

## 4.0 **SAFETY PROCEDURES**

4.1 **No driver may exit their car while it is on the racing service.** Drivers must stay in their cars at all times even under caution and red flag conditions unless explicitly told to exit the car by the race director or an on-track official.

4.2 Car must first pass-through safety inspection and receive approval sticker (see Inspection Sheets at back of book). No car will be allowed on the track for either practice or competition without the approval sticker, but is subject to a further inspection as a result of an official's decision or a valid protest. The original inspection and resulting decisions shall be superseded by such a further inspection and resulting decisions. Any car deemed applicable may be subject to mid-season safety inspections.

4.3 Drivers in all classes including Stingers must wear at minimum SFI rated fireproof suit in good condition with no rips or tears unless otherwise specified. Late Models and Modifieds must wear at minimum a 2-layer SFI 3.2A/5. SFI rated Fire proof gloves are mandatory in all classes. Boots, shoes, underwear and head socks are also highly recommended. **FIRE HAPPENS FAST AND YOU NEED TO BE PREPARED, instead of spending all your money on horsepower please consider your personal safety**

4.4 All cars must have adequate hook and 5/16" chain, cable or solid accessible bar for towing purposes - front and back.

4.5 All Stinger, Mini Stock, Comp 4 and Pro Stock cars must be equipped with window nets. Net size must be at least 16" x 18". Net must be installed so it is tight. Window net anchors must be attached to the roll bars, not body. Window net must be quick release type. Net must be permanently anchored at the bottom and release at the top. We highly recommend wide mesh nets. Window nets optional on Canadian Modifieds and Late Models provided a full containment seat is being used.

4.6 Aluminium High back racing seats are required for all classes with full containment seats recommended in all classes. Seats must be securely attached to the driver's cockpit cage and not the floor or any other part of the car. Stingers may use the original OEM manufactures mounting points to secure their seat structure.

### **Safety Procedures Continued**

4.7 Five-point harnesses, quick release approved seat belts that include minimum 3" in width lap belts, 2" in width shoulder and a crotch belt is required for all classes. Canadian Modified, Thunder Stocks are required to have no older than three years. [Comp 4, Mini Stock and Stinger belts required being no older than 5 years old](#) all belts must be in good condition with no fraying and no holes. Date stamp on the belts must be legible at all times throughout the season. Tech officials will have final say if condition is less than satisfactory. Belts must be secured by at least 7/16" diameter minimum grade 8 bolts attached to driver's cockpit cage and not the floor or any other part of the car. Stinger Cars may use original OEM mounting points to mount the lap belts only.

4.8 Approved full-face helmet are compulsory and must be worn when the car is on the track for any reason. All Divisions must use helmets rated to SNELL SA2010 or higher.

4.9 **Steel screening with maximum 1" sq. holes** and vertical support bars minimum 1/4" thick, no more than 6" apart or windshield or Lexan compulsory. For Stinger, Mini Stock, Comp 4 and Pro Stock the screening must cover the complete window opening. For Canadian Modifieds and Late Models the screening must cover the complete driver's compartment.

4.10 Drawings for sample cages can be found on page 36 of this rule book. Singers require a minimum of one main hoop behind driver's seat and one door bar on each side. Mini Stock, Comp 4 and Thunder Stock must have front and rear hoop with complete halo protecting the cockpit with a min of 4 driver's door bars and two passenger side bars. Cage roll bars must be of tubing not less than 1-1/2" outside diameter and have a minimum wall thickness of .120 or 1 3/4 of .095 wall thickness. All main roll cage members must be welded to frame or sub frame of the car. Canadian Modified cage requirements can be found in the UMP modified rules and the Late Model requirements can be found in the RUSH LM rules.

4.11 1/8" steel intrusion plates are highly recommended on the driver's door for all classes nut will be mandated in 2020 for LM and CM. Plates can be welded between existing bars or bolted on to the exterior of the driver's door bars as per the UMP rules for Modified and Rush Rules for LM.

4.12 All cars must be equipped with a serviceable type of sealed tube fire extinguisher, within arm's reach of the driver when his/her seat belt is fastened. Fire Extinguisher must be in quick release holder and easily removed in case of emergency. On board fire suppression systems are highly recommended in all classes but will be mandated in LM and

Modifieds [for the 2022 race season](#), instead of spending all your money on horse power consider your personal safety.

- 4.13 All drive shafts must be painted white and must have safety hoop about 6" behind front u-joint.
- 4.14 All batteries must be securely mounted. Any battery mounted in drivers' compartment must be totally enclosed in a plastic container behind the driver's seat.
- 4.15 All cars must be able to shift forward and reverse while engine is running. All gears must be operable.
- 4.16 CM's, TS's, C4 and Mini Stock must have a KILL SWITCH installed within easy reach of the driver and/or track official. The switch must be identified by a yellow triangle not less than 4".
- 4.17 All cars must have hood pins on the hood and the trunk lids.
- 4.18 When weight is added to a car it must be bolted to the frame or chassis in a safe manor, painted white with the car number painted on it!
- 4.19 At minimum foam helmet supports (neck guards) are required in all divisions. Head and Neck restraints are highly recommended for all classes and a 25lb weight break will be given to any driver that that uses a Head and Neck restraint rated to SFI 38.1 rating.
- 4.20 All wheel covers must be bolted on, no ZUS fasteners allowed. Foam wheel covers are preferred.
- 4.21 LM's, CM's, TS's, C4 and Mini Stock must have a "Roll Over Vent Valve" installed in the Fuel Cell vent line. This check valve van be installed either internally in the bulk head of the cell or can be an in-line check valve installed on the AN fitting or in the vent line itself.



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