

Eligible Vehicles

Full Size Car

- a) Any 1965 or newer 2WD hard top automobile with a wheelbase of 113" or greater with a V8 or 6 Cyl (Official Discretion) **We will try 1965 or newer for the 2026 season, if not enough interest we will return to 1970 or newer**
- b) No checkered cabs, Chrysler Imperials, hearses, limousines, jeeps, vans, trucks, El Camino Style or Rancher Style Vehicles
- c) If you are unsure if your vehicle qualifies for this class, please reach out.

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 modification or replacement. Tires with shaved down lugs are acceptable. Wheel weights must be removed from the drive wheels. Double tires are permitted. Liquid filled tires, studded tires or external liners (additional side walls) are not permitted. No welded valve stem protectors. Wheel centres may be modified. Rally style tires allowed. Skidsteer allowed on Non-Drive Tires Only. Tire tread may be cut

- No skid steer or fork lift style on drive tires (May be allowed depending on track condition)

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 on (see Bumpers)
- Doors, under very strict limitations (See Door Rule Below)
- Repairs to broken, severely rusted, or bent frames are allowed. Please see the Frame rule for details
- 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

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

Numbering

The front driver door must be painted White. Both Front doors must be numbered for identification (passenger door may also be painted white)

Vehicle Interior & Exterior

All glass, decorative mouldings, accessories and trailer hitches must be removed, and the vehicle must be swept clean of any debris. Rear seats, airbags and flammable material must be removed, with the exception of the front seat(s) and dash. Plastic bumper covers must be removed before entering the ring

Batteries

Only one 12V automobile battery is permitted and must be secured in the front passenger area. The battery will require a non-flammable cover to be secured after the inspection.

Air Bag material highly recommended.

Drive Train

Any combination of engine, transmission and car rear ends is acceptable. No engine, Differential or Distributor protectors. A lower engine bracket may be used to help mount the motor (no harmonic balancer protector is allowed). Motor mounts may be welded or bolted to the cross member (cradle). Differential may be welded. Excessive material use / welding may result in disqualification. Slider shafts are allowed. Pinion Brakes are allowed Lower bell housing protector may be added. Can only be attached at the lower bell housing bolts to transmission pan bolts. Axle protectors allowed on STOCK rearends only. Spacer may be welded or bolted to the backing plate. See picture below. From Watts link Conversions Allowed. No reinforcing. Suspension must move still. Rear ends may be chained down. Must have movement.

Body Mounts

– Front 2 rad cradle mount bolts and 2 of the 4 rear body mounts behind the rear hump may be replaced with threaded rod (max 3/4”), that extends through the hood/trunk and counts as a hood and trunk tie down.

- Rad Cradle threaded rod may not be sleeved.
- Rad Cradle Mounts may be replaced with a maximum 3in high spacer. May be welded down to Mount/Frame
- Can not remove rubber mounts, with the exception of the rad support mounts.

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 per door using straps, wire, 3/8" bolts or 1/4" chain or 2x3 plates (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 must remain in their stock location
- Hood can be wired to the bumper, these will count towards your hood tie downs
- Trunk lid may be removed or bent in, but can NOT be connected to the truck floor. Rear window deck must remain.
- 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, counts towards your 6 spots**)
- 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.
- Must have a 6x6 opening in the hood. You may bolt the inner skin of your hood, ONLY around and within 1 inch of the fire inspection hole

Frames

- Frames may not be altered in any way including peening or, and may not be painted / undercoated
- 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
- No plates on fresh cars
- You may shorten the front frame rails. No further back then the rad support.

- Frame repair plates
 - 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) MAX Total of 8 Repair Plates)Rotten frame repairs do not count, must show proof of rotten frame)
 - c. All repairs must be disclosed to officials during tech inspection

Fenders & Body Panels

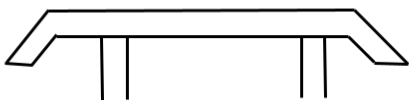
- No bolting body panels
- No pre-bending body panels in front of the C Pillars
- Speaker deck cannot in any way be connected or fastened to any other part of the vehicle

Front/Rear Window Bar

- A bar, chain, 'A' or 'H' must be placed in **FRONT** of the driver (from roof to cowl) . **The passenger side of the windshield MUST be open. To be used as an emergency exit**
- If there is no Gas Tank Protector, a Rear Window Bar is allowed MAX 2x2
- Rear Window Bar may only connect from the roof to the speaker deck/trunk using 4"x4" plate. If attached to the trunk lid in any way, this will count as a tie down.

Bumpers

- Any car bumper. Aluminum rebar allowed
- Bumper ends may be bent in, but cannot be cut off
- Bumpers must be welded, chained (1/4" chain), wired or bolted to the frame to prevent them from falling off
- No limit on the first 6 inches of the Original Frame to mount the bumper.
- Hardnosing the bumper is allowed.
- Frame may be altered to the curve of the bumper to assist in mounting it
- You may seam weld your bumper
- Bumpers/tubes may be loaded
- Replicas not allowed
- Max 4x4 Square Tubing Allowed. MAX $\frac{3}{8}$ Thickness. No wider than the centre of the front tires. MUST be covered with bumper skin OR the ends MUST be on a 45 degree angle with rounded ends. **(Picture below)**



Front Tube Bumper with 45 degree ends

Door Plate - **Drivers door protection is MANDATORY**

- Driver's door must be reinforced with a Minimum 12 inch high flat bar, a plate on the outside of the door or a plate stuffed inside the door.
- Outside Plate can not extend more than 12 inches past the driver side middle door seam(4 door)
- Outside of Passenger door cannot be plated

Suspension & Steering

- No blocking or Spacers
- 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, unless converting watts link
- If converting Watts Link, the Upper Mounts may be Modified. The Lower mounts must remain stock. Suspension must still function as normal.
- Steering shaft which may be modified to prevent breaking or jamming
- Coil springs must be wired or clapped in to prevent them from falling out.
- Tie rods may be reinforced with Angle Only
- No adding additional leaf springs, can not wrap or clap leaf springs
- Can not convert coil spring to leaf spring
- Rear ends may be chained down. Must have movement.
- Springs can be changed for original ride height

Post-to-Post Bars (PTP)/Dash Bar

Option One

You may run a SINGLE PTP bar (max 4") that is connected to the B Pillars, You may run 3/4in threaded rod to connect the PTP down through the Frame. The washer can not be wider or longer than the width of the frame. A Single roll bar may run up the driver side B pillar from the floor to the roof to act as a roll bar. PTP may be connected.

Option Two

You may run a SINGLE PTP bar (max 4") that is connected to the B Pillars with 2 vertical bars running from PTP, up and over the roof. The roof bar must be bolted to the roof in 2 places. A single bar may run down the Drivers side B Pillar from the PTP to the Floor

- A Dash Bar (Min 3" to Max 4" square tubing) may be mounted from the Drivers A-Pillar to Passenger A-Pillar, can not be attached to firewall
 - One bar may be added to the passenger side, connecting the PTP and the dash bar. This bar must be mounted on the inside of the Pillars, can not be attached or touch inner door skin. Can not go past PTP
 - **Absolutely** NO down bars from dash bar OR from the PTP unless listed above.
 - **Top of Halo Bar can not flare out. Upright and roof bar must be 90 degrees.**
 - PTP bar must not be more than 8 inches from drivers seat.
 - Drivers Door interior bar can NOT go more then 6 inches past PTP
- (Overuse of material is at the official's discretion and will be strictly enforced)**

Gas Tanks

– NO ORIGINAL MANUFACTURERS TANKS

– The stock gas tank must be removed

- CSA approved tank, fuel cell or custom fuel cell, which must be securely mounted in the centre of the rear passenger's compartment

-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 ALLOWED**

– 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 be in a frame/holder.

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, CAN NOT be attached or touching PTP, Must be 2 inches away

–If connected to a post to post, the protector MUST go straight off PTP and 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) (See Front/Rear Window Bar Rule Above)

–**(Overuse of material is at the official's discretion and will be strictly enforced)**

Axle Protector on a STOCK rear end



Protesting

If a driver believes that another participant is cheating, they must approach an official within 15 minutes after the heat or feature. They must also present a \$100.00 protesting fee. If the car in question is determined to be cheating by 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

ONTARIO
Demolition Derby 