

ONTARIO DEMOLITION DERBY

2018 FULL SIZE OLD IRON 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 Pre 1980 2WD hard top automobile
- b) No checkered cabs, Imperials, Suicide Lincolns. hearses, limousines, jeeps, vans or trucks, El Camino or anything 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. 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

No welding except post-to-post, motor mount brackets and rear differential gears. Detail below

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

FULLSIZE OLD IRON

- Engine and transmission swaps are allowed. Rear Differential Cannot be changes
- Lower motor mount brackets may be welded to the frame to accommodate a motor swap. Over use of material will not be tolerated
- No protectors are allowed on drive train (no engine, transmission or differential protectors)
- distributor protectors are not permitted
- Slider drive shafts are not permitted
- Upper motor mounts may be chained but the chain must be bolted not welded. (This superseded General rules sheet)
- Differential may be welded
- Excessive material use / welding may result in disqualification

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 NOT be replaced with threaded

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

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

- No bumper swaps
- Bumpers ends may be bent in, but may not be cut
- Front bumpers may be fastened, chained (1/4" chain), wired or bolted to the body to prevent them from falling off – NO welding

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 4" either side of the driver's door
- 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 not be swapped– Rear control arms must be stock for the year / model
- 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)
- No other interior bracing is permitted
- No Dash Bar
- No kickers permitted. over built, unsafely built or bars that break lose during event ALL result in immediate disqualification
- No floating gas tanks or gas tank protectors

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