



"Making an Impact at your Event"

PROSTOCK V8

NO CHANGES OR ALTERATIONS OF RULES TO BE MADE EXCEPT BY IMPACT MOTORSPORTS.

PLEASE CHECK AND VERIFY YOU ARE USING THE MOST UP TO DATE SET OF RULES. THE MOST RECENT CAN BE FOUND AT

www.impactmotorsports.ca

NO REFUNDS

IMPORTANT: Each driver, mechanic and any pit crew must sign in at registration desk the day of show. Drivers must bring their cars to inspection to have their cars inspected.

DRIVER MUST ATTEND DRIVERS' MEETING PRIOR TO DEMOLITION DERBY OR DRIVER WILL BE DISQUALIFIED.

I have read the rules and acknowledge to have received a copy and agree that the decision of the Judges is final. I agree to participate at my own risk. It is a condition of my participation in the contest that I sign a further release of liability in the form to be supplied by Impact Motorsports and I agree to sign such a release.

SPECIAL NOTICE: NO ALCOHOL OR DRUGS ALLOWED IN ANY RESTRICTED (PIT, HOLDING OR PERFORMING) AREA. ANY VIOLATIONS WILL RESULT IN DISQUALIFICATION OF CAR, DRIVER AND CREW. THERE ARE NO REFUNDS FOR NOT FOLLOWING THIS RULE!!!

DRIVERS and MECHANICS are subject to and must obey the following rules and regulations which are set up by the promoter and the track where this event is being held:

1. For all classes not labelled as a "Youth" class, each driver must be a minimum age of 16. A parent or guardian must sign an insurance waiver for all 16 and 17 year old participants. Guardian must provide photo ID.
2. The original registered driver must drive the registered vehicle for the entire event. No substituting drivers.
3. Impact Motorsports or promoter reserves the right to approve or reject any and all entries, drivers, or pit persons.
4. Only the driver and mechanic who sign the release sheet will be permitted in the pit area or on the track. The driver will receive free admission to the grounds with their entry. All drivers, mechanics and pit persons must wear supplied pit passes at all times. Failure to do so may result in ejection from the event or grounds.
5. Impact Motorsports, the promoter, track owner or fair association will not be held responsible for any loss or damage to any cars, trucks, parts, or personal property before, during and after the show.
6. It is highly recommended that each competitor carries their own liability insurance.
7. Drivers and mechanics should report to the Impact Motorsports sign in area at a minimum of 1.5 hours before the scheduled start time.
8. Drivers and mechanics are in the pit area at their own risk.

TYPE OF CAR

6 or 8 cylinder hardtop or station wagons with a wheelbase of 109.1" or larger.

1. NO trucks, convertibles, jeeps, vans, limousines. No imperials. If you unsure of a rule contact us via email.
3. Cars previously ran may be considered too battered and unsafe, resulting in disqualification.
4. If there is in any question regarding the participant's vehicle it is the driver's responsibility to prove make, model, year, engine etc.

RUNNING

Risk: Demolition derbies are hazardous and high-risk sports; therefore, anyone with a health condition, i.e., concussion, heart problems, or who is pregnant should not compete. You are competing at your own risk.

Protect yourself: Work Boots, sport equipment such as, neck brace, knee pads, shoulder pads, hip pads etc. are recommended. No bare exposed skin. All drivers **MUST** wear long pants/coveralls as well as long-sleeved shirts. No exceptions. Working seat belt and racing helmet are mandatory. Helmets **MUST** have chin straps. Goggles or face shields are recommended.
****No motocross style visors****

BRAKES: Vehicles must have dependable brakes and must be working properly before entering RING at all times. All boundaries must be observed.

NO DRINKING OF ALCOHOLIC BEVERAGES ON TRACK, EMERGENCY VEHICLE AREA OR IN THE PIT AREA. Any driver or pit person under the influence of alcohol or drugs allowed in the pit area. This will be strictly enforced.

Careless driving in the pit area could result in disqualification. All cars are to be removed from the fairgrounds or racetrack immediately following the show. Additional safety regulations may be imposed, depending on track and conditions.

PREPARATION OF CAR – REMOVE OR CONVERT THE FOLLOWING PRIOR TO ARRIVING AT FAIRGROUNDS OR TRACK

1. Flammable Material

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

2. GLASS/AIR BAGS

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

3. FIRE EXTINGUISHER

Must be within reach of the driver. Must work and have proper working gauge. Please check gauge on extinguisher before arriving to the event.

4. DOORS AND NUMBERS

Driver's door highly recommended to be reinforced. An optional roof number plate may be securely fastened. Car **MUST** have a number clearly visible (roof sign, contrasting paint on the doors).

5. BATTERY

Battery must be moved to front passenger floorboard and securely fastened in a box/container clear of all fuel sources. Battery box not to attach to the frame or to reinforce the floor of the car. Following inspection it must be covered with a non-flammable shield such as air bag or rubber mat. Max 2 batteries.

6. GAS TANK

Stock gas tanks must be removed. Must be a steel marine tank, custom steel fuel tank, or certified racing fuel cell. All tanks must be securely fastened down (bolted) in the middle of the back seat area. Tank must be covered with a non-flammable material (rubber mat) after inspection. No movement to occur during inspection. Leaks will result in disqualification. Gas tank protectors are allowed. GTP can only be 24" wide and no taller than the speaker tray on a sedan, on a wagon it must end before the diff hump and be no taller than the top of the doors. GTP may touch sheet metal. Ref has final decision. No plastic fuel cells.

7. FUEL LINES/PUMP

All fuel lines must have leak proof fittings with steel or rubber lines (no clear lines). No exceptions. Lines should run inside car. Leaks will result in disqualification. All connections **MUST** have hose clamps to eliminate fuel leaks. Must have a safety shut off switch marked in red located on roof in center of the windshield area for officials use. Switch to control fuel pump only. Driver's safety. **MANDATORY**. This rule is for fuel injected cars only

8. FUEL SYSTEM

Electric fuel pump must be isolated with a non-flammable material covering lines, tank & pump. Example: covering may be fire resistant blanket or air bag material.

9. WELDING

ABSOLUTELY NO WELDING ON VEHICLE. ONLY WITHIN THE GUIDELINES OUTLINED. No Exceptions. Referee has final decision.

10. ENGINE

Motors can be interchanged. Gm in FORD ECT. NO FULL engine cradles. Distributor Protectors/LS coil guards are allowed held onto the motor (not cradle) protecting the distributor only. If using a distributor protector it must be 1" from firewall on a fresh car. Distributor protector can be a max of 12" wide. If you are using a distributor protector you cannot use a transmission brace, one or the other. Transmission may be braced if you are not using a distributor protector. Aftermarket pedals and shifters allowed. Slider shafts allowed. Lower engine cradles are allowed as part of the engine mounts. Not to reinforce the car or drive line. Cradle not to touch the frame or cross member. Pulley protectors are allowed.

11. SHIFTERS

Shifters may be directly attached to transmission linkage & relocated thru floor over transmission hump.

12. HOOD & TRUNK/TAILGATE

Hoods are not mandatory. Without hood – use electric fan only – fans directly connected to motor must be removed. With hood – a 12" opening must be cut in the center of the hood. Hoods must remain open for officials' inspection. Hood can be fastened down in maximum of 8 places including seat belt strapping, wire, 2x2x2 angle iron bolted, or chain only. Hoods/rad support can be wired to bumper in 2 spots. Trunks may be tucked.

Trunks/tailgates must be fastened down in a max of 8 places with wire, chain, seatbelts, or welded with 3x3x1/4" plates. Trunk may have 2 spots of max 3/4 threaded rod holding trunk closed through an existing body mount. Trunk may be wired to rear bumper in 2 places.

13. DOOR FASTENING

All doors must be fastened shut with wire, straps, chains, seat belts or welded with max 3x3x1/4" plates in max 8 locations per door (16 total plates on a 4 door car). Driver's door may be welded solid. If wire going being used to tie doors shut goes around the frame you are limited to one spot per door.

14. BRACING

Single roll bar straight up each door frame across outside of the roof. Roll bars can be bolted in 2 places through the roof NOT WELDED. A seat bar can be bolted or welded behind back seat from side to side to protect driver. No excessive use of materials. Not mandatory. Seat/roll bars not to extend past back of driver's seat. Bar over roof cannot be attached to any other bar on the car except the rear seat bar. 2 down bars to frame, floor or inside rocker are allowed within 8" of ptp bar, no kickers. A dash bar can also be added and be connected to the post-to-post bar creating a square or 4 point cage around the driver. Dash bar must be 5" away from the centre of the firewall. One square tube can run between the seat bar and the dash bar to mount the shifter on. Gussets will be allowed in the corners of the cage no more than 6" from corner to corner. If you cannot weld, bolt. Cage MUST be safe or will be asked to be removed. No limit on driver's door protection between door seams.

15. WINDSHIELD SPACE

One strong upright steel, chain or iron bar must be bolted or welded in windshield area. A or H frame window bars are allowed no wider than 18". NO full window cages. Rear window bars are allowed, max 2x2x1/4" bar or 3" wide 3/8" strap may be used, mounted 6" onto the roof and 6" onto the centre of the trunk area, not the floor or frame. Mounting points limited to a max of 6"x6" plate.

16. FIRE WALL

All holes in firewall must be filled/covered with tin or nonflammable material.

17. BUMPERS

Front bumpers may be left stock or can be changed to any factory car bumper. Manufactured front bumpers are allowed if they follow the same exact factory dimensions of the bumper they replicate. Bumpers may be seam welded or loaded. If you choose to run a piece of square tube as a bumper it may be no larger than 4x4 or 3x5 and no thicker than 3/8" and can only be 4" wider than the outside of the frame. If ends of the bumper are cut and bent on a 45 degree angle the bumper may be as wide as the front tires. Square tube must remain flat, you cannot build a point. You will be allowed to do whatever you need to do to keep your bumper on the frame, 6" from the back of the bumper. No metal inside or outside the frame 6" from back of the bumper. Factory bumper shocks must be in stock location or removed. DO NOT ABUSE THIS RULE OR YOU WILL CUT. Rear bumper must be a stock car bumper. Front frame can be cut back to the front of the rad support. No relocating the rad support. Front and rear bumpers must have two places of wire holding bumper on, mandatory.

18. RADIATOR

Radiators and cooling system must be flushed of anti-freeze and only water added. Overflows for radiator must point downward to the ground. Radiator must be mounted in original position or removed. Rad screens may be used (max 1/8 expanded steel) welded to the rad support only, no more than 1" wider than the rad opening. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement.

19. TRANSMISSION COOLER

Cooler can be placed inside the car in a safe place and no leaks.

20. SUSPENSION

Suspension must remain stock. It is recommended that rear coils be wired/welded to differential. Screw in style spring spacers are allowed, no loading of the spring pocket. Gears may be welded. Steering columns can be aftermarket. NO REINFORCING ALLOWED other than tie rods can be reinforced. You may use any store-bought ball joint as long as it is mounted as factory in the control arm being used. Tie rod ends may be replaced with any store-bought end. Front A arms can be welded down with chain (one link welded to the A arm and one to the frame on the front and back of the A arm) or may weld down with 2 (2x6x1/4") plates.

Basic watts link conversions may be used, nothing excessive or deemed to be reinforcing will be asked to be cut. Aftermarket or double rear arms allowed. Slider shafts allowed. Any differential may be used max 8 lug. Differential may be braced. There must be at least 6" from the diff to hump in any direction (diff brace not to fill the hump to reinforce the hump). No chains on rear end. Leaf spring cars are limited to 4 total leaf spring clamps per leaf pack (2" wide x 1/4" thick). Leaf spring cars must sit on stock style leaf perches.

03+ Fords.

A bolt in engine cross member is allowed with STRICT ruling. Cross member MUST be constructed from an 80+ car crossmember. All control arms, steering box, spindles ball joints ETC must be 80+ car parts. No added metal to mount your steering box or idler arm. Allowed to use 3/16" thick angle iron placed on the top of the frame no longer than 14" and bolted in 4 places TOTAL using the FACTORY nuts on the frame with the stock size bolts. If deemed reinforcement the car will be cut or loaded.

Metric GM (1977+) can have a rear leaf spring conversion. You may have a total of 5 leafs with factory style stagger. Only one main leaf, no flipping leafs or "flat stacking." Front mount can be 4x4 tube 4" long welded to the bottom of the frame. Rear mount must have a shackle. Shackle may be

bolted (max 5/8" bolt) to / through the rear frame with a max 2x2x1/4 washer. Washer may be welded to the frame. Suspension movement must occur with one person's effort.

21. FRAMES

A TOTAL of 6- 4"X4" repair can be added to bent frames. Over repaired frames will be asked to be cut or may result in disqualification. Must be 3 inches between repair plates. All frame repairs must be painted in a bright colour and be reported to officials before inspection. Frame may be tilted in 1 spot. No metal added where frame is tilted. No hump plates. No welding two different style of frames together. Crush box tabs not to be welded. No seam welding. Trailer Hitch MUST be removed completely. Rear frames may be notched.

22. MOTOR MOUNTS

Aftermarket mounts are ok no bigger than factory, bolted not welded. Motor mounts may be chained. If using a lower cradle, it must still bolt to frame mounts. Transmission cross member can be stock or replaced with 2x2 (OD). If changing transmission crossmember it is to be bolted in with 1 bolt 1/2" thick per side. You may have 6" of 2x2x1/4 angle, welded to the frame to mount crossmember. If you choose to weld your crossmember you can do so between the frame rails, crossmember to be straight across, no added material, no gussets. Transmission brace not to be welded to the crossmember. Transmission may be bolted to the crossmember.

23. BODY MOUNTS

May be replaced with 3/4 threaded rod with 3x3 washers. No extra bolts. Factory Rubber mounts must be in place or may be replaced with 1 rubber hockey puck. Core support spacers may be replaced with 2x2 tube, welded to factory body mount bracket on frame (not down the side of the frame). Not to extend to the roof on a wagon.

24. TIRES

Any tire allowed. All drive tires must be filled with air only. No split rims. No screwing tires to rim or studding. All wheel weights must be removed. NO triple side walls are permitted on drive tires. May use weld in centers (full or mini) on a stock rim only to change the bolt pattern. NO homemade rims. Non drive tires can be solid rubber, foam filled.

25. PRE-BENDING/BODY PANELS

Frame may be pre bent within reason. No "frame shaping." Body creasing/pre bending limited to rear quarter panels. Front and rear body panels may be bolted with a max of 5 3/8 bolts with 1/2 washers. Body patching/repair is limited to driver's compartment floorboards only. To be repaired with the same gauge material as factory floorboards to repair rust only. No welding creases together.

26. MECHANICAL REPAIRS

Must be stock material and in no way enhance ability/performance of vehicle. Rear ends, steering, control arms, axles must remain stock.

"Official's Decision is Final"

For questions relating to these rules please contact Reg Bonneau on Facebook or send a message to impactmotorsports.info@gmail.com

www.impactmotorsports.ca

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