, but you may not add anything other than what is noted above. No added metal, duct tape, welding, bolting, chains, wire, **stock, stock, stock!**

Bus Build Rules

1. Although expected to run the stock driveline, if you need to change the engine and/or transmission, you may use the engine and transmission of choice. The engine must be in stock location. You may weld or chain the engine in place (**DO NOT** strengthen the frame). If welded, only to engine cross-member, no welding on main frame rails.
2. No welding or adding reinforcement unless otherwise specified in the rules.
3. Transmission coolers are allowed, must be located in a safe place and well secured.
4. All window glass must be removed; other trim & interior may be removed if desired.
5. Fuel tanks can remain in stock position if running stock engine. If engine is replaced a fuel tank should be mounted inside the bus behind the driver and approximately in the middle of the floor.

Bumpers:

Bumpers must be stock to the bus, and remain mounted in the stock location. You may replace stock bumper bolts if needed to keep it mounted. No added metal allowed, including extra bolts. You may trim bumper ends to avoid interference with front tires.

Suspension:

Suspension must remain 100% stock with the following exceptions. You may chain the axles to the frame in 4 places max (2 on front, and on 2 rear axle) to lower ride height, if desired. If wanting to raise the ride height you may either sleeve the shocks with a pipe or run one vertical piece of tubing/pipe/angle iron vertically from the frame to the axle or leaf springs. 3" max size/diameter for these, and one allowed per corner, can be welded to the bottom of the frame and top of the axle only.

Safety Cage:

You may weld safety bars in the interior of the bus to protect the driver. These can be no further than 6' behind the driver's seat, and may be extended to the firewall only, no further forward.

Doors, Hood, & Body:

1. You may bolt, chain, wire the side and rear doors closed, no welding or adding extra metal.
2. If desired you may run 2 chains, 2 cables or 8 (total) wraps of wire to hold the hood down, no additional reinforcement (weld, bolts, added steel, etc.) allowed.
3. No other welding, bolting, added material or any other reinforcement allowed. If you need to make an exception for safety reasons, or to get the bus operable, feel free to contact me and we can work through it.

Complete Rules and Registration can also be found at:

<http://roseaucountyfair.com/demoderby/>