

# FALL RIVER

## COUNTY FAIR DERBY

### Driver Rules:

1. Participants must be fifteen years of age or older. 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 On the Edge from any responsibility in case of injury, damage of property, fire, or theft.
3. Any driver or pitman drinking before the Derby starts, while the Derby is in progress, 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.

### Car Rules:

1. Any year or make of car or station wagon may be used, except convertibles 67-73 Chrysler Imperial. See Rules page. No jeeps, trucks, vans, or sub-frame conversions.
- \*2. The following listed cars that compete in the main feature class will be allowed a coil to leaf spring conversion, and be allowed to weld the hood shut. The hood may be welded on all four sides, but if welded must have a 2' x 2' hole cut out for inspection. Welding is in addition to rule #26. The cut out portion may be folded over and bolted or welded, but not past the edge of the hood. The frame on these cars if 1980 or newer can be cut and tilted, but if so would not be allowed to weld the hood shut or weld the front spacers. Tilting would count as a repair.
  - 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. Fords: 1970 or newer.
- \*3. Car body must match frame style.
- \*4. All glass, inside door panels, headliner, carpeting, air bags, rear seat, all exterior fiberglass, decorative chrome and trim including door handles, mounting screws, clips, etc. must be removed. All trailer hitches must be completely removed.
5. Air conditioning units left on any car must be discharged.
- \*6. Original stock gas tank must be removed or have the bottom cut out. The gas tank (maximum size 6 gallons) must be placed in the rear seat area and securely fastened. Protection directly around tank is acceptable, but must be at least 4" from rear panel.
7. Any car leaking gas or catching on fire will be disqualified.
8. Battery must be securely fastened to the front floorboard and completely covered or enclosed in a battery box. No more than 2 batteries.

\*Denote Changes



9. Radiators must be in original location if used.
10. Cutting fenders and bumpers for wheel clearance is permitted.
11. Outside fender wheel wells cut, rolled, or folded over for wheel clearance may be bolted or welded back together without the use of extra metal.
- \*12. Engine mounts may be welded and modified to use any engine in any car. Four 3/8" chains 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. If chain is used links must not be welded together. One link may be welded to the frame. 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. Lower engine cradles are acceptable only to secure the engine. Any mount that cradles the engine will not be allowed the extra braces. Any mounting or cradle that is extreme will be cut at inspection.
- \*13. No distributor or pulley protectors, but you can move the engine forward and cut the firewall for clearance. Distributor protector is allowed if no dash bar is used or if the firewall is cut out the size of the distributor protector to ensure that it is not used for reinforcement and must not contact the dash bar. No transmission braces.
- \*14. Maximum of 7 leaf springs with proper factory stager, 9 on GM wagons with original stock leaf package. Maximum of 4 leaf spring clamps per spring, 2 in front of and 2 behind the differential. Main leaf may not be shortened and relocated.
15. No coil to leaf conversions.
16. Coil spring spacers will be allowed. Rear control arms may be modified. Shocks may not be welded. If car has air shocks, it may not be raised above standard height.
17. Rear end gears may be welded. Any five lug rear end may be used. One loop of 3/8" chain with slack is allowed per side around rear end to frame.
18. 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" 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 excluding Imperials and Station wagons).
- \*19. Trunks and Station wagon storage areas must have a 12"x 12" hole cut out to inspect the trunk area, unless it is completely visible. Cut out section may be folded and welded or bolted. Trunk and storage area must be empty including excess parts.
20. 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 (except drivers door). Station wagons with rear storage compartments may weld the lids shut, or use 8 bolts total. Sun roofs must be enclosed.
21. No frame seam welding, except a-arms forward.
- \*22. Any car bumper on any car, except Imperials.

No bumper shall have any additional brackets. Stock bumper brackets may be welded to bumper and frame, including telescoping bumper brackets. Two piece bumpers may be welded together. Bumpers may be welded directly against the frame, but no bracket can be bolted or welded beyond 10" from the front of the frame. If the shock tube goes into the frame rail then no outside bracket is allowed. Back bumpers must remain original style. Single piece front bumpers may be welded to body.

\*Denote Changes



23. Y-Frame Chryslers may weld 1/8" plate top side of opening.
- \*24. Upper a-arms may be bolted or chained to the frame, but not welded.
25. Hood must be in the original location, and operable or removable for inspection, and have a hole cut near the carburetor large enough to extinguish a fire. Cut out section may be folded over and rewelded or bolted, but not past the radiator support.
26. Hoods can be chained, wired, or bolted (no larger than 1" bolts, or 1/2" chain).  
Maximum of 6, any combination, but only 2 can be attached to the frame, and may replace the front two body bolts. If two pieces of angle iron are welded on top of the hood and fender to bolt the hood, they can not be longer than 8" or larger than 2"X 2"X 3/16" with one bolt. If chains are used they may be single looped around the bumper. Bolts may not be bent at an angle and welded to more than one surface. Washers may not exceed 5" X 5" X 1/4" and can be welded to the top of the hood. Frame washers may not exceed 4" X 4" X 3/16" and may not be welded.
27. Reinforcement of the drivers door is recommended for safety. Outside, inside, or both, but must not extend more than 10" past the door seams.
28. The driver's door must be painted a contrasting color. All other doors must be the same color as the rest of the car.
29. Windshield opening must have one vertical bar, wire, or chain for driver protection, maximum of three. They may not be attached to any other bracing.
- \*30. Rear window opening on sedans may use wire or chain in 2 places for safety. No solid bars. No other wiring or chaining allowed unless approved for damage repairs.
- \*31. All cars will be allowed to weld a bar from driver's side door post to passenger side door post. Flat steel may be welded between the end of the bar and the door post to off set the bar to allow room for the seat. A dash bar will also be allowed straight across. One bar on each side will be allowed that connects the dash bar to the door post bar (these four bars listed must not exceed 4" OD, all other bars may not exceed 3"OD). Two vertical bars on passenger and drivers side may attach to the floorboard. A roll bar or halo bar is allowed. It can mount vertically to the floorboard or to the door post crossbar with one additional bar extending to the dash bar. No bars can be against or welded to the frame. No other bracing is allowed.
32. Transmission coolers, electric fuel pumps, modified drive shafts will be allowed.
33. Body mount bolts may only be replaced with original OEM size bolts. Rubber body mounts may be removed.
34. 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 over lap holes or rust by 1". Officials may drill patches to verify thickness.
  - B. Frame: Damaged frame rails may be welded, or patched with 1/8" steel on two sides or 3/16" on one side extending 2" on each side of the damage no longer than absolutely necessary with one full inch unwelded to verify thickness. Maximum of 4 repairs per frame rail, but no more than 3 per corner (4 repairs on drivers side, 4 repairs on passenger side).
  - C. Bumpers: Reweld breaks. Minimal patching.

\*Denote Changes



35. Factory holes in body or frame may not be patched unless damaged, except firewall holes may be patched for fire safety.
- \*36. When replacing aluminum cradles in newer cars use only 80's or newer parts, Ford in Ford etc.
37. Any type of tire. No studded tires on drive axle. Wheel weights must be removed. No home made or reinforced wheels, valve stem protection and universal inner wheel centers are ok.
38. All cars must have working brakes before their heat begins.
39. A number must be painted on both front doors and on top of the car.
40. Only the exterior body of the car will be allowed to be repainted. Do not paint the interior of the car, or the frame.
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 with a tow truck 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 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 boundary 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 over.
6. All cars must be removed from property / On the Edge the next morning or they become property of On the Edge.
7. Each heat will stop when only 3 cars remain running and all 3 will advance to the Main Event. Consolation will be determined by car count.
8. The pit meeting will be 30 minutes prior. Cars must check in before start time. PLEASE HAVE YOUR CAR READY WHEN YOU ARRIVE. AFTER INSPECTION ALL CARS WILL BE IMPOUNDED. Each driver will draw for a heat when you check in at registration. Cars that have not passed inspection may be placed in the last heat. Times will be announced.
9. \$50 entry fee admits: 1 driver and 2 pit crew. Additional pit passes may be purchased for \$15 each. Drivers may enter more than one car.
10. The pit area is off limits to all persons without a pit pass.
11. We would again like to be able to print a spectator program with the drivers' name, Car #, and city. We can only do this if enough people pre-register.
12. There will be no duplication of car numbers. If you want a specific number, you are encouraged to register early. Drivers who participate regularly in the main feature will have their numbers reserved.

\*Denote Changes

# **Imperial Rule Page**

**73 & Older Imperial Rules will run the weld class only**

- **No frame seam welding**
- **Stock bumpers and brackets for that year of the Imperial only**
- **Bumper seams can be welded but bumper must remain in stock appearing shapes and brackets must remain in original location.**  
**Bracket welded to frame and bumper, no ADD IRON**
- **No narrowing bumpers and moving brackets**
- **ALL other rules apply to the Imperial Build**



**RULES FOR SPECIAL FEATURE COMPACT CAR CLASS**  
**IF WE GET 5 CARS PREREGISTRATION**

1. All of the same car rules apply to compact cars except the following:
2. Any compact car with 104" wheel base or less. Four, or six cylinder engines only, no turbo's (unless the turbo is disconnected)
3. No four-wheel drives, (unless one of the drive shafts is removed)
4. Any compact car bumper on any car using stock brackets.

Back bumpers remain stock.

**RULES FOR SPECIAL FEATURE 80'S NO WELD CLASS**

1. All of the same rules apply except the following:
2. 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.
- \*3. The only welding allowed will be as follows: Engine and transmission mounts, driver's door, driver's door bar, window bar, cage (rule 31), rear end gears, hood bolts, repairs to used cars.
4. Doors and trunk lid can be wired, chained, or bolted, but not to the frame.
- \*5. Bumpers must be 80's class bumpers and may be bolted and or chained to the frame, but not welded.
6. Rear end housings must remain stock. Gears can be changed.

\*Denote Changes

## **RULES FOR SPECIAL FEATURE TRUCK CLASS**

- 1.** All of the same rules apply except the following.
- 2.** Standard ½ ton, ¾ ton. 1 ton regular cab or extended cab trucks, Sururbans, Broncos, Blazers, Van, etc.... No fully boxed frames. No commercial vehicles. Standard box, no flatbeds. 4 wheel drives must have one drive line removed. Body must match frame style.
- 3.** No duel wheels or split rims.
- 4.** Standard factory truck or car bumpers only. No aftermarket bumpers.
- 5.** Front and rear 10" of c channel frames may be boxed in with 1/4 " plate.
- 6.** Bumper mounting (see Car rule #22) stock brackets may be replaced with 4" x4" x ¼" angle 6" long, or 3"x3"x1/4" square tube or pipe maximum 10" long
- 7.** Stock suspension only, no raising or lowering. Standard height or it won't pass.
- 8.** Cage and roll bar or halo is mandatory (see car rules #31) One additional bar on each side may extend from the cage or roll bar to the rear wheel well no further than the axle.
- 9.** Single cab trucks may extend the bar behind the seat through the cab.
- 10.** Gas tanks must be in the back seat area or in the front center of the truck box securely fastened and protected.
- 11.** Weld doors and end-gate as car rules. Weld box to cab as needed to fill gap, 4" x 3/16" strap maximum. Box may also be bolted to the cab.
- 12.** Bed sides and end-gate may be folded in with no additional welding. If folded 2 body bolts may go through folds.