



## 2024 Believe Derby Limited Weld Rules

Matt Petero (208) 922-8442/Jake Petero (541) 212-4123

### General Information and Rules

Please read the rules carefully. If there are any questions or something you need to clarify with us we are open and will make decisions so everyone has an equal opportunity for any derby we host.

\*No Imperials, 2003 and newer Vics, and newer FOMOCO products; convertibles can be ran with stock replacement roof welded on

\*No aftermarket or fabricated rear ends of any kind. All rear ends must be five lug no conversions. Aftermarket axles may be used but must be a factory replacement. No axle savers allowed or welded on bracing to strengthen the axle housing or tubes.

\*Aluminum aftermarket bellhousings are allowed on transmissions

\*All fasteners protruding through the exterior parts of the body must be cut down 3" max above nuts.

#### ***Aftermarket Parts allowed-***

Metal gas tanks, transmission coolers, brake and gas pedal combos, shifters, steering wheels from the steering box back, slider drivelines, pinion brakes, and lower engine cradles (pics provided). These items are meant to improve cars not to be used to reinforce any part of the car.

### Rules for Drivers and Crew

1. The car entry gate will open from 12 pm to 3 pm on the day of the derby.
2. Car inspections will start at 12 pm and close at 4 pm. Final inspections will be done at 4:30 pm if you fail to be inspected again you will not run, build cars according to the rules.
3. There will be a pre-race drivers meeting day of the derby held at 5 o'clock. All drivers must attend or you will not run, **No Exceptions.**
4. Each driver will have an assigned scoring person; you will have 30 seconds to make a deliberate hit to another car. If your car stalls or breaks down you will have one minute and 30 seconds to get running and make another hit. Drivers will be disqualified for sandbagging, no questions asked. The derby will stop and an official will break your flag.



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5. There will be no alcohol consumed in the pit area. This includes drivers and crew. If found drinking the car you are with and the crew will all be asked to leave the pits. The car and driver will not derby **No Exceptions**. The driver is responsible for his crew.
6. All drivers and crew will need to be paid for and need to have signed the release of liability. Anybody without a band will be asked to leave, **No Exceptions**.
7. **W9 forms need to be filled out and completed by the day of competition or no payout will be received.**

### Safety

1. Full-face helmets, long-sleeve jackets, and pants must be worn for all drivers.
2. Safety belts must be worn whenever the car is moving. Over-the-shoulder or harnesses are recommended.
3. It is required that each team have a full fire extinguisher near their pit to avoid any accidental mishaps or fires.
4. The inside of the door is recommended to have a cushion securely mounted to protect the driver.
5. All cooling pipes must be wrapped with foam or duct tape to avoid any hot water getting on the driver.
6. Do not hit the driver's door. If you're on the gas in the driver's door you will be disqualified. We will not have someone get hurt because of this happening.
7. Drivers and pit crew must be over the age of 18 years old.
8. Be careful in the pit area, especially while making repairs; one mistake could end your day. Most events will be filmed so officials will make sure the pit area is safe and easily accessible.
9. If you think you're going to hit someone in a dangerous way, don't take the shot. If the hit was made and known to be unsafe a tech official will stop the derby and your night will be done.
10. **Stay aware of the track officials, flags, and other methods of stopping the derby.**

### General Car Preparation

1. Cars must be cleaned out very well as we look to keep our facilities happy.



## 2024 Believe Derby Limited Weld Rules

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2. All glass must be removed from the vehicle. This includes broken glass anywhere in the car.
3. All the exterior trim must be removed: mirrors, antennas, door handles, door/trunk lock bezels, grill if not metal, and all emblems. Plastic or metal anything that can fall off, must be removed.
4. It is required that interior upholstery, trim, headliner, carpet, rear seat, rearview mirrors, door, and window handles are all removed from the car. The dash must be removed from old iron cars for roll cage safety.
5. It is suggested to remove all excessive oil and grease from the engine and not have any major leaks.
6. The factory fuel tank must be removed from the car. Do not reuse the tank.
7. Any hitches, non-stock bumpers, and non-stock bumper guards, must be removed

### Engine, Transmission, Rearend

1. Engine swaps will be allowed. The rear of the motor block (not the heads) must start in front of the vertical section of the firewall. Inspectors want to see a gap between the rear of the motor block and the vertical section of the firewall.
2. If an engine swap is done it must be done safely especially when using newer motor configurations with high fuel pressure. Please call ahead so we can make sure The Believe Team feels it was done safely. We want everyone to be safe.
3. If you are using an engine saddle type cradle (see picture below), you may use aftermarket pads OR two pieces of 2" x 2" x 6" square tubing as lower motor mounts.
  - a. Your motor mounts can only be welded to the engine cross member.
  - b. If no pads are used, then the cradle may only be welded with 12" of weld or bolted to the factory engine cradle, NOT the frame.
4. You may chain the motor down if desired.
5. Sliders will be allowed.
6. Five lug axles only may be aftermarket but must be stock replacement, no postal style rear ends, braced or conversion rear ends will be allowed.
7. No axle savers or rear end bracing of any kind. Rear ends may have extra brackets for other cars but must not reinforce the axle.
8. Spools or welding of the spider gears will be allowed.
9. Aluminum aftermarket bellhousings are allowed on transmissions.
10. All mechanical fans must be covered and contained. If one gets broken or comes off we don't want them in the stands.

### Tires and Brakes



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1. You are allowed to run pinion brakes or stock brakes. The front or rear must have brakes. You must be able to stop at any time. If you don't have brakes when you start the derby, you won't be allowed to run.
2. Air filled tires only.
3. No full wheel centers.
4. No v-cut style tires.
5. Flappers will be allowed on the front and rear.
6. You can run inner tubes, but they cannot be filled with any liquid or foam products.
7. No split or duals.
8. 8" wheel centers max will be allowed.
9. 2" rim guard is allowed.
10. All wheel weights must be removed.
11. Valve stem protectors will be allowed.
12. All tires being used for spares must be inspected by the tech officials.

### Steering and Suspension

1. Absolutely NO cutting, welding, pinning, tilting, shaping, bending, adding to or altering the frame/unibody in any other way than specified
2. Steering components must be stock and remain in stock location. No aftermarket hydraulic steering
3. Reinforcement of the tie rods with  $\frac{3}{4} \times \frac{3}{4} \times \frac{1}{8}$  angle can be used on one side of the tie rod.
4. Suspension will remain stock
5. No coil shocks, air shocks, or shock extensions.
6. All spring mounts must remain in their original positions on the axles and shackles.
7. You may weld, bolt, or chain the a-arms down. Two 3" x 3" x  $\frac{1}{4}$ " strap can be used to weld a-arms down one on the front and one on the back only.
8. Do not weld the entire a-arm down as you will not be allowed to run if you have done so.
9. No leaf spring conversions allowed period. If its leaf sprung, it will remain leaf sprung. If coil sprung, it will remain coil sprung.
10. With the exception of 1998-2002 crown vics can run a watts conversation
11. You may also run the leaf spring/coil conversion kit on the rear end do not over weld the rear end or reenforce anything other than just welding the parts supplied to the rear end
12. No loaded or reinforced trailing arms. Must remain stock and untouched.
13. Pin tie rods and ball joints only. Must be OEM tapered style. No heims or bolts allowed. Must have stock a-arm mounting.
14. **Frames/unibody may be notched or dimpled between the 2 rear frame mounts. Do not manipulate the frame anywhere else than where specified.**



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15. K-Frame cars may use one wrap of chain to hold the K-frame to the main frame. Approximately 2' long.
16. Coil springs may be welded to the axle.
17. Chaining humps is optional. You may only use 1 chain per frame rail. The chain cannot be welded to the frame.
18. The chains can go through the body but chains or washers cannot be welded to the body.

### External Body Welding and Modifications

1. The hood may be welded or bolted. If bolted no more than 4 points per fender.
  - a. bolting with single through bolt- bolts 8" x 1" with max 5" washers per bolt washers may be only welded to the inner fenders and to the hood. These cannot be welded across the hood fender seam
  - b. bolting with angle up to 2-5" individual lengths of angle iron 2" x 2" x 1/4" may be welded to the body back to back and bolted together with one or two bolts, these cannot be welded across the hood fender seam.
2. The hood must have a min. of 16" hole cut in it for safety and inspection.
3. 3 x 1/4" flat strap or 3/8" rod or redi rod may be used to weld exterior seams
4. No more than two window bars per window.
  - a. Must be a minimum of 16 in. from the window pillar.
  - b. Trunk windows can only be a max of 4in past window seal, or placed on speaker deck.
  - c. Window bars may not be attached to the halo bar or any part of the cage.
  - d. If dovetailed or canoed you must run a single rear window bar for safety.
5. No changing, welding, doubling, or removing of the rear package tray
6. Two bars are required on the driver's side of the car. This will be strictly enforced and is meant to protect the driver not reinforce the car. You may also run an interior door bar from A to B post; the driver's door may have a plate covering the exterior footprint of the driver's door only. The plate cannot extend 6" past the front and rear door seams.
7. The ends of the cutting edges must be tapered or a plate welded to the end of them to help stop them from going inside another car.
8. The bar length rules 4 door model cars bar must not extend more than 4" in front of the driver's door onto the front fender and must not cross the gap at the back of the rear door; on 2 door models, the bar must not extend 4" in front of the driver's door onto the front fender and no more than 12" past the gap at the rear of the door bumpers.
9. No re-welding of any factory seams is allowed other than what is specified in these rules. If there is any welding on the frame that is not specified in the rules there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame.



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### Bumpers

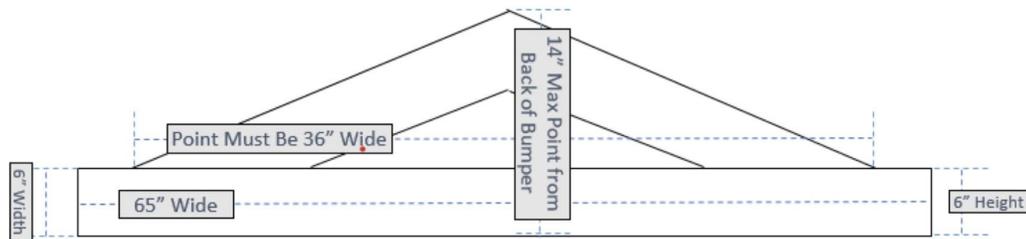
1. Bumpers must remain stock in mounting and configuration. Passenger car bumpers may be swapped with any other passenger car bumper.
  - a. Bumper height must measure to the bottom of the bumper and be a minimum of 15in and a max of 22in.
  - a. If using factory brackets, they may be welded to the car.
  - b. If using a collapsible bumper, you may weld at the shock tube but not reinforce it.

2. If you choose not to run a replica or a homemade bumper you may run a max of 6inx6in 3/8in max wall thickness bumper.

3. The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have the final say.

a. Any Factory passenger OEM, Homemade car shaped (must resemble factory OEM bumper), or 6"x6"x3/8" max square tube bumpers may be used, all bumpers may be loaded.

b. If you use a square tube and add a point to the front of the square tube. Point must be to the following specs.



4. If using a nonfactory bumper, you can weld factory mounts directly to the bumper or the bumper to the frame horns.



## 2024 Believe Derby Limited Weld Rules

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5. If factory mounts don't match, you will be allowed to use a 4" x 14" x 1/4" flat strap, one per side, to mount the bumper.

6. You may have 2 front and rear bumper straps that can be a max length of 36" x 2" x 1/4" and limited to 8" of weld per end.

7. Factory or aftermarket body mount must be in place. There must be a minimum 1/2" space between the frame and body. If using aftermarket body mounts, they must be 1" tall and factory diameter. Absolutely, no body mounts may be relocated, added, or welded in place.

8. You may remove all body mount bolts and replace them with 1/2" bolts with 2 1/2" washers on either side. Bolts must be up inside of the frame. Nut and washer may be on top of the interior floor sheet metal. Core support body mounts and bolts may be removed for all thread.

9. 1" max diameter may be run through the core support mounts and hood. All thread may not be run further back than the core support 5" washers max.

10. Front and rear tire openings may not be cut more than 6" from the tire all the way around.

11. Reattachment of the inner fender is optional.

12. If the trunk becomes smashed upward obstructing your view, you must cut a hole to see behind you before the next heat starts.

13. Reruns are allowed EIGHT TOTAL 4" x 6" x 1/4" Thick plates max size only. Plate footprint cannot exceed more than the 6" x 4" length and width. It is not square inches. Plates not meeting this will be required to remove them completely and may not put them back on.

### Interior Welding

1. The steering wheel and columns must be in stock location. You can run aftermarket columns from the steering box back.
2. The shifter can be moved to a desired location. Cable shifters are allowed.
3. If the driver's seat is replaced it must be bolted through the floorboard with 3/8 or larger bolts with 2" washers on the bottom of the floorboard.
4. A working lap belt or shoulder belt must be securely mounted in the car. A 4 point harness is recommended.
5. Two batteries may be used and must be in a safely designed battery box for containment. They need to be placed on the passenger side floorboard away from the door so they don't get smashed. The battery box must have two straps to contain the



## 2024 Believe Derby Limited Weld Rules

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battery. It must be 1" from terminals and anchored to the car with a min of two bolts 3/8 or larger bolts with 2" washers down below.

6. Fuel tanks may not exceed 7.5 gallons and must be relocated to the cage bar or rear floorboard behind the driver safely. Tech to deem safe.
7. Fuel tanks must be metal; no plastic tanks allowed
8. Boat tanks allowed.
9. The tanks must be restrained at 4 points using metal straps (no plumbers tape) with at least 3/8 diameter bolts or redi rod. A 2" washer must be used on the bottom of the fasteners.
10. Fuel lines must be metal with no more than 2 feet of rubber line used for connections, may also use braided line or similar product if deemed safe by tech. All connections must be double hose clamped.
11. Any fuel leaks found may disqualify the car.

### Cage Rules

1. Cages must be within the inside of the car.
2. Overall cage length must not exceed 62" including side door bars, rear seat bar, dash bar, and halo.
3. Gussets will be allowed one per corner.
4. You must have a 4" gap between the cage and floorboard with the exception of the 6 vertical down bars.
5. You may have 6 vertical down bars. Down bars must be vertical and not cover any, body mounts. If either rule isn't followed, plan to cut them out. Vertical down bars may be welded to the top of the chassis or floorboard.
6. 2" x 2" max tube size bars can be mounted within the 62" of the cage.
7. You must have a vertical rollover bar or halo rollover bar. It must extend to the roof and have a plate welded to the top of them.
8. Halos must be connected to the roof in 3 spots minimum. It can be welded or bolted, It is recommended to use 1/2 in bolts and tabs welded to halo for your protection no more than 3 in wide.
9. Gas tank protectors can be run.
  - a. Must be centered between your frame humps.
  - b. It cannot exceed 30" OD in width and cannot exceed the top of the gas tank by more than 4".
  - c. It must be 4" away from all sheet metal and rear window bars. Sheet metal cannot be removed to achieve the 4".
  - d. You may use one 12" horizontal gusset, per side, that goes from the seat bar to the protector.



## 2024 Believe Derby Limited Weld Rules

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- e. If driving a station wagon, the protector must be 30" OD of the seat bar.

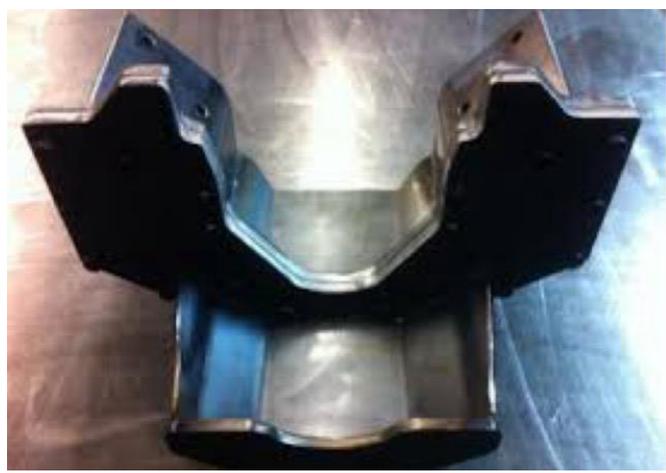
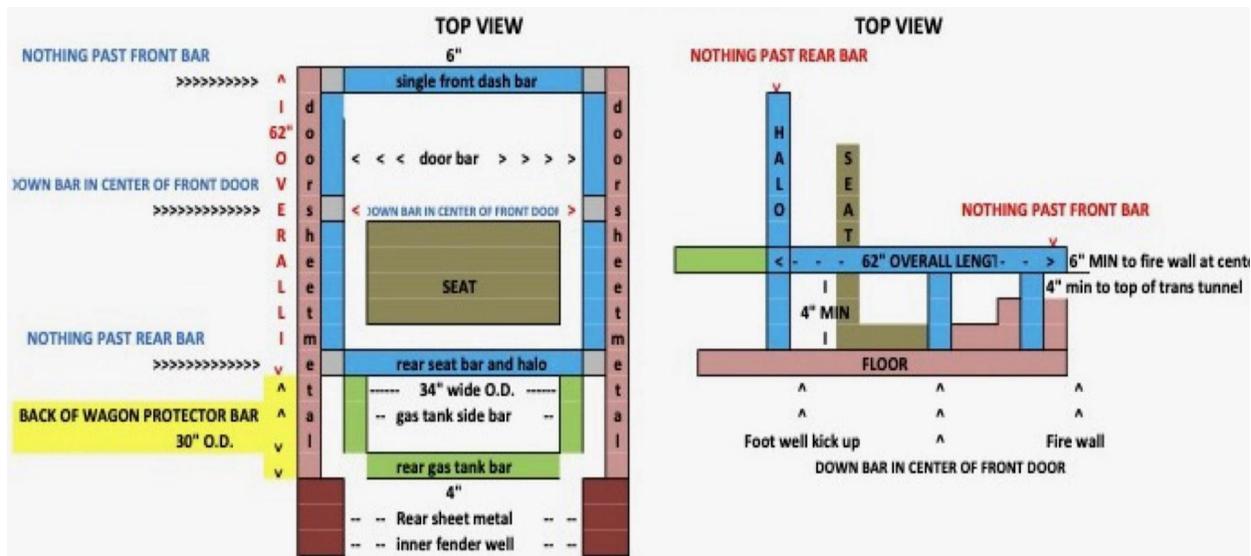
### Cooling System

1. The radiator may be securely mounted to the roof of the car with at least 4 anchor points using min of 3/8 bolts or larger and must have 3" washers on the bottom of the fasteners.
2. Metal cooling lines are required with no more than 30" of radiator at each end.
3. All hose connections must be double hose clamped and wrapped up with duct tape well.
4. Metal cooling lines must be attached to the car's roof and engine compartment
5. If the lines pass through the engine compartment, they must be fully wrapped with foam or tape.
6. Electric cooling fans allowed.
7. 1/4" radiator protectors will be allowed but must not be welded or put in the car to reinforce it.
8. Condensers can be run in the front or 1/4 in metal protector plate no bigger than the radiator mounted must be in front of the radiator and behind the bumper only allowed 6 mounting points, bolts 3/8 max, welded 3in max or wired.
9. Cooling fans must be covered.



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# **BELIEVE PROMOTIONS**

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