

2023 Steuben County Full Size Bumper Swap Wire Class

Rules

GENERAL

- 1) FULL SIZE any year, foreign or domestic, mass-produced 2 or 4-door hardtop or station wagon is permitted. No open roof cars. **NO imperials 1973 and older**
- 2) All cars must have the car number on both doors in a bright color so it can be seen from the announcers stand
- 3) STOCK MEANS STOCK! These cars are to be considered stock unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned below.
- 4) All decisions are final. If you have a question about specific concern, please contact us before event.

STRIPPING

- 1) All glass, plastic, chrome, flammable materials must be removed. No broken glass in doors.
- 2) The car must be clean and free of all loose debris in the driver's compartment and trunk.
- 3) All airbags must be removed. Drain AC unit and cut rubber hoses. All hitches must be removed.

GAS TANKS & FUEL

- 1) Original gas tanks if not under center of car. Fuel cell can be located behind driver's seat and covered with metal; must be bolted in (No zip screws). Electric fuel pump may be used; you must have a kill switch. Max 5-gal gas.

BRAKES & STEERING

- 1) A working hydraulic brake system is required. You must exhibit the ability to stop or you will be DQ.
- 2) All steering must remain stock.

TIRES & RIMS

- 1) Any Tire allowed. Weld in centers are allowed.
- 2) All wheel weights must be removed.

BODY & FRAME

- 1) Body mounts must remain stock and in stock location. They must be positioned in the same place and with the same intent as the factory. Spacers must remain in place, unaltered and remain as intended by the factory. Do not relocate or add any extra body mounts. Factory bushings must remain in place and intact. (DONT MESS WITH THE BODY MOUNTS)
- 2) 2 notches per frame rail in the rear will be allowed. You may pre bed rear frame. Do not weld notch back together. Do not enhance bodylines.
- 3) Welding and lowering of trunk area are NOT allowed. Trunk lid can be cut or removed. Quarter panels must stay stock.
- 4) Do not paint or undercoat frames. Inside or out, do not grind or buff frames.
- 5) **80's and newer may cold bend/tilt front frame no welding of frames!**

HOOD, TRUNK, & DOORS

- 1) Hoods must have at least a 10' X 10' hole on each side of air cleaner. Hood and trunk cut out bolts may be used. Max of 12 per hood/trunk, no larger than 3/8' bolt. The hood must cover from radiator support to carburetor. Hood may be secured in 4 spots with 3/8 chain or #9 wire may wrap around bumper.

2) Doors and trunk lids may be secured in 4 places per vertical seam with a max 3/8 chain or #9 wire or banding (NO WELDING except 2 - 4"x4" plates on drivers' door. One on front edge to fender, One on rear edge to rear door/quarter). They may wrap around the bumper for securing the trunk lid.

3) All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection, whether it is a used car that is bent or a fresh car. All trunks need an inspection hole.

4) All hoods MUST open on stock hinges or removed completely for inspection, regardless of the cutout size.

BUMPERS

1) BUMPERS: Any OEM bumper. You may swap between manufacturers. NO welding seams or reinforcing bumpers. Bumper ends may be trimmed.

2) You may weld the bumper on by hard nosing directly to the frame using a maximum of 8 inches of weld total per side. Minimal filler material may be used. (Call Mike with any question 607-794-0424) If you choose to use the bumper shock you must keep the shock in the FACTORY mounting location but may collapse it. Bumper can be fully welded to the shock. If mounting your bumper this way the shock has to remain bolted in the factory location and mounting points. The bumper cannot be welded to the frame in any way. (Call Mike with any question 607-794-0424)

3) Bumpers may be chained or wired to car body. If chained or wire pass through hood or trunk, they will be counted as tie down spots. No welding of bumpers to bodies.

ENGINES, TRANSMISSION, & DRIVE SHAFTS

1) Engines, transmission and drive components may be swapped but MUST bolt in to factory locations. NO plates welded or bolted to the engine or transmission crossmember. If you are going to do an engine swap call for clarification. (Call Mike with any question 607-794-0424) Do not strengthen frames or cross members with mounts. Motor mounts must remain in the stock location. One chain per side can be used, bolt to existing factory hole, or wrapped around frame only. Factory transmission cross members must be used.

2) You MAY run a rod through the floor as a shifter. NO aftermarket gas pedals or shifters are allowed. Ignition switches transmission coolers, and electric fans are allowed, transmission braces NOT allowed.

3) Flush engine only water allowed in system, clear system before coming to track.

4) Exhaust may exit under the car or you may use stacks. Some type of air clean must be used.

5) Only ONE battery per car is allowed, the battery may be move to passenger's side floorboard. And securely mounted to floor, cover with a rubber mat. MUST BE BOLTED DOWN.

6) Distributor protectors and engine cradles NOT ALLOWED.

7) No Slider drive shafts 8) Any large holes in firewall or floors must be covered with tin.

SUSPENSION & REARS

1) Suspension MUST remain stock and original to vehicle.

2) Car MUST sit at FACTORY height and bounce as it would from the factory.

3) No solid suspensions. (Judge's decision is final)

4) Any 5-lug rear end. No bracing. Brackets may be modified on housing but must bolt in the stock location with factory arms. CAGES

5) 4-point cage is allowed. (Strongly Suggested) Must be 8 inches off the floor/transmission tunnel. Door bars are not to exceed the kick pan on the rear floor. FOR AND QUESTIONS OR NEED CLARIFICATION, PLEASE CONTACT: MIKE RICE @ 607-794-0424. 20 CAR LIMIT. PRE-RUN CARS OR FRAME RUST THAT NEED PATCHING.CALL AHEAD FOR CLARIFICATION