

2024 Steuben County Fair Demolition Derby

Tuesday Aug 13TH - 7 PM – Lawn mower derby- \$25 entry

Stock & Mod Lawn Mower Derby

Thursday Aug 15TH -7 PM –Limited Welds Compact Heats- \$50 Entry –

- Mini Junk \$50 entry \$500 winner

- Full Size Junk \$50 entry 100% pay back

Sunday Aug 18TH - 4 PM – Limited Weld Compact Heats \$50 entry

-Bone Stock Compact Feature **-one run** – \$50 entry
1st 800 2nd \$200

-Full Size Bumper Swap Class \$50 entry- **one run**- 1st
\$1,000 2nd \$400

Full Size Limited weld **-one run**- \$50 entry 1st \$1,200
2nd \$400

**Limited weld compact feature 1st \$2,500 2nd \$1,000
3rd \$500 ** Mad Dog \$500 ****

***25 car limit on all one run classes**

Registration closes at **6 PM** and inspection closes at **6:30 PM** Tuesday and Thursday.

Registration closes at **2 pm** and inspection closes at **3 PM** on Sunday. If you miss these times, you WILL NOT run. **The show needs to start on time.**

2023 STEUBEN COUNTY DEMOLITION DERBY RULES

Drivers must be at least **16 years of age** and will be required to supply some type of legal document for proof of age, (photo ID, birth certificate, etc.) Driver's license is not required but, 16- and 17-year-olds need to have a notarized consent waiver by parents or guardian to participate if parent is not present at the event. Driver must furnish his/her own car. **All drivers and pit crew members** must sign a liability waiver before entering the pit area or track. All drivers must attend the drivers meeting prior to demo time. **Any driver under the influence of alcohol or drugs will not be allowed to compete. No alcohol or drugs permitted in the pits.**

NEW RULES!!

Compact limited weld cars may shorten front frame to where sub frame bolts to the body. Sub frame bolt has to stay in factory location on both body and frame. Sub frame and body of car can not be attached welded or locked together by any means.

All limited weld cars pre run or fresh may have a total of 4, 4in by 4in by ¼ inch thick plates must stay in square formation.

All limited weld cars may have homemade bumpers, they can NOT be any wider than center to center wheels. Bumpers may have 4inch point over a 32inch span. **NO SHARP POINTS!!!** They may be welded on using a 4inch by 6inch 1/4-inch plate on side of frame, 1 plate per frame rail.

All limed weld cars may have solid front and rear suspension. Rear may have homemade shocks no bigger than 2inch tubing or pipe.

Limited weld full size cars may run 5 6 or 8 lug rear end as long as it doesn't strengthen the car.

All Limited Weld Cars: Driving may use #9 wire in 4 locations, driver can choose where and how to use #9 wire, but only 3 strands at each location. #9 wire locations have to be 3 inches apart from one another. No washer or tabs may be welded to frame for 9 wire to go through.

General:

1. These rules are only for FULL SIZE, COMPACT, AND JUNK RUN classes. IF ANY VEHICLE IS A 4X4 OR AWD, ONE DRIVE AXLE MUST BE DISABLED. No jeeps, trucks, vans, blazers, suburban, utility vehicles, flower cars, limousines, or carry-all's allowed in Full Size or Compact classes.
2. FULL SIZE CLASS: Any year foreign or domestic mass-produced 2 or 4 door sedan or station wagon is permitted. No Chrysler Imperials or Imperial frames 1973 or older. No open roof sedans.
3. COMPACT CLASS: Any year foreign or domestic mass-produced 2 or 4 door compact sedan or station wagon that is an originally equipped car with a 4- or 6-cylinder engine, front or rear wheel drive, under 109" is permitted. Any 4- or 6-cylinder car over 109" must be a front wheel drive "k" member car. Any questions, please call to clarify.
4. JUNK RUN CLASSES: Any SUV, van, or truck is permitted. No open roof vehicles. No 1 ton or dual wheel chassis allowed. Chassis include Full Size Trucks/Vans/SUV and Mini Trucks/Vans/SUV.
5. All cars must have an identifying number displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.
6. **STOCK MEANS STOCK!** These vehicles are to be considered stock unless specifically mentioned in these rules. No altering, swapping, welding, or manipulating parts unless specifically mentioned.
7. Drivers must hit a live vehicle every 60 seconds.
8. Drivers are required to wear a DOT approved helmet and safety glasses/goggles or face shield. Vehicle must have a functional seat belt. Drivers must also wear full length pants and footwear that completely covers feet (no shorts and sandals for example).
9. Safety is our first priority while on the grounds. There will be no tolerance of any unsafe acts. Conduct of a driver or crew member can disqualify the driver and car from the event.
10. All decisions of the judges are final. Please call/text the head official Mike Rice 607-794-0424 for any rule clarifications and questions.

Stripping/Prepping:

1. ALL unnecessary glass, plastic, chrome moldings, mirrors, emblems, and flammable materials must be removed. No broken windows in doors.
2. The car must be clean and free of loose debris in the drivers compartment and the trunk.
3. All airbags must be completely removed. Drain air conditioners and associated rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.
4. Coolant systems must be drained and flushed prior to arrival at the track. No anti-freeze allowed! Water only!

Cages & Driver Protection:

1. Cage and Safety bars are not mandatory but are recommended.
2. Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. All components of cage must be at least 5" from center of the firewall AND floor at any point including transmission and driveshaft tunnels. The rear bar may not be any further back than where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. All cage bars may be no bigger than 5"x5" except the side bars. Side bars may be c-channel up to 6". Side bars cannot go past the firewall or past the center of the rear doors. If side bars are not used, mounting places not exceeding 1/4" x6"x12" may be used on the ends of the seat bar and dash bar. All bars MUST be inside the drivers compartment except if a roof/halo bar is used. Roof bar must come off of your rear seat bar or door bars (max. 5"x5" bars or 6" c-channel). Roof bar MUST go straight across and straight up and down. Roof bar may be bolted or stitch welded with 1-inch welds in 3 places to the roof only. Non-door post cars may weld 1 post to each side of the car, centered on the door seams, 3"x 1/2" max, with no more than 4" extending down the door or onto the roof.

3. Two windshield bars or chains may be attached from the roof to the cowl area on the front windshield area only to protect the driver. Maximum size is 3" wide by 1/4" thick bar or 3/8" chain. May not extend more than 4" on roof and cowl. This may not be used as a strengthener or to keep a car from bending. No rear window bars allowed.

4. Full size and mini pickups must run some type of a metal screen behind the driver in the rear window area on all regular cab trucks, to ensure that the driver cannot place his/her arm or hand between cab and box.

Fuel Tanks & Batteries:

1. **ORIGINAL FUEL TANKS MUST BE REMOVED COMPLETELY if located behind rear axle.**

Compact cars and minivans may leave and use the original gas tank if the tank is ahead of the rear axle. Any unused tanks must be completely removed.

2. Metal fuel cells or approved marine style metal tanks are required when mounted inside of car. No gas cans or plastic tanks. Maximum capacity of fuel tank permitted is 10 gallons. Any type of liquid fuel may be used. Any fuel leaks will disqualify car from participating. Please use secure leak proof fittings and good hose clamps and make sure they are tight.

3. Tanks must be located behind the front seat and must be securely fastened with chains, bolts, ratchet straps or all 3. ZIP SCREWS ARE NOT ACCEPTABLE. Trucks may mount fuel tank in front portion of box. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the rear seat bar OR bolted to the floor sheet metal (no combinations, only exceptions are in junk run class which can do both). All fuel tank frames/mounts may be no wider than 28" and may extend to rear vertical sheet metal but must not be attached. All parts of a cage mounted fuel tank frame/mount must be at least 5" above the floor underneath the fuel tank frame/mount. Additionally, fuel tank mounts may not be used as a technical advantage on a vehicle.

4. If you run a slider drive shaft, the gas tank protector must have a 4" gap between the protector and rear sheet metal.

5. All fuel tanks must be covered with a rubber mat, a metal cover, or both.

6. You may run an electric fuel pump, but it must have a kill switch that is clearly marked.

7. Two batteries per vehicle are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We recommend metal battery box to be bolted or welded to the floor no chains. Do not use zip screws or rubber straps. No mounting batteries inside passenger seat.

Brakes & Steering:

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during the event will be disqualified.

2. Steering may be altered from the steering box to the steering wheel.

3. Steering gear box adapter plates allowed.

4. Tie rod sleeves may be strengthened or piped, but factory OEM working ends must be used.

Tires & Rims:

1. Any rubber tire, any ply rating allowed.

2. All wheel weights must be removed, including on inside of wheels.

3. Valve stem guards, variable lug centers, full weld in rim centers allowed.

4. **NO bead locks, NO steel tires, NO split rims**

Body & Frame:

1. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. **If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount.** If you choose to replace OEM body mounts, the OEM mounts may only be substituted with an actual 1" rubber hockey puck (no homemade plastic or metal spacers allowed). All mounting locations must maintain factory height. NO trimming or adding to mounts. They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced with up to 1/2" diameter bolts max. If your make and model vehicle came with bigger than 1/2" diameter body or sub frame bolts from factory (example Chrysler, Dodge, etc.) you cannot upgrade to a bigger bolt size. a washer, no larger than 1/4" x 3" x 3", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount hole inside of frame rail. No welding washers to vehicle body or frame. Core support must stay in factory location. Core support mounts may run up through hoods, but rubber spacing is still required. Do not add or relocate body mounts, all mounts must remain in their OEM factory position. K-member and sub frame mounts will be considered body mounts. Maximum size of k-member or sub frame bolts permitted is the OEM size for that vehicle. Compact cars with sub frame/k-members, trucks, and junk run vehicles may replace OEM mounts with 1" rubber hockey pucks as well. Please call if you still have any questions regarding the body mount rules.
2. Notching and pre-bending will be allowed. Do not weld notches back together. Body line "enhancing" or creasing is allowed. No wedging and lower of trunk area. Trunk lids may be cut and bent to tuck. V-tucking will be allowed,
3. Tail light panel and rear quarter panels must remain vertical. No sedagoning of station wagons prior to start of derby or for feature event. Wheel well openings may be cut and rolled up and bolted with 6 - 3/8 bolts and washers per wheel well.
4. 80's and newer/metric GM Full Size cars ONLY may weld 3/8" thick by 18" long hump plates to the outside of the frame ONLY. They must be centered on and contoured to the frame with no more than 1/2" sticking above or below frame. ***** THIS RULE APPLIES ONLY TO THE FULL-SIZE CLASS.**
5. 80's and newer/metric Ford Full Size cars ONLY (i.e., Crown Vic, Marquis, Lincoln, etc.) may "hot" tilt but MUST maintain a 6" max core support spacer. Core support body mounts may be replaced with a maximum of 6" spacer using rubber hockey pucks or no larger than 2"x2"x1/4" round or square tube. If using square or round tube it can NOT be welded to the frame and/or core support. Maximum space between the top of the frame and the bottom of the core support must NOT exceed 6" regardless of the core support mounting location. Tilting may ONLY be done at the factory crush box by cutting the crush box flap and 2 factory crush box seams, the flap and factory seams may be welded back together with a single pass of weld (max. 1/4" wide) and you may NOT use an additional metal. ***** THIS RULE APPLIES TO THE FULLSIZE CLASS.**
6. **Front frames may be shortened to the front edge of core support mounting hole. Do not relocate or alter core support mounting hole in any way.**
7. No shortening of rear frame rails. No boxing in or re-forming of C channel or Ys in frames. Openings must remain OEM size and unaltered. Rear frame rails may be chained from side to side (one chain 3/8" link max.). Chain may be bolted OR welded to inside frame rail (3/8" diameter bolt max.). Bolt cannot in any way act has a frame pin. If using welding option ONE link may be welded to inside frame rail one each side. Chain links cannot be welded together to create a bar effect.

8. Do not paint or undercoat frames inside or out. Do not grind or buff frames. No frame shaping/manipulation in front of rear humps. No frame seam welding allowed. If you rip or tear the rear hump frame seam while shaping them you will not be allowed to re-weld them back together.
9. Any frame/unibody/rocker panel/body panel/bumper/etc. may be drilled to scope inside if deemed necessary for inspection purposes.
10. All rear decking panels must be removed from station wagons.
11. Patching and rust repair to body and/or frame will be allowed only if cleared in advance by head official, and may require pictures before and after any repairs.
12. **Any frame stubbing or replacement must use EXACT same frame parts from same year or interchange year. No switching from model to model, design changes between years, or manufactures.**
13. Any questions please contact head official by either call or text Mike Rice 607-794-0424

Hoods, Trunks, Doors & Gates:

1. Hood must have at least a 10" x 10" hole near the center for fire personnel access. Hood/trunk cutout bolts may be used (max 12 per hood/trunk, no larger than 3/8" bolts and washers). If you are using a engine driven plastic fan or clutch type fan hood must cover fan and extend 6" past fan blades. No solid metal fan blades allowed. Hood may be secured in 6 spots with chain (3/8" diameter link thickness max.), wire, or bolted (max. size 3/4"). Angle iron 2" x 2" may be bolted or welded to hood and trunk lid for bolting purposes. Two of the 6 hood bolts may run down through core support mount holes, no extra metal may be added to core support or frame to accommodate these bolts. No bolt, wire, and chain combinations allowed. Chain or wire may bumper. All hoods must open on stock hinges or be removed completely for inspection regardless of cut out size. Factory hood latches must be removed.
2. Each door and trunk lid/tailgate may be secured in a total of 6 places of your choice on each panel by chain (3/8" diameter thickness link max.), wire, banding, or welding 5" on 5" off on doors, trunk lids, and wagon gates. Driver's door may be welded solid for safety purposes (3" x 3" x 1/4" straps max.). No inside body seam welding allowed. If trunk lid cannot be fully opened for inspection, a 8" x 8" inspection hole must be cut in trunk lid. Trucks may weld vertical seams (3" wide x 1/4" thick strap max.) between cab and box.
3. All body seams must be visible for inspection whether it is pre-ran vehicle or a fresh vehicle that is pre-bent.
4. **9 wire is allowed in 4 spots.** Drivers may choose how and where to put it. Only 3 strands at each location. It can go around, thru, or over frame and/or cage, use your imagination.

Bumpers, Brackets & Shocks:

1. **Any OEM Car bumper is permitted. Bumpers may be loaded. You may plate over all holes in bumper front and back with 1/8" plate max 1" overlap past hole. You may weld bumper seams.**
2. **Brackets and shocks must be used in a stock manor. Front bumper brackets may be welded or bolted up to 6" from the front of the frame rail. Any part of the bracket that is welded or bolted past 6 inches of frame rail end will have to be completely removed. If a bracket or shock is slid back or swapped from different make, no new mounting holes can be made on frame or bracket. Swapped brackets can be no longer**

than 11". Bracket or shock bolts cannot act as a frame pin. You may weld bumpers solid to shocks, brackets, and frame. We do not want bumpers falling off. You may hard nose bumper to frame, however if you choose to do so no bumper shocks will be allowed inside frame. If no brackets or shocks are used when hard nosing bumper then a 5" x 5" x 1/2" max plate may be welded to end of front frame to square off ends for bumper mounting purposes. You may also attach bumper with 1 (4" X 6" X ¼" plate) per frame rail. Rear bumper brackets may be fully welded to frame.

3. **Bumpers, brackets, shocks, and plates cannot attach to K-Frames. K-Frames must be separated from frame rail by rubber mount.**
4. Bumpers may be chained (3/8" max) or wired to car body in four places. If chain or wire pass through hood or trunk, they will be counted as tie down spots. No welding bumpers to bodies.
5. Any factory non bumper shock equipped vehicles may add 2 unaltered OEM style bumper shocks to mount bumper if you choose not to use OEM brackets. Shocks must be attached to the outsides of frame rails only nothing can be mounted between core support and frame. Follow guidelines of rule #2.
6. Max bumper height 20 inches to bottom of bumper
7. Any questions please contact head official by either call or text Mike Rice 607-794-0424

Engines, Transmissions & Drive Shafts:

1. Engine & transmission swapping between manufacturers is allowed. Do not strengthen frames or cross members with mounts. Motor mounts may be bolted or welded to engine cross member only. Compacts must use factory motor mount to core support and cannot be reinforced. One engine chain per side may be used, chain must run straight down to engine cross member. Chains cannot be attached to vehicle frame rails in any way or form.
2. **For full size only** A factory transmission crossmember may be altered in center for transmission mounting purposes. Transmission cross member swapping between manufacturers is allowed. If not using a factory transmission Crossmember a 2 X 2 square tube with (3 X 3 X ¼" tab) welded to frame may be used. Must run side to **side perpendicular** to frame. If factory transmission cross member tab is not used, it must be removed. Cross members may be bolted or welded in place. If the car is equipped with a floating crossmember and you use a different crossmember, the free floating crossmember mounts and/or legs MUST be 5" from the crossmember that you use UNLESS it's mounted to ONLY the free floating crossmember and NOT to the outside frame rail.
3. Any car with a factory aluminum cradle and rack & pinion steering can NOT swap cradles and factory rack & pinion steering must be used. If lower engine cradle is used it MUST be mounted to the aluminum cradle ONLY. 03 & up Fords can use a SMW or similar bolt in only engine mounting system, anyone who wishes to use this option MUST personally call or text Mike Rice 607-794-0424
4. Aftermarket shifters, gas pedals, brake pedal, slider drive shafts, transmission coolers, electric fans, plastic racing style fan, simple lower engine block cradles with pulley protectors (sway bar must be removed), transmission steel tail housing, pinion brakes ARE allowed.
5. Distributor protectors, transmission braces, steel or ultra bell housings, full engine cradles, mid plates, front engine plates, halos behind carb. are NOT allowed.
6. Sway bar must be completely removed if running a engine pulley protector. Pulley protector cannot be attached to any part of vehicle body or frame must be free floating.

7. Water only in coolant system. Please drain antifreeze prior to arrival at the track. No solid water tanks or barrels allowed. Aftermarket aluminum radiators are allowed. All cooling fans must be covered by hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator and cooling fan under hood.
8. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
9. Compact 4- & 6-cylinder fuel injected cars that have been converted to carburetor may run a halo type carb protector for safety purposes. Halo cannot be any wider than the intake of engine and must be attached to engine only. No part of halo can be attached to vehicle body (no kicker bars, etc. off halo).
10. All holes in firewall must be covered with tin, heavy rubber, or a fire-resistant material.

Suspension & Rear End:

1. Cars may use any factory 5, 6, or 8 lug rear end. Trucks may use any truck or car rear end 8 lug or less. Aftermarket axle shafts, pinion brake and axle savers are permitted. Rear end braces are allowed, but cannot strengthen the vehicle in anyway, **anything deemed excessive at time of inspection will be asked to be removed or you won't run.**
2. Front suspension may be raised or locked by using torsion adjustments, spring spacers, changing of coil springs, or a metal rod (1" diameter max.) from **the top of lower control arm to BOTTOM of vehicle's frame OR 2 (3 X 3 X ¼" tabs max) may be welded from each side of upper control arm straight down to spring pocket or frame on each side of vehicle. One on the front side and one on the rear side. Tab cannot extend past the control arm mounting bracket. If rod option is used, rod may not overlap side of frame.** No combinations of rod and tab allowed. Front control arms and spindles may be interchanged between manufacturers provided no extra metal or welding needed to add them to vehicle. Ball joints must be OEM or equivalent. No front suspension conversions will be allowed on 03 and newer Ford's EXCEPT you may swap spindles and ball joints only from another car. All other components (steering and suspension) must remain 03 and newer OEM stock.
3. Rear suspension may be locked. One loop of chain (3/8" diameter link max.) per side in rear is allowed. Chain must extend straight up and down from rear end housing to package tray area or you may weld ONE chain link (3/8" max link diameter no link longer than 1 1/2) to the inside of rear hump and go straight down and loop around rear end housing one chain loop per side. Chains cannot go around body or frame. Factory leafed vehicles must have factory spring packs with correct step downs (minimum 2" step). You may add 4 additional clamps per spring pack. Clamp material may not exceed 2" x 5" x 3/8" with 2 3/8" bolts per clamp.
4. Shocks may be clamped or stuffed with rags. Homemade shocks allowed. Rear shocks may be sleeved with pipe but pipe may not be welded to frame of vehicle no bigger than 2"x2".
5. Watts Style suspension car's may be converted to Catskill fabrication, or ZTR brackets but you must use OEM trailing arms for that make of car (example Ford to Ford, Chevy to Chevy etc.). No homemade, ZTR style or Catskill fab trailing arms. Upper trailing arm bracket mounting plates cannot be any larger than 6" x 6" and must be bolted to the original package tray area. Lower trailing arm bracket cannot be any larger than 4" x 4" and must be mounted at least 4" away from any portion of rear package tray. Lower bracket may be welded to frame by two 2" long welds, or by bolting them with two 1/2" diameter bolts. Bolts cannot go through both sides of frame and act as a frame pin. No bolt weld combinations.
6. Trailing arms may be altered for pinion angle, and replace with 2-inch by 2-inch tubing.

STEUBEN COUNTY FAIR DEMO ENTRY

STEUBEN COUNTY FAIR GROUNDS- BATH NY

Tuesday August 13TH 2024 7pm

- Stock & Modified Lawn Mower Derby

Thursday August 15TH 2024 7pm

Heats- Limited Weld Compacts, Mini Junk & Full-Size Junk

August 18st 2024 4pm Heats- Limited Weld Compact Heats, Bone Stock Compact

Feature, Full Size Bumper Swap Feature, Limited Weld Compact Feature & Full-Size Limited Weld Feature

****ONE VEHICLE PER ENTRY FORM ****

CAR # _____

NAME _____ AGE _____

DATE OF BIRTH ____/____/____

STREET _____

CITY _____ STATE _____ ZIP CODE _____

PHONE# _____ CELL# _____

EMAIL ADDRESS _____

I HAVE READ THE RULES AND WILL ACCEPT THE DECISION OF THE JUDGES AS FINAL. I ELECT TO USE THE TRACK IN ITS PRESENT CONDITION. DATE _____

SIGNATURE _____ PLEASE

INDICATE WHAT TYPE OF VEHICLE YOU WILL BE ENTERING YOU MAY PICK YOUR OWN NUMBER BUT IT WILL BE ON A FIRST TO REGISTER BASIS. REGISTRATION CLOSES ON TUESDAY AND THURSDAY AT 6PM AND TECH INSPECTION CLOSES AT 6:30PM (NO EXCEPTIONS). SUNDAY REGISTRATION CLOSES AT 2 AND TECH INSPECTION CLOSES AT 3PM (NO EXCEPTIONS).

ONE VEHICLE PER ENTRY FORM (mark below which vehicle this entry is for:

MINI JUNK:

Mini Junk _____ Bone Stock Compact _____ FULL SIZE JUNK: _____ Limited Weld Compacts

_____ Full Size Bumper Swap _____ Full Size Limited Weld: _____ CIRCLE DEMO DAY Lawn

Mower _____ TUESDAY THURSDAY SUNDAY Entry fee: All Classes \$50.00 to enter LAWN MOWER \$25

MAIL ENTRIES WITH PAYMENT TO: STEUBEN COUNTY FAIR GROUNDS TECH QUESTIONS call MIKE RICE 607-794-0424 15 EAST WASHINGTON STREET BATH, NY 14810 ALL OTHER INQUIRIES OR TO MAKE A CREDIT CARD PAYMENT call FAIR OFFICE 607-776-4801 OFFICE USE ONLY: _____ PAID _____ UNPAID

FORM RECEIVED BY: _____ DATE: _____

2024 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. Lip guards are legal, no bead locks!
- 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.
- 3) Welding and lowering of trunk area are NOT allowed. Trunk lid can be cut or removed. Quarter panels may be creased.
- 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 peer 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

2024 Steuben County Bone Stock Compact Class Rule

GENERAL

- 1) COMPACT any year, foreign or domestic, mass-produced 2 or 4-door hardtop or station wagon is permitted. No open roof cars.
- 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) Trunk lid can be cut or removed. Quarter panels must stay stock. May crease body lines.
- 3) Do not paint or undercoat frames. Inside or out, do not grind or buff 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 peer vertical seam with a max 3/8 chain or #9 wire(3 strand max per location) 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).
- 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: MUST REMAIN STOCK.** NO welding seams or reinforcing bumpers. Bumper ends may be trimmed. **NO WELDING BUMPERS!**

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

2024 Steuben County Stock Lawn Mower Derby Rules:

1. All drivers Must be 16 years of age or older with parent consent.
2. Lawn Mowers must be shorter than 36 inches (measured at top of hood) and be less than 25hp
3. No zero turns
4. Engine must be factory lawn mower engines such as *Briggs & Stratton, Tecumseh* and *Onan*.
5. TRANSAXLES MUST BE FACTORY Mower type nut. Welding type spider gears are permitted
6. Lawn mowers must be belt driven
7. A back seat bar is allowed. This is to protect the back of the driver seat. This bar may be mounted to the leg protection structure or the rear bumper, but must NOT protect the rear wheels in any way!
8. All mowers must run a factory hood and fenders and have the hood either screwed or welded down to dash panel around driver's area. (If hood is fiberglass, you can make one out of sheet metal only, but must be the same size as the fiberglass one.)
9. Mowers must have good brakes, also forward and reverse gears must work at the start of heat
10. The gas tank must be secured and have a cap on it. (If any gas at all is leaking you will be asked to shut down.)
11. **Leg guards** are mandatory and must be bolted and/or welded from rear fender to front foot rest or frame.
12. A rear bumper is permitted, but it is not allowed to extend more than 4 inches out and it must be no wider than center of tire to center of tire Also no spikes or sharp edges allowed. (Bumper can be homemade with a I/H beam or sq. tubing.)
13. A front bumper is permitted but not allowed to extend more than 4 inches out from front frame. May run center of tire to center of tire. Bumper may be welded on with 1/4 (quarter) inch metal 6 inches down side of frame.
14. **Bumpers can be no bigger than 2"x2"**
15. All mowers must use lawn mower type wheels; tractor threads and cut tires will be permitted, but no tire chains or dual wheels will be allowed.
16. Mower deck must be removed.
17. All headlights and any other glass and plastics must be removed before you enter the pits.
18. Batteries must be removed from mower and only used to jump start the mower before the heat begins. If pull start is used, driver will not be permitted to restart engine during heat.
19. Roll-over driver is out if heat. Also, if a driver touches the ground with a hand or foot, driver is out of heat.

20. For safety, if mower does roll over, drivers must stop and wait until that driver up-rights his/her mower and gets off track.
21. Put your number on each side of the mower or helmet so we can track the winners.
22. May run spark plugs and carb protectors as long as they hook only to the motor and not the frame.