

ONTARIO DEMOLITION DERBY

2017 STOCK TRUCK

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

- STOCK TRUCK**
- a) Any year 2WD / 4WD (Disabled) ½ Ton truck or SUV (no front leaf springs)
 - b) Any year ¾ Ton 2WD Truck or SUV (no 4x4s or disabled 4x4s) (no front leaf springs)

*** Vehicles deemed too small, to 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 must be marked as P or LT, 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 if 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. Solid tires, liquid filled tires or studded tires are not permitted
6. External liners (additional side walls) are not permitted on drive tires

Welding

Welding is allowed in the following areas only, and is strictly enforced:

1. Bumpers may be welded to the brackets, and the brackets may be welded to the frame
2. Bumpers may not be seamed closed (no loading bumpers)
3. Doors and trunks may be welded in 6 spots each using 3"x3" plates, with a maximum thickness of 3/16
4. Repairs to broken, severely rusted, or bent frames are allowed but must follow the below criteria:
 - 5a. Frames can only be repaired using 4"x4" plate, with a maximum thickness of 3/16
 - 5b. Frames can only be repaired on 2 sides (No boxing, No 3-sided repairs)
 - 5c. A maximum of 6 repairs can be made to any frame
 - 5d. All repairs must be painted orange, and disclosed to officials during tech inspection

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

If there are any questions or concerns regarding welding please call a listed official.

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

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www.ontariodemoderby.com

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Vehicle Specific Preparation Rules

Engines & Drive Train

- Engines, engine components, transmissions and drive train are interchangeable between makes and models
- **Distributor protectors permitted. NO other engine protection or reinforcements permitted**
- Slider or telescopic drive shafts are permitted
- 8 bolt and floater rear ends permitted

Body Mounts

- Stock body mounts (bolts, washers, rubber and metal spacers) may not be removed or altered
- 8 additional body mounts may be added using bolts or threaded rod (maximum thickness 3/4")
- Rad cradle mounts can be replaced using threaded rod (maximum thickness 3/4")
- Rear most Mount s can be replaced using threaded rod (maximum thickness 3/4")

Doors Trunk Hood & Tailgate Fastening

- Doors, trunk and Tailgates can be welded, or fastened shut in 6 spots each, using straps, wire, or 1/4" chain
- If welded, doors and tailgate may be welded in 6 spots only, using 3/16 plates no larger than 3"x3" (Driver's door can be seam welded)
- A minimum 6" hole must be cut in the centre of the hood
- If running an electric fan, or no fan, then the hood can be removed completely
- **Front and rear threaded rod on the hood and trunk count as body mounts**
- **DRIVERS DOOR MUST BE PROTECTED**

Frames

- Frames can be cut, but may only be repaired as described above (see Welding), and may not be painted or undercoated

Fenders & Body Panels

- Cutting of fenders or body panels is permitted, and fenders may be bolted in 5 spots per fender (maximum 3/8" bolt)
- Box sides can be folded and bolted through the tail gate to the frame
- Front and rear threaded rod count as fasteners

Bumpers

- Appropriately sized bumpers are allowed (may be changed among eligible models – NO Oversized Bumpers)
- Bumpers cannot be seam welded, and the ends may not be cut (ends can be bent in)
- Both front and rear bumpers should be welded, chained (1/4" chain) or wired to the frame to prevent them from falling off and becoming a hazard on the track (see above for Welding limitations)
- 1980's and up car and truck bumpers acceptable
- front and rear bumpers must be within 6" difference in height (center of bumpers)
- Overuse of materials may result in disqualification - Officials discretion

Window Bar

- A single bar or flat plate must be placed in front of the driver from roof to cowl
- A and H frames are also acceptable (No O or U frames)

Safety Bars

- A single roll bar may be bolted or welded to the body / frame, and can run up over the roof, and back down to the body / frame, with a Post-to-Post Bar in between (MAX 4" square tubing)
- A Dash Bar (Min 3" to Max 4" square tubing) may be mounted doorframe to doorframe, but not to firewall
- A Passenger Bar (Min 3" to Max 4" square tubing) from Post-to-Post to Dash Bar permitted a minimum 6" in from Passenger Door Pillars
- no kickers permitted. over built, unsafely built or bars that break lose during event ALL result in immediate disqualification

Door Plate

- It is recommended that the driver's door is reinforced with a 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 60" (official's discretion will determine overuse of materials) 3/4" Plywood inside Drivers Door acceptable
- Passengers side reinforcement is not permitted
- **It is MANDATORY that the driver's door interior be stuffed with a minimum of 3/4 plywood (steel / wood / combination of both acceptable)**

Suspension

- Suspension components may be changed among vehicles, but must remain in original working order (NO blocking suspensions)

Tank protectors

- must be reasonably centered in the truck, cannot be wider than 26"
- Tanks in single cab trucks must be located directly behind the cab, bolted or welded to the frame
- Tanks in Suburban or extended cabs must be located in the middle of the rear passenger compartment, securely bolted, welded, or strapped to the body

**** Tanks in poor condition, or those that have exposed necks may be deemed unsafe, resulting in disqualification**

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