



"Making an Impact at your Event"

2025 JUNK RUN

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. The original registered driver must drive the registered vehicle for the entire event. No substituting drivers.
2. Impact Motorsports or promoter reserves the right to approve or reject any and all entries, drivers or pit persons.
3. 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.
4. 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.
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 and mechanics are in the pit area at their own risk.

TYPE OF VAN/TRUCK

1. Any factory built 4 or 6 cyl minivan, compact SUV, compact/light duty truck. AWD/4x4 vehicles allowed with one drive shaft removed.
2. NO hearses, limousines or checker cabs No half ton trucks. No wheelchair vans. 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. INSURANCE

ALL drivers and pit persons **MUST** sign the event insurance waiver. Failing to do so will result in disqualification. Pit passes must be worn at all times.

2. 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. Mandatory that bumper covers be removed.

3. 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**

4. DOORS & NUMBERS

Driver door should be reinforced. A mandatory roof number plate must be securely installed.

5. 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.

6. BATTERY

One 12-volt car battery must be moved to front passenger floorboard 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, no self-tapping screws.

7. 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/air bag) 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 truck can have the tank mounted in the back seat area. Ref has final decision. No plastic tanks. You may have a gas tank protector strictly for safety. Your tank is to be mounted tight to the post to the post and the protector around it. Your protector can be a max of 24" back from the post-to-post bar, and 24" wide. Tank protector is to be no taller than the fuel cell and is to be straight up and down, not angled back. All bars must be 5" off the floor.

8. FUEL LINES/PUMP

All fuel lines must have leak proof fitting 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.

9. 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.

10. WELDING

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

11. ENGINE

Engines may be swapped. No distributor protects or drive line protectors of any kind. Firewall can be cut out behind engine. Drive shaft must be built out of factory parts, no slider shafts.

12. SHIFTERS

Shifters may be directly attached to transmission linkage & relocated thru floor over transmission hump. No shifter protectors.

13. HOOD & TRUNK/TAILGATE

Hoods are to be in stock position or removed. 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 threaded rod or with seat belt strapping, wire, chain, or bolted closed using 2x2x2 angle iron with a single 3/8 bolt. No sleeving threaded rod. Hood panels may be bolted together with a max of (10) 3/8" bolts with max 1/2" washers. Hoods/rad support can be wired to bumper in 4 places. Trunk/tailgate to be fastened down in same way as hood. Trunks/gates can be fastened closed 3 spots per seam using wire, chain, straps, or welded with 3"x3"x1/4" plates. No threaded rod in the trunk/tailgate. NO folding box sides or tailgates. Stock position.

14. DOOR FASTENING

All doors must be fastened shut with wire, straps, chains, seat belts, bolted with 1/2" bolts with no larger than a store bought washer (1 1/2" OD) or welded with max 3x3x1/4 plates 3 times per vertical seam, 2 spots per horizontal seam.

15. BRACING

Inside car: Post to post bar behind front seats – 3" to 4" in diameter. Can be welded or bolted in place directly behind the driver's seat. DASH BAR- 3" to Max 4" square tubing mounted doorframe to doorframe, but not to firewall. Not Mandatory. Driver Safety. A bar may run up each side connection seat bar and dash bar creating safety cage around driver. Max length of side bars 60". You can have a max of 2 down bars bolted or welded to the rocker or frame. These bars must be off the seat bar. Rollover bar must be straight up and down off the side bars and over the top of the roof secured 2 spots bolted through the roof. No tip outs or kickers off the top of the halo bar or uprights, must be at a 90 degree. If you are running extensions off the rollover bar to bolt the halo with, they can be no longer than 6"/ 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. No limit on driver's door protection between door seams. All cage bars must be inside the passenger compartment.

16. WINDSHIELD SPACE

One strong upright steel, chain or iron bar must be bolted in windshield area.

17. FIRE WALL

All holes in firewall must be filled/covered with tin or non-flammable material.

18. BUMPERS

Any factory-made car bumper may be used. Bumpers may be seam welded. Bumpers may be loaded. If you choose to use a piece of square tube as a bumper it can be no bigger than 6"x6" and no thicker than 3/8. Tube bumpers cannot stick out more than 4" from the outside of the frame. If the ends are cut and bent on a 45 degree angle it can be as wide as the centre of the front tires. Tube bumpers must remain flat, you cannot build a point. You can use replica bumpers if they follow factory dimensions of the bumper they replicate. You get 2 plates (4x6x1/4) per rail to mount your bumper. These plates must touch your bumper and cannot be used to tie your frame or bumper into your sub frame. No gussets. You can not put your bumper over the frame, or frame in the bumper. Bumper is to be mounted to the end of the frame. **DO NOT ABUSE THIS RULE YOU WILL CUT.** Rear bumpers must remain stock. FULL FRAME ONLY, may have a max 4x4 tube welded between the rear frame rails so the rails do not become spears. Mandatory that front and rear bumpers have at least 2 spots of 9 wire, chain or seat belt holding bumper on. If your factory rear bumper has a trailer receiver in the bumper it must be cut flush to the bumper. Mandatory that bumper covers be removed.

19. 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.

20. TRANSMISSION COOLER

Aftermarket transmission coolers are allowed. If using a transmission cooler inside the vehicle it must have hydraulic lines with leak proof fittings.

21. SUSPENSION

Movement must occur front and rear. You may use factory appearing struts. It is mandatory that rear coiled springs be wired to the differential. All suspension arms must be stock. All steering components must remain stock. You may weld a 6" piece of 2x2 tube directly behind the strut as a strut stopper, you must use tube no other configuration, and it must be directly behind the strut. You may use spring spacers or strut risers to gain height. No reinforcing tie rods or ball joints.

22. FRAMES

NO WELDING. Trailer Hitch MUST be removed completely. Frames may be cut back to front of the rad support. No relocating rad support. Rotten or bent frames may be repaired with a maximum of 6 (4"x4"x1/4") square plates. These repairs are to be painted a bright colour and be reported during inspection. Must use the stock sub frame for that vehicle.

23. MOTOR MOUNTS

Stock mounts may be welded, chained or solid. Any excessive or added mounts will result in disqualification. No wrapping of motor mount chains, 2 points of contact, one to engine, one to frame/sub frame. Transmission mounts must be stock. No Exceptions. STOCK

24. BODY MOUNTS

Front two mounts can be changed to max 3/4" threaded rod. All stock rubbers and bolts. NO extra body mount bolts. No threaded rod in the rear of vehicles, nothing to contact the roof.

25. TIRES

Any tire allowed. No triple side walls (tire flaps) on drive tires. Rims may have welded in centers only to change bolt pattern and not to strengthen the rim. Valve stem protectors are allowed but must be securely welded, if they are not welded well they will need to be removed. "Lip rings" will be allowed.

26. PRE-BENDING

No pre-bending frame or body. Notching frames is permitted. Bolting of body panels is not permitted. Body panels may be creased front to back.

27. MECHANICAL REPAIRS

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

28. PLATES AND WIRE

Each vehicle is allowed a total of 6 square plates (4x4x1/4) and 8 total spots of 9 wire. Once your plates are on they cannot be moved. You can start with no plates, or you start with 6 but you do NOT get any more. Plates are to be either on the frame or subframe, not connected in any way. All plates must have 1" between them. No eyelet bolts, cable, chain, turnbuckles, or ratchets. Seatbelts count as wire.

Option 2: you can have 4 plates and 2 extra body mounts. You can use 2 pieces of 3/4" rod bolted through the sub using store bought washers (free floating not welded) and 2 nuts, top of the threaded rod can be welded to the frame 2" with no added metal. Threaded rod is to be 1 piece straight up and down, no bending, heating, wrapping, anything. If it is not up and down, it comes out.

“Official’s Decision is Final”

IF IT DOES NOT SAY, ASSUME IT MUST REMAIN STOCK

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

www.impactmotorsports.ca

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