

2022 Tioga County Fair Demolition Derby Rules

The Demolition Derby sponsored by the Tioga County Agricultural Association, Inc. (hereinafter "Tioga County Fair" and/or "Fair") is designed as an unusual spectator attraction. Every entrant is subject to the following rules and regulations in the interest of safety and equal competition. Tioga County Fair does not imply or guarantee safety. Total responsibility for inspection of car and rule compliance is by the owner\driver, not the Tioga County Fair.

DRIVERS ENTRY: Entrants in the derby are not employees of the Tioga County Fair, but are voluntary participants and assume all related responsibilities.

- Drivers must be at least 18 years of age and have proof of age.
- Drivers must sign liability waiver to participate.
- All drivers must supply their own car and set it up according to the rules. Entry is limited to 1 car per event per night.
- Drivers must wear a SNELL or DOT approved helmet and some form of eye protection at all times while on the track. If you remove helmet, you will be disqualified.
- Drivers must wear a safety belt, helmet, and eye protection at all times while on the track. If removed, you will be disqualified.

CONDUCT: Any driver or crewmember not obeying the rules will be disqualified. Drivers are responsible for the actions of their crewmembers. No profane language or obscene gestures.

ALCOHOLIC BEVERAGES ARE PROHIBITED ON THE FAIRGROUNDS. THIS INCLUDES THE DEMOLITION DERBY, INFIELD AND PIT AREA; VIOLATION BY ANY CREW MEMBER MEANS DISQUALIFICATION OF A CAR AND PIT PASS FORFEITURE.

SPEED LIMIT: A maximum speed limit of 5 MPH MUST be obeyed at all times in the pit area, parking lot and driveway (equal to a fast walk pace).

SAFETY AND CAR SPECIFICATIONS: Undetected or unobserved items escaping detection during inspection does not make them legal. Any exception to the rules will be called illegal. If it is not a rule, that does not mean you can do it.

PROTESTS: For anyone wanting to protest a vehicle, there will be a \$250 cash protest fee. Half will go to the Fair, half will go to the winner of the protest.

INSPECTIONS: Officials have the right to inspect a car at any time. Inspection area is limited to the inspectors and driver ONLY.

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2022 Classes:

Stock Compact, Limited Weld Compact, 1980 and newer V8, Limited Weld Full size, Compact Truck/minivan, Full-Size Truck/van, Bone stock V8, Ancient Iron, and Juniors (ages 15-17; Friday only).

80 + Newer: American made midsize or full size stock hard top automobiles and station wagons manufactured from the model year **1980 and newer ONLY** are allowed. **NO EXCEPTIONS WHATSOEVER!!!** VIN MUST BE ATTACHED TO VEHICLE. No four-wheel drives will be allowed. **Heats and feature SATURDAY if over 16 cars, otherwise one and done)**

Limited Weld-Full-size cars: American made stock hard top automobiles and station wagons are allowed; including imperials. No four-wheel drives will be allowed. **Heats and feature FRIDAY (unless under 16 cars then one and done)**

Stock Compact: Cars classified as compact (fwd. or rwd.) with a uni-body construction and that started life with a 4-cylinder gas engine will be allowed. 6-cylinder uni-body Front wheel drive. 108" wheel base or less only for whole class **HEATS F AND FEATURE Friday**

Limited Weld Compact: Cars classified as compact that are fwd. or rwd. With a uni-body construction and 4 or (6cyl FWD ONLY) engine with a wheel base of 111" or under. **HEATS I AND FEATURE SATURDAY**

Compact trucks/minivan: Class is open to small trucks or SUV. They are to be two wheel drive or four wheel drive with only one axle driving. Any 4 or 6 cylinder, foreign or domestic minivan. No diesels, No "hybrid" vehicles, no plastic bodied vans like Luminas/ transports, etc. No panel vans. 4 wheel / all wheel drives may be used if one axle is disabled, (only one axle can drive) **ONE AND DONE FRIDAY (20 vehicle cap)**

Full-size trucks: Class is open to ½-1 ton Chassis cabs pickups, suv or vans. NO COMMERCIAL CHASSIS They are to be two wheel drive or four wheel drive with only one axle driving **ONE AND DONE SATURDAY(20 truck CAP)**

Bonestock V8: American made stock hardtop automobiles and station wagons are allowed. **Must be a car only!!!** NO minivans or SUV regardless of how it is titled!!!! Excluding imperials **ONE and DONE FRIDAY (20car cap)**
JUNIORS: Can be 80's and newer -OR- old iron cars, NO IMPERIALS! Must be built to the 80s & newer rules.

NO EXTRA ANYTHING ALLOWED. If it isn't in the rules, that doesn't make it legal.

For any situation that may arise the Tioga County Fair will make the final call.

For rule questions or approval call Darren Bradford (570)404-0121 or Marty Baker (570)404-3374.

All entries must be there no later than **6:00 pm** for inspection.

Any entry received after 6:00 pm will be charged an extra \$25 late fee on top of the normal \$35 entry fee.

This will allow us to get the derby started on time. Please understand and be respectful.

All individuals under the age of 16, not participating in the derby are not permitted in pit/track area.

ALL persons (adult, child or senior) who enter the track road must purchase \$20 pit pass which does not include

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carnival rides at the fair.

STOCK CLASS-Compact

Stock Compact: Cars classified as compact (fwd. or rwd.) with a uni-body construction and that started life with a 4-cylinder gas engine will be allowed. 6-cylinder uni-body Front wheel drive. 108" wheel base or less only for whole class

Vehicle must remain factory other than the modifications specified below

NO WELDING OTHER THAN THE Drivers DOOR, BUMPER AND CAGE. NO EXCEPTIONS

SPECIAL NOTE: PLASTIC BODY SATURNS MUST REMOVE ALL PLASTIC BODY PANELS... YOU MAY PUT SHEET METAL ON DRIVERS DOOR ONLY

No aftermarket parts (shifters, steering, pedals, coolers, etc.)

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS... Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

Windshield bars-You MUST install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW bars, straps are to be a thinner material that can easily be cut by the fire dept if there is an emergency situation. Gas tank strapping, chain or trunk rod are all good choices. NO angle iron or t-post will be allowed

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be completely factory stock and in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. no fan style coolers.

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No foam filling or loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. No bead locking or protector style rim allowed. No valve stem protectors. You may use the 6" wheel centers for bolt pattern changes.

Front and rear Trailer hitches are to be completely removed.

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NO rear window bar

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar **MAXIMUM LENGTH 60"**. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. Side bars may be up to 6" c-channel for flat mounting. Seat and Dash bar can be no larger than 4" diameter. A fifth bar may be used of same size material to run from front bar to back in center. Attaching to the car may only be done on the sides, **NO** mounting to the floor or roof. Gussets 2"x2" **MAX SIZE** may be used at all welded connections and cannot be any farther than 8" from the corner on both sides but can only be welded to the protection area. **NOT** to the car body itself. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... **NO EXOSKELETONS**...All bars will be placed **WITHIN** the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. Nothing can go from halo to dash bar, **NO EXCEPTIONS**.

HOOD: Must have a hood with a hole minimum of 12" x 12" cut over the carburetor in case of fire and be tied down after inspection with wire (6) spots total. Do not use chain or angle iron!

GAS TANKS: Tanks may be left in the vehicles stock location providing it is in front of the rear axle. OR A marine style or equivalent fuel cell may be installed in the rear passenger compartment and fastened down securely. (If using fuel cell factory fuel tank must be completely removed!!) All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. **NO PLASTIC** boat tanks will be allowed. Homemade fuel cells, **MUST BE:** 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! Tank **MUST** be covered with a splash shield!! **NO EXCEPTIONS!!!**

Gas Tank Protectors: Can be used if running aftermarket tank. Protectors must attach to **CAGE ONLY!!!** Protector will be no larger than 24" outside and made of maximum 4"x ¼ inch material. 8-inch gussets can be used on the protector. This is a **FLOATING** style protector. Bars may not go to the halo or frame. May not be welded or bolted to floor and must be 5" from all sheet metal

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. **ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE** if maintaining stock tank factory lines may be used if in good condition if you have a fuel leak you will be disqualified

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured tight and covered or metal box mounted to cage

DOORS: driver door can be welded 3 patches per vertical seam exterior only with 3"x3"x1/8". If not using a cage a

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length of 2" angle iron may be welded to the driver's door no higher than the bumper and no more than 2" past either door seam. All other doors you are to use (3) spots per vertical seam of wire, cable, chain (5/16" max), and seat belts tied are all also acceptable for all doors. If ANY door comes open car is disqualified. You may use a 1/8" thick door skin on driver's door ONLY! 2" max overlap onto fender and rear door or quarter.

TRUNKS, HATCHES, TAILGATES: Even if vehicle is considered a 5 door the rear trunk, hatch or tailgate Must be tied securely with cable, chain(5/16" max), seatbelt, or wire ONLY (6 spots total)!

ENGINE: NO Engine swaps may be done. ALL mounts must remain factory. You may add a chain to each mount 5/16" max. **NO ENGINE CRADLES, DISTRIBUTOR PROTECTORS, TRANS BRACES or SLIDER DRIVESHAFTS.**

FRAMES: NO FRAME ALTERING OF ANY KIND ALLOWED!! Except you may notch rear frames but cannot pre-bend. No Fix it plates.

Steering: all aspects Must remain stock and unaltered

BODY MOUNTS: NO BODY MOUNT MODIFICATIONS ALLOWED!

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may remove or cut trunk lid Quarter panels must remain in original position **NO BODY CREASING, WEDGING OR CANOEING OF THE TRUNK ALLOWED IN STOCK CLASS.**

SUSPENSION: NO SUSPENSION MODIFICATIONS ALLOWED! Must be free floating as it was from the factory.

BUMPERS: MAY ONLY USE A FACTORY AUTOMOBILE BUMPER OR A PIECE OF 2"X4"X1/8" SQUARE TUBING WITH ENDS CAPPED and 3/4" hole in each end. All bumpers may only extend from center of tire to center of tire nothing wider. We will allow them to be welded to the frame with a 4"x 1/4" plate (only 1 plate per rail) to secure them or you can use the original factory bumper shocks for that vehicle mounted as they were from factory. If using the plate there must be a maximum of a 1/2" hole in the frame for inspection if you cover the holes make a new one **ONE OR THE OTHER mounting options NOT BOTH.** No stuffing or seam welding of bumpers will be allowed, **BUMPERS MUST HAVE INSPECTION HOLES ON ALL FOUR SIDES. ONLY OEM bumper maximum height 20" to bottom of bumper.** These WILL be measured and scoped so please make sure your measurements are correct. Each bumper must be chained or 9 wired(double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

No #9 Wire before the heat (except to close hood doors and trunk). from heat to feature you may add two spots of 4 strand 9 wire. 9 wire may not go from frame to cage or halo

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Bone Stock (Old School)

Bonestock V8-American made stock hardtop automobiles and station wagons are allowed. NO MINIVANS OR SUVS NO imperials

Stripping-cars must be completely stripped(glass, fiberglass, plastic, AIRBAGS, chrome, interior, handles, latches etc.((anything that is flammable or may come off and inbed into track)) NO ANTIFREEZE WATER ONLY IN COOLING SYSTEM(follows same rules as other classes) Two windshield straps must be installed 2" above or below windshield line max(chain, #9 wire, fuel tank straps. Lighter material) (follows same stripping rules as other classes)

This class is open to any year RWD or FWD v8 or v6 (except the exclusions below) or fwd. v6 108" or larger wheelbase. NO Imperials, Hearses, limos, ambulances, trucks, truck frames, Minivans or suvs,4WD or AWD. If you have any questions on vehicle selection please asks. NO FRAME SWAPS

NO WELDING!!!!!!(Other than driver's door and cage)

Doors/hood/trunk- You may weld the driver door solid outside vertical seams only with a maximum of 3"x1/8" plate. You may also use a 1/8" door skin on drivers Door ONLY!! Max 2" overlap onto fender and rear door/quarter. All other doors may be wired or chained in 3 spots per vertical seam with up to 2 double strands of #9 wire or 5/16" chain max... No washers welded to sheet metal for wire to pass through. Hoods and trunk may have 6 spots total. (Your choice of location) Trunk may be cut in half. NO tucking. All door/trunk/hood wiring must be done sheet metal to sheet metal ONLY may not go to or around frame. Hood must have a 12"x12" hole cut over the carb.

Battery- Move and securely mount battery to passenger floor (2 max) (follow same rule as other classes) (must be covered with rubber mat)

Fuel system-Move fuel tank to rear seat area (no plastic tanks) MUST MOUNT SECURELY (follow same rules as other classes) All lines must be ran inside driver compartment and covered. Must be steel or high pressure rubber. If Fuel injected or using electric fuel pump you must have a separate and clearly labeled shut off switch.

Controls-Factory shifter or simple rod. Factory pedals—NO AFTERMARKET you may make a homemade style shifter utilizing a piece of all thread from shifter to trans, small piece of angle iron to mount to floor, a shift handle and a pivot bolt. Do not push this THINK OLD SCHOOL!

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NO AFTERMARKET OR FABRICATED PARTS(this includes cradles, protectors, braces, drive shaft, steering, tie rods, bumpers, mounts or anything else that did not come factory to the car you are running)

Bumper-Any unaltered OEM car bumper may be used. However it must be bolted (3/8" MAX) on as it was from the factory and/or can be welded to the bracket or shock to prevent loss of bumper). Shock may be welded to prevent collapse. Must remain in the factory location. No swapping/adding/altering of shocks or brackets. They must remain factory, in factory position and how they were from the showroom floor. NO WELDING other than what is specified each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

Wheels and tires-Street or snow tires-DOT tires only. No ags or skids. Remove all wheel weights, you may use small weld in centers for bolt pattern changes (do not push this!!) NO protectors, NO bead locks NO liquid or foam filling. NO Solid tires NO studded tires. NO wheel only.

Body-NO body creasing, No body mount, bolt or spacer modifications or relocations, wheel wells may be trimmed and rolled for clearance however may NOT be welded/bolted/glued back together.

Engine/transmission-Make to make swaps only. You may run a homemade trans cooler without fan (ice box style). Must use factory mounts for both engine and transmission (no welding or altering of mounts without prior approval) must use factory transmission crossmember and it must be bolted (NO WELDING). 1 engine chain (3/8" max size) per side bolted to engine and crossmember in one spot only. Stacks will be allowed. Carb conversions of efi will be allowed. NO ALCOHOL. NO built engines/transmissions/rears—Engine/Car Claimer- If you win and another contestant feels that your car is illegal they may put up 500.00 to claim your engine(Long block-no intake carb, stacks or starter) or 1000.00 to claim complete car. IF you win and do not accept claimer you will be DQ, lose your trophy and prize money. This class is meant for an entry level/low budget class.

Rear-factory rear swaps can be made to make ONLY NO 8 Lug!! You may weld center to make posi

NO ADDED STEEL ANYWHERE— WHATSOEVER

Cage-A 4 point cage can be added inside drivers compartment for safety. May only weld sheet metal to sheet metal. 60" max length side bars 6" c channel max, dash bar 4" max, seat bar 4" max. must be 5" from firewall, floor and trans tunnel. Back bar may be no farther back than

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where the kick panel meets the rear seat. May use only Dash and seat bar however if doing so must have a 6"x6" plate where bars meets sheet metal so nothing can protrude out of side of car. (Follows same rules as other classes however NO FUEL TANK PROTECTOR OR ROLL OVER BAR.)

Brakes and Steering- Must have working brakes. Must be factory stock!! NO PINION BRAKES Factory unaltered steering!!! (Exclusion-you may remove rubber from joint at box and bolt or weld the factory flanges where rag was) no reinforcing of steering components.

Suspension-Must be completely factory. Rear-You May stiffen shocks with rags, pipe or use coil over shocks. Front- you May use twist in coil spring spacers to gain height. You may also weld shock shaft to shock body to prevent collapse THATS IT!

FRAME-NO WELDING NO SWAPPING. NO PLATING. You may notch or dimple rear frame in (1) spot per rail no farther than 12" from end of rear frame (do not weld back together). No chaining or dimpling of humps. Nothing else can be done to frame whatsoever. NO fix it plates

STOCK MEANS STOCK-if it doesn't say directly above that you can do it...YOU CAN'T....

Judges and officials decisions are FINAL!!!

SAFETY SAFETY SAFETY- MUST FOLLOW ALL SAFETY RULES SET FORTH FOR ALL OF THE OTHER CLASSES.

Rust- any and all rust repair you must send pictures and must be preapproved or you will not run.

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Limited Weld Fullsize

Limited Weld-Full-size cars: American made stock hard top automobiles and station wagons are allowed. Imperials are now allowed!!! no four-wheel drives will be allowed

Vehicle must remain factory other than the modifications specified below

Aftermarket parts allowed: up to 1" cradle, Pulley protector, Carb protector, trans brace, braced rear, pedals, shifters, trans coolers, steering, brakes, wheels.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid filling of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. ANY STYLE WHEEL. you may use full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

Window bars- Rear 6"x6" mounting plates 2"x2" bar can only be welded on to first 6" of roof. Must go down and be centered over the trunk/speaker deck seam only cannot be attached to anything else. Must be 1" space minimum between rear window bar and tank protector!!

Front- may be 2"x2" running from halo to dash bar. May NOT be in front of Dash bar. May bolt through the roof in 2 spots (1 bolt per spot) ½" bolt max if opting out of the heavier bar You MUST install two smaller safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car.

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Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Side bar may run from firewall to package tray. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 4" diameter, except side bars may use up to 6" c-channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle. **(Allowed 2 vertical down legs...see frame section)**

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. IF using angle the Opening must be at least 2'x2' to allow us to extinguish any fire. Other methods may have a minimum of 12"x12" holed over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots **ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!**

Doors: Must be welded and or tied securely with cable or chain. ALL Exterior door seams may be welded. Interior front door vertical seams may be welded. You are allowed to use flat steel over the seams up to 3"x 1/8" You may use a 1/8" door skin over driver's door ONLY! Max 2" overlap onto fender and rear door/quarter if **ANY door comes open car is disqualified.**

GAS TANKS: ALL tanks are to be removed from the vehicles stock location, NO EXCEPTIONS!!!! A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered); tank shall be installed in the rear passenger compartment **and fastened down securely.** All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! **MUST BE COVERED WITH A METAL SHIELD!**

Gas Tank Protectors: Can be used. Protectors must attach to back bar of CAGE ONLY!!! Protector will be no larger than 24" on the outside. Made of 4"x ¼ inch material. 8-inch gussets can be used on the protector. You may run one bar per side up to 2" diameter per side to the halo. May touch floor but may not be welded or bolted to floor, frame or sheet metal.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL

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LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage

ENGINE: Swaps may be done; you may use engine cradle (including full cradle) (**1" maximum thickness**), distributor protector, pulley and carb protectors as long as they do not strengthen frame in any way. PP cannot touch frame, cross member or sway bar. Distributor protector must be 5" or greater away from dash bar. Nothing can run from Distributor protector (or any parts of cradle, engine or transmission) to dash bar or front window bar. Trans crossmember may be altered to allow other make engines and transmissions to be installed you may use a 4" long piece of 3"x3" angle iron welded to frame on each side no more than 12" from factory location as the crossmember mount. You may use homemade crossmember no larger than 2"x2" hollow round or square material Slider drive shafts and transmission braces are allowed.

FRAMES: Tilting frames and pre-bending will be allowed. NO ADDED MATERIAL. Frame changes allowed make to make only (i.e. Chrysler to Chrysler, etc.) Front frame may be shortened up to core support Core Support must remain in stock location No shortening between firewall and radiator support. Factory frame seams may be re-welded single pass firewall forward NO added metal. Do not fill holes or make new seams. You may notch or dimple rear section of frame, notch must NOT be welded together.... also, no undercoating or painting frames. No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed NO kickers. You may run (2) vertical down bars from cage to frame. up to 3" material. must be vertical and attached to side bar only 1 per side.

Fix it plates on pre-ran cars may only be a maximum of 4"x 6"x 1/4". Cars that have ran multiple shows may have 8 total. plates and welds must NOT touch (1/4" gap between). Must be mounted flat on outside of frame. No pinning of frames with Fix it Plates! Fresh Cars may run up to 4 fix it plates. All fix it plates must be painted Red. DO NOT ABUSE THE FIX IT PLATE RULES!!!

SUSPENSION: Rear- Coil springs and attachments may be replaced with leaf springs, no welding on spring pack. If doing a leaf conversion, you must remove all components of the original suspension (control arms, coil springs, etc. one or the other not both). Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4"x 6". Leaf springs up to (7) 1/4" thick springs 2.5 inch wide, (no reverse arch) flat sprung ok. Watts link conversions are acceptable. If doing so replacement (rear) control arms may be constructed of 2"x2"x1/4" hollow tubing (round or square) ONLY. You may swap rears between manufacturers must be passenger car or truck. No more than 8 lugs. rear braces allowed but must not strengthen the frame in any way.

Front-Sway bar-may be removed, or you can remove rubber bushings and bolt or weld solid to both frame and control arms, but it may NOT be welded or bolted to engine cradle or pulley protector in any

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way. Ride Height: 20" to bottom of bumper MAX 15" Minimum. you may use homemade or aftermarket front control arms and spindles. You may lock suspension to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod to do so it must be 1" maximum diameter.

Hump plates: 24" of plate allowed ¼ inch thick maximum material and can be no wider than the width of the frame, **HUMP PLATES ARE FOR THE REAR OF A VEHICLE ONLY AND MUST BE CENTERED OVER AXLE.**

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve. You may also use aftermarket tie rods.

BODY MOUNTS: all body mounts must remain in factory position. Only 4 extra 3/4-inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. You may change original hardware to 3/4" diameter bolts; you may remove body spacers and/or add hockey pucks/steel spacers and use **FREE FLOATING** washers or plates with maximum 5" diameter. A maximum of 8" body spacing will be allowed at radiator support constructed using hockey pucks or a maximum of 2" hollow square or round tubing and threaded rod or bolts (Spacer may be a maximum of 8" and spacing the same) no exceptions. DO NOT relocate factory frame tabs. Bolts and threaded rod (1" MAX) may go thru the hood in those two spots only.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use (5) bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams. You may reskin driver's door only, up to 1/4" thick may not exceed where the 3" door weld strapping is. REAR window bar is ok (6"x6" plate on both roof and trunk, no more than 2" material as bar.)

TRUNKS, HATCHES, TRUNK: may be tucked but not welded to floor. You may body crease and canoe (must be 2" or greater from trunk floor). NO WEDGING!! Quarter panels must be vertical and in original location. May be patch welded or use wire/chain. a 10x10 inspection hole is needed for inspection. Patches 3" x 3" x 1/8" thickness 3" on 6" off.

Bumpers: You may load Factory bumpers (all work must be done on the inside and it **MUST APPEAR FACTORY FROM OUTSIDE**) you may seam weld and you may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from **FLAT HOLLOW** type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may NOT add a point to a homemade bumper! Purchase bumpers dec,ski,smw wtc may be used with a maximum point 5" from front of bumper but the point must angle out from the center of the point to the outside of the frame rails or a minimum of 36" at base of point (whichever comes first) **NO EXCEPTIONS!!** All homemade bumpers must also be capped on the ends so there are no open ends. You may also use DEC, SKI Inc and other manufactured bumpers that fit within these parameters. NO Pointed rear bumpers at all!!

Bumper Mounting: **NO BUMPER SHOCKS ANYWHERE WHATSOEVER!!!!.....** Y-frame Chryslers may close BOTH sides of the Y, with a patch of equal thickness material as the frame itself (top or bottom) may not go any farther than 4" past the radiator support or follow option below:

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You may Hardnose. You may Use a 12" piece of ¼" steel. 1 per rail only on outside of rail Top, bottom, inside or outside. Cars without bumpers must have no projecting mounts or frame projections bumperettes must be removed. All bumper mounting must be EXTERNAL only. Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

#9 wire may be used 4 strand maximum in 4 spots before the heat. may not go from frame to cage or halo. It may not go from frame to cage or halo (rollover bar) however. From heat to feature you may add unlimited 9 wire that may not go to cage or halo.

Limited Weld Compact

Limited Weld Compact-cars classified as compact that are fwd. or rwd. With a uni-body construction and 4 or (6cyl FWD ONLY) engine with a wheel base of 111" or under.

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Vehicle must remain factory other than the modifications specified below

SPECIAL NOTE: PLASTIC BODY SATURNS MUST REMOVE ALL PLASTIC BODY PANELS... YOU MAY PUT SHEET METAL ON DRIVERS DOOR ONLY

Aftermarket parts allowed: cradle, Pulley protector, Carb protector, trans brace, pedals, shifters, trans coolers, steering, brakes, and wheels.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights Any Style wheel OK. you may use full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

Rear window bar-6"x6" mounting plates 2"x2" bar can only be welded on to first 6" of roof. Must go down and be centered over the trunk/speaker deck seam only cannot be attached to anything else. Must be 1" space minimum between rear window bar and tank protector!!

Front Window bar- 2"x2" may go from halo to dash bar. May not be in front of dash bar May bolt through roof in two spots (1 bolt per spot ½" max) if opting out of the heavy bar You MUST install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW straps are to be a thinner material.

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before

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ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar MAXIMUM LENGTH 60". Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 4" diameter, except side bars may use up to 6" c-channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. 2" Gussets may be used at all welded connections but can only be welded to the protection area. Gussets must be withing 8" from corner on both sides. can NOT be welded or bolted to the car body itself. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. Nothing can go from halo to dash bar, NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. Must have a minimum of 12"x12" holed over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!

Doors: Must be welded and or tied securely with cable or chain. ALL Exterior door seams may be welded. You are allowed to use flat steel over the seams up to 3"x 1/8" If ANY door comes open car is disqualified. You may reskin driver's door up to 1/8" 2" overlap onto fender and rear door/quarter.

GAS TANKS: ALL tanks are to be removed from the vehicles stock location, NO EXCEPTIONS!!!! A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered); tank shall be installed in the rear passenger compartment and fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to back bar of CAGE ONLY!!! Protector will be no larger than 24" on the outside. Made of 4"x ¼ inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. 1 Bars (2") may go to the halo per side. May touch floor but may not be welded or bolted to floor, frame or sheet metal.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL

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LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage

ENGINE: Swaps may be done; you may use engine cradle (including full cradle) (1" maximum thickness), distributor protector, pulley and carb protectors as long as they do not strengthen frame in any way. PP cannot touch frame, cross member or sway bar. Distributor protector must be 5" or greater away from dash bar. Nothing can run from Distributor protector (or any parts of cradle, engine or transmission) to dash bar. Trans crossmember may be altered to allow other make engines and transmissions to be installed you may use a 4" long piece of 3"x3" angle iron welded to frame on each side no more than 12" from factory location as the crossmember mount. You may use homemade crossmember no larger than 2"x2" hollow round or square material Slider drive shafts and transmission braces are allowed.

FRAMES: Front frame may be shortened to core support however core support must remain in stock location ***No shortening between firewall and radiator support.*** Factory frame seams may be re-welded single pass firewall forward NO added metal. Do not fill holes or make new seams. You may notch or dimple rear section of frame, notch must NOT be welded together.... also, no undercoating or painting frames. No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed NO kickers.

Fix it plates on pre-ran cars may only be a maximum of 4"x 6"x 1/4". Plates and welds cannot touch. must be mounted flat on outside of frame. Cars that have ran multiple shows may have 8 total. Fresh cars may have 4 fix it plates. DO NOT ABUSE THIS ALL Fix it plates must be painted RED.

SUSPENSION: Rear Coil springs and attachments may be replaced with leaf spring. If doing a leaf conversion, you must remove all components of the original suspension (control arms, coil springs, etc. one or the other not both). Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4"x 6". Leaf springs up to (7) 1/4" thick springs 2 1/2 inch wide, (no reverse arch) flat sprung ok. You may swap rears between manufacturers must be passenger car Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded or bolted to engine cradle or pulley protector in any way.

Ride Height: 20" max to bottom of bumper 15" minimum front control arms and spindles. You may lock suspension to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod to do so it must be 1" maximum diameter.

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve. You may also use aftermarket tie rods.

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BODY MOUNTS: all body mounts must remain in factory position. Only 4 extra 3/4-inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. You may change original hardware to 3/4" diameter bolts; you may remove body spacers and/or add hockey pucks/steel spacers and use FREE FLOATING washers or plates with maximum 5" diameter. A maximum of 8" body spacing will be allowed at radiator support constructed using hockey pucks or a maximum of 2" hollow square or round tubing and threaded rod or bolts (Spacer may be a maximum of 8" and spacing the same) no exceptions. DO NOT relocate factory frame tabs. Bolts and threaded rod (1" MAX) may go thru the hood in those two spots only.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use (5) bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Quarters and panels must remain in original position NO wedging you may body crease and canoe. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams.

TRUNKS, HATCHES, TRUNK: may be tucked but not welded to floor. May be patch welded or use wire/chain, if welded a 10x10 inspection hole is needed for inspection. Patches 3" x 3" x 1/8" thickness 3" on 6" off.

Bumpers: You may load factory bumpers (all work must be done on the inside and it MUST APPEAR FACTORY FROM OUTSIDE) you may seam weld and you may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from FLAT HOLLOW type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may NOT add a point to a homemade bumper. You may run an aftermarket bumper with a maximum 5" from front of bumper but the point must angle out from the center of the point to the outside of the frame rails or a minimum of 36" at base of point (whichever comes first) You may also use DEC, SKI Inc and other manufactured bumpers that fit within these parameters. no pointed rear bumpers.

Bumper Mounting: NO BUMPER SHOCKS AT ALL WHATSOEVER!!!..... You may hard nose and weld bumper directly to frame and use a FLAT piece of steel (4" wide 1/4" thick x 12" long) You may choose which side of the frame you put it on, inside or outside directly to frame, but it may not exceed 12" from bumper. Cars without bumpers must have no projecting mounts or frame projections bumperettes must be removed. All bumper mounting must be EXTERNAL only. There must be a minimum 1/2" hole at frame end of each bumper plate! If it is not there we will drill one and it will not only be 1/2"!!! Nothing can be done inside of frame!! THIS is how bumpers must be mounted anything over this or inside of frame will result in immediate DQ.

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

#9 wire may be used 4 strand maximum in 4 spots before the heat. It may not go from frame to cage

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or halo (rollover bar) however. From heat to feature you may add unlimited spots of 4 strand that may not go to cage or halo.

1980 and newer v8

80 + Newer: American made stock hard top automobiles and station wagons manufactured from the model year 1980 and newer ONLY are allowed. NO EXCEPTIONS WHATSOEVER!!!! VIN MUST BE ATTACHED TO VEHICLE. No four-wheel drives limos or hearses will be allowed

Vehicle must remain factory other than the modifications specified below

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Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. **TOTALLY CLEAN IT OUT INCLUDING GLASS.** Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track. Pinion brake is OK.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: **ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY)** No liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. No bead locking or protector style of any type rim allowed. No valve stem protectors. you may use full wheel centers for bolt pattern changes.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

Window bars-Rear 6"x6" mounting plates 2"x2" bar can only be welded on to first 6" of roof. Must go down and be centered over the trunk/speaker deck seam only cannot be attached to anything else. Must be 1" space minimum between rear window bar and tank protector!!

Front- may go from Halo to dash bar. May not be in front of dash bar may be bolted to roof in 2 spots (1 bolt per spot) ½" bolt max!! if opting out of the heavy front bar You **MUST** install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW bars, straps are to be a thinner material.

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar **MAXIMUM LENGTH 60"**. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. **ALL bars may be no**

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larger than 4" diameter, except side bars may use up to 6" c- channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. 2x2" Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Gussets may be MAX 8" from connection on both ends. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. NO EXCEPTIONS.

Hood: Must have stock hood with hole cut over carb in case of fire and must be tied down after inspection. You may use wire or 2"x2" angle iron max 4" long. (3) spots of per side MAX. 6 spots total. Must have a minimum of 12" x 12" hole over carb. You may use 1" all thread through front core mount up through hood. If using this option it counts as 2 of 6 spots. All thread may not be sleeved. Has to be in factory core support mount location NO EXCEPTIONS! Hood must be open for inspection.

Shifters: Any style may be used.

Pedals: Aftermarket pedals may be used.

GAS TANKS: ALL tanks are to be removed from the vehicles stock location, NO EXCEPTIONS!!!! A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered), tank shall be installed in the rear passenger compartment and fastened down securely All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to CAGE ONLY!!! Protector will be no larger 24" outside measurement and made of no larger than 4"x ¼ inch material. 8-inch gussets made of 2"x2" max can be used on the protector. This is a FLOATING style protector. Bars may not go to the halo or frame and must not be welded or bolted to floor, frame or sheet metal.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal

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box mounted to cage

Steering: Any style column may be used. must be factory components. You may weld your tie rod sleeves to the tie rod. **NO ADDED MATERIAL!!**

Doors: Must be tied securely. Can use 5/16" chain, wire or (3) 3"x 3" x 1/8" patches on each vertical exterior seam may be welded as well as a 3"x6"x1/8" plate on bottom horizontal seam and 3"x3" on top horizontal seam. Driver's door seam ONLY may be solid welded with 3"x1/8" material. You may use a 1/8" door skin on drivers door only may only overlap 2" onto fender and rear door/quarter. If the driver's door comes open, you are disqualified.

Trunks: Must use wire, chain or (4) 3"x 3" patches. If welded and not cut must have an 10"x10" inspection hole. No tuck, wedge or canoe. may remove or cut decklid. Must keep original shape

Frames: **NO TILTING OR PREBENDING.** You may shorten in front of rad support ONLY but may not move rad support. **NO WELDING ON FRAME WHATSOEVER** (except for bumper mounting). You may notch and/or dimple rear frame notch cannot be welded no undercoating or painting of frames. **NO REPLACEMENT CRUSH BOXES!!!!** You cannot chain the humps.

Fix it plates may be a maximum of 4"x6"x1/4". plates and welds cannot touch. must be mounted flat on outside of frame. No pinning with plates. Maximum of 4 total on any car. Fresh cars may also have up to 4 fix it plates. Must follow all rules You can add them before heat or after. You get 4 total!!! Use it wisely. All plates must be painted RED if any need arises for more than the allotted 4 plates pictures must be sent and approved by officials. If you make plates smaller than 4x6 you do not get to use that material elsewhere you get 4 total locations up to 4x6 that's IT!!

Body mounts: Only **4 extra 1/2"** maximum with washers that are free floating maximum size is 3/16" by 5". All body bolts may be changed to 1/2" maximum size bolts. All other body mounts and tabs must remain in the factory position. Body bolts may only be ran through top of Frame as they were from the factory. Body spacers may remain factory (if they do no altering to spacer or internal sleeve) or you can replace with hockey pucks must have minimum of 1" space between body and frame. The very front spacer ONLY may be replaced with a steel spacer up to 2" hollow round or 2"x2" hollow square material maximum of 4" long. **NO PLATES!** Front two bolts may be changed to 1" and run up thru the hood and be two extra hood mounts must be just all thread up thru core support after the 4" spacer these will count as 2 of 6 hood mounting locations. Body mount washers may be up to 5"x5"x1/4".

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use up to (5) 5/16" bolts per side to re-attach. You may crease original body lines on rear quarters however Quarters must remain vertical and in original position. **NO CANOEING, Sedagoning OR WEDGING!**

Engine and transmission: Swaps between manufacturers is ok. homemade mounts ok up to 2x2" hollow material. Mount must be bolted or welded to k member. Must not strengthen the frame in any way. Lower cradle (front plate style is ok) is allowed with a maximum thickness of 5/8". Factory trans crossmember must be

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used. You may use a 4" long piece on 3"x3" angle iron welded to frame on each side to relocate transmission crossmember and bolt trans crossmember farther back when doing an engine/trans swap. This can be no farther than 12" from the factory mount and crossmember must be bolted not welded to tabs. You also must use a factory style transmission mount from trans to crossmember. Crossmember may be altered at mounting point to allow other manufacturer trans to attach in factory manner.

03+ fords may use bolt in style engine mounting saddle. Must retain factory aluminum crossmember and factory suspension and steering. Must be a gap between cradle and frame. No other crossmember will be allowed in these other than factory or this style. NO WELDING!

Slider driveshaft is OK! If running a slider driveshaft we are suggesting using a plate up to ¼" directly below your fuel cell bolted to the floor or the bottom of the tank protector to protect the bottom of the tank from the slider coming through the floor

The following aftermarket parts are **NOT ALLOWED**. NO PULLEY PROTECTOR, NO DISTRIBUTOR PROTECTOR, NO FULL CRADLE, NO mid plate. NO CARB PROTECTOR. NO TRANS BRACE, NO STEEL BELL, NO STEEL TAIL, NO BRACED REAR, NO AFTERMARKET K MEMBERS, NO REPLACEMENT CRUSH BOXES.

Suspension: You may swap rear ends. Rears Must be out of a car (no 8 lug). If car is originally leaf sprung, you may use 2 extra clamps per side 2" wide 3/16" thick two 3/8" bolts each. Watts link conversion is OK with retention of factory control arms upper brackets must be bolted to package tray ½" bolt max...

Front and Rear Control and trailing arms must remain FACTORY components for that vehicle. You may cut and shorten rear trailing arms for pinion angle and re weld back together no more than 2" overlap (NO ADDED MATERIAL).

Steering-Any style column may be used. Tie rods and Box(rack) must be factory.

Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded to engine cradle or frame.

You may lock suspension for ride height purposes in the following manners:

Rear- You may use up to 1" all thread to set ride height. it must run from rear and go straight up and down through package tray. must stop at floor and cannot go any higher or be bolted through anything else. Cannot touch the frame rails whatsoever. Cannot hold body to package tray body must be cut around them.

FRONT- You may lock front suspension with torsion adjustment (if applicable), (2) pieces of 2"x2"x1/4" (per upper a arm) welded from control arm to frame or chain going over top of a-arm welded to frame (5/16" max). Can only be welded by 2 links on frame each end. Or you may use 1" all thread in place of front shocks. Nothing else!!!

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Bumpers-maximum height is 20" to bottom of bumper minimum 15". You may load any factory automobile bumper but all work must be done on the inside of the bumper only and it must appear stock. you may seam weld and may use a 1/4" plate to back of bumper to support or stiffen. Homemade bumpers will also be allowed built from FLAT, HOLLOW type steel 1/4"thick x 4deep x 8high no wider than vehicle width base bumper must be capped on the ends. No points on homemade bumpers. You may use an aftermarket bumper (smw, ski,dec,etc) they may be a replica however point is maximum 5" and must taper off 36". NO EXCEPTIONS. NO pointed rear bumper

Bumper Mounting: (1)Bumper may be welded to stock mount brackets for that particular vehicle, **NO EXCEPTIONS** and shock brackets welded only to prevent collapse. Brackets must be attached to frame with the factory mounting method

(2) you may use a piece of flat steel max 4"x1/4"x12" may ran from bumper to no farther than 12" back. Again, you must remove all factory shocks and brackets if using this option.

No homemade shocks, no extending of factory shocks, or brackets. **NO PLATING!!** Cars without bumpers must have no projecting mounts or frame projections, bumperettes must be removed.

All bumper mounting must be **EXTERNAL** only. Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

You may use 4 spots of #9 Wire (4 strands) before the heat. unlimited 9 wire for feature. no matter what 9 wire may not go from frame to cage or halo

PREran vehicles- You may use a pre-ran vehicle however there will be no extras allowed for it to compete. No extra 9 wire, plates, etc.

FULL SIZE TRUCKS/VANS

Full-size trucks: Class is open to ½-3/4 ton pickups, suv or vans. **NO COMMERCIAL CHASSIS** they are to be two wheel drive or four wheel drive with only one axle driving

Vehicle must remain factory other than the modifications specified below

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Any style aftermarket shifter, steering or pedal combo, lower cradle, trans brace

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track or a fire hazard must be removed. **TOTALLY CLEAN IT OUT INCLUDING GLASS.** Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No Liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. No protector style wheels. you may use full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

Windshield Straps- You **MUST** install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW bars, straps are to be a thinner material.

NO rear window bar

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before **ANYTHING** will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar **MAXIMUM LENGTH 60"** may go through cab into box for tank protector purposes only and may not exceed 24" from front of box. Must follow protector rules as well.

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Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 4" diameter, except side bars may use up to 6" c-channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof... 2x2" Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Gussets must be within 8" of welded connection on both ends. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. , NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. Must have a minimum of 12"x12" holed over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots **ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!**

Doors: Must be welded and or tied securely with cable or chain. Exterior door seams may be welded. You are allowed to use flat steel over the seams up to 1/8"x3". You may use an 1/8" door skin on driver's door only. 2" max overlap. If ANY door comes open car is disqualified.

GAS TANKS: Must be mounted in the center of the bed near the cab or in the rear passenger part. A marine style or equivalent fuel cell fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, **MUST BE:** 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! **MUST BE COVERED WITH A SHIELD!**

Gas Tank Protectors: Protectors must attach to CAGE ONLY!!! Protector will be no larger than 24" outside and made of up to 4" x¼ inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. Must be no farther than 24" from front of box.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. **ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE**

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a

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rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage.

ENGINE: Swaps may be done. You may use Lower engine cradle Front plate style is ok (5/8" maximum thickness), distributor protector, pulley and carb protectors as long as they do not strengthen frame in any way. PP cannot touch frame, cross member or sway bar. Distributor protector must be 5" or greater away from dash bar. Nothing can run from distributor protector (or any parts of cradle, engine or transmission) to dash bar. Trans crossmember may be altered to allow other make engines and transmissions to be installed. You may use a 4" long piece of 3"x3" angle iron welded to frame no more than 12" from factory location to attach crossmember to. You may use factory or homemade crossmember no larger than 2"x2" angle, hollow round or square material as crossmember Slider drive shafts and trans brace will be allowed.

FRAMES: NO FRAME SWAPS!!! Front frame may be shortened however core support must remain in stock location No shortening between firewall and radiator support. You may notch or dimple rear section of frame, notch must NOT be welded together.... also, no undercoating or painting frames No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed **NO kickers.**

Fix it plates may only be a maximum of 4"x 6"x 1/4". Plates and welds must not touch. must be welded flat on outside of frame. Cars that have ran multiple shows may have 8 total. **Fresh vehicles may have up to 4 fix it plates must follow all rules. Must paint all fix it plates RED!!**

SUSPENSION: NO suspension conversions! no welding on spring pack. If leaf sprung Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4" x 6". Leaf springs up to (7) 1/4" thick springs 3 inch wide, (no reverse arch) flat sprung is ok. You may swap rears between manufacturers must be passenger car or truck. No more than 8 lugs. Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may **NOT** be welded or bolted to engine cradle Frame or pulley protector in any way.

Ride Height: minimum 17" front and rear! You may lock suspension and/ or pipe shocks, use threaded rod or tube to do so it must be used in the stock shock location only 1" maximum diameter. Doing this may not strengthen the frame in any way!!

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve. You may also use aftermarket tie rods.

Hump Plates: You may run hump plates. They are to be no longer than 24" equal length in front

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and behind rear (centered over rear). They may be up to ¼" thickness must be same height as frame. No exceptions.

BODY MOUNTS: body mounts must remain in factory position. Only 6 extra 3/4" inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. Maximum 8" spacing between frame and radiator support at front mount. You may change original hardware to 3/4" diameter bolts, you may remove body spacers or add hockey pucks/steel spacers.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use five bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Quarters and panels must remain in original position **NO** wedging you may **NOT** smash bed sides down, they must remain in factory position.

Tailgates/Hatches: May be welded vertical seams inside and outside with up to (6 spots) 3"x 3"x1/8" material or use wire/chain.

Bumpers: You may load Factory bumpers (all work must be done on the inside and it **MUST APPEAR FACTORY FROM OUTSIDE**) you may seam weld and you may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from **FLAT HOLLOW** type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may **NOT** add a point to a homemade bumper. **NO EXCEPTIONS.** You may stack 2 pieces together from top to bottom to make height dimensional. All homemade bumpers must also be capped on the ends so there are no open ends. **NO POINTED REAR BUMPERS**

Bumper Mounting: NO BUMPER SHOCKS.... You may weld bumper directly to frame and use (1) 4"x12"x ¼" **FLAT STEEL PLATE** per rail. May be on top, bottom, left or right of each rail. Must go from bumper to no more than 12" back on frame. Must have a ½" hole at end of plate for inspection if boxed frame. Vehicles without bumpers must have no projecting mounts or frame projections, bumperettes must be removed. All bumper mounting must be **EXTERNAL** only. Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

#9 wire may be used 4 strand maximum in 4 spots. It may not go from frame to cage or halo

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(rollover bar) however.

COMPACT TRUCK AND MINIVAN

Compact trucks/minivan: Class is open to small trucks or SUV. They are to be two wheel drive or four wheel drive with only one axle driving. Any 4 or 6 cylinder, foreign or domestic minivan. No diesels, No "hybrid" vehicles, no plastic bodied vans like Lumina/ transports, etc. No panel vans. 4 wheel / all wheel drives may be used if one axle is disabled, (only one axle can drive) MUST BE CLASSIFIED

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compact or midsize truck or suv!!!!

Vehicle must remain factory other than the modifications specified below

Any style aftermarket shifter, steering or pedal combo. Slider, Lower cradle

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track or a fire hazard must be removed. **TOTALLY CLEAN IT OUT INCLUDING GLASS.** Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back..

Antifreeze must be removed and replaced with water.

You **MUST** install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW bars, straps are to be a thinner material.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. No bead locking or protector style of any type rim allowed. No valve stem protectors may be welded on. you may use full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

NO rear window bar

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar **MAXIMUM LENGTH 60"** may go through cab into box for tank protector purposes only and may not exceed 24"

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from front of box. Must follow protector rules as well. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 6" diameter, except side bars may use up to 6" c-channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle. . If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. Nothing can go from halo to dash bar, NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. Opening must be at a minimum of 12"x12" hole over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!

Doors: Must be welded and or tied securely with cable or chain. Exterior door seams may be welded. You are allowed to use flat steel over the seams up to 1/8"x3". You may use an 1/8" door skin on drivers door only max 2" overlap. If ANY door comes open car is disqualified.

GAS TANKS: Must be mounted in the center of the bed near the cab or in the rear passenger part of an extended cab, suv or van. A marine style or equivalent fuel cell fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A SHIELD!

Gas Tank Protectors: Protectors must attach to CAGE ONLY!!! Protector will be no larger than 24" outside and made of no larger than 4"x¼ inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. Bars may not go to the halo or frame. Must be no farther than 24" from front of box.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage.

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ENGINE: Swaps may be done. You may use lower engine cradle (1/2" maximum thickness). Trans crossmember may be altered to allow other make engines and transmissions to be installed. You may use a 4" long piece of 3"x3" angle iron welded to frame no more than 12" from factory location. You may use factory or homemade crossmember no larger than 2"x2" angle, hollow round or square material as crossmember Slider drive shafts will be allowed.

FRAMES: NO FRAME SWAPS!!!! Front frame may be shortened however core support must remain in stock location No shortening between firewall and radiator support. no undercoating or painting frames No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed NO kickers.

Fix it plates may only be a maximum of 4"x 6"x 1/4". plates and welds must not touch. must be mounted flat on outside of frame. Cars that have ran multiple shows may have 8 total. Fresh vehicles may have up to 4 fix it plates Must follow all fix it plate rules ALL FIX IT PLATES MUST BE PAINTED RED!!

SUSPENSION: No suspension conversions. Rear Coil springs may be welded or wired in one spot to body and rear. If leaf sprung Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4" x 6". Leaf springs up to (7) 1/4" thick springs 2 1/2 inch wide, (no reverse arch or flat sprung) You may swap rears between manufacturers must be passenger car or truck. **No 8 lugs**. NO rear bracing

Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded or bolted to engine cradle or pulley protector in any way.

Ride Height: You may lock suspension and/ or pipe shocks to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod or tube to do so it must be used in the stock shock location only 1" maximum diameter. Minimum 17" to bottom of bumper.

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve.

BODY MOUNTS: body mounts must remain in factory position. Only 6 extra 3/4" inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. Maximum 4" spacing between frame and radiator support at front mount. You may change original hardware to 5/8" diameter bolts, you may remove body spacers or add hockey pucks/steel spacers.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use five bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Quarters and panels must remain in original position NO wedging, you may body crease and canoe. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams you may NOT smash bed sides down, they must remain in factory position.

Tailgates/Hatches: May be welded vertical seams inside and outside with 3"x1/8" material or use wire/chain.

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Bumpers: You may load factory bumpers (all work must be done on the inside and it **MUST APPEAR FACTORY FROM OUTSIDE**) you may seam weld and may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from **FLAT HOLLOW** type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may **NOT** add a point to a homemade bumper. **NO EXCEPTIONS.** You may stack 2 pieces together from top to bottom to make height dimensional. All homemade bumpers must also be capped on the ends so there are no open ends. You may also use DEC, SKI Inc and other manufactured replica bumpers that have a 5" or smaller point spread across 36" they must fit within these parameters. **NO POINTED REAR BUMPERS**

Bumper Mounting: **NO BUMPER SHOCKS...** You may weld bumper directly to frame and use a piece of steel (4" wide 1/4" thick x 12" long) you may choose which side of the frame you put it on inside or outside however 1 on driver's side and 1 on passenger side. You can weld it directly to frame, but it may not exceed 12" from bumper. Must have a 1/2" hole just after 12" of plate for inspection on each side if boxed frame Cars without bumpers must have no projecting mounts or frame projections, bumperettes must be removed. All bumper mounting must be **EXTERNAL** only. Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE