

# ONTARIO DEMOLITION DERBY

## 2018 FULL SIZE CAR BUILD SHEET

### Eligible Drivers

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

### Eligible Vehicles

- Full Size Car**
- a) Any 1980 or newer 2WD hard top automobile with a wheel base of **113" or greater**
  - b) Any 1980 or newer 2WD hard top automobile with a **V8 Engine and a wheel base greater than 106"**
  - c) 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*

**MIDSIZE BUILT TO MIDSIZE RULES MAY USE AN ELIGIBLE FULLSIZE BUMPER AND ENTER A FULLSIZE CLASS**

### Driver & Pit Crew Rules

1. All Drivers, Mechanics, and Vehicles shall report to the registration desk a **minimum** of two hours before the start of the event
2. **Paid entry allows only one driver, one mechanic, and one tow vehicle into the pit area**
3. Each driver must attend the drivers meeting, held approximately 30 minutes before the scheduled start time of the competition
4. No persons under 16 years of age are allowed in the pit or track area prior to, during, or after the race.
5. Crew between 16 and 17 years of age must have a parent and/or guardian present when registering to sign a parental consent form, and the parent and/or guardian must be present throughout the duration of the event.
6. Aggressive driving is limited to the track during the race. It will not be tolerated in the pit area
7. All Drivers and crew are required to sign a release form prior to the race or they will not be admitted to the pit area
8. There is **ZERO TOLERANCE** for the use of any alcohol or drugs prior to or during the race.
9. Ontario Demolition Derby reserves the right to disqualify or refuse any entry, or otherwise disqualify or eject any participant, crew member or team whose actions impede the progress, enjoyment or efficiency of the event
10. Only the driver of the competing car allowed on the track after the heats / features with out track official permission
11. **Ontario Demolition Derby provides Participant Liability Insurance, however personal property and equipment is the responsibility of the owner**

### Equipment & Driving Rules

1. All drivers must be equipped with helmets, safety glasses, a seatbelt and a fire extinguisher within reach of the driver and track officials
2. All drivers must be wearing acceptable attire to participate (no shorts, short sleeves, or tank tops)
3. Vehicles must have adequate brakes. The driver must have control of his vehicle at all times
4. No deliberate or aggressive driver door hits will be tolerated
5. If using metal fan blades and the hood of the car comes open the driver will be disqualified
6. If a car catches fire while participating the driver will be immediately disqualified, unless in the final position in which case the other car must make a competitive hit (carburetor fires will be tolerated if it extinguishes its self without assistance)
7. If a front driver door comes open while participating, that car and driver will be disqualified
8. A driver that is not making competitive contact with other active participants will be disqualified. **NO SANDBAGGING.**
9. It is the driver's responsibility to be aware of and obey the track officials at all times. Failure to do so will result in disqualification
10. A heat winner or runner-up that qualifies for a feature event must drive the same vehicle in the feature race (if applicable)
11. No driver substitutions are allowed
12. **Track Officials will NO LONGER be making "Block Rule" decisions until the last 3 cars, until then it is the driver's responsibility to stay off the blocks, when down to 3 cars the officials MAY enforce a "Block rule" on a live car that was put on the block not ended up on the blocks**

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

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### Tire Regulations

- 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.
- Tires with removed lugs are acceptable
- Wheel weights must be removed from both drive and non-drive wheels
- Double tires are permitted
- No solid tires, liquid filled tires or studded tires will be permitted and no external liners (additional side walls) are not permitted
- No welded valve stem protectors
- Wheel centers may be modified, but only 14", 15" or 16" wheels are permitted

### Welding

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

- A post-to-post bar may be welded into the driver's compartment for driver safety (see Post to Post Bars)
- A dash bar may be welded into the driver's compartment (see Post to Post Bars)
- Motor mounts may be welded to the cross member (cradle) - excessive material use / welding may result in disqualification
- Differential may be welded
- Front and rear bumpers may be welded to the brackets and frame, but under very strict limitations (see Bumpers)
- Repairs to broken, severely rusted, or bent frames are allowed but must follow the below criteria:
  - a. Frames can only be repaired using 4"x4" plate, with a maximum thickness of 3/16"
  - b. Frames can only be repaired on 2 sides (No boxing, No 3-sided repairs)
  - c. A maximum of 2 (1 per side) repairs can be made to any frame
  - d. All repairs must be painted orange, and disclosed to officials during tech inspection
  - e. A repair is only acceptable if a defect is still visible, otherwise it will be removed

### Air Bags

REMOVE ALL AIR BAGS, if an air bag goes off and a track official suspects any injury the car may be disqualified

The Air bag material may be used as covers for batteries and gas tanks

### Protesting

If a driver believes that another participant is cheating, he/she must approach an official within 15 minutes after the heat or feature. He/she must also present a \$50.00 protesting fee. If the car in question is determined to be cheating the protest fee will be returned.

### Disclaimer

**ONTARIO DEMOLITION DERBY has the right to re-inspect / cut/ or drill and vehicle HAVE THE RIGHT TO RE-INSPECT / CUT / OR DRILL ANY VEHICLE AT ANY TIME FAILURE TO PASS TECH WILL RESULT IN DISQUALIFICATION AND/OR FORFIT ANY AND ALL WINNINGS**

- \*\* If there are any questions about the spirit or interpretation of the rules please call ONTARIO DEMOLITION DERBY
- \*\* Vehicles deemed too small, 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
- \*\* Any additional modifications not listed below can be deemed illegal, and may result in immediate disqualification
- \*\* Absolutely any unauthorized welding or unauthorized modifications found on a competition vehicle before, during or after
- \*\* Refer to website for exact classes at each event

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### Vehicle Specific Preparation Rules

#### Drive Train

- 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)
- Motor mounts may be welded to the cross member (cradle)
- 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 2 rad cradle mount and rear 2 most mount bolts may be replaced with threaded rod (max 3/4"), that extends through the hood and trunk and count as hood and trunk hold downs. For the threaded rod replacements, the stock spacers and rubber bushings may be replaced with a single hockey puck
- the front rad cradle mount may be replaced by a free-floating spacer of a maximum 3"

#### FRAME WRAPS

- Alternative to using rear threaded rod you may tie the trunk floor to the frame using strap/belt in 2 spots per frame side behind the rear humps
- wraps may not exceed 3" in width

#### 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 official's discretion)
- At no time can door fastening wire/chains/straps etc. connect or wrap around any part of the frame
- **Front and rear threaded rod count as fasteners**
- Hoods may be moved forward and bent forward but only to the top of the bumper and no further
- Trunks may be removed or bent in

#### 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
- Intentional Cuts may not be plated, unless a frame section has fully detached

#### Fenders & Body Panels

- No bolting body panels / No cutting body panels
- No pre-bending body panels on the C Pillars or forward
- Pre-bending is only permitted on the trunk lid, Trunk sides and speaker deck
- Speaker deck cannot in anyway be connected or fastened to any other part of the vehicle

#### 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
- **If there is no Gas Tank Protector** a Rear Window Bar, may only connect to the roof and speaker deck
- Rear Window Bar may only connect to the roof and speaker deck using 4"x4" plate

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### Bumpers

- Bumper ends may be bent in, but cannot be cut
- \*\* - Front bumpers must be welded, chained (1/4" chain), wired or bolted to the body in 2 places 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 bumper 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.
- Only 1980 or newer bumpers are allowed
- Bumper make or model may be different than the car, but the bumper has to be from a 1980+ vehicle

### 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
- Rear upper suspension can be replaced with 2"x2" tubing OR with 7/8" rod OR 2" plate welded to upper watts link pieced, as long as suspension still moves in a stock like manor

### 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 Braces ect.)
- 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
- Alternately a post to post bar (max 4") may be welded to 2 upright bars (max 4") that connect to the B Pillars and an over the roof bar (max 4") the roof bar must be connected to the roof in 2 spots, the uprights maybe welded to the B pillars and everything must be minimum 12" above the floor pan

### Tank protectors

- must be reasonably centered in the rear passenger area of the car, cannot be wider than 26" (outside measurement) and fastened securely to floor
- If connected to a post to post the protector must be at least 2" from the unaltered rear sill or any sheet metal and only fastened securely to post-to-post bar
- **If there is no Gas Tank Protector** a rear window bar is permitted, (maximum 2" square tubing) must not come within 6" of a halo bar, may only connect to the roof and speaker deck

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