



"Making an Impact at your Event"

STOCK 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

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 TRUCK

1. Stock full size ½ ton trucks/SUV. 2 and 4wd. 6 & 8 cylinder. (7 lug max)
STOCK MOTORS. NO INTERCHANGING ENGINES. GM in GM Dodge in Dodge ETC
2. NO cars, jeeps, hearses, limousines or checker cabs. Check with Impact if your make and model is questionable.
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 rear end, 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. A mandatory roof number plate must be securely installed. Trucks must have a visible number (roof sign, contrasting colour painted on doors).

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

One 12-volt 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. 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. 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

Example- Gm in Gm, Ford - Ford, Dodge - Dodge. No distributor protects or drive line protectors of any kind. If the year/make/driveline of car is in question, driver MUST provide proof the car was made in that fashion, otherwise, Referee will have final say. Firewall can be cut out behind engine. Stock!! Engines can be swapped but must be mounted in the same fashion as factory.

11. SHIFTERS

Aftermarket shifters are allowed.

12. HOOD & TRUNK/TAILGATE

Hoods are not mandatory. Without hood – use electric fan only - fans directly connected to motor must be removed. Hood to be in stock position or 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, chain or 2x2x2 angle iron bolted together with a 3/8" bolt. Hoods/rad support can be wired to bumper in 4 places. These spots will account for 2 of the 8 spots. Hood can be bolted thru the rad support with 2 3/4" bolts. The 3/4" rod or bolts can pass through hood, rad support, factory body mount location, bushing or hockey puck must be in place. Trunk/tailgate to be fastened down with wire, chain, seat belts, or 3"x3" plates welded. Trunks/gates can be fastened closed in maximum 3 spots per vertical seam and 2 spots per horizontal seam. No other bolts holding hood/trunk closed except hinges. NO folding box sides or tailgates. Stock position. If you choose to run without a tailgate/hatch you can have 2 spots of wire from side to side in the tail light area.

13. DOOR FASTENING

All doors must be fastened shut with wire, straps, chains or 3"x3"x1/4" plates welded in 3 spots per vertical seam and 2 spots per horizontal seam max. Driver's door may be welded solid.

14. BRACING

Inside car: Post to post bar behind front seats – Max 4" in diameter. Can be welded or bolted in place. DASH BAR- 3" to Max 4" square tubing mounted doorframe to doorframe, but not to firewall. Not Mandatory. Driver Safety. A bar can run between dash and seat bar up each side of the cab, no further than the middle of the rear door. You may have 2 downbars to the floor or frame – must be vertical. Halo bar must run off the top of the cage bars. Outside Car: Flat bar only bolted 8 times with a maximum 3/4" bolts Max 72" long x 12" wide x 1/4" thick. NO "C" CHANNEL, ANGLE IRON or

BEVELLING. Not mandatory. Driver Safety. Between the door seams, there is no limit on driver's door protection.

15. WINDSHIELD SPACE

One strong upright steel, chain or iron bar must be bolted (not welded) in windshield area. NO full window cages. On regular cab trucks you must put mesh or wire in the back window behind driver's seat.

16. FIRE WALL

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

17. BUMPERS

Front bumpers may be swapped to any OEM car bumper. Bumpers may be seam welded and loaded. SMW, MCF, or other replica bumpers will be allowed. Front frame may be cut back to the front of the rad support. A 6"x6"x1/4" flat plate may be welded to the end of the frame to create a flat mounting surface. Bumper can be welded to the end of the frame as well as have 2 - 4"x6"x1/4" plates per rail to help keep your bumper on. Rear bumper can be removed. IF rear bumper is removed, a max 3x3 tube can be welded in between at the end of the frame rails so the rails do not become spears. Mandatory that both front and rear bumpers have minimum of 2 places of 9 wire holding the bumper on. Rear bumpers with a factory hitch/receiver built into the bumper must have the receiver cut flush with the bumper.

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. No rad guards. STOCK

19. TRANSMISSION COOLER

No aftermarket coolers. Looped lines are ok.

20. SUSPENSION / STEERING

Suspension must be stock. Movement must occur with one persons effort. Trucks must sit level. No lift kits, no removing "blocks" between leaf springs and diff. No additional leaf clamps, may duct tape your factory brackets. It is recommended that rear coiled springs be wired to the differential. 4wd

trucks are allowed with drive shaft or transfer case removed. All steering components must remain stock. No reinforcing tie rods. Steering column between firewall and steering box may be modified, rag joints can be swapped to U-joints etc. There must still be a slide/collapsible shaft in place. If the truck did not come factory with a hanger bearing, you cannot add one. Sway bar must be mounted in the factory position with factory hardware or removed completely, do not touch it.

21. FRAMES

No welding of the frame. BENT frames can be repaired with 6 (4"x4"x1/4") square plates. There must be a 1" gap between plates. Fresh vehicles can start with 2 plates. Frame repairs are to be painted a bright colour and be reported to officials at inspection. Trailer Hitch MUST be removed completely. All rust repair must be preapproved by an Impact official.

22. MOTOR MOUNTS

Stock mounts may be welded or chained. Any excessive or added mounts will result in disqualification. Jeffys fab farm engine side mounts are allowed, frame side mounts must be stock OEM mount with rubber bushing. You may weld a 2"x4"x1/4" strap to connect your mounts in case of it breaking. 2 - 3/8" chains may run from engine to engine crossmember in case a motor mount breaks. One link bolted to the engine, one link welded to the frame, no wrapping chain around frame. No extra chains, wires or straps from engine/transmission to frame or body. No Exceptions.

23. BODY MOUNTS

The body bolts can be replaced with 3/4" threaded rod or bolts with 4"x4" washers. NO extra bolts. All body mounts must have stock bushings or be replaced with a rubber hockey puck. 2 3/4" bolts can run thru box/cab attaching box to cab with 4"x4" washers. This is for safety of drivers to keep the box on and protect the fuel tank. The two front body mounts may run through the rad support to be used to hold the hood down, no sleeving.

24. TIRES

Any tire may be used. Drive tires must be filled with air only. No valve stem protectors. Lip rings will be allowed if securely fastened. No triple sidewalls (tire flaps) on drive tires. Rims may have welded in centers. Double tires and tubes are allowed.

25. PRE-BENDING

No pre-bending frame or body. Notching frames is permitted. Bolting of body panels is not permitted. No folding box sides, period.

26. MECHANICAL REPAIRS

Must be stock material and in no way enhance ability/performance of vehicle. Rear ends, steering, control arms, axels must remain stock. ½ ton parts only.

“Official’s Decision is Final”

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

www.impactmotorsports.ca

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