

# Minnesota Throwdown

Minnesota Classic  
(Any Year, NO Imperials or Suicide Lincolns)

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. The only welding on the frame is 2 - 4"x4" plates placed on frame along with 6" bumper brackets.

1. Fix any rust or damage back to stock strength nothing extra.
2. Suspension and steering must be stock for the make and model of car except for your steering column 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. 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 1/4" 3 inches long angle iron welded to the frame with two 1/2 inch bolts only. Stock tranny mounts only. You may wire your tranny to cross member.
5. You may run a simple lower engine cradle with 6x6 inch after market lower mount .
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. All of the cage must be within the driver's compartment except for the halo bar.
7. Hood tie down 6 spots 1" 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 1" 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" 1/4 inch plate. All body mount spacers must remain stock except for the ones where your threaded rod goes through. Don't push this rule – will be punished.
10. Bumpers you may run any loaded automotive bumper or homemade bumper. Homemade bumpers must be safe with no sharp points. Homemade bumpers must be

no more than 9 inches measured in a straight line with no more than a 5-inch point tapered out. Bumper can be welded onto the frame 6 inches back from the back side of bumper any way you want. Frame cannot go into the bumper at all. Bumper weld will be measured from back of bumper to end of weld. Don't abuse this rule if you go over you will lose 4 inches of your 6 inches.

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 tire and wheel combo - we don't want flats.
13. You may chain 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 vertical line of 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.