

ONTARIO DEMOLITION DERBY

2018 FULL SIZE TRUCK 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 had a drivers license (G1 and G2 are acceptable)

Eligible Vehicles

- Full Size Truck**
- a) Any 1980 or newer full size ½ ton Truck (Astro Van / Aerostar Van or ¾ Truck 2018 only)
 - b) Not open to mini trucks like S-10 or ranger (Dodge Dakota falls under being a Full Size Truck)
 - c) Disconnected 4x4

*** 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. No valve stem protectors
2. Wheel weights must be removed from both drive and non-drive wheels
3. Double tires are permitted but no triple sidewalls on drive tires
4. No solid tires, liquid filled tires or studded tires will be permitted
5. Stock rims only NO bead locks or rim guards. NO FULL CENTERS. No split rims.

Welding

Welding is permitted only in the following areas and is strictly enforced:

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. Welded centers are ok but only to change the bolt pattern no to reinforce the rim

**** 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.**

Vehicle Specific Preparation Rules

Drive Train

- Mounts Can be welded or chained but not to reinforce, plates can be added to cross member to weld on different make of engine
- Any combination of engine, transmission is acceptable and 4x4 must be disabled
- No protectors are allowed on drive train (no engine, transmission or differential protectors)
- distributor protectors are allowed held onto the motor in 6 bolts protecting the distributor only and be 2" from firewall on a fresh truck
- A lower engine cradle is allowed to be used to help mount the motor not to reinforce the truck or drive line. Cradle not to touch the frame or cross member and no more than 10 bolts fastening the cradle to the engine. NO pulley protectors
- Differential may be welded but must remain stock
- Excessive material use / welding may result in disqualification

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

Jim Grant (705) 738-5200

jim@ontariodemoderby.com

www.ontariodemoderby.com

ONTARIO DEMOLITION DERBY

2018 FULL SIZE TRUCK BUILD SHEET

Body Mounts

- STOCK MOUNTS AND BOLTS. 3/4" threaded rod may be used in 2 places thru frame, Rad support and up thru the hood. 2 extra 3/4 bolts can be added to the box with max 3x3" washers

Doors Hood & Tailgate

- Doors must be fastened shut with wire, straps, chained, bolted or welded with 3"x3" plates in 6 spots on a door
- Hoods are not mandatory, without a hood use electric fan only, fans directly connected to the motor must be removed
- Hoods can be fastened down in a maximum of 6 places including seat belt trapping, wire, or chain only (threaded rod count as 2)
- Hoods / Rad Support can be wired to bumper in 2 spots
- Tailgates can be fastened close in a maximum of 6 spots
- Rear Bumper can be wired to tailgate in in 2 spots
- 2 3/4" length of threaded rod can extend up thru the frame, rad support and hood
- Tailgates can be laid flat on the box floor and fastened thru the box only with 2 – 3/4" lengths of threaded rod
- Box sides can be folded over and fastened thru the box only with 2 – 3/4" lengths of threaded rod
- Of the 2 threaded rods through thru the tail gate and the 2 threaded rods through the box sides only 2 of the 4 may bolt through the frame.
- Cabs can be welded to box with 2 3"x3" plates per side OR 2 3/4" bolts fastening the cab to the box
- tailgates can be welded to the bedside with 3 3"x3" plate
 - IF TAIL GATE AND BOXSIDES REMAIN IN STOCK POSITION (SQUARED) TAILGATE CAN BE SEAMED TO BOXSIDE
- If you're building a Suburban with barn doors each door can have 6 3"x3" plates

Frames

- A TOTAL of 6- 4"x4" repair can be added to bent frames
- Must be 3 inches between repair plates. Trailer Hitch MUST be removed completely

Fenders & Body Panels

- No bolting body panels or fenders

Window Bar

- A single bar or flat plate must be placed in front of the driver (from roof to cowl), 18" from driver side door post

Bumpers

- Front on front rear on rear and no flipping bumpers.
- Bumper ends can be bent in or cut off. A 4"x4" tube can be welded to the frame rails on the front frame behind the stock bumper. Tube can be fitted tight to the back of the bumper. NOT welded to bumper or body OR a 4"x4" square tube 50" long can be welded to the end of the frame. The 4"x4" can be wrapped with a car/truck outer skin but cannot be a car bumper.
- Gussets from frame to bumper not to exceed 3" across. Allowed to weld the end 6" of the frame to keep the bumper on not to reinforce
- No welding brackets to the frame
- Rear bumpers can be removed If rear bumper is removed a 2X2 piece of tube can be welded between the frame rails – No car bumpers, brackets or shocks. Tube bumpers must be cut on an angle or capped.

Door Plates

- Door plates are allowed on both sides. NO overlapping onto the box and no further than 6" onto the fender
- Maximum length 72" / Maximum height 12" and Maximum thickness 1/4"
 - Drivers side door plate may be 24" to 30" high but may only be 48" in length (offers more drivers protection)
- Each Door Plates may only be bolted in 6 spots with 3/4" bolts NOT WELDED
- **It is Important that the driver's door interior be stuffed with a minimum of 3/4 plywood (steel / wood / combination of both acceptable)**

Suspension & Steering

- All suspension must be stock. No fabrications are allowed. It must appear, and function as original
- NO leaf spring front ends
- Tie rods can be reinforced, must start as stock and have metal welded to reinforce
- No added leaf spring clamps and Spring hangers must be similar to factory and bolted to the frame NOT welded
- Trucks must have stock ride height
- Rear ends swaps allowed to floaters, No rear end bracing **and** MUST be mounted in a factory manner for that truck, NO welding on the diff except gear
- Stock style leafs springs and Coil spring trucks can be converted to leaf spring set using factory pick up spring packs
- Pinion brake setups are allowed but the brackets are not to reinforce the diff housing
- Steering must remain stock with the exception of the steering shaft which may be modified to prevent breaking or jamming

Safety Bars

- Dash bar may run above the steering column touching each door post and be 6" away from the center section of the fire wall
- Seat bar can be welded or bolted from post to post behind the driver's seat, it cannot be extended down to the floor/frame but can be extended over the roof as a roll bar. (3" Min / 4" Max Tubing) and can be bolted or welded to the roof
- NO kickers or down bars of any kind
- NO bars extending past the back of the drivers seat
- Inside door bars can connect dash and seat bar to create a square around the driver

Tank protectors

- No Gas Tank Protectors

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

Jim Grant (705) 738-5200

jim@ontariodemoderby.com

www.ontariodemoderby.com