



2018 M-40 DEMOLITION DERBY RULES



FULL SIZE - (Semi-Stock Class)

**** READ ALL OF THESE RULES, THERE HAVE BEEN MANY CHANGES!!! ****



GENERAL / COMPETITION / SAFETY RULES:



(A.) You must wear a safety belt and a Z-90 full face helmet including chin guard. (Snell 95 or newer)



(B.) Full Fire suit, gloves and racing shoes are highly recommended!! Leather shoes/boots, long sleeve shirts and pants are required!



(C.) Goggles or face shields required no exceptions.



(D.) Vehicles must have working brakes at all times.



(E.) All boundaries must be observed.



(F.) NO DRINKING of alcoholic beverages in the pits or by anyone having a pit pass. Anyone found under the influence of alcohol or drugs will be DQ'd. Drivers are responsible for the crews and friends/family.



(G.) Cars are not permitted in the competition area before the heat in which they are in.



(H.) A vehicle will be DQ'd if the driver's door comes open.



(I.) ONE MINUTE TIME LIMIT IS ENFORCED FOR RE-STARTS AND MAKING COMPETITIVE

CONTACT WITH ANOTHER CAR. HITS MUST BE AGGRESSIVE. Simple contact within the time limit does not constitute combat and will be considered sandbagging. sandbagging will not be tolerated.



(J.) All cars should be removed from the track 1 hour following the show. We will go out of our way to make arrangements for you to get your car if you are double hauling, however any car left after one week will become the property of MDDA motorsports.



(K.) All competitors must stay in their derby area, until told to move!



(L.) Must have a fire extinguisher within reach of the driver. Min. size 2.5lbs.



(M.) All cars must pass tech inspections one (1) hour before the show!!!!



(N.) You must be able to prove ownership of your vehicle to law enforcement authorities if requested. Cars left behind must forfeit title to management.



(O.) A time limit may be imposed on all events.



(P.) you will be allowed one rollover, the second rollover will be grounds for disqualification.



(Q.) Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.



(R.) Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.



(S.) You are allowed one fire; second fire will be cause for disqualification.



CAR BUILDING/PREPARATION RULES



-CAR-



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- Any year car – Sedan or Wagon. No full frame Imperials, vans, trucks, convertibles, Jeeps, hearses, limo's, "sedagons", "wedge cars", or 4 wheel drive vehicles.

No junk, tires, wheels, etc. in the car. Head lights, tail lights, marker lights, chrome molding strips & bottom portion of rear seats must be removed from car. Rolling down windows is not permitted. Removal of windshield is optional, safety straps must be installed from roof to cowl. All debris and glass must be removed from car before getting to the track. This means you should vacuum your car out prior to reaching the track!!

BUMPERS: Bumpers are interchangeable. You may weld the bumper brackets to the frame or weld the bumper directly to the frame. Weld for the bumpers can NOT go further back than the front of the core support. Due to the rising cost of "good" bumpers we will allow loaded bumpers. These bumpers must appear stock with factory oem inner skin and outer skin. Bumpers must be safe for other drivers. You may not weld the bumper to the body at any time. Bumpers may be cut, but must be flat, No points to cut tires. All bumper brackets and shock components must be oem. Bumper height must be a minimum of 13" and a maximum of 22" on fresh cars to the bottom of the bumper.

(Officials decision is final on the height and safety of the bumper). You can use 4 loops of #9 wire in 5 different spots on the front and rear bumper. Wire must go from the bumper to sheet metal only (not thru the hood).



- BODY-



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- Body creasing/enhancing of existing body lines and addition of body lines is allowed to the sides of the car only. Do not fold the metal over to create a doubled effect; any spot with 4 layers of sheet metal will be torched out completely. No doubling of any body panels allowed, no added metal allowed. Rusted out holes in your floor may be patched with sheet metal where components will be mounted or for drivers safety, sheet metal only. No other sheet metal patching is allowed unless it is a safety issue. You may not patch clean and solid floors. Holes may be cut in the floor & firewall to accommodate the shifter, fuel lines, and transmission lines. You are allowed (5) 3/8ths bolts per wheel opening to bolt the skins together.



-HOOD-



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- Hood must be open for inspection. Hood must have a 12" hole cut for fire/safety. You are allowed (10) 3/8ths bolts to bolt the skin to the inner hood structure. You may bolt the hood down in 6 spots with a maximum of 1 inch bolts 3 inch diameter washer 1/4 thick. 2 through the core support. you can use a 6in long peice of 2in angle iron. Or you may use 6 spots of #9 wire and 3 inch washers welded to the fenders and hood 4 strands per hole or 1 peice of 3/8th's maximum size chain sheet metal to sheet metal only one piece of chain per hole. Those are your choices! pick one not all of them!

Trunk: YOU MUST have a hole in the trunk lid 12" in diameter for inspection purposes. You may weld the trunk lid in 6 spots, patches and welds must be no longer than 6 inches long 3 inches wide and maximum of 1/4 inch thick patch material. Or you may weld a MAXIMUM 3" washer to the trunk, and fenders for wire or chain to go thru in 6 spots on the trunk. Wire or chain MUST be sheet metal to sheet metal (DO NOT go around the frame). If running a wagon, you must secure the tail gate the same as a trunk or take it off. package tray may be modified. NO WEDGE CARS! FENDERS MUST REMAIN VERTICAL



- DOORS-



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- Doors seems may be welded on the outside only maximum of 1/4in patch material 3inches wide. Instead of welding you may use; wire, straps, or chains.



- NUMBERS-



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- ALL VEHICLES MUST have a number roof sign, minimum 15"x15" and MAXIMUM 24"x24" and must be in contrasting color to read the number. These may not be positioned in any way to strengthen the car. special numbers are permitted. nothing obscene no profanity. OFFICIALS DECISION IS FINAL!!!



- WINDOWS-



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- You must have a piece of rebar, all thread, chain, #9 wire, or a bar running from the roof to the cowl in the windshield area for drivers protection, up to 3 pieces max. This may not be designed as reinforcement to the car. This can NOT touch the distributor protector must be sheet metal to sheet metal only.



- FRAME-



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- Must be OEM. Rubber body mounts can be replaced with no larger than 1" bolt and 3" diameter washer. If you remove the body mounts, you can add a 3/4" spacer to replace that mount or you can bolt the body solid to the frame). You can weld the washers for the body mount to the frame only using the 3" washers, if you use spacers you may still weld washers to the frame but the spacer must remain free floating. Patch's on rusty spots or (pre-ran) cars are allowed. DO NOT PLATE FRESH CARS! These patches may be no bigger than 1/4in thick plate 4" by 4" square. WE MUST BE ABLE TO SEE WHERE IT WAS RUSTY OR BENT! 4 patches maximum per car, that means only 2 per rail/frame horn. No welding of any seams or crush holes on the frame. No plating other than specified above, stuffing, heat treating or foam filling of frames is not allowed. If you show up with any other plates that are not allowed to these rules, you will cut however big that plate is out of the side/top of the frame. Example: If you weld an illegal plate the size of a 4x4 plate, you will cut a hole the same size as that plate out of the frame, leaving a big 4x4 hole in the frame, or load it back on the trailer. This rules is to keep guys from bringing plated up fresh cars. NO bolts in holes on the frame, unless they are holding a needed/usable part! Do NOT paint or undercoat your frame. You may weld your motor mounts to

the engine cradle, not to the frame rails. You may notch the frame for minimal pre-bending, but do NOT weld the cut.

No frame shaping is allowed other than dimpling the rear Frame rails. Tilting of the frame is allowed, only where the frame flap meets the outside of frame, in front of the crush box. No other metal or gussets can be added. DO NOT WELD OR RE-WELD ANY OF THE CRUSH BOX SEAMS!!!! (If ANY official believes you have welded these crush box seams, you WILL cut them.)

Any 2003 / Newer (Ford, Lincoln, Mercury - Ford Motor Co. products) – Can swap aluminum cradle with a bolt in style setup only NO WELD IN STYLE CRADLES!

You are allowed a 22 inch hump plate 1/4" thick contoured to and centered on the humps with a maximum of 3 plug welds on the outside of the hump only, ON COIL SPRING CARS ONLY! Do not add hump plates to a leafed car!



- Suspension/Steering-



•No leafing a coil car. Leaf cars can have no more than 5 leafs, including the helper and a maximum of 4 clamps per side. Coil springs may be changed (you may run spring spacers/knuckle busters), but they CAN NOT be mounted in the springs to reinforce the car or suspension in any way. Rear springs may be either #9 wired, tack welded, or hose clamped in place ONLY. You can NOT replace shocks with tubes or any other foreign material.

Tie rods must be stock; you can weld the sleeve to the tie rod.

Aftermarket steering columns/wheels are allowed.

No truck shocks, no exotic shocks, no mystery shocks, no over- sized shocks. Air shock lines must be cut.

Shock absorbers must be factory replacement for that year, make and model of car. Do not run chains, cables, or wire around the spindles. Trailing arms can NOT be reinforced. ALL suspension (while hooked up) must have movement. No solid suspension! Watts-link conversion for

Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. After market brackets are allowed, but no thicker than 1/4 inch and may be attached with max of 3 – 1/2“ bolts each side. No shortening of trailing arms, no positioning of brackets to strengthen the front down legs of the rear hump, must be mounted in the stock location.



- TIRES & BRAKES-



•Doubled tires will be allowed. Your wheel can have valve stem protectors, and variable center holes.

Remove all wheel weights. Wheels may have a maximum of a 3/8" plate on the back side in the center only where the studs come thru. Your car MUST be able to stop; we reserve the right to test your brakes to make sure they work properly. pinion brakes are ok as long as they dont strengthen the car. officials calls are final.



- Radiator & Supports-



•Radiator must be in the stock position in front of the motor or taken off.

Radiator supports must remain in the stock location. OEM style radiators only. No spray foam around the radiator. Fenders can be welded to the top of the core support only. You may have 1

piece of 1/4" thick mesh wire in front and behind the radiator. You may have a MAX 10" tall (3" x 3" MAX square) spacer between the bottom of the core support and the frame where the mounts go. This spacer is just like a body mount. You may weld a 3" washer to the core support mount but the spacer must remain free floating with a 1" diameter bolt max. You may cut the front frame rails back no further than halfway where the stock bumper shock is bolted.



- ENGINES- :



- Any engine may be used in any car. You may chain in your motor, 1 Chain per side, 1/2" max. Chains may not be higher than the top of the stock engine. Distributor/carburetor protectors are allowed, BUT must be attached to engine or transmission only, back side of DP MUST be no wider than 12", and can not be welded, bolted or connected to body, hood or frame. Aftermarket Distributor/carburetor protectors, cradles and pulley protectors are allowed. You may run full engine protector but can not have a fan shroud.



- Transmissions- :



- Transmissions must be of passenger car origin. Transmission coolers may be used, but they must be secured in such a way to prevent injury. Transmission cross member, may be moved back a MAXIMUM of 8" from the stock location. You may ONLY USE a MAXIMUM of 1/4" (thick) x 6" (long) x 3" (wide) piece of angle, welded to the Inside of the frame ONLY for your brackets. Cross member must be welded or bolted to the brackets (NOT to the frame). maximum 2x2 tubing can be used in place of stock crossmember. Cross member may be wired to the cage. Skid plates are allowed. They must be separate plated for the engine and the transmission. NO full-length skid plates. NO bolting or welding the skid plated to the frame.



- REAR ENDS- :



- Rear ends must be of a passenger car origin, 8 lugs maximum. You may change the pinion angle by moving and rewelding the trailing arm mounts on the rear end ONLY. rear end braces are allowed TO PROTECT THE REAR END ONLY. You may weld the rear end tubes to the housing. Chains or wire is allowed around the rear end to adjust the ride height only.



- FUEL SYSTEM- :



- Original gas tank must be removed from the car and replaced with a marine tank, metal fuel tank, or plastic tank (if plastic tank you must enclose it in sheet metal). 10 gallon tank maximum. You must have the gas tank securely mounted behind the front seat and in front of the rear end, also it must be covered. Fuel lines running thru the car must be enclosed in some type of safety shield. Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and clearly marked in large letters. A gas tank protector is allowed, 24"x6" maximum, centered in the back seat area. There must be a 1" space between the tank protector and all sheet metal, may not be attached to anything other than back seat bar (see

cage rules). if you are using alcohol you must add an additive so that it burns in color for safety reasons.



- BATTERY- :



- 2 – 12 Volt batteries maximum, they both must be safely secured either in the passenger seat or in front of the passenger seat only and **MUST** be covered.



- CAGE- :



•Safety bars are allowed and should include padding on the driver's side. All **VERTICAL**, **DASH**, and **ROLL OVER** bars can **ONLY** be a **MAX** of 3" round or 3"x3" square. **DOOR** and **Door**, front cowl, back bar behind seat can be a **MAX** of 3" round or 3"x3" square. You are allowed **4 VERTICAL** bars and

they may be welded to the frame, **BUT** can **NOT** be used to hide a body mount, the front 2 can be no further forward than the firewall in the **STOCK** location, the rear 2 can be no further back than 6" behind the front seats in the **STOCK** location. The seat bar can be **NO** more than 6" behind the seat; seat must be straight up and in the stock location. A halo bar is allowed behind the driver only (roll over bar may extend above the roof of the car, but must be at a **90 degree** angle from the door bars – do not angle forward or back!). The halo bar can be connected to the roof in 2 spots only using 2" pieces of angle iron with 2 3/8" bolts to hold them in place. Your angle piece may not be any longer than 3". Dash bar **MUST** go over the steering column. **NO** front or rear

kickers. A gas tank protector is allowed, 24"x6" inches, centered in the back seat area. There must be a 1" space between the back tank bar and all sheet metal, may not be attached to anything other than back seat bar. All **HORIZONTAL** cage bars must be a ...**MINIMUM** of 6" off the floor of the car, including the gas tank protector (measured at the body bolt elevation). You are allowed to have 2 door bars (on each side), 2 seat bars (both must be horizontal), 1 dash bar, 4 vertical bars, and 1 halo bar. All cage components must be in the interior of the car, not inside the door structure, with the exception of the halo bar **ONLY**. Safety bars are **NOT** allowed to be welded to **ANY** body panels, unless you are running a cage with no vertical down bars.



**** OFFICIALS DECISION IS FINAL ON CONSTRUCTION AND SAFETY! ****

