

# ONTARIO DEMOLITION DERBY

## 2018 FULL SIZE CAR 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

- Full Size Car**
- a) Any 1980 or newer 2WD hard top automobile with a wheel base of **113" or greater**
  - 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

**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. 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.**

### Vehicle Specific Preparation Rules

#### FULLSIZE

- 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

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

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### 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"), bolted with a max 3/8<sup>th</sup> Bolt, that extends through the hood and trunk and count as hood and trunk hold downs. 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"

### 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)
- **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 bolting body panels / No cutting body panels No pre-bending body panels ahead of the trunk lid. Pre-bending is only permitted on the trunk lid (speaker deck must be un altered) and rear corner panels behind the C pillar (C pillars must be un altered)

**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 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 an eligible 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<sup>th</sup> 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" 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

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