3rd Annual Triniti Soland Memorial Derby

Bottineau ND

This is not a set of rules but a set of guidelines for how to build your car. If it doesn't say you can specifically do something, then you can't.

Full Size

General rules

1. All rules will be followed, do not push the rules or your two options will be to cut, or load your car.
2. Any American make car can run with the following exceptions: No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc....
3. All drivers and crew members must attend the drivers' meeting.
4. All drivers must sign the driver's paperwork, or they will not run.
5. Driver must wear seatbelt, helmet and long pants.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to get DISQUALIFIED.
7. You are given 2 minutes to make an aggressive hit. After 2 minutes that particular car will be disqualified.
8. No alcohol in the pits.
9. If it is felt necessary, cars will be reinspected before prize money is given out.
10. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
11. Any questions, call Shawn Soland 701-871-0172. If these rules or a phone call to us does not say you can do it.....THEN DON'T. We cannot stress enough to call first.
12. Judges' decisions are FINAL!!
    IF THE RULES DO NOT SAY YOU CAN DO IT – YOU CAN'T! DO NOT READ ANYTHING IN TO THESE RULES, JUST READ THE RULES!

    DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

Body:

1. Remove all glass mirrors and plastic. Remove all decking in wagons. Vehicles must be swept clean of debris.
2. No sedagons, fenders may be creased and trunks tucked with one 90 degree bend. No frame shaping.
3. Hood must be in stock location.
4. Anything can be removed. NOTHING can be added.
5. Fasten hoods and tail gates in 6 places, 2 strands of #9 wire. You may weld doors 6 inches total on each vertical seam only 3 x 1/8" strap. Drivers' door may be welded 12 inches total on vertical seams only 2" x 1/8" strap, in addition for safety you may plate the exterior of the driver's door with 1/8" thick piece of plate not to exceed 2" past the driver door seams. Trunks in 6 spots.
6. Body mounts and spacers to remain stock and in place. IF they are broken or rusted out, you may replace the bolt with a new bolt same size as factory with a standard size flat washer for the specific size bolt. No body bolt changing allowed. DO NOT EVEN TOUCH THEM. Exception: You may replace the two core support front body mounts with two 1" threaded rod with eight 3-inch washers and 4 nuts, you are allowed up to a 8" long spacer for the core support maximum diameter is 3" OD, bottom nut and washer must be inside frame and may extend through hood. ZERO welding allowed to mount this rod.

6B. You will be allowed (2) additional hood bolts beyond the core support head bolts. These 4 additional hood bolts must not exceed 5/8" diameter and can only be 8" in length. They must be attached to sheet metal only.

7. #9 wire, chain required, or (2) 3" wide x ¼" thick pieces of flat strap or 2" tubing may be used (weld 2" to roof and 2" to top of firewall) in front windshield.

Frame:

1. NO welding on frames allowed.
2. Suspension modifications allowed. But only what is listed here: tire rod ends and ball joints may be changed out to a new stock joint or end only, nothing bigger than factory. A-arms can be swapped out if they are a direct bolt in. Example: Box Ford on a 92-02 Ford, Metric GM on an Old Iron GM.

2B. You will be allowed to use #9 wire to wire upper a-arms in place for added height (2 loops of wire only per upper a-arm) if this #9 wire is routed around the frame that we feel it will benefit the frame you will cut it.

3. You may use 2 twists in spring spacers per side (store bought, no homemade)
4. You may use a single strand #9 wire to hold coil spring to rear end and leaf spring cars may use 4 single strands #9 wire as leaf clamps.
5. You can use one loop per side of 3/8" or smaller chain from hump to rear end.
6. Doubled coil springs in the rear ok. No front springs in the rear. ONLY DOUBLED REAR SPRINGS WILL BE ALLOWED.

Drive Train:

1. ANY drive train allowed with the following criteria.
2. Only the lower stock engine mounts may be welded to engine saddle only. You may use two ½" thick spacers to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of engine saddle but nothing excessive, ½" flat plate only. Example SBC in Caddy, Mopar)
3. Transmission protectors are allowed.
4. Rear end swaps allowed, pinion brakes will be allowed, no homemade trailing arms, but stock trailing arms may be reinforced.
5. Floor shifters allowed, headers allowed, gas pedals. Clarification: none may strengthen car.
6. Lower engine cradles only. Pulley protectors allowed if sway bar is removed, skid plates, protectors of any kind, no aftermarket parts of this nature at all.
7. You may swap engines. Example: Chevy in a Ford.
8. Slider drive shafts are allowed.
9. SMALL WELD IN CENTERS ALLOWED (8" diameter maximum) ANY 16" or SMALLER TIRE ALLOWED.

Drive Compartent:

1. 4-point cage only with one 2x3 down tube to TOP OF FRAME or sheet metal per side. Max 60-inch side bars 6". Halo bar allowed to back seat bar or top of frame. All "down bars" MUST be within the INTERIOR door seams. ENTIRE down bar must be within INTERIOR door seams.
2. Drivers' doors must be padded.
3. Gas tank and battery must be moved and secured. Tank behind the seat, battery centered in the passenger front floor or on cage. Simple gas tank protector allowed. Must remain a minimum of 6" away from all sheet metal.
4. Nothing may be mounted in a way that strengthens the car.
5. Trans coolers allowed. Must be mounted inside 4-point cage area.
6. Cage must be 6" away from cradle & trans

Bumpers:

1. You may weld on any stock bumper off a car legal for this class. You ay weld the stock bumper bracket for the CAR ONLY to the frame 4" from the back of the bumper, single pass only. In addition, you may put 4 one-inch welds on back side of bracket or to weld shock inside frame. Example: Crown Vics.
2. Bumpers are allowed to be "stuffed" and the chrome beat down and welded.
3. Shocks may be collapsed and welded. All shocks and brackets in stock locations for the car you are running and must be flush with the front of frame or extended beyond the front of the frame. Again, all bumper brackets and shocks must be in stock location. Or you may shorten the frame to one inch in front of the core support and hard nose but brackets can not go back any farther than stock. Example: 79-02 Crown Vic if you shorten the frame the allotted amount (1" in front of core support) you'll be removing approx. 2.5" of frame, you must shorten down your bumper shock so the rear of it would bolt in the factory location.
4. Or you may chain, one piece of chain per side BOLTED from the mount-to-mount to hold on the bumper. Only welding allowed is doors, bumper, engine mount and cage!

If you call me on these rules, the answer is most likely NO! Simple rules, simple build, keep it that way. Again, do not get “creative” or read into these rules. Let’s get back to the basics. Remember, if it is not clearly described above, it is NOT allowed.

Repairs:

Pre-ran cars are allowed. No fix-it plates allowed.

Frame rust repair: IS NOT ALLOWED AT ALL IN THIS CLASS. FIND A CLEANER CAR!

Sheet metal rust repair: Sheet metal rust repair will be allowed in the floorboards of the car & in the body mount area. (the body mount area must show visible rust or you will cut it), sheet metal must be the same thickness as the factory floor pans for the car you are running. This repair will be allowed to be welded in 2” on and 2” off. DO NOT WELD IN SOLID! Best to send pictures before repairing any sheet metal.

#9 wire is allowed on PRE-RAN CARS ONLY. (1) Place per window opening with (3) loops = 6 strands. This wire is only allowed to go from the roof to the frame or floor. NOT AROUND the cage at all. “Eye bolt” bolts are allowed to tighten wire. You are allowed a washer where the wire passes through sheet metal but the washer CAN NOT be welded.

Any questions, call Shawn at 701-871-0172.