

**PREPARATION OF TRUCK MUST BE DONE PRIOR TO ARRIVING AT FAIRBOUNDS OR TRACK TRUCKS 2010**

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<b>1. INSURANCE</b>	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.
<b>2. FLAMMABLE MATERIAL</b>	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.
<b>3. TRAILER HITCH</b>	Must be removed.
<b>4. GLASS/AIRBAGS</b>	All windows, mirrors, airbags & trim, must be removed prior to derby event. No loose glass smashed into the bottom of doors. DRIVERS SAFTEY
<b>5. DOORS &amp; NUMBERS</b>	Drivers door must be PAINTED WHITE. An optional roof number plate may be securely installed.
<b>6. FIRE EXTINGUISHER</b>	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.
<b>7. BATTERY</b>	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.
<b>8. GAS TANK</b>	Stock gas tanks must be removed. Must be a steel marine tank, plastic, custom steel fuel tank, or certified racing fuel cell. All tanks must be welded or bolted to the frame in box. An opening 6" larger than size of tank must be made in box to allow tank to be bolted to frame. Tanks in Suburban's and extended cabs must be securely mounted in the rear passenger compartment and have a rubber mat between the tank and floor if using plastic tanks. Tank must be covered with a non-flammable material after inspection. No movement to occur during inspection. Leaks will result in disqualification. Referee has final decision.
<b>9. FUEL LINES</b>	All fuel lines must have leak proof fitting with steel or rubber lines (no clear lines). No exceptions. Lines should run inside truck. Leaks will result in disqualification. All connections MUST have hose clamps to eliminate fuel leaks.
<b>10. ELECTRIC FUEL PUMP</b>	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 trucks only.
<b>11. FUEL SYSTEM</b>	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.
<b>12. HOOD /TAILGATE</b>	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 must 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. <b>No welding hoods closed.</b> Hoods can be wired to bumper in 2 places. Maximum of 2 spots with threaded rod maximum of ¾ inch holding the hood shut. These spots will account for 2 of the 8 spots. Tailgates can be welded closed with maximum of 6- 3x3 plates to the box. Tailgates and rear sections of box sides can be tucked over into the box floor area and be thru bolted to the box floor with 2- ¾" bolts maximum. Tailgates can be wired 2 places to the rear bumper. No extra metal added in the box area.
<b>13. BODY PANELS</b>	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. Welding 2- 3x3 plates per side connecting cab corners to box sides will be permitted. Cab may be also may have 2 - ¾" bolts to hold cab and box together.
<b>14. DOOR FASTENING</b>	All doors must be fastened shut with wire, straps, ¼" 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.
<b>15. BRACING</b>	A 12" wide X ¼" thick steel plate - bolted in 4 locations & welded 1" every 12" - may be applied to driver's door. Must not extend over 4" on either side of door. NO "C" CHANNEL OR ANGLE IRON. Not mandatory.
<b>16. ROLL BAR</b>	Single roll bar up each doorframe, inside or across outside of the roof. Roll bars going across the roof can be through bolted twice through the roof for driver & spectator safety. This roll bar may be welded or bolted to the frame or rockers. Must be mounted in box OR in cab, but NOT BOTH. Recommend 3" to 4" square tubing or pipe. Roll bar to be mounted straight down to frame or box not on an angel towards back of box. No excessive use of materials. Not mandatory.
<b>17. WINDSHIELD SPACE</b>	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. Safety mesh must be placed across half of the rear window space directly behind driver
<b>18. DASH BAR</b>	Min. 3" to Max. 4" square tubing mounted doorframe to doorframe, but not to firewall. 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. Not mandatory. Driver Safety.
<b>19. INTERIOR MODIFICATIONS</b>	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 truck floors must be repaired with same gauge metal and securely fastened. No reinforcement.
<b>20. BUMPERS</b>	Must be stock truck bumpers or any year car bumpers - not to be reinforced in any way. Square tubing can be used to mount bumpers to the frame without reinforcing the frame. This will be strictly enforced. If rear bumper is removed the rear frame may be joined with a piece of square tubing (max 3"). Bumpers may be welded to frame. No reinforcement. Referee's discretion.
<b>21. FRONT GRILL</b>	No screens allowed. No metal added around the rad for reinforcement. No rad guards. (Stock A.C. condensers permitted in original position.)
<b>22. RADIATOR</b>	Must be flushed of anti-freeze and replaced with water only. Overflows must point straight down or positioned so not to harm other drivers & spectators. Floating rad cradles with maximum 1/8" gauge steel angle or flat bar will be allowed - Absolutely no reinforcement to frame or rad cradle.
<b>23. TRANSMISSION COOLER</b>	Are 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. No coolers inside driver's compartment or in rear windows except if it is an extended cab or suburban and they can be mounted same as the Pro Mod car rules - behind the drivers seat to the safety seat bar.
<b>24. DRIVETRAIN PROTECTORS</b>	Motor and transmission may be protected. Fresh trucks 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.
<b>25. SUSPENSION</b>	No lift kits. Stock suspension only. Leaf springs may be clamped. Rear coils may be wired to rear differential.
<b>26. HEADERS</b>	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.
<b>27. FRAMES</b>	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 the frames must be reported to officials before inspection. If not - may result in disqualification.
<b>28. MOTOR MOUNTS</b>	Stock mounts may be welded or chained. Any excessive or added mounts will result in disqualification.
<b>29 BODY MOUNTS</b>	All rubber stock body mounts and stock size bolts must stay in place. Increasing bolt size is not allowed. Max flat washer size - 3". Eight (8) additional body mounts up to ¾" inch threaded rod are allowed; minimum 4 in cab & 4 in box. Two threaded rods are allowed for the rad cradle that is not included in the additional 8.
<b>30. TIRES</b>	Maximum 16" D.O.T. Tires 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.

**"Official's Decision is Final"**

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