



"Making an Impact at your Event"

2026 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 the registration desk on the day of the show. Drivers must bring their cars to inspection to have their cars inspected.

DRIVER MUST ATTEND THE 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 Officials 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. The original registered driver must drive the registered vehicle for the entire event. No substituting drivers.
2. Impact Motorsports reserves the right to approve or reject any and all entries, drivers or pit people.
3. Only those who sign the waiver will be permitted in the pit area or on the track. All drivers, mechanics and pit people must wear supplied pit passes at all times. Failure to do so may result in ejection from the event or grounds.
4. Impact Motorsports, 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.
5. It is highly recommended that each competitor carry their own liability insurance.
6. Drivers and mechanics should report to the Impact Motorsports sign-in area at a minimum of 1.5 hours before the scheduled start time.
7. Drivers, mechanics, pit crew and spectators are in the pit area at their own risk.
8. Any driver or pit person that accesses the track without permission will be removed from the premises.

TYPE OF TRUCK

1. Stock full size ½ ton trucks/SUV. 2 and 4wd. 6 & 8 cylinder. (7 lug max)
2. NO cars, hearses, limousines or checker cabs. Check with Impact if your make and model is questionable. No sedagons.
3. Cars previously ran may be considered too battered and unsafe, resulting in disqualification.
4. If there is 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 belts 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. The front seat and dashboard may be left in place.

2. GLASS/AIRBAGS

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

3. DOORS & NUMBERS

The driver's door should be reinforced. You may run a roof sign provided it is securely fastened. Trucks must have a visible number (roof sign, contrasting colour painted on truck before inspection).

4. FIRE EXTINGUISHER

Must be within reach of the driver, must work and have a proper working gauge. Please check the 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. The 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. A very simple box or cage can be built around the tank in the bed of the truck to protect the tank only, this must be built tight to the tank and be no taller or wider than the tank, strictly for safety. 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 the 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/TRANSMISSION

You may run any engine/trans combo you like with no protection. No distributor protects or drive line protectors of any kind. No lower cradles, aftermarket bellhousings, tailstocks. Firewall can be cut out behind engine. Engines can be swapped but must be mounted in the same fashion as factory. Slider driveshafts are permitted.

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 2 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. ABSOLUTELY NO folding box sides, quarter panels or tailgates. Stock vertical position. If you choose to run without a tailgate/hatch you can have 2 spots of wire from side to side in the taillight 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 off the post to post bar. Halo bar must run off the top of the cage bars. Halo must be bolted in 2 spots through the roof for safety. Halo must be vertical no angling of rollover bar. If you are running extensions off the halo to bolt it down they can be no longer than 6" in any way. No tip outs or kickers off the top of the halo bar or uprights, must be at a 90 degree. All cage bars must be 5" off the floor. 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 in windshield area. You may run an A or H style window bar for drivers' safety, no wider than 36". You may choose to run 2 bar (max 2x2) from your halo to the top of your dash bar as your window bar. NO full window cages. On regular cab trucks you must put mesh or wire in the back window behind the driver's seat.

16. FIRE WALL

All holes in the 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. Tube front bumpers (max 6x6) are allowed, ends must be cut and bent on a 45 degree angle for safety reasons. Tube bumpers may have a 4" point spread over 32" or can remain flat. The 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. Back of the bumper to be welded to the end of the frame, no sleeving the frame or bumper around or in each other to get it further back. Rear bumper can be removed. IF rear bumper is removed, a max 4x4 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 the original position or removed. No screens allowed. (Stock A.C. condensers permitted in their original position.) No metal added around the rad for reinforcement. No rad guards. STOCK

19. TRANSMISSION COOLER

Aftermarket transmission coolers are allowed. All lines must be hydraulic lines with leak proof fittings.

20. SUSPENSION / STEERING

Suspension must be stock. Movement must occur with one person's effort. Trucks must sit level. No lift kits, no removing "blocks" between leaf springs and diff. Leaf spring pick up trucks may add 2 leaf clamps (2" wide and 1/4" thick and 2 bolts 1/2" only.) It is mandatory 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 may be aftermarket. 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. You may use any non-braced rear differential up to 6 lug max. Diff to be mounted in stock application for the vehicle you're running. Pinion brakes are allowed with no excessive mounting, if unsure please message.

21. FRAMES

No welding of the frame. The front frame can be cut to the front of the rad support. No shortening of the frame anywhere else. Trailer Hitch MUST be removed completely. All rust repair must be preapproved by an Impact official. No filling bends with weld, use your repair plates accordingly.

22. MOTOR MOUNTS

Stock mounts may be welded solid or chained. Any excessive or added mounts will result in disqualification. Jeffy's 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 or you may weld 2 3x3 tabs from

cab to box, one or the other not both. The box must remain in factory position, do not move closer to the cab. 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.

27. WIRE AND PLATES

All trucks will be allowed up to 8 spots of 9 wire. Suspension must still have movement. All trucks will have 8 (4x4) square plates and you can use them when you want but once they are on, they are on, you do not get more plates. You do not get to fill bends with weld if you are out of plates, nothing extra. All plates must have a 1" gap between them, this includes the bumper plates. Use these wisely. No other chain, wire, clamps, rope, seatbelts, anything outside of the rules.

"Official's Decision is Final"
IF IT DOES NOT SAY, ASSUME ITS STOCK

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

www.impactmotorsports.ca

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