

Selkirk Triple S Fair and Rodeo Weld Big Car

General Rules

1. All Drivers must sign in and register.
2. All rules will be enforced, follow them, or you will not run.
3. Any driver or pit crew member disobeying the rules, or acting in an unsportsmanlike manner will be disqualified / banned from future derbies.
4. All drivers are to obey track officials at all times.
5. No pit crew members or spectators are allowed on the track at any time.
6. Any driver or pit crew member consuming or under the influence of drugs and alcohol will be ejected off the grounds/ arrested.
7. If your car does not pass inspection, and driver is unwilling to make changes in 3 attempts, you will not run.
8. All drivers must attend a mandatory drivers 'meeting.
9. All controversies and concerns should be addressed at drivers' meeting in a civil manner.
10. All cars will be inspected before the derby. Winning car will be inspected after the derby.
11. Additional safety regulations may be imposed depending on the track.
12. Officials decision is final!
13. \$100 protest fee. This fee non-refundable if car/driver in question is found to be in good order. If the issue in question is confirmed as wrong doing, the money is refunded to complaining party. The car/driver in the wrong is then dq'd and/ given option to fix to be determined by officials.

Driver safety

1. D.O.T Helmets must be worn at all times during competition.
2. Long sleeve shirts and pants must be worn during competition.
3. If any of the above items become loose or come off, the competition will be stopped. 2nd time is a instant dq.

4. Seat belt is mandatory.
5. A dry chemical fire extinguisher mounted securely inside the car is highly recommended.

Types of Car

1. Any North American made, 2 or 4 door hardtop car or station wagon. No ambulances or hearses allowed. No 1973 and older imperials , No 1973 and older Lincoln's

During competition

1. There will be a 1 minute contact rule, if you do not make a competitive hit on another car in 1 minute, you will be disqualified.
2. No hits on the driver's door. Drivers Door must be painted white. No white cars allowed. Roof signs are allowed.
3. Do not use your driver's door as a shield or stop sign. Don't be surprised if you get bumped in the door, add a door bar if you're worried!
4. No holding or double teaming. This will result in a disqualification.
5. One warning for sandbagging or you will be disqualified . Put a show on!

Car Preparation

1. All glass, windshields headlights, tail lights, all carpet, head liners, door panels, soft chrome, mirrors, door handles, plastic, fiber glass, metal header panels and backseats must be removed. Cars must be swept clean before entering the grounds.
2. All decking in the rear of station wagons must be removed.
3. All cars must have working brakes. no pinion brakes
4. All trailer hitches and braces must be removed.
5. NO PROFANITY ON ANY PART OF THE CAR.
6. **No fresh paint or undercoating allowed on frames.**
7. **No buffing, grinding or welding on frames other than where welding is specified. No frame mods of any kind unless specified, no tilting, or extra welding. Metal may be removed but not added unless specified**

8. Frames must be stock to year of the body. Frame seams may not be welded!

9. All cars must remain stock, unless modification is specified in the rules. Anything can be taken off but nothing can be added to the cars unless specified.

10. Any size battery may be used, 2 maximum. Battery must be relocated to passenger floor board and properly secured and in a battery box. You can use your own ignition system. 24 volt allowed.

11. Metal boat tank or metal fuel cell must be used. Fuel tank must be relocated to back seat area or in the passenger seat area and properly secured (May be attached to seat bar to mount it securely). NO PLASTIC FUEL TANKS. May use electric fuel pump but must have a on and off switch. Fuel lines must be routed safely.

12. All cars must have an air filter.

13. No 9 wire/cable/chain to the frame/unibody anywhere on the car unless otherwise specified.

Drivers Protection

1. All tubing / c channel must be minimum 2X2X $\frac{1}{4}$ ", and a maximum of 4X4x $\frac{1}{4}$ " or 8"x $\frac{1}{4}$ " c channel. These will be single bars no doubling . Except for the seat bar you are allowed to make an X. **Drivers door bar and seat bar is mandatory. Dash bar, passenger door bar and halo bar is optional but highly recommended.** Any plates that mount a bar to the side or floor may be (unless stated otherwise) max 5"X5" wide plate or c channel unless using a x seat bar in which case the x may be a complete unit with the attaching bars may connect the bars in one big piece, no taller than the window opening of any of the mounting plates. Only other bar allowed inside the cage is a single bar attached to the dash bar and seat bar only in the middle of the car over top of the driveshaft hump. No other gussets allowed on cage.

2. **Dash Bar** must run straight across, at least 12 inches off of the floor pan. It also must be at least 6 inches from the tranny tunnel and the firewall. Bolted to the sheet metal with max 5x5x $\frac{1}{4}$ " plates. No welding it in, may weld to the door bars, but door bars may not be welded to the sheet metal.

3. **Rear Seat Bar** must not extend any farther than 12 inches behind the seat. Bolted to the doors , no Welding it in unless welded to the door bars . May Be a "X" configuration.

4. You can run a **Single Door Bar** on each side from dash bar to seat bar. No bigger than 6" past the outer door seam of the front doors. It must be at least 12 inches above the floor pan. If you don't want to run inside the interior of car you may run piece of c channel no bigger the 8x $\frac{1}{4}$ " on outside of the doors . Bolt it threw the doors and front fender no more than 6" past the door seams. Beveled edges at the ends . Dont use both methods, only one. Door bars may only be attached to body with max 3 – 1" diameter bolts per bar.

5. You may run a **Halo Bar** up and over the car. It can only connect to the seat bar And two 1/2" bolts to the roof. If you don't want to run over the roof your allowed to mount a bar from your seat bar up to the roof in two places on the inside. Dont use both methods, only one.

6. You're allowed to have 4 down bars in each corner of the cage. Corner means it must be attached to the seat bar and dash bar (if used) on the bottom side only, not to be used to connect other pieces together as a "filler". Must be straight up and down, no diagonal down bars. Welded to 4x4 plates and welded to body/floor only. Cannot be attached to frame in any way.

Driveline

1. Allowed to run any engine/transmission you would like . Must be within 2" of stock location, Judging by the front of the engine. You can cut out the firewall for clearance .

2. May chain or weld motor mounts. May make your own engine mounts, but not to be any larger than factory, can use any material you want but not be excessive. Eg. Chevy factory lower engine mounts are approx. 3"x2" so your new one should be close to that. No attaching engine mounts to the frame with the motor mounts .allowed to run headers up through the hood.

4. Transmission cross member must be as close to the stock location as possible, and must run straight across from frame rail to frame rail. You may use stock tranny cross member or use a 2X2X¼" square tube as your cross member. Must be straight across and only attach to the frame rails. You can chain or use the stock tranny mount on the tranny to bolt to the tranny cross member. May weld the cross member in but no extra metal or excessive welding.

5. Tranny coolers allowed , but must be fastened properly in the back seat or in passenger area of car or In the box of a truck. Can be attached to safety cage for secure attachment.

6. Radiators must be in the stock location. May use factory style or factory style racing aluminum radiators. No homemade rads, May run no rad. **NO ANTIFREEZE WATER ONLY.** We will disqualify and fine (\$100.00) any car found with coolant in the radiator. You can use spray foam to secure the radiator but not in a manner to conceal the entire core support. You can use ratchet straps to hold your rad to the core support. No radiator guards allowed.

7. Any 5 lug car rear end allowed. Must be stock housing, No braces allowed. Allowed to weld on stock size mounting bracket's to the housing to mount it into a car. Eg. To mount a 9" rear-end into a Chevy you may cut the stock ears off of the 10 bolt housing and weld it onto the 9" to mount into a the Chevy. Be careful with this rule and don't go over doing it. If you are unsure ask and we can show you what can be done or help with your questions. It's the only welding allowed on the housing. Can weld gears to make posi .

8. All cars must have working brakes at the start of each heat. Front calipers may be removed.

9. No tires bigger than 16 inches. Any dot approved vehicle rim allowed but no split rims, foam filled tires, or studded tires. Tires must contain air. Any tire allowed with a 12 ply max. Valve stem protectors are allowed, One piece of 3/8" rod may be welded either side of the valve stem. Tires may not be screwed to the rim.

10. You may run up to 1/2" thick wheel centers. No full weld in centers. No bead protectors or exterior rim braces.

11. Any Driveshaft allowed.

Distributor protectors And Tranny Braces are not allowed. No aftermarket steel transmission case components allowed on automatic transmissions. No Ultra bells allowed. May use a 5/8" or less thick lower engine cradle with a pulley protector but sway bar must be cut out. Lower cradle and pulley protector are not allowed to be attached to the frame in any way or touch the frame anywhere but the engine mounts. If found to be touching the frame at any point before or after your run, you will be dq'd immediately. Be aware of that rule if you use those parts. May have carb protector made of no bigger than 2" square or round tubing but cannot extend more than 1" past the back of the carburetor, if it's used as a distributor protector it will have to be cut off. THIS RULE IS IN NO WAY TO ADD STRENGTH TO THE CAR IN ANY WAY, IT IS PURELY TO PROTECT YOUR INVESTMENT IN YOUR ENGINE AND MAKE IT EASIER TO MOUNT.

Body

1. **Hood** - must be removed for inspection. Must stay in factory stock position. They must also have an access hole in case of fire. You are allowed 6 total hood attachment points. 4 must be sheet metal to sheet metal and not attached to the frame in any way. The two most front bolts may pass through the frame (one per frame rail). The plate being used for the bolt through the frame may be tight to frame. Plates must be free floating. May use metal spacer on the core support rods only between frame and rad support, no welding them in. **6 bolts in total**. You can use 5"x5"x1/4" free floating plates to hold hood down. This means if loosened at inspection the plate must be able to be twisted or turned to prove it is not welded. May also run 2 single loop chains or 2 3-loop #9 wire from hood to bumper. Does not count towards the 6 attachment points. 1" max bolts allowed

2. **Trunk** - Allowed to tuck or "v" your trunk. Tuck only 50% of the trunk lid. V'ed only 10" inch max deep. 10"x10" inspection hole in trunk. Allowed to crease back fenders but must stay upright and not bent over towards the trunk area. Allowed to crease body lines into the fenders and doors. Allowed to notch/dimple your frame but no welding it back together. You may use 3x3 1/8" plates to weld the trunk lid down Weld 3" skip 6" weld 3" ect. OR Four 1" bolts sheet metal to sheet metal. You are also allowed two max 1" bolts thru trunk lid through frame, bolted through frame. 5x5x1/4" max free floating plate. This means if loosened at inspection the plate must be able to be twisted or turned to prove it is not welded. Allowed 2 spots of single loop chain or 2 spots of #9 wire (3 loops each) around bumper to trunk area.

3. **Doors** - You may seam weld the outer door seams with 3x3 by 1/8" thick steel. Weld 3" inch piece then skip 6" inch. It cannot attach to the frame or floor boards in any manner. If not welded then allowed 4 3/4" bolts per door (5"x5"x1/4" max plate) or 4 3/8" chains Per door . The cage mounting bolts do not count towards this. Only allowed one type not all three. Driver's door may be reinforced on the outside with a steel plate of 3/8" (or less) x 2 feet wide. Steel plate may not exceed the door seams by more than 6". It is recommended that you pad the inside of the driver's door. Tops of doors may be folded over and welded with 3"x3"x1/8" plate (weld 3" skip 6")including rear tailgate on station wagons. Any door opening during event will result in disqualification. For hard top cars with no door post you may have a chain or 1/8 by 3" wide steel plate (welded 3" on roof and 3" on the door area) from roof to top of the door where the door post would be. You may also wrap duct tape around the doors.

4. **Fenders** - You may cut and re-bolt wheel wells for clearance. They may be bolted with 5- 3/8" bolts per wheel well. Allowed to roll fenders up but **no welding them**.

5. **Windows** - You are allowed 3 windshield bars and 1 back window bar. 2x 2x1/4 Max flat bar or tube or 2 single loop safety chains. Weld or bolt from dash to roof. No bigger than 3x3 plate to attach to roof and dash cowl area. The back window bar must not past the first trunk seam by the speaker deck and only 3 inches on to the roof. No attaching to cage or roll bar. May have a mesh in front of the driver side of the windshield (wired or sheet metal screws) You may have a window net only in the driver's door window. 2x2x1/8" flat bar max. Only allowed to be attached 2" on to the sheet metal by bolting or welding it. Max of 5 plates on window.

6. **Body Bolts** - You may remove body mounts and replace them with up to 3/4" max bolts. Plates no bigger than 4"x4"x1/4" are allowed to bolt the tops of body mounts inside the car. Plates may not be welded to the sheet metal and not attached to cage in any form, and must be free floating plates. The new bolts must be on the inside of the frame in the same fashion as the old ones . No adding extra body mounts on full frame cars. Unibody cars may add one extra body mount per frame rail following the same rules stated above. Factory K member/sub-frame cars may also take pucks out of the k-member and suck tight with 5/8" bolt . Free floating 3"x3"x1/4" washer. No K member/sub-frame swaps. No welding of K member/sub frame to the frame/body at all !

7. **Floor Patching** - If floor is rusty you may patch it with same thickness of sheet metal . Leave rust there and just go over it . No overlapping more than 2" away from the hole .Bolt , or stitch weld . No welding or bolting to frame . Floor may be reinforced under the driver's seat with 1/8 inch steel. This plate may be bolted OR welded 3" skip 6" Only allowed a plate 2" larger than seat mounting bolts, or up to the edge of the driveshaft hump if using a bench seat.

Bumpers

1. Bumpers/shocks/brackets are interchangeable from car to car. Can hard nose bumper direct to frame. Allowed to weld brackets/shocks to frame, brackets/shocks to bumper and that's it! Allowed to compress shocks and weld. No welding bumper seams or adding steel inside . No

back bumper shocks or brackets allowed to mount on the front. Bumpers must be original shape.

2. **Big cars** must have factory holes left open in the frame so we can scope the frame.
3. All shocks and brackets must be used in factory position on frame , All shocks/brackets must be started/attached to the bumper

2. If you don't want to weld your bumper on you're allowed to cut a hole in front of bumper and back of shock to run a 3/4" max rod threw to bolt your bumper on . No welding bolt to any metal . 3x3x1/4" max plate allowed . One of the two options not both. Plates must be free floating.

3. Rear bumpers may be any rear OEM car bumper. Weld brackets / shocks to frame and weld brackets / shocks to bumper . No seam welding or reinforcing in anyway. Factory mounting . Cannot be directly mounted to frame.

4. Folding or cutting ends are recommended: no bolting or welding folded ends (a tack weld may be used to keep folded end in). No sharp edges

5. Bumpers may be turned upside down.

6. Both bumpers must have access holes.

Suspension

1. No reinforcing suspension/steering parts. Stock Suspension, Stock steering components. No bolting on suspension/steering parts that didn't come factory of the car you're using. No aftermarket parts allowed. This means no drop spindles!

2. You can get your maximum bumper height in the front and in the back. Front bumper cannot be more than 21" max from the bottom of bumper to the ground and back bumper cannot be no lower than 15" from the bottom of bumper to the ground. No welding of suspension to make it solid or to get your bumper height.

3. You may chain your humps around the rear end straight up from the axle housing tube. One chain loop only. One spot per side. Links may not be welded. No bolting threw frame .

4. Stock leafs, leaf spring shackles must be bolted in and not welded. No adding any extra leafs and no coil leaf conversions. No welding/bolting leafs together. 3 clamps maximum per leaf pack. 2" wide by 1/2" plates for clamps, max 2 - 1/2" bolts per clamp

5. Factory coil springs must stay stock. May tack weld, wire or bolt the coil springs in so they don't fall out.

6. May shorten your lower control arms to tilt your pinion angle.

8. All bolts on car must be factory. If the rule dictates you may change them and don't specify a size any bolts that are replaced they must be factory size and a max of grade 5 rating.

Misc.

1. May make your own steering column, only modify from steering box to steering wheel.
2. Allowed to use aftermarket shifter.
3. Allowed to use aftermarket pedals but must only be bolted to floor sheet metal and not throw the frame.

Any bolts on the sides of the body must not stick out of securing nut more than ½" this is a safety issue!
No Exceptions!

4. Removal of cars and equipment must be removed by closing of race day, unless other arrangement are made with derby promoters directly responsible for the race you are involved in. No phone messages!

Please read all the rules before calling with questions. Questions can be directed to Rob Prettie on Facebook! Please read the rules fully before asking me questions, I won't tell you how to build your car!

IF IT DOESNT SAY YOU CAN DO IT, DONT DO IT! AND IF YOU'RE UNSURE ASK! Pictures of your idea in question may also help so be prepared when you call/text!