



The Montgomery County  
Agricultural Society, Inc.  
P.O. Box 385  
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## **FONDA FAIR 2018 LIMITED WELD RULES ONLY**

**CONTACT RICKY ANDERSON  
518 774-0959 FOR ALL QUESTIONS  
REGARDING THIS CLASS**

**FOR ALL OTHER DERBY CLASSES  
DIRECT TO ROB VANARNUM  
518 762-4941**

**Registration fee: \$75.00    First prize \$1000.00, 2<sup>nd</sup> prize \$300.00, 3<sup>rd</sup> prize \$100.00**

- 1. Cars must have functional brakes at all times, at least on one wheel.**
- 2. Helmet, seat belt, and eye protection must be worn at all times.**
- 3. Any protests must be brought up at driver's meeting.**
- 4. If it doesn't say it, don't do it.**
- 5. No painting of frames will be allowed.**
- 6. All glass and plastic interior parts must be removed.**
- 7. All cars must have a number or name displayed on each side of the car.**
- 8. Please show up early enough to allow for proper inspection time.**
- 9. INSPECTORS HAVE THE RIGHT TO RE-INSPECT ANY CAR. IF YOU ARE CAUGHT BREAKING THE RULES SET HERE YOU WILL FOREFEIT ANY AND ALL WINNINGS.**
- 10. HAVE FUN, HIT HARD AND PUT ON A GREAT SHOW.**
- 11. Two 6"x6" inspection holes must be put in all deck lids, one on each side of the deck lid within 2" of trunk strapping in the center of the trunk. Trunk lids must be factory for that make and model of the car IE GM to GM, Ford to Ford.**
- 12. You may weld or wire trunk lid to the bumper. If you wire no more than four strands per spot. Full seam welded doors. You may weld, wire or bolt ONLY. No combination of the three. Strapping used for welding may be 1/4" by 3" flat stock, 2 maximum. Top door skin seams maybe smashed together and welded 1/4" x 3" flat stock.**
- 13. You may add five 3/8" bolts and washers no bigger than 1 1/4" to each wheel opening. ONLY**
- 14. No interior body seam welding will be permitted. Doors can be welded on the OUTSIDE of the body only. On pre-ran cars the doors may be repaired back to stock. Rust repair is limited to floorboards and roofs only.**
- 15. You may have two window bars in the windshield and one in the rear window. If using metal strapping it can be no thicker than 3/8" and no wider than 3". MAY NOT attach/touch the halo barlap or anything other than sheet metal in any way. They can be welded to roof no**

more than 6" from the window area, and welded to the deck no more than 6" back from the rear window area.

16. Core support bolts may be no larger than 1" in diameter. The front two may go all the way thru the core support. You may use a 2x2" spacer through the core support. This may be welded to the top of the frame and the top and bottom of the core support.
17. You may change body mounts 5/8", body bolts(max length of 8 inches)-must start and stop in factory locations. All mounts must be in factory locations. Washers no bigger than 4"x4" on the top side and bottom washer. **MUST BE INSIDE FRAME** in the factory manner.
18. You may add 1 additional body mount per side of the car( 1 on passenger side and one on driver side). This mount and this mount **ONLY** may have the bottom washer on the underside of the frame.
19. Cars may not be smashed flat. If cars are tucked the rear quarter panels on both sides must be 6" higher than the top of the bumper. If speaker deck is removed deck lid must remain within 2" of the rear package tray (behind the body bolts on newer fords).
20. Trunk pan must remain 8" from deck lid to the top of the frame at the lowest point of the trunk.
21. You **MUST** have a cage surrounding the driver's compartment with a roll over bar. Bars max diameter is 4" square tube or round pipe or 6" C-channel must be sheet metal to sheet metal only. The front/dash bar must not be attached to the sheet metal (firewall trans tunnel). This will be strictly enforced. The bar behind the seat can sit no further back than the kick panels meet the bench seat and must be at least 3" of the floor measured at the highest point of the floor/driveshaft tunnel. No cage components can be farther back than where the kick panel meets the bench seat. Roll over bar is considered part of the cage. You may use floating gas tank protector that comes off the back bar. It cannot be wider than 24" to the outside. The tank protector may go back to the very back of the seat area **ONLY** and cannot be attached to the sheet metal or frame/package tray. Sheet metal cannot be removed.
22. Trailer hitches and any bracing must be removed completely. No plating, pinning, heat treating, stuffing the frame of any kind.
23. **DO NOT PAINT THE FRAME.**
24. No welds on the frame may exceed a single pass: **NO** weave passes or building the weld up will be permitted.
25. No frame creasing or hammering will be permitted-Unless otherwise stated.
26. You can notch or dimple the rear frame to help the rear frame roll, not to strengthen the frame. You **CANNOT** re-weld any notches.
27. Frame seams **TOP** only maybe welded no more than 1/2" wide welds from front to back.
28. Any year bumper is permitted.
29. Bumpers may be full seam welded and **FRONT BUMPER ONLY** may be loaded. (if you have questions please call). No spacers are permitted between the front bumper and the frame. The rear bumper must be factory. No adding metal to the rear bumper. Opening in front bumper only may be closed out. A homemade bumper may be used. Maximum height 8" minimum 4" must be rectangle or square with open ends. 3/8"x16"x16" mount to frame. No jagged edges allowed. Point can be made but must not exceed 8" from rear bumper and must be minimum of 24" wide centered on bumper. **EXAMPLE: if 8"x8" square tubing no point will be allowed. NO ROUND BUMPERS!**

30. You may use 3/8" x 3/8" plate to weld from bumper to frame on one side of each frame rail.  
**ONE SIDE ONLY**
31. Bumper shocks must be factory. No square tubing, round pipe or anything else will be permitted for shocks. The shock bracket must be in factory configuration-no manipulation of the bracket will be allowed. Shock may be extended but must touch the bumper. You may weld shock to frame. Bumper shock must touch the front bumper. Hard nosing is allowed.
32. If a frame section needs to be repaired or replaced you must call first. If the frame has damage in the rear the back 2 body mounts maybe moved to no more than 6" from factory location. On pre-ran cars if the frame is shortened in the rear area and the bumper replaced it must be at least 6" away from the hump plates.
33. Pre-ran cars are allowed 4 (four) 3 x 6x 1/8 plates to fix bends. You are allowed to attach the plates with a 1/2 weld on each side of the plate. ( NO EXCEPTIONS). IF PLATES EXCEED THE SIZE ALLOWED THE ENTIRE PLATE WILL BE CUT OFF. All plates must have a 3/16" hole in the center if not they will be drilled.
34. Angle iron may be used to attach the Trans cross member to the frame rails but must be no longer than 8" and be within 12" of the original location.
35. Body bolts may be changed. Max 5/8" diameter bolt and max 4" washers. Body mounts must be in the stock location.
36. Front or rear bumper may not be lower than 15" and no higher than 22" from the bottom of the bumper to the ground.
37. For coil spring cars, you may use a hump plate. They may be 1/4" x 6" x 22" centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. **MUST BE ON THE OUTSIDE (tire side) OF THE FRAME.** Hump plate must be 2" from the rear end housing.
38. On leaf spring cars, You may use 1/4"x 6" X 11" hump plates to be measured the same way.
39. Hump plates may contour the frame or go straight across. Hump plate must remain a flat plate. **NO bending of the top or bottom over the frame.**
40. You may clip cars with frame damage with a single butt weld with no metal added. Must use the same make and model of the frame, ie. Ford to Ford, GM to GM. No hybrid frames permitted. On fords you cannot clip a 2002 and older with a 2003 and newer or vice versa. **NO EXCEPTIONS!!**
41. You may cut factory seams at the crush box and re-weld to tilt, cold bend, or a small pie shape cut at the cross member to tilt is also acceptable. A single pass weld may be used at the pie shaped cut only. No more than 1/2 " weld. All factory holes must remain open. **DO NOT WELD THESE SHUT.**
42. On 03 and newer FoMoCo products you may use an 80 and newer ford or GM steel car cradle. They must be in like the factory counterparts only using factory car suspension parts and brackets. No other metal may be added. The cradle must be in the factory location and cannot be moved forward. You may use a 3" spacer from the bottom of the frame to the lower A arm where the spring goes. You may not alter the frame in any manner other than attaching the factory brackets with a single bead of weld not to exceed 1/2". All factory holes in front of the A arm must be open. Nothing may be welded on top of the frame over the holes in front of the frame.
43. You may also use an approved bolt in style cradle. **ENGINES AND TRANSMISSIONS**

44. Any engine trans combo allowed.
45. Engines may be chained with 2 chains 3/8" max chains may be no longer than 18" and no more than 3 CLOSED consecutive links may be welded to the frame in front of the A arms, ( one per side). Welds for this may not exceed a continuous 3" weld. Chains MUST attach to engine and no separating the links of the chain. Distributor protectors are allowed. Nothing that attaches to the motor may be wider than the outside of the heads ( or normal headers).
46. A transmission brace may be used. This may attach to bell housing or distributor protector or mid-plate and the tail shaft of the transmission. Not to be welded to the trans cross member, or any part of the cage.
47. Pulley protector may be used but must be no wider than 10" of the cradle and must be no further away than 3" from the crank pulley and no taller than the top of the crank pulley. NOT welded to the swaybar.
48. If you choose not to use a DP/trans brace, you can install kickers. They are to be no bigger than 2"x2" square tubing and are to go directly from the front dash bar to no further forward than the rear A arm mount. You may use a plate 4" long by 3/8" thickness on top of the frame to attach the kicker. If you choose to run kickers you may not run a trans brace/mid-plate suspension.
49. You may modify tie rods to strengthen them, aftermarket tie rods allowed.
50. Valve stem protectors are permitted.
51. A arms must remain in the stock configuration.
52. Upper A arms may be welded down with a 1X8"x2"x2" piece of steel, strapping on the front and the back side of the upper A arm. You may plug weld the center of the upper A arm. No other welds will be permitted on ANY part of the A arms. Lower A arms may NOT be welded. You can change out new style A arms for old style as long as it's bolts on and welding required. Cars DO NOT have to bounce. Solid suspensions front and back are allowed.
53. Any rubber tire permitted, doubles are permitted, rim guards are permitted, bead locks are permitted, but must be no bigger than 21" across.
54. Rear trailing arms may be homemade but must be no bigger than 2"x2" square tubing or pipe.
55. Coil springs may be welded, wired or chained. Coil to leaf conversions are allowed. MUST FOLLOW LEAF SPRING RULES.
56. No more than 9 leaf springs per side. No more than 9 springs allowed per side and must have a 2" stagger from the main leaf and you may use 4 additional clamps per side. No wrapping of leafs is allowed.
57. The leaf perches must be attached to the frame with a bracket no more than 6" in length, no more than 1/4" thick.
58. You may use rear end of choice; rear end bracing must not strengthen anything but the rear end. ZTR style mounting brackets are allowed.
59. Idler arm must be bolted factory to frame. NO bolts will be permitted all the way through the frame.
60. Sway bar may be welded to bottom of the frame in factory locations. You may use one 1/2"x 4" bracket or 2" square tubing or pipe to weld the sway bar to attach to the frame. Can NOT be welded to the pulley protector.

**IF IT IS NOT STATED IN THE RULES, DO NOT DO IT! THERE ARE NO GRAY AREAS. CALL WITH ANY QUESTIONS.**

**CARS MUST BE STOCK UNLESS MODIFICATIONS ARE STATED IN THE RULES. PLEASE BE RESPECTFUL TO THE RULES AND TO THE INSPECTORS, AS THEY ARE ALL VOLUNTEERS. WITHOUT THEM WE WOULD NOT HAVE A SHOW!!!!**