

FALL RIVER CO. FAIR DEMOLITION DERBY

WIRE AND CHAIN CLASS ONLY

JULY 31, 2026 7PM

ANY CAR OR MINI VAN, NO SUV'S , PICKUPS OR CONVERTIBLES

NO WELDING ANYWHERE ON THE VEHICLE EXCEPT WHAT IS LISTED IN THE RULES BELOW.

ALL DRIVERS DOOR SEAMS CAN BE WELDED. DOOR BRACE ON OUTSIDE OF DRIVERS DOOR MAY GO 6" PAST DOOR SEAM AND BE BOLTED OR WELDED ON. ONE CROSS BAR FROM DRIVERS DOOR POST TO PASANGER SIDE DOOR POST [MAX SIZE 4"] BOLTED OR WELDED IN PLACE. MUST BE SECURE AND SAFETY INSPECTED AND APPROVED BY OUR OFFICIALS.

SPIDER GEARS IN REAREND MAY BE WELDED

NO OTHER WELDING ON THE CAR!!!

ONE WRAP OF 3/8 CHAIN OR SMALLER OR 4 WRAPS OF #9 WIRE OR SMALLER ONLY IN LOCATIONS ADDRESSED IN THESE RULES.

1 WIRE OR CHAIN 2 SPOTS PER DOOR SEAM. WIRE OR CHAIN 2 SPOTS PER SEAM ON TRUNK LID OR TAILGATE.

2 WIRE OR CHAIN BUMPERS ON. DO NOT PLACE CHAIN OR WIRE IN FRONT OF RADIATOR.

3 HOODS MAY BE FASTENED IN 4 SPOTS USING WIRE, CHAIN OR 3/8 BOLTS. NONE OF THE 3 WAYS ARE ALLOWED TO BE CONNECTED TO THE FRAME. 2 MAY GO AROUND THE BUMPER TO HOOD AND 2 MAY GO AROUND BACK BUMPER TO TRUNK LID\TAILGATE. NOT IN FRONT OF RADIATOR.

4 TWO LOCATIONS OF WIRE ,CHAIN OR FLAT STRAP FROM FIRE WALL TO ROOF IN WINDSHIELD FOR DRIVER SAFETY.

5 ENGINES MUST BE STOCK!!!! ENGINE AND TRANS SWAP IS OK FOR THE PURPOSE TO MAKE A CAR USABLE. VERY LIMITED WELDING IS OK TO MAKE ENGINE MOUNTS WORK.

MUST MOVE BATTERY TO PASSANGER FLOOR AND GAS TANK TO REAR SEAT AREA BOTH MUST BE SECURED AND COVERED. STRAPS AND BOLTS TO FLOOR RECOMMENDED.

6 SHIFTER MAY BE MODIFIED

7 ALL SUSPENSION MUST BE ORIGINAL FOR THE CAR AND MUST ALL FUNCTION TO STOCK SPECS.

ALL GLASS ,CHROME, PLASTIC AND INTERIOR MUST BR REMOVER.

8 SEAT BELTS MUST BE MOUNTED IN FACTORY LOCATION.

IF IT IS NOT LISTED HERE DO NOT DO IT!!!!

ANY QUESTIONS CONTACT

WAYNE MARTINSON 605-517-1207

DUSTIN CURTIS 307-622-6014

THE OTHER 3 CLASSES ARE

LIMITED WELD

80S AND NEWER

COMPACTS

RULES FOR THESE THREE CLASSES WILL BE OUT SOON.

FALL RIVER COUNTY FAIR DEMOLITION DERBY

RULES

Limited Weld Class

Driver Rules:

1. Participants must be 14 years of age or older. Anyone under nineteen years of age must have a minor release.
2. All drivers and pit crew must sign a release form which releases Fall River County Fair from any responsibility in case of injury, damage of property, fire, or theft.
3. Any driver or pitman drinking before or during the Derby or is intoxicated will be disqualified and asked to leave. Violation of the rule by either the driver or any of the pit crew will also disqualify the car.
4. All Drivers must wear safety belts and D.O.T. certified helmets.
- *5. Fire suit jacket or FR shirt is strongly recommended for safety.

Car Rules:

1. Any year or make of car or station wagon may be used except convertibles or 67-73 Chrysler Imperials or Labarons. No jeeps, vans, SUV's, or sub-frame conversions.
2. No frame tilting from rear end forward. Rear frame rails behind rear end hump may be notched or pre-bent.
3. Vehicle body must match frame style. Original frame style must be used. The body cannot be welded to the frame. No added metal unless noted in the rules.
4. All glass, inside door panels, headliner, carpeting, air bags, rear seat, exterior fiberglass, decorative chrome and trim including door handles, mounting screws, clips, etc. must be removed. Trailer hitches must be completely removed. Air conditioning units must be discharged or removed.
5. Original stock gas tank must be removed or have the bottom cut out. The gas tank (Maximum size 6 gallons) must be securely fastened in the center of the rear seat area.
6. Any car leaking gas or catching on fire will be disqualified.
7. Battery must be securely fastened to the front floorboard and completely covered or enclosed in a battery box. No more than 2 batteries.
- *8. Radiator and radiator support panel must be in original location.
9. Engine mounts may be welded and modified to use any engine in any car. Basic Lower front cradle is allowed. Anything more or extreme will be cut at inspection. If no cradle is used, then four 3/8" chains with non-welded links or cable, or two 2 1/2" x 1/4" strap, or two 2" X 2" X 3/16" angle may also be used to secure the engine. One chain link may be welded to the frame, or if strap or angle are used no more than two

inches may be welded to the frame. Attachments may not be more than 4" ahead of or behind the engine block. Pulley protector is allowed if stabilizer bar is removed. Cars with an aluminum frame cradle may use a one-piece bolt-in engine saddle plate over the aluminum cradle to mount the engine to.

10. No distributor protector allowed unless the firewall is cut out the size of the distributor protector to ensure it is not used for reinforcement and must be at least 4" from and may not contact the dash bar.
11. No transmission braces or steel tail shafts. Steel bellhousings require a slice on top of the tunnel from the front of the firewall to 2" behind the bell housing. Transmission cross member may be replaced with maximum 2" x 2" x 1/4" tube. Cross member may be bolted or welded. No gussets or added metal.
12. Transmission coolers, electric fuel pumps, modified drive shafts, pinon brakes (with no added protector), custom steering columns up to steering box will be allowed.
13. Any five-lug stock housing rear end. Only one brace may be welded across the rear end and not against the axle flange maximum size 2" x 2". No axle savers. One loop of 3/8" chain is allowed per side around rear end to frame.
14. Maximum of 7 leaf springs with minimum of 2" stager, 9 on GM wagons with original stock leaf package. Maximum of 4 leaf spring clamps per spring set. No wrapping of springs. Main leaf may not be shortened or relocated.
- *15. No leaf spring conversions. Watts link conversion is allowed.
16. Coil spring spacers are allowed. Rear control arms may be reinforced using the original control arm. Shocks may not be welded or modified. If car has air shocks, it may not be raised above standard height.
17. Upper a-arms may be welded to the frame on both sides with a 2" x 2" x 1/8" strap. 2" weld on a-arm and 2" weld on frame.
18. Spindles, tie rods, and tie rod ends must be OEM stock. To repair bent or broken tie rods use only a 3" piece of pipe as a coupler or a 3" piece of 1" angle iron. Only one repair per tie rod allowed.
19. No frame seam welding, except back side of a-arms forward.
- *20. Y-Frame Chryslers may weld 1/8" plate on top side of opening.
21. Front bumper can be any car bumper or a one piece maximum 5" x 5" x 1/4" straight open end square tube. No added metal to any bumper. Exception, Chrysler Imperials and pre-1970 Lincolns must use an original or any single skin bumper without modification. All bumper brackets must be stock with no additional brackets and may be welded to bumper and frame, or may remove all original brackets and shock tubes and use one 14" x 4" x 1/4" flat strap with the last 4" bent into an "L", welding 10" on the outside of the frame and the 4" bend to the bumper. Bumpers may be welded directly against the frame, but no bracket can be welded beyond 10" from the front of the frame. Two-piece bumpers may be welded together. Inner bumper must be visible for inspection. Single piece front or rear bumpers may be welded to body. Rear bumper can be any rear car bumper, except Imperials and station wagons must remain

original style bumper. Main class rear bumper height must be at least 14" to bottom of bumper.

22. All Doors, trunk lids, or end-gates must be chained or welded shut from the outside only. Filler rod may not exceed 3/8" rod or 1/2" x 1/8" strap. When welding the trunk or end-gate shut it may not be welded to the rear bumper, (exception, single layer rear bumpers may be welded to trunk and body).
23. Trunk and Station wagon storage area must be empty and have a 12"x 12" inspection hole or be completely visible. Cut out section may be folded and welded or bolted.
24. Trunks will be allowed two 1" all-thread from the top of the trunk lid to the frame either bolted through or welded. They may not be connected to the rear window bars. Station wagons can bolt to the deck lid or the tailgate, not to the roof.
25. All exterior factory body seams may be welded. Do not use filler rod or strap or more than one weld pass (Folding or pinching body panels together is not a factory seam). No welding under the car, engine compartment, inside of trunk or cab. Station wagons with rear storage compartments may weld the lids shut. Top of doors may be pinched and welded. Sun roofs must be enclosed.
26. Outside fender wheel wells cut, rolled, or folded over for wheel clearance may be bolted with 3/8" bolts or welded back together without the use of extra metal.
27. Hood must be in the original location, operable or removable for inspection, and have a hole cut near the carburetor large enough to extinguish a fire. Cut out sections only may be folded over and rewelded or bolted with 3/8" bolts.
28. Hood can be chained, wired, or bolted (no larger than 1" bolts, 1/2" chain, or 3 wraps of #9 wire). Maximum of 6, any combination, but only 2 can be attached to the frame and may replace the front two body bolts. Frame washers may not exceed 4" X 4" X 3/16" and may not be welded. Additional bolts max 8" long may have two washers per bolt not to exceed 5" X 5" X 1/4" and can be welded. If two pieces of angle iron are welded on top of the hood and fender they cannot be longer than 8" or larger than 2" X 2" X 1/4" with one bolt. No hood bolts in front of radiator.
- *29. Three wraps of #9 wire may be used from the radiator support to the bumper in two Places.
30. Windshield opening must have one vertical bar, wire or chain for driver protection, maximum of three. If attached to sheet metal they may not be attached to any other bracing.
31. Rear window opening may have 2 solid bars or chains for safety. Max size 36" long by 2" x 2" welded directly to the roof and trunk or with a 4" x 4" x 3/16" mounting plate. Unattached from any other bracing. No other wiring or chaining allowed.
32. A 4-point cage may be constructed with a maximum of (4) vertical posts, (1) bar across the dash area, (1) bar from post to post behind driver seat, (2) bars across both the driver and passenger doors, (1) additional down bar per side from lowest door bar to floor to protect driver and battery. There must be at least 4" between all horizontal bars to all floor sheet metal, including the transmission tunnel. No bars can be

- against or welded to the frame or cover any body mounts. Bars may not extend past the dash bar or rear bar, or into the doors. A roll bar or halo bar is recommended, mounted vertically to the floorboard as 2 of the 4 posts or to the top of the rear crossbar. Cage material must not exceed 6" OD. Flat plate can be used on ends.
- *33. Gas tank protection can be mounted to the seat bar and no closer than 4" from all sheet metal including top of tunnel and rear deck. Max width 30" O.D. A gusset is allowed from the outer edge of the seat bar to the rear edge of the protector.
34. Driver's door may also be reinforced on the outside up to 10" past the door seams.
35. Driver's door must be painted a contrasting color. All other doors must be the same color as the rest of the car. Number must be on both front doors and top of car.
36. Only the exterior body of the car will be allowed to be repainted. Do not paint the interior of the car, underneath the car, engine compartment, or the frame.
37. Body mount bolts may only be replaced with original OEM size bolts. OEM rubber body mounts may be removed. Mounts may not be replaced with steel mounts.
38. Factory holes in body or frame may not be patched unless damaged, except firewall holes may be patched for fire safety.
39. When repairing damaged cars patch damage with no more material than is absolutely necessary! No material stronger than what you are repairing is to be used. Repairs will be thoroughly checked to judge's discretion. Judges may make exceptions for extreme damage. A bore scope may be used at inspection if needed.
- A. Sheet metal: Use the same thickness of metal not to exceed 18 gauge. May overlap holes or rust by 1". Officials may drill patches to verify thickness and overlapping.
 - B. Frame: Damaged frame rails may be welded, or patched with 1/8" steel on two sides or 1/4" on one side with one full inch unwelded to verify thickness. Each repair can be up to 10" long, but no more than 24" total per frame rail with 3" between repairs. Maximum of 4 repairs per frame rail (4 repairs on driver side, 4 repairs on passenger side). No pinning.
 - C. Bumpers: Reweld breaks. Minimal patching.
- *40. Any type of tire. No studded tires on drive axle. Wheel weights must be removed. No split rims. No homemade or reinforced wheels with the exception of 1" x 1/4" outer rim reinforcement. Universal inner wheel centers are ok, but no full wheel centers. Valve stem protection is ok.
41. All cars must have working brakes before their heat begins.
42. CARS WILL NOT BE ALLOWED IN THE PIT AREA UNLESS ALL BROKEN GLASS, LOOSE SCREWS, ETC. ARE REMOVED, INCLUDING THE INSIDE OF DOORS. CARS SHOULD BE SWEEPED OUT OR VACUUMED.
43. Cars will be thoroughly inspected. Cars may be reinspected anytime during or after the Derby. We may lift your car to inspect the underside.
44. Cars must remain stock unless otherwise noted in the rules. If it's not in the rules, it does not mean you can do it. Call for clarification.

General Rules:

1. No inter-phone systems permitted in the cars.
2. Each car has 1 ½ minutes to make an AGGRESSIVE hit on another car. Being hit by another car DOES NOT renew your 1 ½ minutes.
3. Anyone hitting a driver's door will be disqualified at the discretion of the judges.
4. If all four wheels of your car get pushed over the top of the burn you are out.
5. Do not get out of your car or take off your seat belt or helmet, other than in case of fire or rollover, until the heat is stopped or over.
6. All cars must be removed by 10:00 a.m. the following day or they become property of FRCF
7. Please check in as early as you can.
The pit meeting will be about 6:00 p.m. PLEASE HAVE YOUR CAR READY WHEN YOU ARRIVE. AFTER INSPECTION ALL CARS WILL BE IMPOUNDED.
8. Each car registered receives 1 driver pass

Rules For 80'S & Newer Chain Class

Car Rules:

1. 1980 or newer cars, including:
 - A. GM's: any 1977 or newer except Malibu, Monte Carlo, Buick Regal, Pontiac Grand Prix, Olds Cutlass, these five must be 1978 or newer. Cadillac Eldorado, and Olds Toronado must be 1979 or newer.
 - B. Mopar: 1979 or newer, except Cordoba must be 1980 or newer.
 - C. Ford: 1980 or newer.
2. No frame tilting from rearend forward. Rear frame rails behind rear end hump may be notched or pre-bent.
3. Vehicle body must match frame style. Original frame style must be used. No welding any part of the car unless stated in the rules. No added metal unless noted in the rules.
4. All glass, inside door panels, headliner, carpeting, air bags, rear seat, exterior fiberglass, decorative chrome and trim including door handles, mounting screws, clips, etc. must be removed. Trailer hitches must be completely removed. Air conditioning units must be discharged or removed.
5. Original stock gas tank must be removed or have the bottom cut out. The gas tank (Maximum size 6 gallons) must be securely fastened in the center of the rear seat area.
6. Any car leaking gas or catching on fire will be disqualified.
7. Battery must be securely fastened to the front floorboard and completely covered or enclosed in a battery box. No more than 2 batteries.
8. Engine mounts may be welded and modified to use any engine in any car. Engine cradles are not allowed except a basic lower front cradle. Anything more, or extreme will be cut at inspection. If no cradle is used, then four 3/8" chains with non-welded links, cable, or two 2 ½" x ¼" strap, or two 2" X 2" X 3/16" angle may also be used

to secure the engine. One chain link may be welded to the frame, or if strap or angle are used no more than two inches may be welded to the frame. Attachments may not be more than 4" ahead of or behind the engine block. Pulley protector is allowed if stabilizer bar is removed. Cars with an aluminum frame cradle may use a one-piece bolt-in engine saddle plate over the aluminum cradle to mount the engine to.

9. Radiators must be in original location if used.
10. No distributor protector allowed.
11. No transmission braces, steel tail shafts, or steel bellhousings. Transmission cross member may be replaced with maximum 2"x 2" x 1/4" tube. Cross member may be bolted or welded. No gussets or added metal.
12. Transmission coolers, electric fuel pumps, modified drive shafts or sliders, custom steering columns up to steering box will be allowed.
13. Any car stock rear end that mounts correctly, no reinforcing and no axle savers. Gears can be changed and welded.
14. No pinon brakes.
15. No leaf spring conversions or watts link conversions.
16. Coil spring spacers are allowed. Rear control arms may be reinforced using the original control arm. Shocks may not be welded or modified. If car has air shocks, it may not be raised above standard height.
17. Upper a-arms may be welded to the frame on both sides with a 2" x 2" x 1/8" strap. 2" weld on a-arm and 2" weld on frame.
18. Spindles, tie rods, and tie rod ends must be OEM stock. To repair bent or broken tie rods use only a 3" piece of pipe as a coupler or a 3" piece of 1" angle iron. Only one repair per tie rod allowed.
- *19. Bumpers must be 80's class bumpers or 4" x 4" x 3/16" open end square tube no longer than the center of each tire, bolted, chained, strapped, or welded to the frame. If chaining, two chains may go around the bumper with one link at each end bolted or welded to the frame. If strapped, one 1 1/2" x 1/8" strap may go around the bumper with 3" on each end welded to the frame. If welded, the original bracket may be compressed and welded to both the bumper and the frame or the brackets can be removed and weld the bumper to the front of the frame with no added metal. If the bumper is aluminum you may at the two mounting points add 8" x 3/16" steel on the back and bend to overlap the top and bottom 2" and weld to the chrome front.
- *20. Doors can be wired, chained, or bolted with 3/8" bolts any combination, or you can weld two 3" x 3" x 1/8" squares per vertical door seam and one on the bottom of each door and one on the top window frame of each door.
- *21. Trunk lid must be wired, chained or bolted (3/8" bolts). If the trunk lid is folded into the trunk that portion may not be attached to any other sheet metal.
22. Trunk and Station wagon storage area must be empty and have a 12"x 12" inspection hole or be completely visible. Cut out section may be folded & bolted with 3/8" bolts.
23. Trunks will be allowed two 1" all-thread from the top of the trunk lid to the frame

either bolted through or welded. They may not be connected to the rear window bars. Station wagons can bolt to the deck lid or the tailgate, not to the roof.

24. Rear window opening may have 2 solid bars or chains for safety. Max size 36" long by 2" x 2" with a 4" x 4" x 3/16" mounting plate welded or bolted but not to the trunk lid and unattached from any other bracing. No other wiring or chaining allowed.
25. Sun roofs must be enclosed.
26. Outside fender wheel wells cut, rolled or folded over for wheel clearance may be bolted with 3/8" bolts.
27. Hood must be in the original location, operable or removable for inspection, and have a hole cut near the carburetor large enough to extinguish a fire. Cut out sections only may be folded over and bolted with 3/8" bolts.
- *28. Hood can be chained, wired, or bolted (no larger than 1" bolts, 1/2" chain, or 3 wraps of #9 wire). Maximum of 6 any combination, but only 2 can be attached to the frame and may replace the front two body bolts. Frame washers may not exceed 4" X 4" X 3/16" and may not be welded. Hood washers may not exceed 5" x 5" x 1/4". Additional bolts may not exceed 8" long. If two pieces of angle iron are welded on top of the hood and fender they cannot be longer than 8" or larger than 2" X 2" X 1/4" with one bolt. No hood bolts in front of radiator.
- *29. Three wraps of #9 wire may be used from the radiator support to the bumper in two places.
30. Windshield opening must have one vertical bar, wire or chain for driver protection, maximum of three. If attached to sheet metal they may not be attached to any other bracing.
31. A 4-point cage may be constructed with a maximum of (4) vertical posts, (1) bar across the dash area, (1) bar from post to post behind driver seat, (2) bars across both the driver and passenger doors, (1) additional down bar per side from lowest door bar to floor to protect driver and battery. There must be at least 4" between all horizontal bars to all floor sheet metal, including the transmission tunnel. No bars can be against or welded to the frame or cover any body mounts. Bars may not extend past the dash bar or rear bar, or into the doors. A roll bar or halo bar is recommended, mounted vertically to the floorboard as 2 of the 4 posts or to the top of the rear crossbar. Cage material must not exceed 4" OD. Flat plate can be used on ends.
- *32. Gas tank protection can be mounted to the center of the seat bar using 4" x 4" max size and no closer than 4" from all sheet metal including top of tunnel and rear deck. Max width 30" O.D. A gusset is allowed from the outer edge of the seat bar to the rear edge of the protector.
33. Driver's door may also be reinforced on the outside up to 10" past the door seams.
34. Driver's door must be painted a contrasting color. All other doors must be the same color as the rest of the car. Number must be on both front doors and top of car.
35. Only the exterior body of the car will be allowed to be repainted. Do not paint the interior of the car, underneath the car, engine compartment or the frame.

36. When repairing damaged cars patch damage with no more material than is absolutely necessary! No material stronger than what you are repairing is to be used. Repairs will be thoroughly checked to Judge's discretion. Judges may make exceptions for extreme damage. A bore scope may be used at inspection if needed.
- A. Sheet metal: Use the same thickness of metal not to exceed 18 gauge. May overlap holes or rust by 1". Officials may drill patches to verify thickness and overlapping.
 - B. Frame: Damaged frame rails may be welded, or patched with 1/8" steel on two sides or 1/4" on one side with 1/2" unwelded to verify thickness. Each repair can be up to 10" long, but no more than 24" total per frame rail with 3" between repairs. Maximum of 4 repairs per frame rail (4 repairs on driver side, 4 repairs on passenger side). No pinning.
 - C. Bumpers: Reweld breaks. Minimal patching.
37. Body mount bolts may only be replaced with original OEM size bolts. OEM rubber body mounts may be removed. Mounts may not be replaced with steel mounts.
38. Factory holes in body or frame may not be patched unless damaged, except firewall holes may be patched for fire safety.
39. Any type of tire. No studded tires on drive axle. Wheel weights must be removed. No homemade or reinforced wheels. No split rims. Universal inner wheel centers are ok, but no full wheel centers. Valve stem protection is ok
40. All cars must have working brakes before their heat begins.
41. CARS WILL NOT BE ALLOWED IN THE PIT AREA UNLESS ALL BROKEN GLASS, LOOSE SCREWS, ETC. ARE REMOVED, INCLUDING THE INSIDE OF DOORS. CARS SHOULD BE SWEEPED OUT OR VACUUMED.
42. Cars will be thoroughly inspected. Cars may be reinspected anytime during or after the Derby. We may lift your car to inspect the underside.
43. Cars must remain stock unless otherwise noted in the rules. If it's not in the rules, it does not mean you can do it. Call for clarification.

General Rules:

1. No inter-phone systems permitted in the cars.
2. Each car has 1½ minutes to make an AGGRESSIVE hit on another car. Being hit by another car DOES NOT renew your 1½ minutes.
3. Anyone hitting a driver's door will be disqualified at the discretion of the judges.
4. If all four wheels of your car get pushed over the top of the burm you are out.
5. Do not get out of your car or take off your seat belt or helmet other than in case of fire or rollover until the heat is stopped or over.
6. All cars must be removed from Fairgrounds by 10:00 a.m. The next day or they become property of FRCF
7. . Please try to check in as early as you can. The pit meeting will be about 6:00 p.m. PLEASE HAVE YOUR CAR READY WHEN YOU ARRIVE. AFTER INSPECTION ALL CARS WILL BE IMPOUNDED.

Note: This is a family event, but children are at great risk in the pit area. Provisions must be made by parents to either have children under 10 years old sit in the grandstands or they may be in the pit area if they are in a vehicle or with adult supervision. NO UNATTENDED CHILDREN UNDER 10 YEARS OLD WILL BE ALLOWED IN THE PIT AREA.

Rules For Compact Car Class

Driver Rules:

1. Participants must be 14 years of age or older to drive in the compact car class. Anyone under nineteen years of age must have a notarized minor release.
2. All drivers and pit crew must sign a release form which releases Fall River County Fair from any responsibility in case of injury, damage of property, fire, or theft.
3. Any driver or pitman drinking before or during the Derby or is intoxicated will be disqualified and asked to leave. Violation of the rule by either the driver or any of the pit crew will also disqualify the car.
4. All Drivers must wear safety belts and D.O.T. certified helmets.
- *5. Fire suit jacket or FR shirt is strongly recommended for safety.

Car Rules:

1. Any rear-wheel drive car with 105" wheel base or less, or any front wheel drive car with 108" wheel base or less. Four or six-cylinder engines only (no turbo's unless the turbo is disconnected). No four-wheel drives (unless one of the drive shafts is removed).
2. No frame tilting from rearend forward. Rear frame rails behind rear end hump may be notched or pre-bent.
3. Vehicle body must match frame style. Original frame style must be used. No welding any part of the car unless stated in the rules. No added metal unless noted in the rules.
4. All glass, inside door panels, headliner, carpeting, air bags, rear seat, exterior fiberglass, decorative chrome and trim including door handles, mounting screws, clips, etc. must be removed. Trailer hitches must be completely removed. Air conditioning units must be discharged or removed.
5. Original stock gas tank must be removed or have the bottom cut out. The gas tank (Maximum size 6 gallons) must be securely fastened in the center of the rear seat area.
6. Any car leaking gas or catching on fire will be disqualified.
7. Battery must be securely fastened to the front floorboard and completely covered or enclosed in a battery box. No more than 2 batteries.
8. Radiators must be in original location if used.
9. Engine mounts may be welded and modified. No engine cradles allowed. Four 3/8" chains with non-welded links, cable, or two 2 1/2" x 1/4" strap, or two 2" X 2" X 3/16" angle may also be used to secure the engine. One chain link may be welded to the frame, or if strap or angle are used no more than two inches may be welded to the

frame. Attachments may not be more than 4" ahead of or behind the engine block.

10. No distributor protector allowed.
11. No transmission braces, steel tail shafts, or steel bellhousings. Transmission cross member may be replaced with maximum 2" x 2" x 1/4" tube. Cross member may be bolted or welded. No gussets or added metal.
12. Transmission coolers, electric fuel pumps, modified drive shafts or sliders, custom steering columns up to steering box will be allowed.
13. Any car stock rear end that mounts correctly, no reinforcing and no axle savers. Gears can be changed and welded.
14. No pinon brakes.
15. Factory number and size of leaf springs only.
16. No leaf spring conversions or watts link conversions.
17. Coil spring spacers are allowed. Rear control arms may be reinforced using the original control arm. Shocks may not be welded or modified. If car has air shocks, it may not be raised above standard height.
- *18. Upper a-arms may be welded to the frame on both sides with a 2" x 2" x 1/8" strap. 2" weld on a-arm and 2" weld on frame, or 2" x 2" x 2" square tube welded behind strut tower.
19. Spindles, tie rods, and tie rod ends must be OEM stock. To repair bent or broken tie rods use only a 3" piece of pipe as a coupler or a 3" piece of 1" angle iron. Only one repair per tie rod allowed.
20. No frame seam welding, except back side of a-arms forward.
21. Any car bumper on any car excluding a Chrysler pointy, or a one piece maximum 4" x 4" x 1/4" straight open-end square tube. Any replacement bumper that is longer than the width of the car shall be cut to the width of the car. All bumper brackets must be stock and may be welded to the bumper and frame, or may be removed and mounted with one 14" x 4" x 1/4" flat strap with the last 4" bent into an "L", welding 10" on the outside of the frame and the 4" bend to the bumper. Bumpers may be welded directly against the frame.
22. All doors, trunk lids, or end-gates must be chained, wired, bolted or welded shut (welding on outside only). Filler rod may not exceed 3/8" rod or 1/2" x 1/8" strap. When welding the trunk or end-gate shut it may not be welded to the rear bumper, (exception, single layer rear bumpers may be welded to trunk and body).
23. Trunk and Station wagon storage area must be empty and have a 12"x 12" inspection hole or be completely visible. Cut out section may be folded & bolted with 3/8" bolts.
24. Trunks will be allowed two 1" all-thread from the top of the trunk lid to the frame either bolted through or welded. They may not be connected to the rear window bars. Station wagons can bolt to the deck lid or the tailgate, not to the roof.
25. Rear window opening may have 2 solid bars or chains for safety. Max size 2" x 2" with a 4" x 4" x 3/16" mounting plate welded or bolted, but unattached from any

other bracing. No other wiring or chaining allowed.

26. All exterior factory body seams may be welded. Do not use filler rod or strap or more than one weld pass (Folding or pinching body panels together is not a factory seam). No welding under the car, engine compartment, inside of trunk or cab. Station wagons with rear storage compartments may weld the lids shut. Top of doors may be pinched and welded. Sun roofs must be enclosed.

27. Outside fender wheel wells cut, rolled or folded over for wheel clearance may be bolted with 3/8" bolts, or welded back together without the use of extra metal.

28. Hood must be in the original location, operable or removable for inspection, and have a hole cut near the carburetor large enough to extinguish a fire. Cut out sections only may be folded over and bolted with 3/8" bolts.

29. Hood can be chained, wired, or bolted (no larger than 1" bolts, 1/2" chain, or 3 wraps of #9 wire). Maximum of 6 any combination, but only 2 can be attached to the frame and may replace the front two body bolts. Frame washers may not exceed 4" X 4" X 3/16" and may not be welded. Hood washers may not exceed 5" x 5" x 1/4" and can be welded. Additional bolts may not exceed 8" long. If two pieces of angle iron are welded on top of the hood and fender they cannot be longer than 8" or larger than 2" X 2" X 1/4" with one bolt. No hood bolts in front of radiator.

*30. Three wraps of #9 wire may be used from the radiator support to the bumper in two places.

31. Windshield opening must have one vertical bar, wire or chain for driver protection, maximum of three. If attached to sheet metal they may not be attached to any other bracing.

32. A 4-point cage may be constructed with a maximum of (4) vertical posts, (1) bar across the dash area, (1) bar from post to post behind driver seat, (2) bars across both the driver and passenger doors, (1) additional down bar per side from lowest door bar to floor to protect driver and battery. There must be at least 4" between all horizontal bars to all floor sheet metal, including the transmission tunnel. No bars can be against or welded to the frame or cover any body mounts. Bars may not extend past the dash bar or rear bar, or into the doors. A roll bar or halo bar is recommended, mounted vertically to the floorboard as 2 of the 4 posts or to the top of the rear crossbar. Cage material must not exceed 4" OD. Flat plate can be used on ends.

*33. Gas tank protection can be mounted to the center of the seat bar using 4" x 4" max size and no closer than 4" from all sheet metal including top of tunnel and rear deck. Max width 30" O.D. A gusset is allowed from the outer edge of the seat bar to the rear edge of the protector.

34. Driver's door may also be reinforced on the outside up to 10" past the door seams.

35. Driver's door must be painted a contrasting color. All other doors must be the same color as the rest of the car. Number must be on both front doors and top of car.

36. Only the exterior body of the car will be allowed to be repainted. Do not paint the interior of the car, underneath the car, engine compartment or the frame.
37. When repairing damaged cars patch damage with no more material than is absolutely necessary! No material stronger than what you are repairing is to be used. Repairs will be thoroughly checked to judge's discretion. Judges may make exceptions for extreme damage. A bore scope may be used at inspection if needed.
 - A. Sheet metal: Use the same thickness of metal not to exceed 18 gauge. May overlap holes or rust by 1". Officials may drill patches to verify thickness and overlapping.
 - B. Frame: Damaged frame rails may be welded, or patched with 1/8" steel on two sides or 1/4" on one side with 1/2" unwelded to verify thickness. Each repair can be up to 10" long, but no more than 24" total per frame rail with 3" between repairs. Maximum of 4 repairs per frame rail (4 repairs on driver side, 4 repairs on passenger side). No pinning.
 - C. Bumpers: Reweld breaks. Minimal patching.
38. Body mount bolts may only be replaced with original OEM size bolts. OEM rubber body mounts may be removed. Mounts may not be replaced with steel mounts.
39. Factory holes in body or frame may not be patched unless damaged, except firewall holes may be patched for fire safety.
40. Any type of tire. No studded tires on drive axle. Wheel weights must be removed. No homemade or reinforced wheels. No split rims. Universal inner wheel centers are ok, but no full wheel centers. Valve stem protection is ok.
41. All cars must have working brakes before their heat begins.
42. CARS WILL NOT BE ALLOWED IN THE PIT AREA UNLESS ALL BROKEN GLASS, LOOSE SCREWS, ETC. ARE REMOVED, INCLUDING THE INSIDE OF DOORS. CARS SHOULD BE SWEEPED OUT OR VACUUMED.
43. Cars will be thoroughly inspected. Cars may be reinspected anytime during or after the Derby. We may lift your car to inspect the underside.
44. Cars must remain stock unless otherwise noted in the rules. If it's not in the rules, it does not mean you can do it. Call for clarification.

General Rules:

1. No inter-phone systems permitted in the cars.
2. Each car has 1½ minutes to make an AGGRESSIVE hit on another car. Being hit by another car DOES NOT renew your 1½ minutes.
3. Anyone hitting a driver's door will be disqualified at the discretion of the judges.
4. If all four wheels of your car get pushed over the top of the burm you are out.
5. Do not get out of your car or take off your seat belt or helmet other than in case of fire or rollover until the heat is stopped or over.
6. All cars must be removed by 10:00 a.m. the following day or they become property of FRCF
7. Please check in as early as you can.