

Edge Motorsports



## **PROSTOCK V8**

REVISED AUG 1, 2024

NO CHANGES OR ALTERATIONS OF RULES TO BE MADE EXCEPT BY EDGE MOTORSPORTS.

**NO REFUNDS!**

**IMPORTANT!**

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:

Drivers MUST arrive to the event 1.5 hours BEFORE the scheduled start time

Each driver, mechanic and any pit crew must sign in at registration desk the day of event and provide signed online insurance waiver to obtain authorized wristband. Anyone without a wristband is NOT allowed in the insured pit area. Anyone without a wristband will be asked to leave. Failure to do so will result in associated driver to forfeit participation and/or winnings in the event.

I have read the rules and acknowledge that the decision of the official is FINAL.

Drivers must bring their cars to tech area to have their cars inspected. If any violation of the rules are NOT corrected, you forfeit your entry fee and any participation in the event.

**DRIVER MUST ATTEND DRIVERS' MEETING PRIOR TO DEMOLITION DERBY OR DRIVER  
WILL BE DISQUALIFIED**

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### **RUNNING**

1. For all classes not labelled as a "Youth" class (14-16 years of age), each driver must be a minimum age of 16. Youth **MUST** have guardian sign the online insurance waiver.
2. The original registered driver must drive the registered vehicle for the entire event (heat, consee and feature if qualified). No substituting drivers.
3. Edge Motorsports or promoter reserves the right to approve or reject any and all entries, drivers, or pit persons.
4. Entry fee covers admission for driver and 1 (one) mechanic. Additional persons are subject to pit pass fee. Only the driver and mechanic who sign the online waiver will be permitted on the track. All drivers, mechanics and pit persons must wear supplied wrist bands at all times. Failure to do so may result in ejection from the event or grounds. Drivers, mechanics and pit crew are in the pit area at their own risk.
5. Edge 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.
6. It is highly recommended that each competitor carries their own liability insurance.
7. 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.

**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!!!**

**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.

**Personal Safety Gear:** 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\*\***

## **TYPE OF CAR**

6 or 8 cylinder hardtop or station wagons with a wheelbase of 109.1” or larger.

1. NO trucks, convertibles, jeeps, vans, limousines. No imperials. If you unsure of a rule contact us via email.

2. Cars previously ran may be considered too battered and unsafe, resulting in disqualification.
3. If there is in any question regarding the participant’s vehicle it is the driver’s responsibility to prove make, model, year, engine etc.

## **PREPARATION OF CAR**

REMOVE OR CONVERT THE FOLLOWING PRIOR TO ARRIVING AT FAIRGROUNDS OR TRACK

### **1. Interior of Vehicle**

All carpet, headliner, door panels and ALL other flammable material MUST be removed from inside of the car. Front seat and dashboard may be left in place. Front and rear bumper covers MUST be removed. MANDITORY minimum of 2.5lbs fire extinguisher MUST be securely mounted and within reach of the driver. MUST have proper working gauge. Please check gauge on extinguisher before arriving at the event.

### **2. GLASS/AIR BAGS**

All windows, mirrors, trim and air bags MUST be removed prior to derby event. No loose glass smashed into the bottom of the doors.

### **3. BRAKES**

Vehicles MUST have dependable brakes and MUST be working properly before entering the RING and at all times. All boundaries MUST be observed.

### **4. DOORS AND NUMBERS**

Driver’s door MUST be reinforced. An optional roof number plate may be securely fastened. Car MUST have a number clearly visible (roof sign, contrasting paint on the doors).

## **5. BATTERY**

Battery MUST be moved to front passenger floorboard and securely fastened in a box/container clear of all fuel sources. Battery box not to attach to the frame or to reinforce the floor of the car. Following inspection it MUST be covered with a non-flammable shield such as air bag or rubber mat. Max 2 batteries.

## **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. 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 tank protectors are allowed. GTP can only be 24" wide and no taller than the speaker tray on a sedan, on a wagon it must end before the diff hump and be no taller than the top of the doors. GTP may touch sheet metal. 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 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 in center of the windshield or dash 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 GUIDLINES OUTLINED. NO Exceptions. Referee has final decision.

## **10. ENGINE**

Motors can be interchanged. Gm in FORD ECT. NO FULL engine cradles. Distributor Protectors/LS coil guards are allowed held onto the motor (not cradle) protecting the distributor only. If using a distributor protector it must be 1" from firewall on a fresh car. Distributor protector can be a max of 12" wide. If you are using a distributor protector you cannot use a transmission brace, one or the other. Transmission may be braced if you are not using a distributor protector. Aftermarket pedals and shifters allowed. Slider shafts

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allowed. Lower engine cradles are allowed as part of the engine mounts. Not to reinforce the car or drive line. Cradle not to touch the frame or cross member. Pulley protectors are allowed.

### **11. SHIFTERS**

Shifters may be directly attached to transmission linkage & relocated thru floor over transmission hump.

### **12. HOOD & TRUNK/TAILGATE**

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 seat belt strapping, wire, 2x2x2 angle iron bolted, or chain only.

Hoods/rad support can be wired to bumper in 2 spots. Trunks may be tucked.

Trunks/tailgates must be fastened down in a max of 8 places with wire, chain, seatbelts, or welded with 3x3x1/4” plates. Trunk may have 2 spots of max 3/4 threaded rod holding trunk closed through an existing body mount. Trunk may be wired to rear bumper in 2 places.

### **13. DOOR FASTENING**

All doors MUST be fastened shut with wire, straps, chains, seat belts or welded with max 3x3x1/4” plates in max 8 locations per door (16 total plates on a 4 door car). Driver’s door may be welded solid

### **14. BRACING**

Single roll bar straight up each door frame across outside of the roof. Roll bars can be bolted in 2 places through the roof NOT WELDED. A seat bar can be bolted or welded behind back seat from side to side to protect driver. No excessive use of materials. Not mandatory. Seat/roll bars not to extend past back of driver’s seat. Bar over roof cannot be attached to any other bar on the car except the rear seat bar. 2 down bars to frame, floor or inside rocker are allowed within 8" of ptp bar, no kickers. A dash bar can also be added and be connected to the post-to-post bar creating a square or 4 point cage around the driver. Dash bar must be 5" away from the centre of the firewall. One square tube can run between the seat bar and the dash bar to mount the shifter on. Gussets will be allowed in the corners of the cage no more than 6" from corner to corner. If you cannot weld, bolt. Cage MUST be safe or will be asked to be removed. No limit on driver’s door protection between door seams.

## 15. WINDSHIELD SPACE

One strong upright steel, chain or iron bar MUST be bolted or welded in windshield area. A or H frame window bars are allowed no wider than 18". NO full window cages. Rear window bars are allowed, max 2x2x1/4" bar or 3" wide 3/8" strap may be used, mounted 6" onto the roof and 6" onto the centre of the trunk area, not the floor or frame. Mounting points limited to a max of 6"x6" plate.

## 16. FIRE WALL

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

## 17. BUMPERS

Front bumpers may be left stock or can be changed to any factory car bumper. Manufactured front bumpers are allowed if they follow the same exact factory dimensions of the bumper they replicate. Bumpers may be seam welded or loaded. If you choose to run a piece of square tube as a bumper it may be no larger than 4x4 or 3x5 and no thicker than 3/8" and can only be 4" wider than the outside of the frame. If ends of the bumper are cut and bent on a 45 degree angle the bumper may be as wide as the front tires. You will be allowed to do whatever you need to do to keep your bumper on the frame, 6" from the back of the bumper. No metal inside or outside the frame 6" from back of the bumper. Factory bumper shocks must be in stock location or removed. Frames can be shortened to the front of rad support mounts and a flat plate 6"x6"x1/4" can be welded directly to end of frame for bumper mounting purposes. (no rad support mount relocating) DO NOT ABUSE THIS RULE OR YOU WILL CUT. Rear bumper can be interchanged with tube 4x4x1/4" or 3x5x1/4" or factory bumper can be seam welded and loaded. **Bumpers can not be any higher than 24" to the bottom of bumper and no lower than 15" to the bottom of 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 original position or removed. Rad screens may be used (max 1/8 expanded steel) welded to the rad support only, no more than 1" wider than the rad opening. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement.

## 19. TRANSMISSION COOLER

Cooler can be placed inside the car in a safe place and no leaks. **Must use min of 2500 psi hydraulic lines and proper connections.**

## 20. SUSPENSION

Suspension must remain stock. It is recommended that rear coils be wired/welded to differential. Screw in style spring spacers are allowed, no loading of the spring pocket. Gears may be welded. Steering systems can be aftermarket including hydro steering assemblies. Tie rods can be reinforced. You may use any store-bought ball joint as long as it is mounted as factory in the control arm being used. Tie rod ends may be replaced with any store-bought end. Front A arms can be welded down with chain (one link welded to the A arm and one to the frame on the front and back of the A arm) or may weld down with 2 (2x6x1/4") plates.

Basic watts link conversions may be used, nothing excessive or deemed to be reinforcing will be asked to be cut. Aftermarket or double rear arms allowed. Slider shafts allowed. Any differential may be used max 8 lug. Differential may be braced. There must be at least 6" from the diff to hump in any direction (diff brace not to fill the hump to reinforce the hump). No chains on rear end. Leaf spring cars are limited to 4 total leaf spring clamps per leaf pack (2" wide x 1/4" thick). Leaf spring cars must sit on stock style leaf perches.

03+ Fords.

A bolt in engine cross member is allowed with STRICT ruling. Cross member MUST be constructed from an 80+ car crossmember. All control arms, steering box, spindles ball joints ETC must be 80+ car parts. No added metal to mount your steering box or idler arm. Allowed to use 3/16" thick angle iron placed on the top of the frame no longer than 14" and bolted in 4 places TOTAL using the FACTORY nuts on the frame with the stock size bolts. If deemed reinforcement the car will be cut or loaded.

Metric GM (1977+) can have a rear leaf spring conversion. You may have a total of 5 leafs with factory style stagger. Only one main leaf, no flipping leafs or "flat stacking." Front mount can be 4x4 tube 4" long welded to the bottom of the frame. Rear mount must have a shackle. Shackle may be bolted (max 5/8" bolt) to / through the rear frame with a max 2x2x1/4 washer. Washer may be welded to the frame. Suspension movement MUST occur with one person's effort.

## 21. FRAMES

A TOTAL of 6- 4X4x1/4" repair can be added to bent frames. Over repaired frames will be asked to be cut or may result in disqualification. MUST be 1" between repair plates. All frame repairs MUST be painted in a bright colour and be reported to officials before inspection. Frame may be tilted in 1 spot. NO metal added where frame is tilted. **Hump**

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plates are allowed MAX size 22"x 6"x 3/8" thick and must follow the contour of the frame or go straight across and centered of the hump. NO welding two different style of frames together. Crush box tabs NOT to be welded on fresh cars. NO seam welding. Trailer Hitch MUST be removed completely. Rear frames may be notched. If using a previously run car from another show, please verify that your car meets EDGE rules.

### **22. MOTOR MOUNTS**

Aftermarket mounts are ok no bigger than factory, bolted or welded. Motor mounts may be chained. If using a lower cradle, it MUST still bolt to frame mounts. Transmission cross member can be stock or replaced with 2x2 (OD). If changing transmission crossmember it is to be bolted in with 1 bolt 1/2" thick per side. You may have 6" of 2x2x1/4 angle, welded to the frame to mount crossmember. If you choose to weld your crossmember you can do so between the frame rails, crossmember to be straight across, no added material, no gussets. Transmission brace not to be welded to the crossmember. Transmission may be bolted to the crossmember.

### **23. BODY MOUNTS**

May be replaced with 3/4 threaded rod with 3x3 washers. No extra bolts. Factory Rubber mounts must be in place or may be replaced with 1 rubber hockey puck. Core support spacers may be replaced with 2x2 tube, welded to factory body mount bracket on frame (not down the side of the frame). Not to extend to the roof on a wagon.

### **24. TIRES**

Any tire allowed. All drive tires MUST be filled with air only. NO split rims. NO screwing tires to rim or studding. All wheel weights must be removed. NO triple side walls are permitted on drive tires. May use weld in centers (full or mini) on a stock rim only to change the bolt pattern. NO homemade rims.

Non drive tires can be solid rubber, foam filled.

### **25. PRE-BENDING/BODY PANELS**

Frame may be pre bent within reason. NO "frame shaping." Body creasing/pre bending limited to rear quarter panels. Front and rear body panels may be bolted with a max of 5 3/8 bolts with 1/2 washers. Body patching/repair is limited to driver's compartment floorboards only. To be repaired with the same gauge material as factory floorboards to repair rust only. No welding creases together.

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