

Preparation of car **MUST BE DONE** prior to arriving at fairgrounds or track 1980 & Newer Pro-Modified

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 dash board may be left in place.
3. TRAILER HITCH	Must be removed.
4. GLASS/AIRBAGS	All windows, mirrors, airbags & trim, must be removed prior to derby event. No loose glass smashed into the bottom of doors. DRIVERS SAFTEY
5. DOORS & NUMBERS	Driver door must be PAINTED WHITE. An optional roof number plate may be securely installed.
6. 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.
7. BATTERY	One 12 volt car battery must be moved to front passenger floor board 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. Heavy truck or farm batteries may result in disqualification. NO double batteries.
8. GAS TANK	Stock gas tanks must be removed. Must be a steel marine tank, custom steel fuel tank, or certified racing fuel cell. Plastic tanks MUST have a rubber floor mat mounted between the floor and tank. 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. Ref has final decision.
9. FUEL LINES	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.
10. ELECTRIC FUEL PUMP	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.
11. 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.
12. HOOD	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, 1/4" chain only, or bolted to fender. Hood latch should be removed. No welding hoods closed. Hoods can be wired to bumper in 2 places. Maximum of 2 spots with threaded rod maximum of 3/4 inch holding the hood shut with max 4X4 washers. These spots will account for 2 of the 8 spots.
13. TRUNK/TAILGATE	Trunk/tailgate to be fastened down in same way as hood or may be welded using 6 – 3" square plates. If trunk is welded closed a 16" square hole must be cut in center of trunk for officials' inspection. Trunks/gates can be fastened closed in maximum of 8 place including wired in 2 places to rear bumper. Maximum of 2 spots with threaded rod maximum of 3/4 inch holding the trunk shut with max 4X4 washers. These spots will account for 2 of the 8 spots.
14. BODY PANELS	Metal may be cut from around wheels for clearance. Front & rear quarter panels may be bolted with up to 5 bolts per panel - maximum 3/8" bolt.
15. DOOR FASTENING	All doors must be fastened shut with wire, straps, 1/4" chains or spot-welded 1" every 12" or 6 – 3" square plates welded on per door. Solid driver's door window screens are not permitted. Driver's door may be welded solid. Doors do NOT need to be welded. Driver's choice. Doors tops may be rolled - 1" of weld every 12" max.
16. DOOR PLATES	Outside of car may have a 12" X 72" X 1/4" max steel plate applied to driver & passenger doors, bolted in 4 locations (with a maximum 1/2" through bolt) & spot welded 1" every 12". Bevel should not exceed 20°. NO "C" CHANNEL OR ANGLE IRON. Not mandatory.
17. ROLL BAR	Single roll bar up each door frame, inside or across outside of the roof. Roll bars going across the roof can be bolted twice through the roof for driver safety. This roll bar may be welded or bolted to the frame or rockers. An additional bar may be added behind the seat welded or bolted from roll bar to roll bar. Recommend 3" to 4" square tubing or pipe. No excessive use of materials. Not mandatory. Seat/roll bars not to extend past back of drivers seat. A bar may also extend down the inside of both front doors and be welded to the dash bar for safety creating a square around the driver.
18. WINDSHIELD SPACE	Must have a minimum of a single steel bar or chain from the cowl to the roof bolted or welded. The "A" or "H" style protection is permissible but the bars must look like the A or H. The cross brace must be in the middle and in no way come in contact with the distributor protector. The horizontal bar must be a minimum 8" from cowl. If using the "A" it may be welded or bolted in 3 locations. If using the "H" it may be welded or bolted in 4 locations & be no more than 36" in width. Driver must not be impaired from exiting through window area of car in case of emergency.
19. DASH BAR	Min 3" to Max 4" square tubing mounted doorframe to doorframe, but not to firewall. Not to extend down to floor or frame. Dash bar must not touch the center section of the firewall and must not come in contact with the distributor protector. Not Mandatory. Driver Safety.
20. INTERIOR MODIFICATIONS	No welding of any inside body support seams or firewall seams. All holes in firewall must be covered with a non-flammable material. Large holes in car floors must be repaired with same gauge metal and securely fastened. No reinforcement. Drivers seat should be tied to roof or floor post. If seat breaks driver could be disqualified.
21. BUMPERS	CAR BUMPERS ONLY, to be used. Front & rear bumpers may be reversed and flipped up side down. Front & rear bumpers may be mashed in so not to catch on other cars. Bumpers may be wired in 4 locations to rad cradle or hood. Bumper shocks may be reinforced with flat bar or tubing to help keep bumpers on. Excessive use of material will be asked to be removed. No loading of bumpers. Officials may request a hole be made in bumper for inspection. Bumper layers may be welded together. No metal added. No home made or special bumpers. Reinforcement will result in disqualification.
22. FRONT GRILL	No screens allowed. No metal added around the rad for reinforcement. No rad guards. (Stock A.C. condensers permitted in original position.)
23. RADIATOR	Must be flushed of anti-freeze and replaced with water only. Overflows must point straight down. Floating rad cradles with maximum 1/8" gauge steel angle or flat bar will be allowed – Absolutely no reinforcement to frame or rad cradle. Rads to be mounted in original positions only. Electric fans are permitted.
24. TRANSMISSION COOLER	Is permitted and must be secured in engine compartment. Transmission dipstick must be securely fastened, wired down or have an overflow tube pointing straight down away from drivers or spectators. OR May be re-located to directly behind driver seat, bolted to the back bar and completely covered to the floor with a tin shroud. A minimum of two 1" holes must be made in the floorboard directly below cooler for drainage. Hoses must run straight down under driver seat and be completely covered with non-flammable material. Hose spec: 2500psi single braid hydraulic hose with pressed fittings only, must be rated for 250°F+. Hydraulic hoses must be marked as such by manufacturer. Hydraulic hoses must have pressed fittings only. No other fittings acceptable OR remain stock.
25. DRIVE TRAIN PROTECTORS	Motor and transmission may be protected. Fresh cars must have distributor protectors mounted 1" away from the firewall. Excessive material will be asked to be removed. Distributor protectors not to be attached to frame or car body. Protectors may only be fastened to motor or transmission. Reinforcement of frame or body will result in disqualification. Engine cradles must be designed to protect the drive train only. Not to be fastened to body or frame.
26. SUSPENSION/STEERING	Suspension must remain stock (movement must occur). Broken or sagging parts may be replaced. It is recommended that rear coil be wired or welded to differential. No spring blocks or added helpers. Rear ends can be exchanged (5 bolt pattern car rear ends). Gears may be welded. Steering columns, drive shafts and rear sway arms may be altered but not reinforced. Ball joints, tie rods, control arms and steering linkage can be exchanged EXAMPLE 85 ford upper front control arms on a 95 ford. NO REINFORCING ALLOWED. Steering columns may have 2 u-joints added. Trailing arms must be made of trailing arm material or flat plate- no square tubing material. No truck rear ends. No leaf spring conversions from coil to leafs. 2003 ford cars MUST have stock engine cradle and rack and pinion steering set up. No steel cross member, steering box or control arm conversions.
27. HEADERS	Must be secure, must point upwards and not at other drivers/spectators. Must be a reasonable length or will be asked to be cut or removed. Official's discretion.
28. FRAMES	No welding of frame seams top or bottom. Rusty or bent frames may be repaired with steel no thicker than factory and no longer or wider than 4" on 2 sides only. Over repaired frames will be considered reinforced and will result in alteration or disqualification. Official's discretion. No painting of frames except for the following. Frame repairs must be painted bright orange before arriving for derby event. All repairs to frames must be reported to officials before inspection – over-repaired frames will be asked to be cut – if not - may result in disqualification.
29. DIFFERENTIAL PROTECTORS	Must only be bolted on to the differential. Housing tubes may be welded. Rear wheel drive cars MUST have differential covers bolted on.
30. MOTOR MOUNTS	Stock mounts may be welded or chained. Home-made mounts are acceptable. Any excessive or added metal will result in disqualification.
31. BODY MOUNTS	All rubber body mounts and stock size bolts must stay in place. Increasing bolt size is not allowed. Max flat washer size – 3". Four (4) additional body mounts up to 3/4" inch threaded rod are allowed, placed strategically where desired or replace existing body mounts. Two threaded rods are allowed for the rad cradle that is not included in the additional 4. Two extra bolts may be added to driver's compartment for safety.
32. TIRES	D.O.T. Tires only and must be clearly marked and must be low aggression. No forklift tires or solid fill tires. All tires must be filled with air only. Tires may be doubled. No split rims. No screwing tires to rim or studding. All wheel weights must be removed and no welding stem protections. Carry spare D.O.T. mud tires in case track conditions warrant. Over aggressive drive tires may result in disqualification. Referee's discretion.
33. PRE-BENDING	Bodies and frames may be bent within reason. Can be deemed unsafe to other drivers resulting in alteration or disqualification. Trunks may be tucked. Wagon roofs may be pre-bent so rear ends bend upwards, no "tucked" station wagons. Modifications deemed unsafe will result in disqualification.

"Official's Decision is Final"

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