

2019 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 a number of 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.) Driver's license is not required but, 16 and 17 year olds need to have

a notarized consent waiver by parents or guardian to participate if parent is not present at the event.

Driver

must furnish his/her own car. All drivers and pit crew members must sign a liability waiver before entering the pit area or track. All drivers must attend the drivers meeting prior to demo time. Any driver under the influence of alcohol or drugs will not be allowed to compete. No alcohol or drugs permitted in the pits.

General:

1. These rules are only for FULL SIZE, COMPACT, AND JUNK RUN classes. **IF ANY VEHICLE IS A 4X4 OR AWD, ONE DRIVE AXLE MUST BE DISABLED.** No jeeps, trucks, vans, blazers, suburban, utility

vehicles, flower cars, limousines, or carry-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 a originally equipped car with a 4 or 6 cylinder engine, front or rear wheel drive, under 109" is

permitted. Any 4 or 6 cyl car over 109" must be a front wheel drive "k" member car. Any questions, please call to clarify.

4. JUNK RUN CLASSES: Any SUV, van, or truck is permitted. No open roof vehicles. No 1 ton or dual wheel chassis allowed. Chassis include Full Size Trucks/Vans/SUV and Mini Trucks/Vans/SUV.

5. All cars must have an identifying number displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.

6. **STOCK MEANS STOCK!** These vehicles are to be considered stock **unless** specifically mentioned in these rules. No altering, swapping, welding, or manipulating parts unless specifically mentioned.

7. Drivers must hit a live vehicle every 60 seconds.

8. Drivers are required to wear a DOT approved helmet and safety glasses/goggles or face shield.

Vehicle

must have a functional seat belt. Drivers must also wear full length pants and footwear that completely covers feet (no shorts and sandals for example).

9. Safety is our first priority while on the grounds. There will be no tolerance of any unsafe acts. Conduct of a driver or crew member can disqualify the driver and car from the event.

10. All decisions of the judges are final. Please call/text the head official Devin Manciocchi 607-592-6159 for any

rule clarifications and questions.

Stripping/Prepping:

1. ALL unnecessary glass, plastic, chrome moldings, mirrors, emblems, and flammable materials must be removed. **No broken windows in doors.**

2. The car must be clean and free of loose debris in the drivers compartment and the trunk.

3. All airbags must be completely removed. Drain air conditioners and associated rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

4. Coolant systems must be drained and flushed prior to arrival at the track. **No anti-freeze allowed!**

Water only!

Cages & Driver Protection:

1. Cage and Safety bars are not mandatory but are recommended.
2. Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. All components of cage must be at least **5" from center of the firewall AND floor** at any point including transmission and driveshaft tunnels. The rear bar may not be any further back than where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. All cage bars may be no bigger than 5"x5" **except** the side bars. Side bars may be c-channel up to 6". Side bars cannot go past the firewall or past the center of the rear doors. If side bars are not used, mounting places not exceeding 1/4" x6"x12" may be used on the ends of the seat bar and dash bar. All bars **MUST** be inside the drivers compartment except if a roof/halo bar is used. Roof bar must come off of your rear seat bar or door bars (max. 5"x5" bars or 6" c-channel). **Roof bar MUST go straight across and straight up and down.** Roof bar may be bolted **or** stitch welded with 1 inch welds in 3 places to the roof only. Non-door post cars may weld 1 post to each side of the car, centered on the door seams, 3"x 1/2" max, with no more than 4" extending down the door or onto the roof.
3. **Two** windshield bars **or** chains may be attached from the roof to the cowl area on the front windshield area only to protect the driver. Maximum size is 3" wide by 1/4" thick bar or 3/8" chain. May not extend more than 4" on roof and cowl. This may not be used as a strengthener or to keep a car from bending. No rear window bars allowed.
4. Full size and mini pickups must run some type of a metal screen behind the driver in the rear window area on all regular cab trucks, to ensure that the driver cannot place his/her arm or hand between cab and box.

Fuel Tanks & Batteries:

1. ORIGINAL FUEL TANKS MUST BE REMOVED COMPLETELY if located behind rear axle. Compact cars and minivans may leave and use the original gas tank if the tank is ahead of the rear axle. Any unused tanks must be completely removed.
2. Metal fuel cells or approved marine style metal tanks are required when mounted inside of car. No gas cans or plastic tanks. Maximum capacity of fuel tank permitted is 10 gallons. Any type of liquid fuel may be used. Any fuel leaks will disqualify car from participating. Please use secure leak proof fittings and good hose clamps and make sure they are tight.
3. Tanks must be located behind the front seat and must be securely fastened with chains, bolts, ratchet straps or all 3. ZIP SCREWS ARE NOT ACCEPTABLE. Trucks may mount fuel tank in front portion of box. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the rear seat bar OR bolted to the floor sheet metal (no combinations, only exceptions are in junk run class which can do both). All fuel tank frames/mounts may be no wider than 24" and may extend to rear vertical sheet metal but must not be attached. All parts of a cage mounted fuel tank frame/mount must be at least 5" above the floor underneath the fuel tank frame/mount. Additionally, fuel tank mounts may not be used as a technical advantage on a vehicle.
4. **If you run a slider drive shaft, the gas tank protector must have a 4" gap between the protector and rear sheet metal.**
5. All fuel tanks 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 metal battery box to be bolted or welded to the floor no chains. Do not use zip screws or rubber straps. No mounting batteries inside passenger seat.

Brakes & Steering:

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during the event will be disqualified.
2. Steering may be altered from the steering box to the steering wheel.
3. Steering gear box adapter plates allowed.
4. Tie rod sleeves may be strengthened or piped, but factory OEM working ends must be used.

Tires & Rims:

1. Any rubber tire, any ply rating allowed.
2. All wheel weights must be removed, including on inside of wheels.
3. Valve stem guards, variable lug centers, full weld in rim centers allowed.
4. NO bead locks, NO steel tires, NO 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 of rubber mount. If you choose to replace OEM body mounts, the OEM mounts may only be substituted with an actual 1" rubber hockey puck (no homemade plastic or metal spacers allowed). All mounting locations must maintain factory height. NO trimming or adding to mounts. They must be positioned

in the original location and with the same intent as the factory installs them, but bolts may travel through the

top of floor. Body mount bolts may be replaced with up to 1/2" diameter bolts max. If your make and model

vehicle came with bigger than 1/2" diameter body or sub frame bolts from factory (example Chrysler, Dodge,

etc.) you cannot upgrade to a bigger bolt size. a washer, no larger than 1/4" x 3" x 3" , may be placed on the

top (inside car where bolt sticks through floor) and bottom of body mount hole inside of frame rail. No welding washers to vehicle body or frame. Core support must stay in factory location. Core support

mounts may run up through hoods and may be 1 inch allthread. THESE MOUNTS ONLY ARE TO BE 1 INCH! but rubber spacing is still required. **Do not add or relocate body mounts, all mounts must remain in their OEM**

factory position. K-member and sub frame mounts will be considered body mounts. Maximum size of k-member or sub frame bolts permitted is the OEM size for that vehicle. Compact cars with sub frame/k-members, trucks, and junk run vehicles may replace OEM mounts with 1" rubber hockey pucks as

well. Please call if you still have any questions regarding the body mount rules.

2. Notching and pre-bending will be allowed. Do not weld notches back together. Body line "enhancing" or creasing is allowed. No wedging and lower of trunk area. Trunk lids may be cut and bent to tuck. V-tucking

will be allowed,

3. Speaker decking must remain in factory position and height. Tail light panel and rear quarter panels must remain vertical. No sedagoning of station wagons prior to start of derby or for feature event. Wheel well

openings may 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 firewall and no more than a 3" rubber spacer may be used between core support and frame. Fenders must attach to firewall at stock mounting position.

5. Front frames may be shortened to the front edge of core support mounting hole. Do not relocate or alter

core support mounting hole in any way.

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 can not in any way

act has a frame pin. If using welding option **ONE** link may be welded to inside frame rail one each side. Chain links cannot be welded together to create a bar effect.

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 body and/or frame will be allowed only if cleared in advance by head official,

and may require pictures before and after any repairs.

11. Frame Repair for pre-run vehicles may be repaired by using 4 (4" X 4" X 1/8" thick plates, 2 per rail) Frame must be visually bent. If plate covers damaged area picture of bend will be needed.

12. Any questions please contact head official by either call or text Devin Manciocchi 607-592-6159

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 your are using a engine

driven plastic fan or clutch type fan hood must cover fan and extend 6" past fan blades. No solid metal fan blades allowed. Hood may be secured in 6 spots with chain (3/8" diameter link thickness max.), wire, or bolted (max. size 1/2"). Angle iron 2" x 2" may be bolted or welded to hood and trunk lid for bolting purposes.

Two of the 6 hood bolts may run down through core support mount holes, no extra metal may be added to

core support or frame to accommodate these bolts. No bolt, wire, and chain combinations allowed. Chain or

wire may bumpers. All hoods must open on stock hinges or be removed completely for inspection regardless

of cut out size. Factory hood latches must be removed.

2. Each door and trunk lid/tailgate may be secured in a total of 6 places of your choice on each panel by chain (3/8" diameter thickness link max.), wire, banding, **or welding 5" on 5" off on doors, trunk lids, and wagon gates.**

Driver's door may be welded solid for safety purposes (3" x 3" x 1/4"

straps max.). No inside body seam welding allowed. If trunk lid cannot be fully opened for inspection, a 8" x

8" inspection hole must be cut in trunk lid. Trucks may weld vertical seams (3" wide x 1/4" thick strap max.)

between cab and box.

3. All body seams must be visible for inspection whether it is pre-ran vehicle or a fresh vehicle that is pre-bent.

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

Bumpers, Brackets & Shocks:

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

2. **Brackets and shocks must be used in a stock manor. Front bumper brackets may be welded or bolted**

up to 6" from the front of the frame rail. Any part of the bracket that is welded or bolted past 6 inches of frame rail end will have to be completely removed. If a bracket or shock is slid back or swapped from different make, no new mounting holes can be made on frame or bracket. Swapped

brackets can be no longer than 11". Bracket or shock bolts cannot act as a frame pin. You may weld bumpers solid to shocks, brackets, and frame. We do not want bumpers falling off. You may hard nose bumper to frame, however if you choose to do so no bumper shocks will be allowed inside frame. If no brackets or shocks are used when hard nosing bumper then a 5" x 5" x 1/2" max plate may be welded to end of front frame to square off ends for bumper mounting purposes. You may also attach bumper with 2 (2" X 3" X 1/4" plate) per frame rail. Rear bumper brackets may be fully welded to frame.

3. Bumpers, brackets, shocks, and plates cannot attach to K-Frames.

4. Bumpers may be chained (3/8" max) or wired to car body in four places. If chain or wire pass through hood or trunk, they will be counted as tie down spots. No welding bumpers to bodies.

5. Any factory non bumper shock equipped vehicles may add 2 unaltered OEM style bumper shocks to mount bumper if you choose not to use OEM brackets. Shocks must be attached to the outsides of frame rails only nothing can be mounted between core support and frame. Follow guidelines of rule #2.

6. Max bumper height 20 inches to bottom of bumper

7. Any questions please contact head official by either call or text Devin Manciocchi 607-592-6159

Engines, Transmissions & Drive Shafts:

1. Engine & transmission swapping between manufacturers is allowed. Do not strengthen frames or cross members with mounts. Motor mounts may be bolted or welded to engine cross member only.

Compacts must use factory motor mount to core support and cannot be reinforced. One engine chain per side may be used, chain must run straight down to engine cross member. Chains can not

be attached to vehicle frame rails in any way or form. **A factory transmission crossmember may be altered in center for transmission mounting purposes.** Transmission cross member swapping between manufacturers is allowed. **If not using a factory transmission Crossmember a 2 X 2 square tube with (3 X 3 X 1/4" tab) welded to frame may be used. Must run side to side perpendicular to frame. If factory transmission cross member tab is not used, it must be removed.** Cross members may be bolted or welded in place.

2. No 03 and newer Ford engine cradle conversion's or swap's 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. Sway bar must be completely removed if running a engine pulley protector. Pulley protector cannot be attached to any part of vehicle body or frame must be free floating.

6. Water only in coolant system. Please drain antifreeze prior to arrival at the track. No solid water tanks or barrels allowed. Aftermarket aluminum radiators are allowed. All cooling fans must be covered by hood.

No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator

and cooling fan under hood.

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 carburetor may run a halo type carb protector for safety purposes. Halo cannot be any wider than the intake of engine and must be attached to engine only. No part of halo can be attached to vehicle body (no kicker bars, etc. off halo).

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

Suspension & Rear End:

1. Cars may use any **factory 5 lug rear end, no truck rear ends or housings allowed.** Trucks may use any truck or car rear end 8 lug or less. Aftermarket axle shafts, pinion brake and axle savers are permitted. Rear end braces are allowed, but can not

strengthen the vehicle in anyway, **anything deemed excessive at time of inspection will be asked to be removed or you won't run.**

2. Front suspension may be raised or locked by using torsion adjustments, spring spacers, changing of coil springs, or a metal rod (1" diameter max.) from **the top of lower control arm to BOTTOM of vehicle's frame**

OR 2 (3 X 3 X ¼" tabs max) may be welded from each side of upper control arm straight down to spring pocket or frame on each side of vehicle. One on the front side and one on the rear side. Tab cannot extend past the control arm mounting bracket. If rod option is used, rod may not overlap

side of frame. No combinations of rod and tab allowed. Front control arms and spindles may be interchanged between manufacturers provided no extra metal or welding needed to add them to vehicle.

Ball

joints must be OEM or equivalent. No front suspension conversions will be allowed on 03 and newer Ford's

EXCEPT you may swap spindles and ball joints only from another car. All other components (steering and suspension) must remain 03 and newer OEM stock.

3. Rear suspension may be locked. One loop of chain (3/8" diameter link max.) per side in rear is allowed. Chain must extend straight up and down from rear end housing to package tray area or you may weld **ONE**

chain link (3/8" max link diameter no link longer than 1 1/2) to the inside of rear hump and go straight down

and loop around rear end housing one chain loop per side. Chains cannot go around body or frame.

Factory

leafed vehicles must have factory spring packs with correct step downs (minimum 2" step). You may added

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 a OEM style. No homemade shocks allowed. Rear shocks may be sleeved with pipe but pipe may not be welded to frame of vehicle.

5. Watts Style suspension car's may be converted to Catskill fabrication, or ZTR brackets but you must use OEM trailing arms for that make of car (example Ford to Ford, Chevy to Chevy etc.). No homemade, ZTR style or catskill fab trailing arms. Upper trailing arm bracket mounting plates cannot be any larger than

6" x 6" and must be bolted to the original package tray area. Lower trailing arm bracket cannot be any larger

than 4" x 4" and must be mounted at least 4" away from any portion of rear package tray. Lower bracket may be welded to frame by two 2" long welds, or by bolting them with two 1/2" diameter bolts.

Bolts

cannot go through both sides of frame and act as a frame pin. No bolt weld combinations.

6. Trailing arms may be altered for pinion angle, but cannot be strengthened in anyway. 2" overlap max. no boxing in of arm's.