

The Dirt Track at Genesee & The Genesee County Fair

Smashtober at The Genesee County Fairgrounds

Saturday, October 18th, 2025

Demolition Derby Classes & Payouts

- Modified V8 – \$1,000 / \$500 (Must call Eric for rules)
- Trucks – \$1,000 / \$500
- Junk Run – \$1,000 / \$500 (Combined with Trucks if needed)
- Modified Compact – \$1,000 / \$500 (Must call Eric for rules)
- Bone Stock Compact – \$1,000 / \$500

Schedule of Events

- 11:45 AM – Pit Gate Opens
- 12:00 PM – Tech Begins (Enduro cars first)
- 1:00 PM – Grandstand Opens
- 3:00 PM – 100 Lap Enduro followed by the Demolition Derby (approx. 5–6 PM)

Admission

- Adults: \$15
- Kids (ages 4–10): \$10
- Kids 3 & under: FREE
- Driver Registration: \$60 (includes Pit Pass) – per car entry
- Pit Pass: \$40

100 Lap Enduro Payout

- \$1,500 (1st)
- \$500 (2nd)
- \$250 (3rd)

General Rules

- This event will run under the 2025 New York Unified Demolition Derby Rules.
- Same rules & format as the Genesee County Fair.
- Tech Director: Eric Weis – Call/Text (585) 409-4933 for rules & questions.

We will not allow kickers, fully plated frames, or protectors.

Aluminum bells are legal.

Bone Stock Compact – No welding allowed anywhere. DOT tires only. The battery may be relocated to the passenger-side floor. A marine tank is permitted (optional) as long as it is properly secured and covered. Aftermarket headers are allowed. Hoods, trunks, and doors may be strapped, banded, wired, or chained, but not bolted.

2025 NEW YORK UNIFIED DEMOLITION DERBY RULES

These rules were constructed by a small committee of promoters who had the same interest in having one set of rules for several shows so that competitors would have the opportunity to run the same vehicle at multiple shows without making a bunch of changes.

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). A driver's license is not required, but 16 and 17-year-olds need to have a notarized consent waiver by parents or guardians to participate if the parent is not present at the event.

The 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 driver's 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.

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, subcompacts, utility vehicles, flower cars, limousines, or carry-alls 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 originally equipped 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.

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 the 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 a face shield. The 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 priority while on the grounds. There will be no tolerance of any unsafe acts. The 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, Eric Weis, 585-409-4933, 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 driver's 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!**

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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 the cage must be at least 5" from the 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. The 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" x 6"x12" may be used on the ends of the seat bar and dash bar. All bars **MUST** be inside the driver's 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). The roof bar **MUST** go straight across and straight up and down. The 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 the 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 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 the cab and the box.

Fuel Tanks & Batteries:

1. ORIGINAL FUEL TANKS MUST BE REMOVED COMPLETELY if located behind the 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 the car. No gas cans or plastic tanks. The maximum capacity of the fuel tank permitted is 10 gallons. Any type of liquid fuel may be used. Any fuel leaks will disqualify the 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 a fuel tank in the front portion of the 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 24" and may extend to the 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 the rear sheet metal.**
5. All fuel tanks should 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 a 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 the 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.

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Tires & Rims:

1. Any rubber tire, any ply rating allowed.
2. All wheel weights must be removed, including those on the inside of wheels.
3. Valve stem guards, variable lug centers, and full weld-in rim centers allowed. 4. NO bead locks, NO steel tires, NO full metal outer guards on rims, 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 the 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 the 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 the 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 the car where the bolt sticks through the floor) and bottom of the body mount hole inside the frame rail. No welding washers to the vehicle body or frame. Core support must stay in the 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. The 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 trunk area. Trunk lids may be cut and bent to tuck. Tucking will be allowed,

3. Speaker decking must remain in the factory position and height. Taillight panel and rear quarter panels must remain vertical. No sedagoning of station wagons prior to the start of the derby or for the feature event. Wheel well openings may be cut and rolled up and bolted with 6 - 3/8 bolts and washers per wheel well.

4. Tilting is allowed but can only be done by cold bending. If you push this rule, you will not be allowed to run. If any part of the frame tears or splits while doing this, repairs may not be made. Factory 1" gap must still be maintained at the firewall, and no more than a 3" rubber spacer may be used between the core support and the frame. Fenders must attach to the firewall at the stock mounting position. **5.** Front frames may be shortened to the front edge of the core support mounting hole. Do not relocate or alter the core support mounting hole in any way. **6.** No shortening of rear frame rails. No boxing in or re-forming of C channel or Y's 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 as a frame pin. If using the welding option, **ONE** link may be welded to the inside frame rail on each side. Chain links cannot be welded together to create a bar effect.

7. 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.

8. Any frame/unibody/rocker panel/body panel/bumper/etc. may be drilled to scope inside if deemed necessary for inspection purposes.

9. All rear decking panels must be removed from station wagons.

10. Patching and rust repair to the body and/or frame will be allowed only if cleared in advance by the head official and may require pictures before and after any repairs.

12. All cars will be allowed

11. Frame Repair for pre-run vehicles may be repaired by using 6 (4" X 4" X 1/8" thick plates, 3 per

rail) Frame must be visually bent. If the plate covers the damaged area, a picture of the bend will be needed.

6 (4" X 4" X 1/8" thick plates, 3 per rail)

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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 an engine-driven plastic fan or a clutch-type fan, the hood must cover the fan and extend 6" past the fan blades. No solid metal fan blades allowed. Hood may be secured in 6 spots with a chain (3/8" diameter link thickness max.), wire, or bolted (max diameter bolt size 1"). Angle iron 2" x 2" may be bolted or welded to the 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 the core support or frame to accommodate these bolts. No bolt, wire, and chain combinations allowed. A chain or wire may be a 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 a pre-ran vehicle or a fresh vehicle that is pre-bent.

4. **9 wire is allowed to be used in 4 spots inside the vehicle during HEAT RUNS (4 strands per location from the roof to the top of the body mount bolt). Unlimited use of 9-wire outside of the vehicle for FEATURE ONLY.**

Bumpers, Brackets & Shocks:

- All bumper loading occurs between the 2 factory bumper skins and is not altered to fit larger material.
- SMW heavy and light are permitted.
- Max width of bumper 8 X 8 for homemade bumpers can't exceed a 2-inch point. •

1. Any OEM Car bumper is permitted. Bumpers may be loaded, but the factory skin and backing plate must be used and unaltered. Everything must be inside of bumper. You may plate over all holes in the bumper front and back with a 1/8" plate, max 1" overlap past the hole. You may weld bumper seams. No homemade bumpers allowed.

2. Brackets and shocks must be used in a stock manner. 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 the frame rail end will have to be completely removed. If a bracket or shock is slid back or swapped from a different make, no new mounting holes can be made on the frame or bracket. Swapped brackets can be no longer than 11". Bracket or shock bolts cannot act as a frame pin. You may weld.

Any factory OEM bumper on front or back may be seam-welded, ends may be cut and bent around, and loaded

Bumpers are allowed, but must follow the following parameters.

- Homemade and replica bumpers are allowed but must taper over 32 inches, and the point must be no larger

than 4 inches from the flat front, with the exception of Chrysler pointy replicas, may be max 8 inches

from the flat front and a total of 14 inches flat back to the point.

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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 the frame. If no brackets or shocks are used when hard nosing the bumper, then a 5" x 5" x 1/2" max plate may be welded to the end of the front frame to square off ends for bumper mounting purposes.

You may also attach a bumper with 2 (4" X 8" X 1/4" plate) per frame rail. Rear bumper brackets may be fully welded to the frame.

3. Bumpers, brackets, shocks, and plates cannot attach to K-Frames. 4. Bumpers may be chained (3/8" max) or wired to the car body in four places. If a chain or wire passes through the hood or trunk, it will be counted as a tie-down spot. No welding bumpers to bodies. 5. Any factory non-bumper shock-equipped vehicles may add 2 unaltered OEM-style bumper shocks to mount the 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 the core support and the frame. Follow the guidelines of Rule #2.

6. Max bumper height 20 inches to the bottom of the bumper

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 the engine cross-member only.

Compacts must use the factory motor mount as core support and cannot be reinforced. One engine chain per side may be used; the chain must run straight down to the engine cross member.

Chains cannot be attached to vehicle frame rails in any way or form. **A factory transmission crossmember may be altered in the 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 1/4" tab) welded to the frame may be used. Must run side to side, perpendicular to the frame. If the factory transmission cross-member tab is not used, it must be removed. Cross members may be bolted or welded in place. 2. No 03 and newer Ford engine cradle conversions or swaps allowed.

3. 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**. **4.** Distributor protectors, transmission braces, steel or ultra-bell housings, **full engine cradles, mid plates, front engine plates, halos behind carb. are NOT allowed.**

5. The sway bar must be completely removed if running an engine pulley protector. The pulley protector cannot be attached to any part of the vehicle body or frame and must be free-floating. **6.** Water only in the 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 a hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between the radiator and the cooling fan under the hood.

7. 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.

8. Compact 4- & 6-cylinder fuel-injected cars that have been converted to carburetors may run a halo-type carb protector for safety purposes. Halo cannot be any wider than the intake of the engine and must be attached to the engine only. No part of the halo can be attached to the vehicle body (no kicker bars, etc., off the halo).

9. All holes in the firewall must be covered with tin, heavy rubber, or a fire-resistant material.

Suspension & Rear End:

1. Cars may use any **factory 5 lug rear end, no truck rear ends or housings allowed**. Trucks may use any truck or car rear end with 8 lug or fewer. Aftermarket axle shafts, pinion brake, and axle savers are permitted. Rear-end braces are allowed, but cannot strengthen the vehicle in any way. **Anything deemed excessive at the time of inspection will be asked to be removed, or you won't run.**

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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 1/4" 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. The tab cannot extend past the control arm mounting bracket.**

If the rod option is used, the rod may not overlap the side of the frame. No combinations of rod and tab allowed. Front control arms and spindles may be interchanged between manufacturers, provided no extra metal or welding is needed to add them to the 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 the 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. Shocks must be an OEM style. No homemade shocks allowed.

Rear shocks may be sleeved with pipe, but pipe may not be welded to the frame of the vehicle.

5. Watts Style suspension cars 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 the rear package tray. Lower bracket may be welded to the frame by two 2" long welds, or by bolting it with two 1/2" diameter bolts. Bolts cannot go through both sides of the frame and act as a frame pin. No bolt weld combinations.

6. Trailing arms may be altered for pinion angle but cannot be strengthened in any way. 2" overlap max. No boxing in of arms.

YOU MUST HAVE YOUR TITLE UNSIGNED IN ORDER TO SELL YOUR VEHICLE TO A DESIGNATED BUYER!

Cars must be removed within 2 hours of the completion of the demo. You have 2 choices to remove your vehicle. 1. Take your car 2. Negotiate with the designated buyer. NO OUTSIDE VENDORS/INDIVIDUALS will be allowed to buy cars. After 2 hours have passed since the completion of the demo, your vehicle becomes The Dirt Track at Genesee.

Enduro rules

1. Any American or foreign streetcar
2. 2 Wheel drive cars only – No All-Wheel Drive
3. Open to 4-cyl and 6-cyl cars –
4. Doors must be chained or welded shut
5. No trucks – minivans are ok
6. DOT tires only – no chains or studded tires
7. No racing parts
8. Working seatbelts and approved helmets are mandatory, and racing belts are recommended. Gloves required.
9. All glass is to be removed, including headlights and turn signals; windshields are optional
10. No bars through the firewall (1 ½ inch by 1 ½ inch rub rails tight to the body, ok)
11. No reinforced front ends or rear ends
12. Roll bars are optional but recommended
13. Trunk must be empty – no add-on weight
14. Battery must be secured
15. Sunroofs and T-tops must be securely covered by no less than 3/16 steel
16. A 2-foot hole must be cut in the hood for firefighting

- 17. Shark fins with a registered number are mandatory
- 18. No alcohol in pits
- 19. All cars are required to pit in the designated pit area
- 20. No Turbo or superchargers allowed.
- 21. Fire-retardant clothing, fire suits are highly recommended.