

Derby icons 4 man bone stock rules

If it doesn't say you can do it then you cant . There are no grey areas in these rules.

These rules listed below are how you can build your car. NO EXCEPTIONS.

All cars should be built to these rules.

If you have any rule questions call Hunter Slane (Slim) and Slim only at

870-816-8665. No calls after 8pm.

ALL DRIVERS WILL BE HELD RESPONSIBLE FOR THEIR BEHAVIOR AND
ALL THEIR PIT CREWS ACTIONS. THIS MAY RESULT IN
DISQUALIFICATION OR SUSPENSION

FROM FUTURE EVENTS

ONLY driver and car will be permitted to go through inspection line . If you are found to be intoxicated you will not be inspected . At no time will inspection be turned into a debate on changes needing to be done .

Disrespect or acting out will not be tolerated period !! If you cannot abide to

these rules you will be escorted out of the event and band from future shows

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ALL DRIVERS AND IF OR PASSENGERS ARE REQUIRED TO WEAR A RACING JACKET OR FLAME RETARDANT COAT .

GENERAL CAR PREP

1. ANY year, May only have One Old Iron and One 03 & Newer per team. No Imperials or suicide Lincoln's 2 door or 4 door.
2. Sedagons are NOT allowed.
3. All cars must be stripped of factory components.
4. Cars must have a seatbelt and working brakes. MANDATORY!
5. Battery must be moved and be securely fastened and covered in the car.

Max of two batteries are allowed.

6. All cars must have a roof sign with a clear car number .
7. No painting or undercoating of frame or interior of car **(CARS WILL NOT BE INSPECTED)** . NO grinding or buffing of frame other than were welding is listed below . If any this is found you can enjoy the show from the stands and not the track .

GAS TANKS AND FUEL PUMPS

1. Stock gas tank MUST be removed from original position .
2. All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. Tanks must be mounted in the backseat area centered in the car. It is **MANDATORY** for tanks to have some sort of check valve, roll over valve or shut off valve on the vent. We don't want you or the inside of the car getting covered in fuel in the case of a rollover. **If you do not have one you will not participate!**
- . All lines and fitting must be leak proof and meet approval of the track officials.
3. Electric fuel pumps are allowed. Must be covered with nonflammable material.
4. All lines must be ran inside the car, not along the frame underneath.

GAS TANK PROTECTOR

1. **Tank protector can be no wider than 36" max. Gas tank/protectors must be centered between wheel wells and be a MINIMUM of 4" away from the package tray, speaker deck, wheel wells, frame, rear end components and roof. Gas tanks may be bolted directly to the floor unless you're mounting off your cage/protector then it must have a 4" gap from the floor and cannot be fastened to any sheet metal. NO SLIDING TANK**

PROTECTORS! If you are found to have a sliding protector you will be required to weld it solid before passing inspection. If mounting the gas tank directly to the floor you are allowed 4 - 1/2" bolts with washer not to exceed 3"x3"x1/4" on bottom side of car. Gas tank cannot be used as a kicker and needs to remain 4" away from all sheet metal other than the floor and 2" away from the rear seat bar . You cannot attach the tank to seatbelt bolts.

You may use the 4 -1/2" bolts only!!

2. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must remain 4" from ALL sheet metal. Halo needs to remain at least 6" from the roof. You may have kickers going from your roll over bar to your gas tank protector halo . These must remain within the 60" door bars and 36" gas tank protector. These are for safety only and not used for reinforcement .

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any factory passenger type radiator are allowed.

3. DO NOT MOVE CORE SUPPORT.

4. Factory condenser or $\frac{1}{8}$ expanded metal / rad gaurd are okay (**RADIATOR**

GAURDS MUST REMAIN FLAT STEEL WITH NO BENDING). They can

be bolted in with (12) - $\frac{3}{8}$ bolts with $1\frac{1}{2}$ O.D. store bought $\frac{3}{8}$ washers or

welded with (12)- 1" welds to sheet metal only. Rad guard cannot be any

wider than 36". Cannot be welded to frame, bumper or core support

spacer!

5. Core support space/spacers can be 5" long max and no wider than 2"x2"

OD tube. Spacer must remain between bottom of core support and core

support mount on the frame in factory locations. This must remain free

floating. Do not weld this to anything. The 5" max space will be measured

from bottom side of core support to the top side of the frame mount.

6. May change core support bolts to $\frac{5}{8}$ threaded rod max .Cannot sleeve all

thread. Max of 5 nuts and washers per all thread. Washers can be a max

of 3"x3"x $\frac{1}{8}$ "

7. (2) 6"x3" x 1/8 flat strap with 4 pieces of 3/8 threaded rod through the bottom of the core support to hold radiator in. Straps can be welded to the core support only and not be used to reinforce it .
8. Core support maybe shortened for radiator clearance by cutting and overlapping using

(2) 3/8" bolts per side or a single pass 3" per side

BODY

1. Cannot remove body from frame. No swapping of frames ,bodies , or panels from different models or years . No bodybolts can be touched besides the ones listed below. Must have stock rubber / hockey pucks on the ones you change (**NO METAL**). 1 Hockey puck max. Spacers cannot add up to more than 1" max per bolt location.
2. May change 6 body mounts total that are already in a factory location to 5/8's bolts. Bolts may only be 4" long with (2) 3"x3"1/4" washers and (1) nut . Core support all thread will count for 2 locations.
3. May have (2) locations of wire in the rear seat area of car from frame to roof sheet metal . (3) loop max .

4. **No** body seams may be welded. If welding is found you cut 1" around weld completely out and remove it . **No** metal may be added or **creased**.
5. **No** doubling of body panels allowed.
6. Rust repair in passenger floor pans can be done with the same thickness metal using a 1" overlap . Patch can be welded in 1" on 1" off . You will be allowed to have no more than one 4"x12" body thickness patch per side of car only to fix rust from the b pillar back. Anything cut from this patch cannot be used anywhere else and must be discarded. Examples are to fix pillar rust, window lip rust. 1" on 1" off weld only. If you over plate or weld you will remove entire repair. No other plating is allowed.
7. Battery box , pedals and trans cooler cannot be oversized or cope around anything to lock them into place . A max of (4) ½" bolts with (4) 3"x3"x¼" washers may be used in each to mount them . Bolts must be in the flat part of the floor and only go through sheet metal . If components are mount to the cage They must remain 4" off the floor and all sheet metal .

8. Doors can be wired shut in 12 locations per side of car, Sheet metal to sheet metal only **OR** you may weld doors shut 3" on 3" off 3" wide x $\frac{1}{8}$ " thick flat strap. Square flat plates only. No diamond shaped plates.

(OUTSIDE ONLY).

Drivers door may have a door plate $\frac{1}{8}$ thick. May not extend any further than 3" past outside door seams. Can not be welded to anything but sheet metal.

9. **May cut and remove any sheet metal , No pounding or body creasing allowed . No other welding than what is stated above.**
10. **May bolt inner and outer wheel lips together with 5 - 3/8s bolts per wheel opening. Bolts must be no further than 4" above wheel well lip and follow contour of opening . Bolts can not be spaced no more than 6" apart. Washer may not exceed 1- $\frac{1}{2}$ " diameter.**

HOODS

MUST BE OPEN AND WITH CAR AT INSPECTION !

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) $\frac{3}{8}$ bolts total in hood may be used to hold sheet metal together.

2. Hoods may be secured by the 2 pieces of all thread in the core support with a 5"x5" max washer to hold the hood down.
3. (4) LOCATIONS of #9 wire with 2 strands per location **OR** angle iron pieces 2"x2"x3" welded along the top of the hood and fender with (1) ½ inch bolt per location. **OR** you can weld the angle to the fender under the hood and bolt through your hood using your ½ inch bolt per location. Max washer size is 3"x3" for these locations and must be free floating.
4. You are allowed (2) locations of #9 wire from bumper to core support.

TRUNK

1. **You may choose ONE of the following options for your (8) attachment points**
 - a) **(8) attachment point places of #9 wire. This cannot be to the trunk floor or from side to side. Must be sheet metal to sheet metal only. 2 strands per location only.**
 - b) **(8) ½ bolts and washers through the rain channel. 2 washer max per location**

- c) **(8) spots of angle 2"x2"x3" welded along the top of the trunk and quarter panel with a ½ bolt per location.**
- d) **May weld the trunk shut with 8 - 3"x3"x1/8" plates. Must have a 3" gap between plates. Dont think out of the box or you will cut!!**
2. You may weld washers 2 ½ O.D. Max to the sheet metal only for your #9 wire you are using. No washers may be welded in any location for future wire.
3. May have (2) Locations of 5/8 threaded rod straight up and down welded to the side of the frame with 4" of continues weld . Threaded rod must be through the trunk lid and can only fasten with (1) 3"x3" washer OD & (1) nut per threaded rod.
4. You may fold trunk lid down 90 degrees. This means you can tuck it not wedge it.
5. **NO** creasing or shaping at all!! No dishing or pushing down the center of trunk or speaker deck . No pushing back or down on the tail light or trunk latch area.

SAFETY CAGES

1. All cars must have a safety cage and roll over bar.

2. Cage material can be no larger the 6" material .
3. A 4-point cage is required. **Your cage must have a dash bar that can not be any closer than 4" from fire wall and trans tunnel. Dash bar needs to be straight and not radiused.**
4. Your cage must have a bar behind the driver's seat.
5. You **must have (2)** side bars 1 per side and they **cannot** be longer than 60" and 4" away from the wheel tub. **(DRIVERSIDE ONLY YOU MAY STACK DOOR BARS BUT CAN ONLY BE THE 60" AND MUST BE 4" OFF THE FLOOR . THIS IS FOR SAFETY ONLY !!!)**
6. Roll over bar **cannot** be more than 8" behind the head rest. **Rollover bar cannot attach to frame.** Must weld or bolt to sheet metal only. Cannot be attached to any bodymounts. Must be vertical . Can not be pitched back and used to support pillars.
7. Rollover bar can be bolted with 2"x2"x3" angle to the roof, no kickers coming off the cage or rollover bar.
8. Roof sign and mount can not be welded to roll over bar .
9. All cage materials can be welded to sheet metal only.

10. (4) down bars 2"x4" max (2) per side. Roll over bar counts as 2 if ran to the floor.
11. Down bars must be vertical and can be no further forward than the inside front door seem and a minimum of 4" away from wheel tub. Down bars can only be welded to the door bar and to the floor sheet metal. Floor sheet metal cannot be beat down to the frame. They cannot go through the floor nore be welded to the frame!!!
12. You may have a door plate outside of the car on driversside only.
13. All down bars / Dash bars / rear seat bars and halo must be within the 60" door bars.

Not in front or behind door bars.(**READ THIS RULE SEVERAL TIMES !!**)

14. Must have (2) 3"x ¼" Window down bars. Must bolt in. No welding, cannot re-enforce the car. Sheet metal to sheet metal only. Bars can only protrude no further than 6" onto roof and cowl . You can have cross bars between them but they need to be a minimum of 6" away from bolting areas .No capping the ends of the cowl .

FRAME

1. No welding or plating of frame other than whats noted !! All factory frame holes must be left open . **NO COLD BENDING OR TILTING OF**

FRAMES PERIOD. Cars may be pulled back straight after heats. Any reinforcement or tilting of the frame found will result in

DISQUALIFICATION. NO fixing allowed... YOU WILL BE LOADED!

2. **2 – 6"x6" 1/8 Patch Plates can be used for rust repair or your choice of placement.**

Plates must be flat! This means no teepee plates! Tacos and folding plates around frame is acceptable.

You cannot use as a kicker to a driveline component or be attached to the cage. Plates must be square 4 90 degree corners. Not a rhomboid or diamond. Everyone knows what a square is. Whatever is cut from plates cannot be added to another location .

AFTER HEATS (IF YOUR CLASS HAS HEATS) 4 – 6"x6"x 1/8 Patch Plates
your choice of placement . Plates no welds can touch or overlap . If weld is
found excessive you will remove weld and frame behind it. If plate is cut off
and moved 100% of that plate and weld need to be removed . Cannot cut
patches and spread them open.

3. **** Unlimited #9 wire AFTER all heats**.**

4. **CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten front frame up to where the 5/8 all thread fits through the front body mount hole without**

modifying the hole . DO NOT MOVE OR REMOVE WHAT IS LEFT OF THE BRACKET.

5. **Rear frame rails can not be shortened.**
6. May dimple rear rails behind humps to aid in getting the rails to role/bend .

1977 and newer metric gm cars only will be allowed a 6"x12"x1/8" flat contoured or straight across hump plate. Must be centered in the hump. No excessive welding or you will cut it off! We are giving you guys this to help out! Do not over do it!

Sub frame Chrysler only will be allowed 2 spots of 9 wire 2 loops 4 strands max 2 per side of car from frame to cage or roof. Must be between body bolt under the seat and the inside door seam. Must be straight up and down. No

STEERING AND SUSPENSION

1. All steering and suspension units must be factory OEM passanger car style only but dont have to be from the make or model you are running !! No welding, cutting, fabricating of any sort. Must bolt directly on without modification . No aftermarket parts. You are allowed to have a aftermarket steering column. No Hydro Steering

3. Aftermarket tie rods are okay (cannot be oversized) or may weld factory sleeves shut . No heim joints.
4. Factory spindle swaps are ok- Ford to Chevy, etc..

5. Spring spacers are allowed but but not enforce frame or suspension components . May kick or change coil springs. Must be factory passenger car springs only
6. You can weld your A-Arms down with (2) 2"x4"x1/8" Straps. 2 per side of car - 4 total
7. You may use replacement ball joints with new OEM style replacements . Nothing aftermarket.
Ball joints must bolt in like factory. May also have (4) 1/2" tacks per ball joint.
8. May have 1" all thread shocks in rear - No double nutting. (This means washer and nuts can only be on top OR on bottom of the package tray with a 3"x3"1/4" free floating washer .
9. You may use 3/8 chain or #9 wire from your axle and go around frame hump. One loop per side or car . NO welding to the frame . Chain can not be used for reinforcement .

BUMPERS

1. Factory bumpers may be loaded . Aftermarket or built bumpers are allowed but **HAVE TO** replicate factory appearance . Bumper may not exceed an

8" point from the face of the bumper and must have a minimum of 32"

taper . Overall height can not exceed 8" .

No spears !!! Can not cut or notch out backside of bumper to overlay the frame rails. No part of the bumper can recess the frame at all.

2. May mount your bumper one of these ways.

A. Hard nose right to the frame. **MUST REMOVE SHOCK .**

B. Use the factory shocks for that make , model and year in the factory position without moving it .

You can collapse the shock and weld it solid .

3. You may have (2) 4"x6"x $\frac{1}{4}$ " front bumper strap on one side of the frame

only. 1 per frame rail, 2 straps total .The 2 rear bumper straps can be

4"x8"x $\frac{1}{4}$ " long .

4. Bumpers can be no higher than **22"** from the ground to the bottom of the

bumper **OR** lower than **14"** from the ground to the bottom of the bumper

OR frame whichever is lowest.

No bumper shocks in 03 and newer.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 4" of the original location .

2. 03 and newer may run a basic bolt in cradle that fastens to aluminum cradle only .

Cradle must be a minimum of 1" away from frame rails and not overlay frame rails at all .

You can not box around aluminum cradle or protect rack .

3. Lower engine cradle with front plate and pulley protector are allowed. If using a pulley protector you must remove sway bar. May also have header protectors and a halo to protect carburetor. **Nothing can go past the back side of carburetor. This is to protect the carburetor only.**

4. Lower cradles can not go past the center of the engine on the sides. No higher than the valve covers.

5. Nothing can be used as a kicker from the engine to the firewall .

6. Engine must be rubber mounted . Mounts can not exceed factory size

7. Aftermarket gas pedals and shifters are allowed but may **not** reinforce the car in anyway

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8. OEM trans crossmember **OR** 2"x2"x1/4" straight piece of square tube.

Crossmember can not be welded in. Crossmember must bolt in using a

max of (4) 1/2" bolts **May weld a piece of 3"x3"angle 6" long to frame to mount crossmember to (only to inside of rails). The entirety of the**

crossmember must be mounted within the 6" long angle if used

.Angle Iron and crossmember need to be within 4" of factory

location. Nothing can protrude into the frame.

9. No trans protectors or mid plates but you can run aftermarket an bellhousing and tailshaft . Must cut (8) 6" long slits in floor above bell if aftermarket . If using a bell spacer or bop adapter that's all they are! Must be no larger that 1" of the bell. Cannot be bolted or welded to anything.

REAR END

1. Any rear end allowed.

You are allowed a braced rear end. Any and all parts of the rear end, brace, or any control arm mounting brackets must be 5" off of the frame.

NO EXCESSIVE BRACES OR OVER SIZED CONTROL ARM BRACKETS
ARE ALLOWED OFF REAREND !!

2. Slider drive shaft is permitted.
3. Leaf spring cars may have (3) 3x5x1/4 clamps with (2) 1/2" bolts per clamp and (5) places per pack of #9 wire for leaf spring clamps (2) wraps per place. No adding or building of leaf packs . Springs and hangers must be

original to that car. Clamps, bolts or #9 wire cannot be used to attach springs to frame and cannot be welded to frame.

4. After market rear control arms will be allowed. But in no way may the control arm strengthen the frame or body. They must be no bigger and of similar shape and size to a factory control arm. Control arms may not be used as kickers, plates or any but attaching the rear end in the car.

Cannot be oversized. Arms must be attached with factory hardware or equivalent size replacement hardware.
5. May run watts link conversions. Brackets must be in the factory locations and cannot be oversized. No bigger than 4"x6"x3/8". Uppers must bolt in and cannot be attached to sheet metal. Uppers must be separated not solid across. 3"x4"x1/4" tube cut to c channel lowers. Single pass weld on lower only. Lower trailing arm bolt cannot create a pin. One 5/8" max store bought washer inside frame. If you do the conversion you must remove all Watts brackets and control arms.

6. No leaf spring conversions

7. You may use 3/8 chain or wire from your axle around the frame / hump.

ONE PLACE PER SIDE. NO WELDING.

TIRES

1. Any wheel and tire combo are fine . Rims must have a tire - cannot run just a rim . **NO** split rims or studded tires will be allowed

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be

given 2 options: A. CUT OR REMOVE ILLEGAL PARTS.

B. LOAD ON TRAILER AND GO HOME.