

Slave Lake Alberta Presents

2025

“CRASH FOR CASH”

Rules and Regulations

TRUCK CLASS

First and foremost, the fans pay good money to come and see crumpled trucks, and good competition. The rules we have created are designed to be simple, and make the show about who is a skilled driver, and not about who has the best welding skill.

GENERAL:

- Spectators, officials and drivers safety is our first concern! Keep this in mind when building your trucks.
- **HEAD TECHS DECISION IS FINAL!** Any arguing or profanity will NOT be tolerated.
- **SANDBAGGING WILL NOT BE TOLERATED!** One warning will be given and THAT'S IT!
- Working brakes is a MUST. Test will be performed upon tech inspection.
- NO WHITE TRUCKS. Drivers DOOR ONLY MUST be WHITE.
- Do NOT come to tech if your truck is not ring ready. It wastes our time as well as yours. Hood open at inspection.
- Helmets, eye protection and coveralls are MANDATORY,
- Drivers door hits are illegal, if it is determined the door hit is intentional, you will be disqualified. If you use your door as protection – then that is on you, so hold on!
- ABUSE TO ANY OFFICIALS OF ANY KIND WILL NOT BE TOLERATED. PERIOD.
- Our facility is environmentally friendly, so we ask that NO antifreeze be used in cooling systems.
- All trucks, MUST be totally stripped and cleaned out. Vacuum out any broken glass, remove all chrome trim, door handles, emblems, etc. There are other events using our facility, a Rodeo is planned just a couple weeks after our demolition derby, and we do NOT want any debris left on the track to be a potential hazard for any horses, cows or bulls hooves. So we stress for you to PLEASE strip, clean and remove ALL possible debris from your builds.

- Due to the overwhelming interest of the Slave Lake Crash for Cash Demolition Derby, we ask that you read the rules thoroughly, maybe twice, BEFORE you start phoning contact numbers with questions.
- We want to keep our truck show as stock as possible when building your trucks. Rules have been modified for front bumpers and rust repair only.
- The event is open to any make or model 1/2 ton or 3/4 ton truck as well as suburban style trucks 2 wheel drive only, **EXCEPT for** the following ; **NO one ton trucks, no 4x4 trucks, no 1/4 ton trucks, no extended frame trucks such as, deck trucks, grain haulers or service body trucks**

STRIPPING OF YOUR TRUCK:

- ALL interior, except the drivers seat and seat belt, MUST be stripped out, including the dash pad, seat belts must work
- ALL glass, lights, lenses, mirrors, door handles, trim and hardware, hub caps **MUST BE REMOVED**
- Fuel tank **MUST BE REMOVED.**
- Tow hitches and hardware **MUST BE REMOVED**
- Truck must be cleaned of all loose debris, including glass in interior as well as the trunk area, chrome trim, emblems, door handles, etc, EVERYTHING.

FRAME:

- NO welding other than what is stated, NO reinforcing of frame.
- We will allow rusted out frames to be patched by welding rusted area with fresh steel up to 1/8" thick ONLY. DO NOT go overboard with repairs, fix the rusted area ONLY. Paint those areas with high visibility color, pictures of rusted areas can also be beneficial to you in case of tech discrepancies.
- When repairing rotted and rusty frames you MUST leave original frame structure in place, repair rust holes ONLY. No building of complete frame rails will be accepted. NO creasing of replacement steel to make stronger. ONLY 2 pieces of repair steel allowed per side and may NOT be welded together. If your frame is so rotted out that it needs a complete replacement, then you may want to build a completely different truck.

- Box & cab floor patches may be welded in, don't go overboard, just patch the rusty area, do not weld patches to frame, 1/8" thick material only. any material thicker than this will be cut out or truck will not compete.
- We are working to be fair to ALL. Over repairing will NOT be accepted. Once again, pictures will be beneficial.
- You can overlap rusted area by a MAXIMUM of 2" with 1/8" steel only for frame repair as well as box & cab floors

DOORS AND REINFORCEMENTS:

- Exterior door bars ONLY, NO INTERNAL CAGES.
- BOTH driver and passenger doors MUST BE REINFORCED with either channel iron/beam/box steel. 8" x 1/4" is MINIMUM, 12" x 1/2" is MAXIMUM, 76" MAX Length. NO round pipe for exterior door bars.
- Exterior bars MUST be bevelled and must be bolted through entire door or post, NOT just to door skin
- Front dash bar and rear cross bar are MANDATORY. MAX size is 6" OD and must be bolted through door bars if possible not just door skin
- Exterior door bars can not extend more then 8" MAX past front door seam and attach to the inner cross bars, MAX length is 76"
- Floor to roof bars are MANDATORY, but CANNOT attach to frame OR body mounts, you may run 2 of these bars
- Halo bars are acceptable but must be mounted vertically. Halomay be bolted to the floor using 4" x 6" plate if required, but can't attach to frame or body mounts.

■ ALL DOORS MUST be securely fastened shut by means of bolts, chains or clamps or all 3

- Tailgates may be dropped to bottom of frame only, they must be bolted and chained shut ONLY. Angle iron in corners where box and tailgates meet is permitted but must be bolted in, NO WELDING

ENGINE:

- Any engine may be used in any truck but MUST stay in engine compartment. This means NO sliding back and MUST remain ahead of firewall. NO engine cradles or pulley protectors
- Headers or exhaust manifold is MANDATORY

- Mounting of engine must not strengthen the truck in any way – you may chain engine into place, ONE chain PER side. Welding of plate to fit engine mount is acceptable, but NO reinforcing of frame in any way. If you use plate to mount motor it can NOT attach to frail rail at all. Only the engine saddle to motor mount.
- You MUST run air cleaner
- NO starting fluids allowed
- NO distributor protectors

TRANSMISSION:

- You may use any type of mount
- If you are not using factory cross member, you may use 2" x 2" square tubing bolted to the frame. NOT welded.
- Any type of cooler is acceptable but must be securely fastened inside truck box or cab, NO transmission protectors or braces.
- 3/4" hose attached to fill tube is recommended, but not enforced.
- Metal or braided lines is a MUST. NO fuel line or low-pressure rubber hose allowed. Any type of shifter may be used, but must NOT strengthen the truck in any way – NO skid plates!
- Any type of driveshaft is acceptable, this includes sliders.

REAR DIFFERENTIAL:

- Diff swaps are allowed, but must use stock mounting brackets, cut off original diff and rewelded to replacement diff. ZERO external bracing added to diff
- All truck diffs are MAX 8 bolt axles ONLY

REAR SUSPENENSION

- No chaining diff to frame or box floor
- NO WELDING OF SPRING PACKS, you may have 4 leaf clamps per side MAX – coil springs may be bolted/welded/tied to differential
- Coils may be doubled and clamped, chained or wired together. NOT WELDED. Outer coil may be welded to coil mounting bracket
- Stock shocks ONLY

FRONT SUSPENSION AND STEERING:

- No welding, bolting or chaining control arms to frame
- Stock steering columns only. You may weld in 2 steering joints between firewall and steering box
- All steering and suspension - control arms, spindles, springs, steering linkages, ball joints, tie rods, etc. MUST be stock original steering part only.

BUMPERS:

- Front bumper swaps are allowed, but must remain factory made, no homemade bumpers, bumpers must not extend more than 2" past frame rails, rear bumpers must be stock or removed.
- Bumpers may be chained with ONE loop of 3/8" chain to hood, core support, or tailgate
- You may pinch and weld the outer skin to the back internal structure of the bumper. Ends and holes can NOT be capped or filled. MUST be able to verify that bumper is NOT stuffed or reinforced in anyway.
- Outer skin of bumper when pinching and welding, 4" weld then 4" space, NO full welding
- You may weld bumper to bracket, and bracket to frame. 1/4" x 2" plate is allowed to weld bumper to frame, but must remain ahead of core support, 2 per side only.

RADIATOR AND CORE SUPPORT:

- Radiators must be stock or of stock equivalent. Aluminum rads are allowed, but all rads MUST remain in STOCK position UNDER hoods.
- Any type of cooling fan is allowed. If using belt driven fan, hood must be securely in place covering fan, if your hood has an open area over a belt driven fan you will be taking the belt off , or removing the fan
 - No supplemental cooling devices allowed. NO ANTIFREEZE. Flush system and use water only. We are enviromentally friendly

BRAKES:

- Any type of braking system will be allowed, but your truck MUST have working brakes. NO EXCEPTIONS. If using pinion brake, the mounting much be ONLY to the center section and NOT the axle tubes. It must NOT strengthen in anyway.
- If using floor mounted pedals they can only bolt to the floor pan skins, they must not strengthen build in anyway.

BATTERIES:

- MAX of TWO batteries allowed
- Must be securely fastened beside driver, in secure battery box. NO plastic milk crates or wooden boxes. Suggested to build a metal tray, securely BOLTED to the truck floor, and must NOT strengthen in anyway. MUST be covered with rubber mat.

HOOD AND TAILGATES:

- Hoods are MANDATORY. MUST have hole cut in the hood for fire extinguishing
- MUST be bolted, chained or fastened in a MINIMUM of 4, but MAX of 6 places. This includes pins through front core support. You can bolt hood skin to hood, with a MAX of 20 – 3/8” bolts. BOXES MUST BE BOLTED OR UCLAMPED to frame
- MAX washer size is 6” x 6” plate, for bolting of box floor to frame. MAX of 6 points
- MAX Redi rod size is 1-1/4
- Box sides must remain vertical.

FUEL SYSTEM:

- NO plastic fuel tanks – this is for YOUR safety.
- 7.5 gallon fuel capacity MAX
- Original fuel tanks MUST BE REMOVED.
- Tank MUST BE securely mounted in box of truck, close to back of cab.
- Any type of gas pedal is allowed
- Any type of fuel pump is allowed. If running an electric fuel pump, you must have a clearly marked “SHUT OFF” switch
- ALL fuel lines passing through any panels MUST BE PROTECTED, This is for YOUR safety.

TIRES AND WHEELS:

- You may run any type of AIR-FILLED tire, 10 ply MAX
- Stock wheels only. No welded centers, NO reinforcing of wheels.
- MAX rim size is 18”
- You may weld on a valve stem protector to rim
- Flapper tires are acceptable

- NO studded tires, solid tires, foam filler, or stuffed with rags. Air filled only.
- Remove wheel weights

BODY:

- Body mount rubber bushings must remain in place, except where your allowed to run redi rod through.
- Wheel wells may be trimmed

- 8, 3/8" bolts per wheel well opening is allowed to bolt skins together. MAX washer size is 2"
- 2 vertical window bars are allowed, must be bolted and you can have 2 horizontal bars across those. Bars going from roof to topside of firewall
- Any chains used to hold doors, tailgates closed and/or bumpers in place, must have hooks removed.
- **Repair plates after heats**
- Plates if you need will be supplied for frame repairing after heats by tech crew. Plates will be sold at \$5 per plate, maximum of 4 plates per entry welded flat against frame, NO tacoing or teeing of plates. You may cut each plate once and only once.

FINAL WORDS:

- Remember, if it is NOT in the rules, then it is NOT allowed. We are not a derby that pushes the grey areas of the builds. Build to the rules and enjoy all of what will be offered to the drivers for prizes and rewards.
- Best of luck to every and all drivers.
- If you have questions after reading the rules multiple times, please call/text, leave a message if no answer, and someone WILL get back to you.

Contacts:

Jim Johnston Ph # 780-887-7901, phone after 7pm, text anytime.

Doug Strid Ph # 780-239-9080, phone anytime between 9am & 9pm

Joe Watson Ph # 780-887-6183, phone anytime between 9am & 9pm

“Good luck to all participants.”

Let’s have a smashing good time at the Annual Slave Lake Alberta

Crash for Cash Demolition Derby