

YOUTH class will follow the same set of rules as the adult class with the exception of the following:

- 1) Youth must have a waiver signed by the parent or guardian that will be entering the derby as the passenger.**
- 2) The passenger must have prior derby experience.**
- 3) The passenger door must have a marking that indicates there is a passenger.**
- 4) Both driver door and passenger door must have mandatory door protection.**
- 5) Any hit to the passenger door will result in a black flag.**
- 6) A single roll bar must be placed behind the drivers seat**

Eligible Vehicles

- Any 1980 or newer 2WD passenger car with a 4-cylinder or a 6-cylinder engine that has a wheelbase of 106.5" or less
- All-wheel drive vehicles MUST be converted to 2wd
- No Hearses, limousines, jeeps, vans, trucks or vehicles from another ODD Class.
- NO 92 and newer Toyota Camry(Wide Body) or any other full subframe Toyota/Lexus product (camry, solara, es300, Avalon etc)
- d) If your car is determined to be over built, you will move up to Midsize.
- e) No Electric Vehicles

Drivers 16 & 17 years of age must provide a parental consent form and have a parent or guardian onsite

Demolition Derby 

PREPARATION OF CAR - NO WELDING Unless Specified

Flammable Material

All carpet, headliner, door panels and ALL other flammable material MUST be removed from inside of the car. The front seat and dashboard may be left in place. Front and rear bumper covers MUST be removed.

GLASS/AIR BAGS

All windows, mirrors, trim and air bags must be removed prior to the derby event. No loose glass smashed into the bottom of the doors.

FIRE EXTINGUISHER

Minimum of 2.5 lbs and MUST be within reach of the driver. MUST work and have a proper working gauge. Please check the gauge on the extinguisher before arriving at the event.

DOORS AND NUMBERS

The driver's door **MUST** be reinforced and **MUST** be Painted White. An optional roof number plate may be securely fastened. Car **MUST** have a number clearly visible

BATTERY

Must be moved to the front passenger floorboard or passenger seat and securely fastened in a box/container clear of all fuel sources. One (1) single car battery. Following inspection it must be covered with a non-flammable shield such as air bag or rubber mat. No heavy truck / equipment batteries. Milk crate is not recommended.

GAS TANK

Stock gas tanks **must** be removed. Steel marine tank, custom fuel cell or certified racing fuel cell **ONLY**.

All tanks must be securely fastened down in the middle of the back seat area.

The tank must be covered with a nonflammable cover after inspection, Highly recommend an airbag. No movement can occur during inspection. Any leaks will result in disqualification.

No gas tank protectors. Gas tank may be mounted to the post-to-post bar but not to act in any way as a protector. If tank is mounted to the post-to-post bar it cannot touch the floor of the car and must be a minimum of 15" from rear sheet metal on a fresh car. **NO UNSAFE FUEL TANKS. NO "JERRY CANS."** **NO SELF TAPPING SCREWS.** Highly recommend not using a plastic boat tank.

FUEL LINES

All fuel lines must have leak proof fitting with steel or rubber lines (no clear lines). No exceptions. Lines should run inside the car. Leaks will result in disqualification. All connections **MUST** have hose clamps to eliminate leaks. If your fuel system is not safe you will not run.

TRUNK/TAILGATE

Trunk may be tucked. Trunk lid may be removed. Trunk/tailgate must be fastened shut with a max of 6 places using chain, wire, seat belts. Two 3/4" Max threaded rod in trunk/tailgate is allowed but **MUST** be in trunk lid **NOT** in speaker deck area. No angle to be used to fasten down.

HOOD

Hoods are not mandatory. Without hood – use electric fan only – fans directly connected to the motor must be removed.. A 12” opening must be cut in the center of the hood. Hoods to be fastened in MAX 6 places using chain, strap, wire or belts. Hood may be bolted through the rad support ONLY in 2 places with MAX 3/4” bolts or rod. These bolts ARE NOT to extend past the rad support and count for 2 of the 6 places fastening hood closed. Hoods may be asked to be opened. No angle to be used to fasten down.

BODY PANELS

Metal may be cut from around wheels for clearance. No extra bolts anywhere. Anything behind the C Pillar may be bent, smashed or tucked BUT can NOT be in the design of a ramp. Rear window sill must be in place.

DOOR FASTENING

All doors must be fastened shut with wire, straps, chains, or seat belts in MAX 8 spots per door. No bolting or welding doors closed. Driver’s door may be welded solid.

DOOR PLATES - Driver’s door MUST be reinforced.

Drivers side may have a Maximum length of 60” X 1/4” max steel plate applied to driver doors, No limit on height, bolted in 6 locations with a max of 3/4” bolts. “C” CHANNEL OR ANGLE IRON Not recommended. **Driver’s door MUST be reinforced.**

Passenger Door must have plate on the door if running with a passenger

Drivers door must be painted white (If running with a passenger, Door must be white)

POST TO POST/ROLL BAR

A single seat bar MAX 3X3” can be bolted or welded behind the driver seat from side to side to protect the driver. One single roll bar may run from the floor to the roof behind the driver's seat. Roll bar may run from PTP bar. No excessive use of materials. Not mandatory. PTP/Roll bar not to extend 6 inches past the back of the driver's seat. You may have 2 down bars from PTP Bar to the floor, **can not be WELDED to floor. No dash bars, no passenger side bars.** You may stuff the inside of the passenger door. NO Halos

INTERIOR MODIFICATIONS

No welding of any inside body support seams or firewall seams. Large holes in car floors must be repaired with the same gauge metal and securely fastened. No reinforcement. Broken seats may result in disqualification.

BUMPERS

The front bumper can be replaced with any stock OEM rebar bumper. Aluminum bumpers are allowed if they come off an eligible mini class car. Example- Volvo No loading or seam welding.

NO TUBE BUMPERS Bumpers can be welded directly to the end of the frame. The front frame can be shortened to the front of rad support or front subframe whichever comes first.

A 6"x6"x1/4" plate can be welded to the end of the frame, you may seam weld the bumper to the plate. This will assist in mounting of steel or aluminum bumper. The front bumper should be wired to rad support in 2 spots MAX. The bumper CANNOT be wider than the front fenders(Fresh car). If it is, it will NEED to be cut. Rear bumpers MUST be the stock bumper, in stock location or removed. You can use TWO plates with a maximum size of 2x6x1/4" per frame rail to hold the front and rear bumper on. These plates may be flat or angled. No over welding of bumpers. No truck bumpers. Be ready to show proof that the bumper is an OEM Rebar bumper. NO replicas. No gussets.

RADIATOR

Radiators and cooling system must be flushed of anti-freeze and only water added. Overflows for the radiator must point downward to the ground. Radiator must be mounted in its original position or removed. No screens allowed. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement. No rad guards.

TRANSMISSION COOLER

No aftermarket transmission coolers.

SUSPENSION/STEERING

Suspension must remain stock. Cars with aluminum spindles can swap to steel spindles with no major modifications/welding (GM to GM, Ford to Ford etc). If parts are broken and need to be replaced, send a message for clarification. Strut blocks are allowed 6" long tube MAX. We HIGHLY recommend wiring in your coil springs.

FRAMES

No welding the frame, no seam welding. No bolting/pinning subframe. Bent frames may be repaired with a total of 6 (4"x4"x1/4") plates. Frame repairs are to be painted a bright colour and reported to officials during inspection. Trailer hitch must be removed completely. Rear frame may be notched.

ENGINES/DRIVELINE

4 and 6 cyl engines may be swapped or inter-changed, stock mounts preferred but Homemade or aftermarket mounts allowed, they CAN NOT reinforce the car in any way. Chaining motors down is allowed.

BODY MOUNTS

Stock. Stock bolts, stock bushings. No extra bolts. No extra 9 wire "body mounts"

WINDSHIELD/REAR WINDOW AREA

The front windshield area must have a bar, chain, A or H frame bolted in front of the driver. No rear window bars.

TIRES

All drive tires are to be filled with air only. Non-drive tires can be solid/foam filled. Tires may be doubled. Wheel centres may be welded into rim to change bolt pattern, not to reinforce rim. No full centres. No triple side walls. All wheel weights must be removed. No home-made rims. No bead locks, no valve stem protectors. No skidsteer/forklift style tires on drive tires.

“Official’s Decision is Final”

Protesting

If a driver believes that another participant is cheating, he/she must approach an official within 15 minutes after the final feature of the night. He/she must also present a **\$100.00** 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 FORFEIT 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, to 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 unauthorised welding or unauthorised modifications found on a competition vehicle before, during or after ** Refer to website for exact classes at each event