

2021 North Dakota 108" Wheelbase & Less

Car Class Rules

Car Preparation:

- 1. Wheelbase of 108" and less for front-wheel drive (FWD) and rear-wheel drive (RWD) cars. All cars must be 1970 & newer. No SUV's, pickups, vans.
 - Dodge Rampage, Subaru Brat, Subaru Baja, and Chrysler PT Cruisers will be allowed. Call with questions on odd-ball vehicles, before you build them.
- 2. All-wheel drive (AWD) cars will be allowed to run if they can be made to only run in either FWD or RWD (not both). You will be disqualified if all four tires have power to them.
- 3. No-full framed cars allowed. No sub-frame connectors allowed.
- 4. All factory gas tanks, carpet, cloth, plastic, glass, headlights, tailgates, hitches, grilles, mirrors, chrome & other trim must be stripped from inside and outside of the car.
- 5. Interior, trunk, and under the hood must be clean of all broken glass, loose screws, beer cans, fireball, etc.
- 6. Foam pads may be added around driver.
- 7. Must have a working seatbelt.
- 8. Driver must have a helmet, long-sleeve shirt, pants, and shoes at a minimum. (Fire suits are recommended)

Bumpers:

- 1. Any factory front car bumper is allowed for the front bumper.
- 2. Any factory rear car bumper is allowed for the rear bumper.
- 3. Factory car bumpers can be stuffed, cut down for size, skins can be welded solid, and must stay in the stock location.
- 4. Homemade bumpers are allowed and must not exceed the specified dimensions:
 - Front Bumpers:
 - Main bumper can be no larger than 6" tall by 4" wide by ¼" thick.
 - Homemade bumpers cannot have the ends capped.
 - You are allowed a max of a 4" point that is centered and spread over at least 32" of the bumper.
 - The center of the point to the back of the bumper can be no greater than 8" overall.
 - Bumpers cannot be recessed between the frame rails.
 - Rear Bumpers:
 - Homemade bumpers can be no larger than a piece of 3" x 3" square tube by ¼" thick. (no points allowed)
 - Homemade bumpers cannot have the ends capped.
- 5. Bumpers must be welded to ends of the frame rails. (nowhere else) You are allowed a 4" x 4" by ¼" thick piece of flat plate to cap the frame rail.
- 6. Bottoms of the bumpers or bottom of the frame rails (whichever is lower) cannot be lower than 14" to the ground or higher than 22" from the ground. (Pre-rans will be the only exception)

Bumper Brackets:

- 1. No full-size car bumper shocks may be used (must be from a 108" and less car)
- 2. Factory front bumper shocks may be no longer than 16". They can only be in the stock location and can be welded solid to the frame.
- 3. If no factory brackets are available, you may have homemade bumper brackets and must not exceed the specified dimensions and rules:
 - Front and rear bumper brackets:
 - Must touch the back of the bumper.
 - Bumper brackets can be contoured to the frame.
 - Bumper brackets can be located on the outside or inside side of the frame rail.
 - Bumper brackets must be one continuous piece of metal.
 - Bumper brackets must attach to the frame & bumper ONLY! Nothing else.
 - Bumper brackets cannot wrap around the top or bottom of the frame.
 - T1 (Teepee) metal may be used but must have a ½" inspection hole every 3" in the teepee, to ensure that it isn't stuffed.
 - Front bumper brackets:
 - Bumper bracket may only be plug welded in two spots (up to ½" circle)
 - Bumper brackets can be no larger than 4" tall, 16" long, by ¼" thick
 - You are not allowed to weld the rear vertical seam of the bumper bracket near the a-arm/strut tower. (Just two (2) – ½" long stitch welds)
 - Rear bumper brackets:
 - Bumper bracket may only be plug welded in two spots (up to ½" circle).
 - Rear bumper brackets can be no larger than 4" tall, 10" long, by ¼" thick.
 - You are not allowed to weld the vertical seam of the bumper bracket farthest away from the bumper. (Just two (2) – ½" long stitch welds)

Frames:

- 1. All frames must remain stock. No welding, adding metal, stuffing, or reinforcing other than what is noted.
- 2. No welding of inner fender wells, strut towers, spring pockets, etc.
- 3. Frames must match the vehicle that you are running.
- 4. No cutting, tipping, or pre-bending of the front frames. Rear frames may be cut, to help them roll in.
- 5. Front frames may be shortened up to the front body mount. No other shortening of the frame rails is allowed.
- 6. No frame shaping.
- 7. You may have 4" of top frame seam welded in front and 4" behind the a-arm/strut tower. This must be a single pass ¼" wide weld.
 - This may be located anywhere on the front frame, with no added metal. You cannot fold frame seams over before you weld them. This must be marked in yellow and indicated during inspection.

Suspension:

- 1. Factory suspension only! No aftermarket strut towers, control arms, a-arms, etc.
- 2. Suspension must move freely. Suspension must have at least 2 inches of travel.
- 3. Turn in spacers are allowed, to gain ride height.
- 4. FWD cars are allowed clamps on their struts/shocks.
- 5. All cars are allowed one 3/8" chain per side of rear axle around the package tray. These chains may not be solid (suspension must move freely).
- 6. Coil sprung RWD cars are only allowed 1 set of coil springs in the rear, that can only be attached to the rear-end with #9 wire (not the package tray/frame).
- 7. Leafed RWD cars are allowed 1 aftermarket leaf clamp in front of the axle and 1 behind the axle. Aftermarket clamps can be made out of up 3/8" thick flat plate that is 2" wide and have two 1/2" bolts per clamp.
- 8. RWD car rear-ends must be a factory style rear-end with no added bracing. (No axle savers, no back/top/bottom bracing, etc.) Must be a factory 4 or 5 lug rear-end. No aftermarket axles. Homemade perches may be used (they will be cut off if they are excessive). Coil spring perch tubes may be no longer than 4".
- 9. (Tie-rods, ball joints, etc.) must be stock, or stock replacement. You may weld the center of the tie rods with no added metal to close the gap. No other reinforcement.

Motor:

- 1. All cars must have a 3, 4, 5, or 6 cylinder motor (yes, they make 3 & 5 cylinder cars!)
- 2. No built race motors! EFI motors may be carbureted and have distributors.
- 3. No welding, adding metal, reinforcing to engine mounts, or motor.
- 4. No engine cradles, front plates, pulley protectors, carb. protectors, distributor protectors, and no skid-plates.
- 6. Can run headers. Headers may have header protectors that are only 8" long where they go through the hood. (Don't get carried away!) Header protectors may have up to a 1" piece of square tubing connecting them together.
 - Header protectors and connecting tube cannot be attached to anything other than the headers.
- 7. Aluminum or plastic distributor clamps are allowed.
- 8. FWD cars can weld the top motor mounts to the radiator support. You can replace top wishbone mounts with solid metal pieces only. Loweres may be repaired with a 2" wide by 4" long by 1/8" thick piece of flat metal (This will not be allowed on fresh cars).
- 9. RWD cars can weld in lower motor mounts (must have a rubber/nylon bushing). RWD cars can only add enough metal to mount the motor. These mounts cannot touch the frame rails, only the engine crossmember. (Anything excessive will be cut out!)
- 10. A 1/8" thick transmission to engine convertor plate is allowed (BOP to Chevy, etc.). Convertor plates cannot stick out from the sides of the motor or tranny.
 - No midplates allowed.

Transmission:

- 1. No built race transmissions!
- 2. Transmission must remain stock. No welding, adding metal, or reinforcing. No skid-plates, pan protectors, or braces of any kind.
- 3. Aftermarket steel bellhousing are not allowed. Replacement aluminum bellhousings are allowed.
- 4. RWD cars must use a factory transmission crossmember that is bolted into the car. Transmissions may be chained to the crossmember. No homemade crossmembers.
- 5. FWD cars may have aftermarket CV axles or knuckles. CV axles may be cupped to prevent them from pulling out.
- 6. RWD cars are allowed to have constant velocity or slider drive shafts.
- 7. All cars must have working brakes. RWD cars may have a pinion brake in the rear, with no added protectors.

Tires:

- 1. 13" to 16" rims only. All lead weights must be removed from the rims.
- 2. Any air-filled tires are allowed. No foam-filled or solid tires. Skins and doubled tires are allowed.
- 3. Stock rims only. Full weld-in centers allowed. Valve stem protectors allowed. Lip protectors can only be a ½" wide weld around the outside of the rim, or a 1.5" weld-in style protector.
- 4. No bead locks. No tire protectors. No gluing of the tires to the rims. No bolting or screwing of the tires to the rim.

Body:

- 1. A maximum of six (6) attachment points, not including hinges and latches. Doors, trunk lids, and tailgate may be secured using chains, cable, or 5" x 5", by ¼" thick plates. Attachment points cannot be attached to the frame, but chains/cable may go around the frame.
- 2. The driver door may be welded solid and may be skinned with up to a ¼" plate. The skin may not go more than 2" past the door seams. The rear driver's side door may have four additional attachment points if the driver's door is welded solid. No grater blades, cutting edges, I-beam, or C-Channel on the sides of the cars.
- 3. Hood may be secured with six (6) attachment points: (hinges don't count)
 - 1" ready rod may be used through the front two body mounts only. Up to ¾" ready rod may be used for the remaining 4 spots. You may weld up to 6" on each piece of ready rod to the core support, firewall, or inner fender wells (not to the frame). Ready rod must be straight up and down and be no longer than 12", except for the front two at the radiator core support. The front two pieces of ready rod can be welded to 4" of the side of the frame. Only 2 of the 6 pieces of ready rod may be attached to the strut towers.
 - Body mounts must remain stock, except for the 2 front body mounts may be sucked tight or removed/replaced with up to a 4" long piece of 2" square tube. Rubber or Nylon replacement body mounts will be allowed.
 - Hood plates cannot be larger than 5" x 5" by 3/8" thick.
 - 2" angle iron plates that are 5" long, with up to two (2) 3/8" bolts or one (1) ½" bolt may be used for each attachment spot instead of ready rod.

- Chain, cable, or #9 wire may also be used instead of ready rod or angle iron.
 - Hoods must have at least a 1' x 1' opening for extinguishing fires.
 - Hoods must be in the stock location.
 - The excess of the hood may be folded over the front of the car but cannot be attached to anything.
 - A maximum of (30) 3/8" bolts with 2" fender washers may be used on the hood, but not to be used as attachment points. If you don't use all of the bolts on the hood, they may be substituted and used in the fenders instead.
- 4. Front and rear window bars are allowed.
 - Must be vertical with a maximum of two (2) bars not exceeding a 1.5" square tube or flat stack.
 - May be bolted or welded in place, but not connected to or hold the hood or trunk in any way.
 - Front window bars can only be connected to 3 inches of the roof and may connect to 3" of the firewall and to two (2) spots to the top of the dash bar.
 - Rear window bars can only be connected to 3 inches of the roof and may only attach to the speaker deck with 5" x 5" by 1/4" thick plates. (Not to the trunk lid, floor, cage, halo, bumper, or anywhere else).
 - Window bars or nets are allowed on driver's door. May be welded or bolted in place and will not count towards attachment point for the driver's door. If it is welded to the rear door, count as an attachment point for the back door.
- 5. Body shaping is allowed on the exterior only. Trunk lids may be wedged, "V'd", tucked, rolled, etc., but cannot touch or attach to the floor or frame.
 - Rear speaker decks may be removed, but you will not be allowed rear window bars then.
 - Trunk lids must be at least 2" away from the floor.

Cage:

- 1. You may have a 4-point suspended cage that is constructed out of up to 6" x 6" by 1/4" thick tube. **(At a minimum you are required a rear seat bar!)**
 - End plates may be no larger than 6" x 6" by 1/4" thick metal.
 - Door bars may not extend more than 6" past the front door seam. Door bars may not exceed 62" long. Door and dash bars must be at least 8" away from the firewall and cannot be gusseted to the sheetmetal.
 - You are allowed a center bar between you dash bar and seat bar.
 - The cage must be at least 6" off of the floor.
 - Gas tank protectors must be centered off of the rear seat bar and be no larger than 4" away from the gas tank. Gas tank protectors must be at least 4" away from any sheet metal. Rear window bars cannot touch them.
 - Halo bars must be attached to the rear seat bar. Halo bars can be welded to the floor with no added metal. The halo bar cannot be angled forward or backwards. The halo bar can be attached to the roof with up to three (3) 1/2" bolts.
 - No kickers off of the rear seat bar to the B-pillars or floor.
- 2. You are allowed 1 down bar that is 2" x 4" by 1/4" thick per side of the car. These down bars must attach to the bottom of the cage and to the floor sheet metal only, with no extra plates. These bars must be between the front door seams.

Miscellaneous:

- 1. Gas tanks must be made out of metal (No Boat Tanks!) and be secured with bolts to the floor or cage. (NO ratchet straps, bungee cords, chain, wire, etc.!)
- 2. Gas line must run from the engine compartment to inside of the car.
- 3. Radiators must remain in the stock location in the radiator support. Roof barrels are allowed (no radi-barrels).
 - Up to two ratchet straps to hold in radiator are allowed.
 - Radiator overflow hoses must vent down, preferably under the car.
 - Spray foam may be used to secure radiator and computer boxes but may not be used anywhere else.
 - Roof mounted barrels must vent under car. If using a roof mounted barrel, it must be securely mounted with no more than eight (8) - 3/4 inch bolts, the car must have a brace from the floor or door bar to the roof near driver. Barrels must be well-built and made of metal only.
- 4. Transmission coolers allowed.
- 5. Batteries must be removed and place within the drivers compartment of the car. Battery boxes must be constructed of metal and either be welded to the cage or bolted to the floor. Battery boxes must be secured and covered.
- 6. You can run aftermarket gas/brake pedals and transmission shifters. None of these mentioned, also including seats, battery boxes, etc. can cover up or replace body mounts.
- 7. No nine (#9) wire on the car other than where mentioned.
- 8. A, B, C, & D Pillars may be wrapped with duct-tape and not count as attachment points.
- 9. Sedagon's are allowed and may use their 6 trunk/tailgate attachment points to resecure the roof only to the C-pillar or outside side of the fenders.
- 10. Sheetmetal (not frames) rust may be repaired with up to 1/8" flat metal.
 - This can only go 4" past the rust and can only be stitch welded 4" on, 4" off to the existing sheetmetal only.
- 11. You can use your two fix-it plates (Pre-ran rule #2) to fix significant frame rust.
 - (must have pictures)
 - You will not be able to have more fix-its then afterwards.
 - If the frame is attached to the body where the rust is, you may tack weld once every two inches to the replacement floor plate.

Pre-Rans:

- 1. Significant frame tears, bend, or creases may have a single pass 3/8" wide weld over the tear or bend, with no added metal.
(Must have pictures before you weld it).
- 2. Pre-rans will be allowed two (2) total repair plates for the entire car that are 2" x 4" by 1/4" thick. Plates cannot touch each other, bumper brackets, or anything that is not the frame. Plates cannot wrap around the frame.
(Must have pictures before you weld it).
- 3. Pre-ran's will be allowed two (2) spots of two (2) twisted loops of #9 wire from the Halo bar or rear roof seam to the rear bumper or rear frame rail ends.

Contact:

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