

ONTARIO

Demolition Derby

Eligible Drivers

Drivers must be 18 years old, or older, and have a driver's licence (G1 and G2 are acceptable)

Eligible Vehicles

Full Size Car

- a) Any 1970 or newer 2WD hard top automobile with a wheelbase of **113" or greater**
- b) Any 1970 or newer 2WD hard top automobile with a **V6 Engine and a wheel base greater than 106"**
- c) No checkered cabs, Chrysler Imperials, hearses, limousines, jeeps, vans or trucks

Any pre-ran fullsize with a ODD Sticker from 2020 or 2021, will be allowed for 2022 season ONLY

*** 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 THAT USES AN ELIGIBLE FULLSIZE BUMPER MUST ENTER INTO FULLSIZE HEAT

Driver & Pit Crew Rules

1. All Drivers, Mechanics, and Vehicles shall report to the registration desk **preferably** 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 is allowed on the track after the heats / features without 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 itself without assistance)
7. If a ANY 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 **2** cars, until then it is the driver's responsibility to stay off the blocks, when down to **2** cars the officials will enforce a "Block rule" on a live car that was put on the block **aggressively** by the other car.

Tire Regulations

- Tires for car events must be P-Rated, or marked as Load Range "B", **Except for skid steer tires**, 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 modification or replacement.
- Tires with shaved down lugs are acceptable
- Wheel weights must be removed from the 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 centres 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 **OR** frame, but under very strict limitations (see Bumpers)

Welding Continued

- 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" Contact ODD if a larger frame repair is required.
 - b. Frames can only be repaired on 2 sides (No boxing, No 3-sided repairs)
 - c. All repairs must be painted orange, and disclosed to officials during tech inspection
 - d. A repair is only acceptable if a defect is still visible, otherwise it will be removed
- Broken or bent tie rods, can be repaired using ONLY flat steel or angle, CAN NOT be sleeved. Must be able to see bend/break
- Bumpers may be seam welded, no additional material added.

Air Bags

REMOVE ALL AIR BAGS, if an airbag 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 by the protest fee will be returned.

Disclaimer

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Vehicle Specific Preparation Rules

Drive Train

- Any combination of engine, transmission and rear ends is acceptable (rear ends must be 5/6 bolt half ton, 1970 or newer)
 - 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 bolts and 2 rear most mount bolts may be replaced with threaded rod (max 3/4"), that extends through the hood and trunk and counts 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 rubber mount may be replaced by a spacer of a maximum 3" (NOT WELDED to frame)

FRAME WRAPS

- Alternative to using rear threaded rod you may tie the trunk floor to the frame using strap/wire/belt in 2 spots per frame side behind the rear humps (**CAN NOT** do if using threaded rod in the rear most mount)
- Wraps may not exceed 3" in width

Doors Hood & Trunk Fastening

- Can be fastened down in a Max 6 spots each, using straps, wire, 3/8" bolts or 1/4" chain (overuse of material is at the official's discretion)
- **B Pillar seam counts for one spot on both, the front and rear door.**
- **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, **CAN NOT** be welded to bumper
- Hood can be wired to the bumper, these will count towards your hood tie downs
- Trunks may be removed or bent in, but can NOT be bolted to the truck floor.
- Wire/straps may be wrapped through the doors and around the frame (**Overuse of material is at the official's discretion and will be strictly enforced**)
- Rad cradle can be wired to the bumper MAX 4 Spots. If they go through the hood, they will count towards your hood hold downs.

2022 Fullsize Rules

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

Fenders & Body Panels

- No bolting body panels / No cutting body panels(on fresh cars)
- No pre-bending body panels in front of the C Pillars
- Pre-bending is only permitted on the trunk lid, Trunk sides, **NOT** 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 the driver side door post
- If there is no Gas Tank Protector, a Rear Window Bar may only connect from the roof to the speaker deck/trunk seam.
- Rear Window Bar may only connect to the roof and speaker deck/trunk using 4"x4" plate. If attached to the trunk, this will count as a tie down.

Bumpers (1970 or newer allowed)

- Bumper ends may be bent in, but cannot be cut off
- Front bumpers must be welded, chained (1/4" chain), wired or bolted to the frame in 2 places to prevent them from falling off
- If welded, front and rear bumpers may be welded to the bumper shock plate, shock may NOT be welded to the frame
- A single 2" plate (3/8" thick) may be welded from the bumper to the frame. Only 1 plate per frame rail 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.
- Bumper make or model can come from any year of car.
- You may hard nose the bumper to frame rails, can only be welded on 2 sides and **ONE 2x6** plate
- You may seam weld your bumper, but can not crush the skins
- If bumper ends are welded close, an inspection hole 3/4in must be drilled
- No additional material can be added to bumper when seam 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 should be atleast wider than 18", and may not extend beyond the rear driver 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**
- Passenger side door cannot be plated or reinforced

2022 Fullsize Rules

Suspension & Steering

- All suspension must be stock, no blocking. 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.
- Bolt in engine cradles are allowed
- 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 watts link can be replaced with 2"x2" tubing OR with 7/8th 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), you may run 3/4in threaded rod down to frame to help with sagging.
 - No kickers allowed
 - Drivers may run threaded rod down from the post-to-post bar, through the frame to prevent sagging (secured with 3in washers and nuts only), NO WELDING
 - A Dash Bar (Min 3" to Max 4" square tubing) may be mounted door frame to door frame, can not be attached to firewall
 - A centre bar may be added and connected between the PTP and the dash bar. Must be mounted a Min 12 inches in from the passenger side B-Pillar
 - Alternately a Halo bar (max 4") may be welded to post to post bar (max 4") that is connected to the B Pillars and an over the roof bar (max4"), the roof bar must be connected to the roof in in 2 spots, the uprights may be welded to the B-Pillars and PTP can not be attached to the floor or the frame. Must be a minimum of 12in from the floor. You may run a 3/4in threaded rod through the frame/floor to the PTP bar.
 - NO down bars from dash bar to frame/floor
- (Overuse of material is at the official's discretion and will be strictly enforced)**

Gas Tanks

- NO ORIGINAL MANUFACTURERS TANKS ARE PERMITTED (Exception in the van class)
 - The stock gas tank must be removed and replaced with a CSA approved tank or fuel cell (or an equivalent alternative) which must be securely mounted in the rear passenger's compartment centred in vehicle
 - Min TWO 2in ratchet straps may be used, hole in floor MUST be 4in, body steel MUST be folded over to prevent strap from being cut
 - MUST use MIN 1.5 inch washers if using bolts
- NO SELF TAPERS PERMITTED**
- All tanks require a non-flammable cover to be secured after inspection. (AIR BAG MATERIAL IS HIGHLY RECOMMENDED)
 - Metal tanks are strongly recommended, but CSA rated plastic boat tanks are acceptable. A plastic tank MUST have a thick rubber mat under it.

Tank protectors

- must be reasonably centred in the rear passenger area of the car, cannot be wider than 26" (outside measurement) and fastened securely to the 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 dec/trunk, max 4x4 plate.
- (Overuse of material is at the official's discretion and will be strictly enforced)**

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