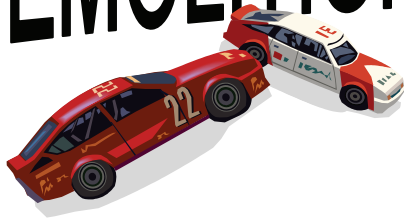


# DEMOLITION DERBY & TEAM RACING



## COLIER COUNTY FAIRGROUNDS

**October 9, 2010**

Classes: Compact, Mid Size and Full Size  
(No limit on car entries)

PRE-REGISTRATION Entry Fee: \$40.00 Car/Driver

Day of the event Registration Fee: \$50.00 Car/Driver

Pit Crew: \$15.00 each (armband required)

Children under 16 yrs old not allowed in PIT AREA

Spectators: Adults & Kids 12 and up \$10.00 each

Kids 12 and Under are FREE with Paying Adult

RACING TEAM HEAT WINNERS WIN

**\$225.00**

GRAND FINALE RACING TEAM WINNERS WIN

**\$900.00**

ENDO RACE \$300 to win - \$50 for each Heat

ALSO, there will be a DEMO LAST CAR to move  
wins \$800

Gates Open for Teching Cars at 3:00pm until 6:00pm

Gates Open for Spectators at 6:00pm

1<sup>st</sup> Heat Race Starts at 7:00pm



For Rules or Race Specifics call (239) 455-1444 or  
visit our web site [www.colliercountyfair.com](http://www.colliercountyfair.com)



**DDDA RULES**  
(revised June 7, 2010)

**\*\*\*\*\* IF CAR DOES NOT PASS INSPECTION OR DRIVER  
IS UNWILLING TO CHANGE CAR TO PASS INSPECTION  
ABSOLUTELY NO REDUNDS ! \*\*\*\*\***

1. All rules will be followed, or you will not run!!
2. Any American or Foreign make sedan or station wagon can be run with the following exceptions: No 1973 or older Imperials or Imperial sub-frames/ frames, 4x4's, ambulances, hearses, trucks, limousines, etc. Front wheel drive cars allowed. There will be three (3) classes 4 cylinder compact class, 6 cylinder mid-size class, and 8 cylinders for full-size sedans.
3. All bodies must be mounted on stock frames. No frame swaps. (Example: 67 Imperial sub-frames on a New Yorker)
4. No reinforcements allowed other than specified below. Any metal added to reinforce the car is illegal! **ABSOLUTELY NO WELDING ON FRAMES OR BODY UNLESS SPECIFIED!!**
5. Drivers must be 18 years of age and have a valid driver's license. Ages 16 –17 must have parent signature and some form of driver's license.
6. Driver must wear seat belt and helmet, along with eye protection, goggles or full shield helmet at all times when operating vehicle. Also all vehicles **MUST** have a fire extinguisher mounted inside the car, within reach of the driver.
7. **ALL** drivers and crewmembers **MUST** attend the drivers meeting.
8. **DO NOT** hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, Track official will black flag driver and they will be disqualified.
9. **NO** hot rodding in the pits, keep it at an idle.
10. Any open door or fire will cause disqualification. If in heat, you may fix it and come back for consolation.
11. **NO** sandbagging or holding!!! You will be disqualified!!!
12. **NO** alcohol in the pits! If anyone is caught with alcohol, they will be disqualified and this includes their pit crew.
13. Any controversies will be taken up at the drivers meeting.
14. Any questions give us a call! If it doesn't say you can do it, don't do it – call first!
15. Judges decisions are **FINAL**!!!

## **PREPARATION:**

1. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors or trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding, screw, fiber glass, Station Wagon decking, etc.).
2. No added weight to the car except the weld. No buffing, grinding, or packing the frames, trunks, doors, or under floor.
3. Front seats must be securely mounted to the floor. However if you are using bolts to secure the seat, they cannot go through the frame. Must have some form of operable seat belt. All cars **MUST** have inner padding on driver's door. **All** doors must be welded closed and chained.
4. All flammable materials inside the car must be removed except necessary safety padding and seat.
5. A pipe or bar behind (max 5" O.D.) the seat is mandatory (bar may be positioned behind the back of seat). An optional pipe may also be put in the front where the dashboard was located, in between the front door posts. Another option is one pipe welded door to door no smaller than 3". It's okay to reinforce doors and is highly recommended. A 6" x 6" plate at the end of the pipe may be welded to the interior of the car behind the seat and the bars must be welded to these plates. You may connect the bar behind the seat and the dash bar with a bar on both the driver's and passenger's side to make a 4 point box style cage. No uprights may be attached from the cross pipes to the floor or frame. If you want to put a roll loop in that is fine but may not be attached to floor or roof (connect it to the bar behind your seat).
6. Skid plates are allowed; must be separate oil/transmission plates. No full-length skid plates, no bolting or welding to frame.
7. Minimal pre-bending of body is allowed, no tucking allowed, must have access to inspect.

## **Fuel Pumps:**

1. Electric fuel pumps are allowed. Must be covered and have cutoff switch near steering wheel and marked in large RED letters. All lines must have double clamps.

## **Tires:**

1. Stock Tires no bigger than 15" (any ply) may be used. No split rims, studded tires or tractor lugs. Foam filled or Doubled tires are OK - we don't want any flats!!! Valve seam protectors allowed but do not screw tire to the rim.

## **Brakes:**

1. All cars must exhibit the ability to stop. If a car loses its braking ability it will be subject to disqualification.

### **Engines, transmissions and rear ends:**

1. Any power train combination may be used in any car, but must be mounted within 5" of the original motor. Must be mounted securely. You may cut a hole in the firewall to accommodate the engine within reason. However it must be covered to prevent a fire hazard.
2. No holes will be allowed in the front floor of the car except to accommodate the transmission shifter, fuel lines, transmission lines and wiring. Patching holes is for safety not reinforcement; if patching rust holes you may use sheet metal only and not exceed 2" past where rust stops.
3. Stock motor mounts may be welded; transmission and motors may be chained, only secure motor chains to an existing bolt, do not weld or add plates to attach it to the frame.
4. Rear ends must be of a passenger car origin only, maximum 5 bolts. You may use any type (Ford/GM/Mopar/Hybrid) rear end in any make of car, no floater or truck rear-ends may be used. You may tilt rear end by shortening or lengthening rear end control arms, however they must still be working. No excessive reinforcement, do not reinforce more than one inch past extension area (must be in the middle of the arms) and no metal added to the inside or ends of control arms.

### **Doors and windows:**

1. The driver's doors may be welded solid. All other exterior door seams may be welded 5 inches on 5 inches off inches (weld 5, skip 5, weld 5, skip 5, etc.). You may smash the inner and outer door skin together and weld (do not add metal).
2. If you do not weld your doors you must chain or use #9 wire, at least twice per seam. You may **NOT** bolt your doors shut. If chaining or wiring, none may go through or around the frame.
3. A minimum of one bar, chain or wire running from the outside (top) of roof down to the cowl on the front window is **MANDATORY** for safety.
4. Driver's door may have window netting for driver's protection. No other window opening is allowed to have any form of window netting which includes #9 wire.

### **Welding:**

1. The only welding allowed is the bumpers shocks, brackets and seams, cowl bar, stock motor mounts, safety pipes and doors.
2. Hood and trunk may be bolted, wired, chained shut only.
3. No stacking of filler in any seams or gaps.
4. No body seam welding allowed inside or out, unless specified.

### **Bolting:**

1. All body bolts must be stock size (GM's are 7/16") except radiator core support (may replace old bolts with new bolts).
2. May use four (4) hood bolts to hold the hood down. They may be a maximum of 3/4" in diameter. Must be sheet metal to sheet metal only, with the exception of the front two bolts may go through the frame.
3. May use four (4) 3/4" bolts to secure the trunk lid or tailgate, however may not go through the frame. Station wagons may use two straps and 4 bolts total to hold the tailgate.
4. Washers may not exceed 5" inches in diameter.
5. Only three 3/8" bolts or self tapping screws with 1" washers per cutout hole (trunk/hood), or wheel well.
6. No welding of the cutouts is allowed.
7. You must have a 12 x 12 inch hole minimum cut in the trunk lid for inspection
8. Hood must be off or open during inspection.

### **Chains or # 9 wire:**

1. 3/8" chain is allowed to secure front and rear bumpers to the frame. Only two chains may be used per bumper. Must not extend past radiator support in front or factory brackets in the rear.
2. No chain may be welded at any point to the frame or body.
3. If you don't secure using bolts you may chain or wire the hood or trunk in 4 places with chain no longer than 24". Don't wrap around the frame. Sheet metal to sheet metal only.
4. You may weld a 5" washer to the hood or trunk to run the chain or wire through.
5. You may chain your motor, but it must be bolted to an existing bolt, do not weld chain to frame.
6. You may run 1 chain or 4 loops of #9 wire from frame rail to frame rail behind rear axle.
7. You may chain or wire your axle to the frame, to prevent loss of leaf or coil springs, you may use 3/8" chain or 4 loops of wire, do not weld or add metal, must be looped around frame and axle; unibody cars may use one bolt through frame (no excessive washers).
8. You may not weld any chain links to create a bar effect.

### **Bumpers:**

1. Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car. No homemade bumpers or brackets.
2. You may weld the bumper seams, shocks and the brackets to the frame. If you choose not to use brackets, you may weld bumpers directly to the frame however **NO** added metal may be used. No welding on frame except the brackets.
3. Bumpers may be cut so they do not smash into the tires during the event: Bumpers may be flipped.
4. Compression bumper shocks may be drained, slid back into the shock and welded fully. Weld them good - we don't want bumpers on the track
5. No material may be added other than the weld.
6. No bumper chrome may be welded to the body.

**Frame:**

1. There's absolutely no welding on the frame unless specified in the rules.
2. Original body on stock frames for that year must be used.
3. You may cut frames for minimal pre-bending, but may not weld the cut.
4. All body mounts (rubber biscuit and metal cone ("Pucks")), must be stock and in place. You may not remove "Pucks" and place washers between the frame and body.
5. You may replace stock bolts and washers on outside of body and frame, but must not exceed stock bolt diameter or 5" washer diameter.
6. No body bolt may extend below frame, all bolts and nuts must be inside of frame.
7. Do not paint undercoat or cover the frame in anyway.

**Radiators & Radiator supports:**

1. Radiators must stay in the stock position. (No added water capacity).
2. Lower Radiator support body mount bushings may be removed and replaced with Max. 3/4" bolt and can go up through your hood (counts as hood bolts).

**Transmission coolers:**

1. Transmission coolers will be allowed.
2. Metal or steel braided line must be used. Rubber lines must be double clamped and minimal inside the car. No fuel or low pressure line may be used.
3. Transmission Condenser must be enclosed or covered.
4. Overall safety will be determined by officials at time of inspection.

**Gas Tanks:**

1. Original gas tanks must be removed from the car.
2. You must have gas tank securely mounted inside the car, behind the driver's seat and covered. Your fuel line may only be run inside of the car and may not go down through the floor and along the frame rail.
3. A maximum size of 6.5 gallons can be used: A fuel cell must be used.
4. Overall safety will be determined by officials at time of inspection.

**Battery:**

1. Maximum of two 12-volt batteries may be used.
2. The batteries must be securely mounted inside the car in front of the passenger seat and covered.
3. Overall safety will be determined by officials at time of inspection.

### **Air Cleaners:**

1. You must have an air cleaner over the carburetor at all times during the event.
2. No starting fluid will be allowed.
3. There must be 12x 12 inch opening cut in hood in case of a fire.

### **Suspension:**

1. Suspension must be Original Factory for that make and model of car. (No pulling shocks and putting pipes in their place).
2. No other means other than tires and coil spring spacers may be used to raise the car's front suspension. Both ends of car must have a working suspension and bounce freely.
3. No adding reinforcements to the suspension or steering parts. Steering wheel to control box can be modified only.
4. No putting leaf springs on top of the axle.
5. You may not clamp the shocks. No solid suspension.
6. You are allowed nine (9) leaf's maximum and have factory spacing. You may use 3 leaf spring clamps/shackles per leaf (not excessive in size, only two bolts per clamp), no welding. Springs must be of passenger car origin. **NO TRUCK LEAF SPRINGS ALLOWED.**
7. Suspension must work. Air shocks lines must be cut.



## DEMOLITION DERBY RACE RULES

Safety is a must!

All cars must go through tech according to the Demolition Derby Car Rules.

The only change is for the next race cars are required to have a **MANDATORY FUEL CELL**.

### RACE RULES

1. A team is to consist of 3 individual cars, your initial 3 cars are the only cars allowed for your team to participate in the event. All single cars can be substituted into any team needing an extra car. All single cars can run in the last car to move Demo.
2. Every Race will consist of 8 lap heats races and 10 lap feature event. And any car of the team can make the 8 laps does not need to be a designated car.
3. All cars in each Team must have their car number on the roof of their car. The number and there team name can be placed on the sides of all 3 cars.

