

# **MIDWEST DEMOLITION DERBY**

## **ASSOCIATION., INC.**

### **2011 RULES**

These rules apply to all events associated with the Midwest Demolition Derby Association, Inc. Rules cannot be reproduced without their consent. All rules must be read and followed by all drivers, pit crews, promoters, judges, wrecker crews, and any person(s) taking part in the derby. Any violation of these rules may disqualify the individual from further participation in the derby.

**All cars must be at the derby site at least ONE HOUR prior to the advertised start time of the derby!**  
**ANY CARS ARRIVING LATER WILL BE CHARGED TRIPLE TO ENTER, AND YOU ONLY GET TO**  
**RUN IF WE HAVE TIME TO TECH IT !!!**

#### **Section (A) General Car Rules:**

- A-1 Any year, make, or model car may be used except convertibles and all wheel drives. Frame & suspension must be same year, make, and model as body. Any steering sector may be used.  
“Herby” cars – factory four cylinder car w/103” wheelbase limit.  
“Midsize” cars – factory four cylinder car with no wheelbase limit.  
“6 Cylinders” cars – 80’s and newer 6 cylinders  
“Trucks” – any ½ ton 2wd or 4wd truck/suburban, 4wd’s have to drop the front driveshaft
- A-2 No additional layering, bracing, bolting, welding, wiring, chaining, etc., of any form may be done to any part of the car other than as specifically outlined in these rules.  
Pre-runs evaluated on a case-by-case basis – 2 inches of weld past the bend/tear in frame up to 6 inches, on two sides of the frame, and can only be patched with up to 11 gauge (1/8”) thick metal.
- A-3 All carpet, cloth, plastic, glass, headlights, tailgates, grilles, mirrors, chrome, and other such trim must be stripped from inside and outside of the car. This includes third row seats and/or compartment covers in wagons. Interior and trunk must be clean of all broken glass, loose screw, cans, etc. **EXCEPTION:** Driver’s door panel, kick panel, and b-pillar cover may be left in to protect driver from sharp edges underneath. Foam pads may be added around driver.
- A-4 Cooling systems must remain in stock location (radiator/radiator barrels): water or antifreeze only. Radiator overflow hoses must vent down, preferably under the car, at least under the hood. Spray foam may be used to secure radiator, but may not be used anywhere else. Roof mounted barrels must vent under the car. All barrel hoses must be double clamped. Barrels must be securely attached. If using a roof mounted barrel, the car **MUST** have a brace from the floor or door bar to the roof near the driver. No engine oil coolers. Transmission coolers allowed. Fan blades may be altered or removed. Electric fans are okay.
- A-5 Trunk lid/tailgate maybe be secured using either wire, chain, 3/8” bolts w/max 2” washers or 4”x4” plates. Six (6) attachment points maximum (hinges/latches do not count as points). Trunk lid/tailgate cannot be attached to the trunk floor or frame and must be mounted in the stock location.
- A-6 Doors must be secured using 4”x4” plates max, wire or chain. You must follow through with welding or chaining each. Six (6) attachment points maximum (hinges/latches do not count). Chains/wires for the doors may be through the roof or around the frame. Hardtops will be allowed to create a single post of chain/wire from the top of the door to the roof on the passenger side. This will not count as one of the locations for the door(s). On the drivers’ side you may weld in a 2” diameter pipe or strap in the same manner.
- A-7 **HOODS MUST BE OFF OR FULLY OPEN FOR INSPECTION.** Car will not be teched with the hood in place. Hood must be secured with hood pins, chain or wire. Six (6) attachment points maximum (hinges count as an attachment point). Hood pins may be made of bolts or pins, no more than 3/4” diameter. The front two body mounts may be removed and 3/4” ready rod may be used and ran through the frame. No angle iron hood pins allowed. No chain or wire in front of the radiator. Hoods must be cut open in a manner to allow easy access for fire extinguishing: judges’ discretion. Hood must be mounted in the stock location. All washers for hood pins limited to 5”x5” plates.
- A-8 Cars must have working brakes capable of stopping the car at the beginning of each heat. If a car loses brakes during the heat it may be DQ’d; judges’ discretion.

- A-9 Tires and rims must be street legal DOT approved. No implement tires, studded tires, tire in tire, bolting/screwing tires to rims, foam filled: air only. Valve stem protectors and tire flaps are allowed. Spacers between lug nuts & rim are ok.
- A-10 Turn-out exhaust headers are allowed.
- A-11 Batteries must be removed and placed within the drivers compartment of the car. It is required that they be safely secured and covered. This includes securely tied DOWN, no just secured side-to-side.
- A-12 Driver Safety:
- Windshield bars are allowed. Must be vertical with a maximum of two. May be bolted or welded in place, but may not connect to or hold the hood in any way.
  - Window bars or nets are allowed on driver's door. They may be welded or bolted in place and will not count towards an attachment points for the driver's door (if welded to the rear door, count as an attachment point for the door).
  - Door bars are allowed. Pipe must be 2" to 4" in diameter, 1/4" wall. End plates must be no more than 6"x6", 1/4" thick. Bar may be welded, chained, or bolted in. If bolted in, exterior plates cannot exceed 6"x6". Two attachments per side and will not count as points for the door(s). Bar should be placed as close to the back of the driver's seat as possible and may not attach to the frame. Including both a straight across and a diagonal bar to the driver side rocker panel area is highly recommended (see diagram on the back page). The diagonal helps prevent "blowing out" the driver's side door pillar from a hard passenger hit.
  - Dash bars are allowed. Same dimensions apply as specified for the door bar. Attach in a similar manner. Steering column may be supported by the dash bar (may chain to the dash bar).
  - Drivers & Passenger door bars allowed. They are to connect from the seat bar to the dash bar. Same dimensions apply as specified for the dash/door bars.
  - Halo bars allowed. Same dimensions apply as specified for the dash/door bars. They are to mount as close to the b-pillar as possible. You can weld a 5"x5" plate to the floor to attach the halo bar to; **THEY CANNOT CONNECT TO THE FRAME.** You can attach to the roof with bolts or welds, **BUT NOT WELDED SOLID TO THE ROOF.**
  - Door plate(s) allowed on driver's door. May extend 4" past door seams. Must be flat plate; no I-beam or c-channel. No more than 8" total height (two 4" plates ok for example). These do count as attachment points if welded to the fender/rear door.
- A-13 Gas tanks must be boat or race car type tank; seven gallon maximum and must be placed inside the car and firmly secured. Original tank must be removed or have three visible holes at 1" in diameter. No alcohol or methanol fuels allowed. Fuel injected cars with in-tank pumps; call and we'll try to work with you.
- A-14 Car numbers must be visible from both sides of the car, preferably on the front doors or on a roof plate.
- A-15 Any make engine/transmission allowed. Engine must remain in stock-style location forward of the original firewall. Mounts may be homemade and welded in, but may not protect any engine components. Straps may be made from 1/2" rod or 1"x 1/4" flat stock. It must come straight sideways of the front of the cylinder head to the top inside corner of the frame. Strap and its weld may not overlap more than 1" of frame and may not cross a seam. If chaining, links may not be welded. Herby cars must be a 4-cylinder engine and the car must have originally been available with a 4-cylinder engine.
- A-16 Any factory rear axle allowed but must be 4 or 5 lug car axle. Must be mounted in stock manner and location. U-joints may not be welded in place, but 2 tack welds may be added to keep u-joints in where injected plastic retainers had been used. Spider gears may be welded and lockers are allowed. Slider shafts are ok. Braced rearends are allowed.
- A-17 Suspension and frames must remain stock. All body mounts except radiator support body mounts must remain stock. Bolts may be replaced, but only with 7/16" bolts with 3" washers maximum. No chaining of suspensions. Leaf springs must use stock mounting points. Leaf springs can add one clamp made of one (1) loop of #9 wire or fuel tank strap. No modifications of trailing arms allowed and must be the stock arms. Taller springs may be used within reason; judges' discretion. Front and rear coil spring spacers allowed. Coil springs may be wired, either on the top or around the rear axle, but not BOTH. You can weld a 3/8" weld on the top frame seam, A-arms forward. All hitches must be removed. Y-framers may suck the (Y) together. No added metal and no welding on the bottom. You **MUST** leave space on bottom for inspection and can put the long frame bracket alongside of the frame. You can only weld the TOP only.
- A-18 Any car bumper may be used on any car. Bumpers may be welded to the bracket. Bracket may be welded to the frame. Bumper shocks may be drilled, compressed, and welded. No additional filler metal may be added. May swap over shock horns, but only the stock horns. No part of the donor frame may be used! Bumpers must be mounted at the stock height

and right-side up. If the bumper is not welded on, bumper chains are mandatory. Chains must not be welded on over frame seams.

**EXCEPTIONS:**

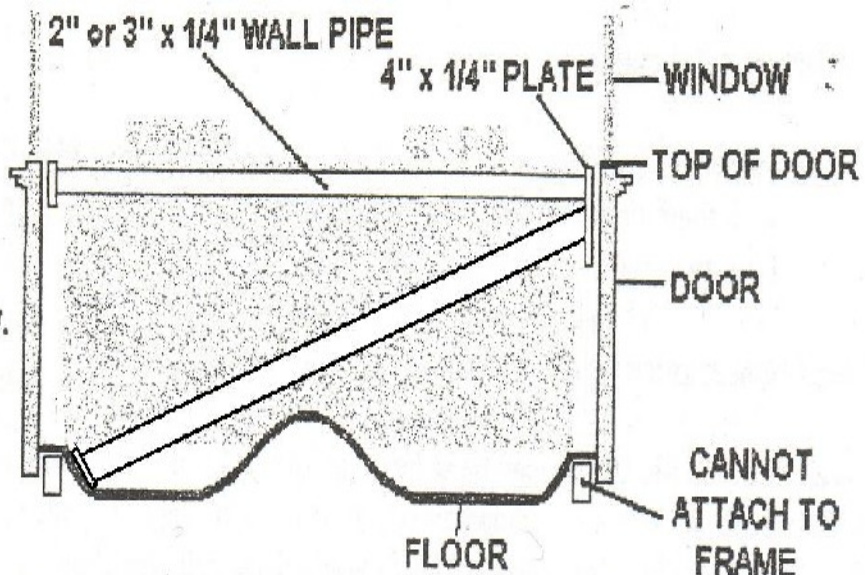
Herby Derby cars – original bumpers only!!

**Section (B) Driver/Pit Crew rules:**

- B-0. ALL CARS MUST BE PRESENT MINIMUM ONE HOUR PRIOR TO SHOW TIME FOR TECH. ANYONE ARRIVING AFTER THAT POINT WILL BE CHARGED TRIPLE AND ONLY ALLOWED IN IF WE HAVE TIME TO TECH IT. NO CAR WILL ENTER THE PITS UNTIL IT HAS PASSED TECH! WE WILL NO LONGER RE-TECH IN THE PITS. ADDITIONALLY, ALL DRIVERS WILL BE ALLOWED ACCESS TO TECH EACH OTHER.
- B-1. Drivers must be 18 years of or older with a valid drivers license. Any driver under 18 must have parents signature and valid drivers license. Parent must be present and provide proof of id. Drivers may be required to show ID.
- B-2. All drivers and pitmen must sign a form releasing the Midwest Demolition Derby Association and the Promoting club/community from all liability.
- B-3. All drivers must wear seat belts and helmet during the entirety of their heat. Failure to do so will result in disqualification. Drivers knocked out of the heat must remain in their car until the heat is over. Drivers may get out if in danger of injury (fire, gas leak, battery acid, hot fluids, etc.) or while the event is under a red flag.
- B-4. Each car will be allowed one driver and one pitman free. If driver is replaced, may be replaced with a pitman only but may not be a registered driver of another car from that day. Exception – a pitman running a ‘special event’ car such as a herby car can substitute in for the driver of a regular car. Scoring for season points stops w/driver change.
- B-5. Alcohol or drug use by drivers and pitmen is prohibited and may result in disqualification.
- B-6. Drivers must supply their own white flag or purchase one at the event for \$10.
- B-7. No one will be allowed around or in the arena except Judges and Safety Personnel.
- B-8. No headsets or other audio/video communications are allowed in the cars.
- B-9. Derby may be stopped at any time for safety reasons. In case of an emergency situation, all cars will stop immediately and drivers will remove their hands from the steering wheel and hold them up to indicate to the Judges you have seen them and acknowledge the stop. In case of a rollover, the car will be set back up and allowed to restart, barring any danger from fluid spillage. Each car is limited to 2 fires per heat. In case of third fire, the car will be disqualified. Driver’s safety is #1!
- B-10. No driver door hits. No deliberate use of the drivers door in an attempt to disqualify an opponent. If you’re setting it up, we’ll let them hit it. Hits or reckless driving that the judges feel puts others at risk--in the arena, the pits, or surrounding areas, will result in disqualification, up to and including the remainder of the event.
- B-12. Hangups – We will only pull apart cars when hazardous situations apply and to determine placement. Only active cars having made a mutual hit will be pulled apart.
- B-13. Contact rule: “Contact” requires an aggressive attempt to hit and damage another car. Drivers will have 2 minutes to make contact. Hitting the brakes before contact or idling into another car is not aggressive and will NOT count as contact! If the Judge watching you isn’t convinced you intended aggressive contact within the 2 minutes, you may be counted out even if you’ve made multiple soft hits in that time!! Yes, it’s subjective. Your best bet? Don’t leave room for doubt in the judge’s mind. Contact rule will override fire rule with last two cars running.
- B-14. Cars must be moving on engine power. Any car moving on battery power will be disqualified.
- B-15. Out of bounds rules will be discussed at each event.
- B-16. Disqualification may forfeit driver from placing in the derby. Judges discretion.
- B-17. Yelling at judges will not be tolerated. Car may be disqualified from the heat or for the day. Individuals ‘out of control’ may be ejected from the derby site. If you have a dispute about a judge’s call, discuss it like a rational adult.
- B-18. Drivers and Pit Crews are responsible for clearing all debris and garbage from their pit area.

**JUDGES HAVE THE FINAL INTERPRETATION OF ALL RULES AND SAFETY CONCERNS.  
IF IT'S NOT IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT. ASK FIRST!!  
(call Kelly Hoerner @ 701-400-6827)**

Here are a couple of examples for you to view. This is only an option not a requirement.



The post to post support should be as close to the back of the drivers seat as possible.

