

ONTARIO DEMOLITION DERBY

2016 FULL SIZE BUILD SHEET

Disclaimer

**** If there are any questions about the spirit or interpretation of the rules please call an ONTARIO official (listed below). Any additional modifications not listed below can be deemed illegal, and may result in immediate disqualification**

Eligible Drivers

1. Drivers must be 18 years old, or older, and have a drivers license (G1 and G2 are acceptable)

Eligible Vehicles

- a) Any 1980 or newer 2WD hard top automobile
- b) No checkered cabs, Chrysler Imperials, hearses, limousines, jeeps, vans or trucks

*** Vehicles deemed too damaged or unsafe for their class by officials will not be allowed to participate**

**** Any equipment or fabrication deemed unsafe, over built or inadequate by officials will not be allowed to participate**

***** Refer to website for exact classes at each event**

Tire Regulations

1. Tires for car events must be P-Rated, or marked as Load Range "B", no larger than 235/15, and cannot have a snow-type lug on the outside of the tire. If a tire is deemed to be too aggressive officials may rule it requires modification or replacement.
2. Tires with removed lugs are acceptable
3. Wheel weights must be removed from both drive and non-drive wheels
4. Double tires are permitted
5. No solid tires, liquid filled tires or studded tires will be permitted
6. External liners (additional side walls) are not permitted
7. Wheel centers may be modified, but only 14", 15" or 16" wheels are permitted

Welding

1. A post-to-post bar may be welded into the driver's compartment for driver safety (see Post to Post Bars)
2. A dash bar may be welded into the driver's compartment (see Post to Post Bars)
2. Motor mounts may be welded to the cross member (cradle) - excessive material use / welding may result in disqualification
3. Differential may be welded
4. Front and rear bumpers may be welded to the brackets and frame, but under very strict limitations (see Bumpers)

**** Absolutely any other welding found on a competition vehicle before, during or after the event may result in immediate disqualification, and forfeiting of any due prize money.**

For any questions regarding rules and/or events please call or-email:

Jim Grant (705) 738-5200

ont.demo.derby@explornet.ca

www.ontariodemoderby.com

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Vehicle Specific Preparation Rules

Engines & Drive Train

PRO STOCK

- Any combination of engine, transmission and rear ends is acceptable (rear ends must be 5 bolt)
- No protectors are allowed on drive train (no engine, transmission or differential protectors)
- distributor protectors are not permitted
- A lower engine bracket may be used to help mount the motor (no harmonic balancer protector is allowed)

STRAIGHT STOCK

- **STOCK ENGINE, DRIVE SHAFT AND REAR END WITH NO DRIVE LINE PROTECTION**

Body Mounts

- Body mounts (bolts, washers or rubber spacers) may not be altered in any way, and no additional body mounts may be added in any part of the competition vehicle
- Front rad cradle mount and rear most mount bolts may be replaced with threaded rod (max 3/4") that extends through the hood, and the stock spacers and rubber bushings may be replaced with a single hockey puck (1 per side) and count as hood and trunk hold down

Doors Hood & Trunk Fastening - must stay in the stock position, and can be fastened down in 6 spots each, using straps, wire, 3/8" bolts or 1/4" chain (overuse of material is at the officials discretion)

- **Front and rear threaded rod count as fasteners**

Frames

- Frames may not be altered in any way including peening or, and may not be painted / undercoated
- Crash box tabs may not be altered, bent in, or in any way modified
- Frames humps may not be altered or modified (including bolting or pounding in the centre of the hump)
- Notching or cutting frame rails is permitted

Fenders & Body Panels - No pre-bending body panels / No bolting body panels / No cutting body panels

Window Bar - A single or flat plate must be placed in front of the driver (from roof to cowl), Must be straight up and down 18" from driver side door post

Bumpers

- Bumpers ends may be bent in, but may not be cut
- ** - Front bumpers must be welded, chained (1/4" chain), wired or bolted to the body to prevent them from falling off
- ** - If welded, front and rear bumpers may be welded to the bumper shock plate
- ** - Also, on each frame rail of each bumper, a single 2" plate (3/8 thick) may be welded from the shock plate to the frame. Only 1 plate per bumper shock is permitted. If welded the plate may not extend back any further than the rad cradle on the front or the rear body of the trunk in the rear. It is also acceptable to have the plates bolted through the Rad Cradle threaded rod and the rear most threaded rod mount replacements **instead** of welded to the frame.

PRO STOCK

- **Only 1980 or newer bumpers are allowed**
- Bumper make or model may be different than the car, but the bumper has to be from an eligible vehicle,

STRAIGHT STOCK

- If manufactured with a rebar only a better rebar may be used as a replacement

Door Plate

- It is recommended that the driver's door is reinforced with a 72" flat bar or plate on the outside of the door. The bar or plate may not be wider than 18", and may not extend beyond the rear passenger door seam (official's discretion will determine overuse of materials)
- The plate can be mounted using a maximum of 6 bolts (no welding)
- **It is important that the driver's door interior be stuffed with a minimum of 3/4 plywood (steel / wood / combination of both acceptable)**
- Passenger side door cannot be plated or reinforced

Suspension & Steering

- All suspension must be stock. No fabrications are allowed. It must appear, and function as original
- Upper / lower control arms brackets and spindles may be swapped out from different years of the same make. MUST be bolted on in a stock manner.
- Rear control arms must be stock for the year / model (Watts link cannot be converted to a 4 point late model system)
- Steering must remain stock with the exception of the steering shaft which may be modified to prevent breaking or jamming

Post-to-Post Bars

- A single post-to-post bar (max 4") may be welded or bolted from the drivers post (B pillar) to the passenger post (B pillar)
- Drivers may also run a post (max 4") from the floor to the roof (Rollover Bar) to provide strength in the event of a roll over
- Floor to roof Rollover Bar cannot attach to Post to Post Bar except if Rollover bar extends from top of post to post bar to roof ONLY
- No other interior bracing is permitted (no kickers, no dash bars)
- Drivers may run threaded rod down from the post-to-post bar, through the frame to prevent sagging (secured with washers and nuts only)
- A Dash Bar (Min 3" to Max 4" square tubing) may be mounted doorframe to doorframe, but not to firewall

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