

# 2023 DEMOLITION DERBY

## September 2nd & 4th – Fonda, NY



### 2023 – Rulebook Disclaimer

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

### 2023 – Demolition Derby Classes and Rules

Drivers must be at least 18 years of age. Driver must furnish his/her own car. All drivers and pit crew must sign a liability waiver before entering the pit area or track. All drivers must attend the driver's meeting prior to race 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 and COMPACT classes. **IF ANY VEHICLE IS A 4X4 OR AWD, ONE DRIVE SHAFT MUST BE DISABLED.** No Jeeps, trucks, vans, Blazers, Suburban's, utility vehicles, flower cars, limousines, SUV's, or carry-all's allowed unless specified below for the Mini Junk Run.
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, all sun roofs and/or top openings **MUST** be completely covered.
3. **COMPACT CLASS:** Any year foreign or domestic mass-produced 2 or 4 door compact sedan or station wagon that is a front wheel drive k-member originally equipped car with a 4 or 6 cylinder engine is permitted. Additionally, any rear wheel drive car that came originally equipped with a 4 cylinder engine is permitted. Any questions, please call to clarify.
4. All cars must have an identifying number or slogan (aka) displayed on each side and the roof. The numbers must

- be large enough to be seen from announcer's booth.
5. **STOCK MEANS STOCK!** These vehicles are to be considered stock **unless** specifically mentioned in these rules. No altering, welding, or manipulating parts unless specifically mentioned.
  6. Drivers must hit a live vehicle every 60 seconds.

7. Drivers are required to wear a DOT approved helmet and safety glasses/goggles or face shield. Drivers must also wear full length pants and footwear that completely covers feet (no shorts and sandals for example). 8. Safety is our priority while on the grounds. There will be no tolerance of any unsafe acts. Conduct of a driver or crew member can disqualify the driver and car from the event.

### **Stripping:**

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.
4. All trailer/towing hitches must be removed.

### **Cages & Driver Protection:**

1. Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. All components of cage must be at least **4" 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. Front bar may not contour the body. It must run straight across. All cage bars may be no bigger than 5"x5" **except** side bars. Side bars may be c-channel up to 8". Side bars cannot go past the firewall or past the center of the rear doors. Side bars may not be INSIDE of doors. Two 2"x2"x1/4" downlegs may be placed under the driver side door bar and welded to the floor sheet metal ONLY and must be 3" away from the body mount bolt and MUST be straight up and down. If side bars are not used, mounting plates not exceeding 1/4" x 8"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 your rear seat bar or door bars (max. 5"x5" bars or 8" c-channel). Roof bar MUST go straight across. **Roof bar may be bolted or welded to the roof only. Halo bars may not have any tip outs.** Non-door post cars may weld 1 post to each side of the car, centered on the door seams, 4"x 1/2" max, with no more than 4" extending down the door or onto the roof.
2. **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 4" wide by 1/4" thick bar **OR** 3/8" chain. May not extend more than 4" on roof and cowl. This may not be used as a strengthener or to keep a car from bending. No rear window bars allowed.

### **Fuel Tanks & Batteries:**

1. ORIGINAL FUEL TANKS MUST BE REMOVED COMPLETELY if located behind rear axle. Fuel tanks in front of the rear axle it MUST be removed OR have four (4) 1" holes in the bottom of the tank.
2. Metal fuel cells or approved marine style metal tanks are required when mounted inside of car. No gas cans or plastic tanks. Do NOT show up with a plastic tank, if you do you will NOT run. Maximum capacity of fuel tank permitted is 10 gallons. Any type of liquid fuel may be used. **Any fuel leaks will disqualify car from participating.** Please use secure leak proof fittings and good hose clamps and make sure they are tight.
3. Tanks must be located behind the front seat and must be securely fastened with chains, bolts, or both. ZIP SCREWS ARE NOT ACCEPTABLE. 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). All fuel tank frames/mounts may be no wider than **24"** and must start a minimum of 4" away from vertical sheet metal on both used and fresh cars. **All parts of a cage mounted fuel tank frame/mount must be at least 4" above floor** that is below said fuel tank frame/mount. Additionally, fuel tank mounts may not be used as a technical advantage on a vehicle. 4. All fuel tanks should be covered with a rubber mat, a metal cover, or both.
5. You may run an electric fuel pump, but it must have a kill switch that is **clearly marked**. 6. Two batteries per vehicle are allowed. Batteries must be mounted **securely** to the passenger side floorboard and covered with a rubber mat. We recommend metal frames bolted or welded to the floor or chains. **Do not use zip screws or rubber straps.**

### **Brakes & Steering:**

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

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

### Tires & Rims:

1. No studded tires. No liquid or concrete filled tires. Any ply rating, foam filled, doubled, etc. will be allowed. All wheel weights must be removed, including on the inside of the wheels.
2. Valve stem guards, variable lug centers, full weld in rim centers, and bead locks will be allowed.

### Body & Frame:

1. **ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed).** They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. **BODY MOUNT BOLTS MAY BE REPLACED WITH BOLTS NO LARGER THAN 5/8"x8" LONG.** A washer, no larger than 4"x4"x1/4" may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. **Do not add or relocate any body mounts and/or bolts.** K-member mounts will **NOT** be considered body mounts and **MAY BE REPLACED WITH BOLTS NO LARGER THAN 5/8"x8" LONG, NO WELDING – PUCKS NOT REQUIRED ON K-MEMBER CARS, SUBFRAME CARS MUST USE PUCKS.** Compact cars with subframes and full size subframe and pinch frame cars may replace OEM mounts with hockey pucks. Please call if you still have any questions regarding the body mount rules.
2. **Full Size Classes ONLY** - Core support body mounts may be replaced with a maximum of 6" spacer using rubber hockey pucks or no larger than 2"x2"x1/4" round or square tube. If using square or round tube it can NOT be welded to the frame and/or core support. Maximum space between the top of the frame and the bottom of the core support must NOT exceed 6" regardless of the core support mounting location. Core support bolts may be replaced with up to 3/4" all thread through the core support and hood, a single tab may be welded to the top of the core support for the all thread to run through, but no additional metal or welding may be used. All thread may NOT extend more than 1" above the nut used to bolt down the hood. If you use this option it will count for 2 of the 8 allowable hood locations as defined below in section 1 under Hoods, Trunks & Doors. **\*\*\* THIS RULE APPLIES ONLY TO THE FULL-SIZE CLASS.**
3. Notching and pre-bending will be allowed. Do not weld notches back together. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels and tail light panel must remain vertical. Fender well sheet metal may be cut or rolled for clearance purposes and may be bolted back together in 5 spots using 3/8" bolts on each opening.
4. Front frame may NOT be shortened past the front of the factory core support location and core support MUST be bolted in the factory location.
5. Do not paint or undercoat frames inside or out. Do not grind or buff frames. No frame shaping/manipulation in front of rear humps is allowed. No welding of frame seams allowed unless cleared with Darren Sperbeck. 6. Any frame/unibody/rocker panel/body panel etc. may be drilled to scope inside if deemed necessary for inspection. 7. All rear inner decking panels must be removed from station wagons.
6. Patching and rust repair to body and/or frame will be allowed only if cleared in advance by Darren Sperbeck (518-491-9227), pictures may be required before and after any repairs.

### Hoods, Trunks & Doors:

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, & bolts must only be placed around perimeter of hole). If you are using engine driven plastic fan or clutch type fan, hood must cover fan and extend 10" past fan blades. Hood may be secured in 8 spots (6 spots if using the 3/4" core support bolts through the hood) with chain (3/8" max.), wire, and/or bolted (max. size 3/8") through angle iron (max size 2"x2"x4" x1/4"). Chain or wire may wrap around the bumpers. All hoods MUST open on stock hinges or be removed completely for inspection regardless of cutout size. Factory hood latches must be removed.
2. **EACH** door & trunk lid/tailgate may be secured in a **total of 8 places** of your choice on **each panel** by welding metal plates (4"x4"x 1/4" max.), chain (3/8" max.), #9 wire, and/or banding. **ONLY THE DRIVER'S DOOR MAY BE FULLY SEAM WELDED OR SKINNED WITH 1/8" MAX STEEL (MAY NOT OVERLAP DOOR SKIN PAST DOOR SEAM)** for safety purposes (4"x 1/4" straps max.). No inside seams may be welded. If trunk lid cannot be fully opened for inspection, a 10"x10" inspection hole **MUST** be cut in trunk lid.
3. All body seams must be visible for inspection whether it is a pre-ran car that is bent or a fresh car that is prebent. 4. Unlimited 9 wire is allowed to be used to prepare car for feature after car qualifies in heat. If at any time the 9 wire used is deemed unsafe by our track officials, we reserve the right to shut the vehicle down for safety measures. Decisions of the judges are final.

## Bumpers:

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. Excessive size or number of bolts and/or washers will have to be removed completely (please call with questions prior to show). You may weld inner and outer bumper seams together. Please call head official if any filler is needed to mount bumpers to mounts or frame (any exceptions must be approved prior to the show).
2. A flat 8x8 homemade bumper will be allowed. You will be allowed to put a point on the front of the bumper with a max depth of 4" carried across 32". No pointy replica bumpers will be allowed.
3. Brackets must be used in their STOCK manor and may not be altered in any way, with the exception of a 5" x 6" x 1/4" plate welded to the frame AND bumper (can NOT be welded any further than 6" from the end of the frame). Bumper, bumper shock and bumper brackets may only be welded to the first 6" of frame. Any part of bumper, brackets or shock welded on past the 6" will have to be COMPLETELY removed. If a non-factory equipped bumper bracket or bumper shock for that car is used, no welding and/or bolting will be allowed after the first 6" of the frame. If brackets and/or shocks are NOT in the factory location for that car, then no part of the shock and/or brackets can be any further back then the first 6" of the frame. No additional metal may be added unless cleared by Darren Sperbeck. You may weld bumpers solid to shocks, brackets, and frame. We don't want bumpers falling off. No homemade bumper shocks will be allowed. Bumper shocks must remain in one piece and be attached to the bumper.
4. Bumpers MAY be chained (3/8" max) or wired to car body in four places. If chains or wire pass through hood or trunk, they will be counted as tie down spots. **No welding bumpers to bodies.**
5. Any factory non-bumper shock equipped vehicle may add 2 unaltered OEM style bumper shocks to mount bumper with a 5" x 6" x 1/4" plate welded to the frame AND bumper (can NOT be welded any further than 6" from the end of the frame). Bumper, bumper shock and bumper brackets may only be welded to the first 6" of frame. Any part of bumper, brackets or shock welded and/or bolted on past the first 6" of the frame will have to be COMPLETELY removed if NOT in the factory location. If brackets and/or shocks are NOT in the factory location for that car, then no part of the shock and/or brackets can be any further back then the first 6" of the frame.

## Engines, Transmissions & Driveshafts:

1. Engine & transmission swapping between manufacturers is allowed. Do not strengthen frames or crossmembers with mounts. Motor mounts/cradle may be bolted or welded to crossmember ONLY. One engine chain per side may be used. The chain may be bolted to a factory hole in the frame OR wrapped once around the frame only (not welded), OR one link on each side may be welded directly to engine cross member or k-frame only, if bolting it can NOT act as a pin through the frame. A factory transmission crossmember may be altered in center for transmission mounting purposes only (4" wide x 12" long x 1/4" thick max) or a 2"x2"x1/4" square tubing crossmember can be welded and/or bolted to frame rail using no more than a 2"x2"x1/4" angle iron 6" long. If the car is equipped with a floating crossmember and you use a different crossmember, the free floating crossmember mounts and/or legs MUST be 5" from the crossmember that you use UNLESS it's mounted to ONLY the free floating crossmember and NOT to the outside frame rails.
2. Any car with a factory aluminum cradle and rack & pinion steering can NOT swap cradles and factory rack & pinion steering must be used. If lower engine cradle is used it MUST be mounted to the aluminum cradle ONLY. 03 & up Fords can use a SMW or similar (see specs, spacing and restrictions guide below) bolt in only engine mounting system, anyone who wishes to use this option MUST personally call and speak with Darren Sperbeck at 518-491-9227, failure to do so will result in automatic tech fail at any KOOS events.
3. Aftermarket shifters, gas pedals, ignitions switches, drive shafts (slider), suspension shocks, transmission coolers, electric fans, lower engine cradles with or without full front plate (Must NOT be used to strengthen the car in any way before, during or after the event. Anyone running any front plate MUST call Darren Sperbeck prior to arriving at the event for approval), pulley protector, aftermarket ball joints and throttle linkages are allowed. Pulley Protector may not be used in any way to strengthen the car and cannot be used as a motor mount or connected in anyway other than to the engine cradle.
4. Distributor protectors and transmission braces are NOT allowed. Aftermarket **transmission steel bellhousings** and tail shaft housings are **NOT** allowed.
5. Water only in cooling system. Please drain antifreeze prior to arrival at the track. No solid mounted metal engine fans allowed. All cooling fans must be under hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator and cooling fan under hood.
6. 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.
7. All holes in firewall **MUST** be covered with tin, heavy rubber, or a fire-resistant material.

## Suspension & Rears:



1. Cars may use any rear-end provided it is from a car (5 lug or less). Aftermarket axle shafts are permitted. No added braces or axle-savers allowed on rear-end housings. Any remnants of prior rear end braces must be COMPLETELY removed.
2. Front suspension may be raised or locked by using torsion adjustments, spring spacers, a metal rod (1" diameter max.) from the top of LOWER control arm to BOTTOM of vehicle's frame (no chains) OR front shocks may be replaced with 1" threaded rod in the stock shock location no combinations allowed. If you use the 1" thread rod option nothing can be welded this includes any washers and/or nuts. If rod option is used, rod may not overlap side of frame. Front control arms and spindles may be interchanged between manufacturers provided no extra metal or welding is added to frame of vehicle. If you use an aftermarket ball joint the collar you weld in or bolt in can only be 1/2" bigger than the ball joint without reinforcing the a-arm.
3. Rear suspension may be locked or chained. One loop of chain (3/8" max) per side in rear is allowed. Chain must extend straight up and down from rear-end housing to package tray area OR around frame rail. Chain may not be welded to frame. Factory leafed vehicles must have factory spring packs with correct step-downs (minimum 2" step). No more than two replacement clamps will be allowed on each spring pack. They may not exceed 1/4" x 2" x 5".
4. Factory OEM trailing arms may be shortened or lengthened (using same thickness material) to accommodate pinion angle with a maximum of 2" overlap, no additional material may be added. This includes Watts link style cars. ZTR brackets may be used, upper mounting brackets must be bolted ONLY to the package tray, lowers can be bolted OR welded on the side of frame. ZTR brackets cannot be mounted inside, on top or on the bottom of the frame and can be no larger than 9" x 8" x 1/4" and cannot be used to stiffen any other part of the frame. If using the ZTR style brackets you MUST use factory OEM trailing arms (upper & lower) which may be shortened or lengthened (using same thickness material) with a maximum of 2" overlap, no additional material may be added.
5. Rear shocks may be clamped or stuffed with rags OR may be sleeved with pipe, but pipe may not be welded to frame of vehicle. OEM shocks may be replaced with aftermarket shock replacements up to 1.5"x1.5" max square or 1.5" round. All shocks must be mounted in OEM locations. NO TRUCK SUSPENSION PARTS ON CARS.
6. **80's and newer/metric GM Full Size cars ONLY** may weld 3/8" thick by 18" long hump plates to the outside of the frame ONLY. They must be centered on and contoured to the frame with no more than 1/2" sticking above or below frame. \*\*\* **THIS RULE APPLIES ONLY TO THE FULL-SIZE CLASS.**
7. **80's and newer/metric Ford Full Size cars ONLY** (i.e. Crown Vic, Marquis, Lincoln, etc) may "hot" tilt but MUST maintain the 6" max core support spacer rule as stated in Body & Frame section 2. Tilting may ONLY be done at the factory crush box by cutting the crush box flap and 2 factory crush box seams, the flap and factory seams may be welded back together with a single pass of weld (max. 1/4" wide) and you may NOT use an additional metal. \*\*\* **THIS RULE APPLIES TO THE FULL-SIZE CLASS.**

### **Full Size Truck Class (Full Rules in addition to the following)**

1. Full Size Trucks and Vans **ONLY**.
2. No body or suspension lifts allowed.
3. Bedsides **MUST** remain vertical.
4. Trucks may weld the box to the cab using no larger than 4" wide 1/4" material.
5. Tailgates may be secured in a **total of 8 places** of your choice by either welding metal plates (4"x4"x 1/4" max.), chain (3/8" max.), #9 wire, and/or banding.
6. Gas tank protector is **MANDATORY**, protector may **NOT** attach to frame and must **NOT** extend any further than 24" from front of bed and can come off the back of the seat bar. Gas tank protector can be no wider than 36" wide.
7. At anytime during the show if an official deems your truck and/or van as unsafe we reserve the right to shut you down.

### **2 Man Extreme Class (Full Rules in addition to the following)**

1. Driver only steers.
2. Passenger operates gas, brake and shifter.

### **Mini Truck Class (Full Rules in addition to the following)**

1. Mini SUV's, Minivans, Mini Pickup Trucks **ONLY**.
2. No body or suspension lifts allowed.
3. Bedsides **MUST** remain vertical.
4. Trucks may weld the box to the cab using no larger than 4" wide 1/4" material.
5. Tailgates may be secured in a **total of 8 places** of your choice by either welding metal plates (4"x4"x 1/4" max.), chain (3/8" max.), #9 wire, and/or banding.
6. Gas tank protector is **MANDATORY**, protector may **NOT** attach to frame and must **NOT** extend any further than 24" from front of bed and can come off the back of the seat bar. Gas tank protector can be no wider than 36" wide.

7. At any time during the show if an official deems your truck and/or van as unsafe we reserve the right to shut you down.

**IF IT'S NOT IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT. PLEASE CALL OR TEXT WITH ANY QUESTIONS TO DARREN SPERBECK.**

**ALL DECISIONS BY THE JUDGES ARE FINAL.**

**THESE RULES MAY BE UPDATED WITHOUT NOTICE UP TO 30 DAYS PRIOR TO ANY SHOW DATE UNLESS A SAFETY ISSUE ARISES THAT REQUIRES A RULE CLARIFICATION.**

### **03 & Up Ford Bolt-in Engine Mounting System Specs, Spacing and Restrictions Guide:**

**\*NOTICE - Anyone who wishes to use this option MUST personally call and speak with Darren Sperbeck at 518-491-9227, failure to do so will result in automatic tech fail.**

1. Maximum ¼” thick mounting system, like the SMW (Smith Metal Works) 03 & Up Engine Mounting System. (Reference Picture 1)
2. Minimum 3/8” gap between the sides of the mounting system and inside of the frame rail. (Reference Picture 2)
3. Minimum 3/8” gap between the bottom of the mounting system and the OEM bolt bosses for the aluminum cradle. (Reference Picture 3)
4. Weld in corner tabs can be welded to the mounting system ONLY, they may NOT be welded to the frame. (Reference Picture 4)
5. Mounting system MUST not exceed 14” on top of the frame rails (Reference Picture 5)
6. Mounting system MUST be bolted on top of the frame rails and below the Upper A Arms ONLY. (Reference Picture 6)
7. Entire mounting system MUST be bolt in ONLY. NO part of the mounting system can be welded to the frame, mounting points or any other location.

**03 & Up Ford Bolt-in Engine Mounting System – Reference Picture 1**



**03 & Up Ford Bolt-in Engine Mounting System – Reference Picture 2**



**Ford Bolt-in Engine Mounting System – Reference Picture 3**

**03 & Up**



**03 & Up Ford Bolt-in Engine Mounting System – Reference Picture**



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**03 & Up Ford Bolt-in Engine Mounting System – Reference Picture**





5

**03 & Up Ford Bolt-in Engine Mounting System – Reference Picture 6**



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