



"Making an Impact at your Event"

## **PRO TRUCK**

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](http://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 carry 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**

1. Open to any full-size truck or SUV. Not open to mini trucks like S-10, Ranger ETC MAX 1 ton
2. NO convertibles, Jeeps, duallys. If you unsure of a truck/SUV contact us via email. If you have a vehicle and are unsure if it runs in the class please call
3. Trucks 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 pads and ALL other flammable material **MUST** be removed from inside of car. Front seat and dashboard may be left in place.

### **2. GLASS/AIRBAGS**

All windows, mirrors, airbags & trim, must be removed prior to derby event. No loose glass smashed into the bottom of doors. **DRIVERS SAFETY**

### **3. DOORS & NUMBERS**

Driver's door should be reinforced. An mandatory roof number plate must be securely installed. Truck **MUST** clearly have a number on the vehicle (roof sign, contrasting paint on the door).

#### **4. FIRE EXTINGUISHER**

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

#### **5. BATTERY**

Battery must be moved to front passenger floorboard/seat and securely fastened in a box/container clear of all fuel sources. Following inspection it must be covered with a non-flammable shield such as rubber mat or steel cover. Max 2 batteries. No milk crates or self-tapping screws.

#### **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 tanks on trucks must be mounted to the frame rails and box cut out around the tank. Tanks cannot be mounted directly to the box floor. Extended cab trucks can have the tank mounted in the back seat area. No gas tank protectors. Official 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. Body patching is limited to driver's area floorboards. No Exceptions. Referee has final decision.

## **10. ENGINE/TRANSMISSION**

Motors can be interchanged. Gm in FORD ECT. Carbureted engines allowed in fuel injected trucks. 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 2" from firewall on a fresh truck. Distributor protector can only be 12" wide total. Aftermarket pedals and shifters allowed. Slider shafts allowed. Lower engine cradles are allowed as part of the engine mounts. Not to reinforce the truck or drive line. Cradle not to touch the frame or cross member. Engine to be bolted in, not welded. Pulley protectors are allowed. Transmission may be braced. IF you run a transmission brace, you do not get a distributor protector, one or the other.

## **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 to be in factory position or removed. 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. Gates can be fastened closed in maximum of 8 place. Rear bumper can be wired to tailgate in 2 spots. 3-4 inch threaded rod can extend up thru the frame, rad support and hood. Tailgates can be laid flat on the box floor and fastened thru the box only with 2- 3/4" lengths of threaded rod. NOT through frame. Box sides can be folded over and fastened thru the box only with 2- 3/4" lengths of threaded rod. Cabs can be welded to box with 2 3x3" plates per side and be bolted with 2 3/4 inch bolts with 4x4 washers fastening the cab to the box. Tailgates can be fastened shut in 8 total spots. No threaded rod from frame/floor to roof on SUV.

## **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. Driver's door may be welded solid.

#### **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 post-to-post 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 center 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. No rear window bars.

#### **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. 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. Replica bumpers will be allowed but must conform to the factory specs of the bumper it is replicating. 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. **DO NOT ABUSE THIS RULE OR YOU WILL CUT.** Rear bumper may be removed and a 3x3 piece of square tube can be welded in between the rear frame rails as a rear bumper with no added material. 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 or chain 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. No screens allowed. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement. Rad guards may be welded or bolted to the front of the rad support, no thicker than 1/8.

## **19. TRANSMISSION COOLER**

Cooler can be placed inside the cab in a safe place. No leaks. No transmission braces.

## **20. SUSPENSION**

Truck must sit level. Front suspension may be chained with 3/8 chain and have 1 link welded to A arm and 1 link to the frame front and back of A-arm. No welding links together. No chains on rear-end. Stock drive shafts can be cut and shortened, or a slider shaft may be used. Tie rods can be reinforced. Everything else must be STOCK. Ball joints, control arms, spindles and all other steering must be STOCK. Aftermarket steering columns are allowed, no hydraulic ram steering setups. Rear differential may be braced. You must use stock size spring perches. You can swap leaf spring clamps to 2" wide 1/4" clamps. You are allowed 4 clamps per leaf pack. 4X4 must be disabled. Trucks must have stock ride height. Rear ends swaps allowed to floaters. MUST be mounted in a factory manner for that truck (no mounting on top of the leafs if the truck was not designed in that manner). Stock style leaf springs. Coil spring trucks can be converted to leaf spring set using factory pick up spring packs. Spring hangers must be similar to factory and bolted to the frame NOT welded. Pinion brake setups are allowed. No chains, straps or wire from rear diff to frame.

## **21. FRAMES**

A TOTAL of 6- 4"x4"x1/4" repair can be added to bent frames. All frame repairs must be painted a bright colour and be reported to officials before inspection. Must be 1 inch between repair plates. No seam welding frames. No tilting frames. No welding two different style frames together. No painting of frames. No hump plates. Trailer Hitch MUST be removed completely.

## **22. MOTOR MOUNTS**

Aftermarket mounts are allowed, no larger than factory. Engines are to be bolted in, not welded. Transmission crossmember to be stock or swapped out with 2x2x1/4 square tube. Crossmember to be bolted in with (1) 1/2" bolt per side. Angles for crossmember can be a max of 2x2x6". Angles can be welded to frame. 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. Body mounts at the rad support can be replaced with 2x2, core support spacer may be welded to the factory body mount bracket on the frame (not down the side of the frame) and not to extend past the bottom of the core support, no sleeving. Not to extend to roof on SUV.

## **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. May use weld in centers on a stock rim to change the bolt pattern. Full centres are allowed. No homemade rims. Non drive tires can be solid rubber, foam filled. Bead locks will be allowed if securely fastened.

## **25. PRE-BENDING**

No pre-bending frame or body. Notching frames is permitted. Bolting of body panels is not permitted. Body patching is limited to drivers' compartment floor area to repair rust.

## **26. MECHANICAL REPAIRS**

Must be stock material and in no way enhance ability/performance of vehicle.

**"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](mailto:impactmotorsports.info@gmail.com)



[www.impactmotorsports.ca](http://www.impactmotorsports.ca)

Rules updated December 2023 DG