



## Bone Stock Singles

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### General Driver Rules & Expectations:

1. ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN
2. Drivers must wear seat belt, helmet, fire suit jacket and long pants while participating.
3. ALL drivers must attend the drivers meeting.
4. During event you are given 1 minute to make an aggressive hit or will be disqualified.
5. You MUST run a roof sign.
6. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions. **ZERO TOLERANCE RULE!!!**

**THIS IS NOT A SET OF RULES BUT A SET OF  
GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU SPECIFICALLY CAN DO SOMETHING THEN YOU  
CAN'T!**

### **Car Preparation:**

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

### **BUMPERS**

1. Bumpers may be loaded. May use a 4x4 bumper or aftermarket replica bumper. Do not abuse this rule
2. You may hard nose your bumper right to the frame. Wagons must leave bumper in factory position in the rear.
3. If using factory shocks and brackets they may not extend past 6" from your bumper. They may be welded solid to frame. All brackets and shocks must touch the bumper.
4. If you choose not to use factory shocks or brackets, you use (2) 6 Inch 2x2 square tube mounted on frame, 1 per side. You may also use (2) 4x6 inch bumper straps on one side of the frame only. 1 per frame rail, 2 straps

total. Square tubing and bumper straps must touch bumper and may not exceed 6" from your bumper. Can only weld 6 inches back from bumper to the frame. This covers shocks / bumper straps. May cap the frame to mount your bumper.

3. **\*\*NO WELDING or Bolting Further than 6" FROM BACK OF BUMPERS FRONT OR REAR\*\*** If you have questions about this, please call.
4. Bumpers can be no higher than 20" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper.

## **FRAMES/SUSPENSION**

1. **\*\* No cold bending or tilting frames fresh**
2. Store bought twist in Spring spacers are allowed but no metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car springs only.
3. Tie rods must be oem with factory ends. May weld the factory sleeves. No visible added metal.
4. Factory spindle swaps are ok- Ford to Chevy, etc..
5. You may use replacement ball joints with new stock ones. No Aftermarket. No welding. No aftermarket rings
6. You may change A-arms from new style to old style A-arms. Must bolt on- No welding. You can weld your Aarms down with (2) 2x2 ¼ inch straps. 2 per side.
7. No all-thread shocks
8. No welding, plating, or reinforcing of the frame or suspension.
9. All factory frame holes must be left open.
10. Any reinforcement of the frame found will result in disqualification
11. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten the front frame up to the front body mount, cannot remove the front body mount.
12. Aftermarket steering columns are ok. No Hydro Steering
13. Rear frame rails may not be shortened.
14. You may use 3/8 chain or wire from your axle to the frame hump. ONE PLACE PER SIDE. NO WELDING. This is the only thing that may hold your rear end in.
15. NO frame shaping. May only dimple rear rails to aid in getting the rails to role/bend top only.
16. May run doubled springs in rear

## **ENGINE AND TRANSMISSION**

1. Any engine or transmission may be used in any car, must be mounted within 6" of the original engine.
2. Lower engine cradle with front plate and pulley protector are allowed Nothing can go past the back side of headers. If using a pulley protector, you MUST remove the sway bar.
3. Cradle cannot go past the center of the engine on the sides. No higher than the valve covers.
4. Factory / Aftermarket basic motor mounts and store-bought transmission mounts are allowed. Mounts must be rubber.
5. May weld 1 inch spacer on motor mount to raise engine.
6. HOMEMADE gas pedals and shifters are allowed but may not reinforce the car in any way.
7. OEM crossmember OR 2"x2" a straight piece of square tube. May weld a piece of 3"x3"x4" angle to frame to aid in attaching crossmember only to side rails. Crossmember can only be bolted if using angle iron.

8. Can run Aftermarket bellhousings or tail shafts. Must cut (8) 6x1 slits in floor. No aftermarket cases.

### **REAR END**

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shaft is permitted.
3. You may have (5) places per side of #9 wire for leaf spring clamps (2) wraps per place.
4. May run stock trailing arms. Must be bolted in, NO WELDING
5. No leaf spring conversions
6. You may use 3/8 chain or wire from your axle around the frame / hump. ONE PLACE PER SIDE. NO WELDING.

### **BODY**

1. Cannot remove body from frame. No body bolts can be touched besides the ones listed below. Must have stock rubber / hockey pucks on the ones you change. 2 max.
2. May change 6 body mounts total that are already in a stock location to 1/2" all thread. All thread may only be 8 inches long. Core support all thread counts for 2 locations.
3. 2 nuts, 2 washers, 2 flat plates (3x3) to mount your body mounts in each location.
4. No body seams may be welded. No metal may be added or creased.
5. No doubling of body panels allowed. No added metal allowed.
6. Doors may be chained or wired. If welded- 3" on 5" off with 3"x1/8" flat strap.
7. No cold bending or tilting frames until after heat races.
8. May cut any metal out, No pounding on sheet metal, No body creasing. No welding on frame.
9. Rust Repair; the only rust repair will be in the interior of the passenger compartment for safety reasons only.

### **RADIATOR AND CORE SUPPORT**

1. Radiator must be in stock position.
2. Any automotive type of radiator can be used. Aluminum Radiators are LEGAL.
3. DO NOT MOVE CORE SUPPORT.
4. Factory condenser may be bolted in with (4) - 3/8 bolts.
5. Core support spacer must be rubber hockey pucks, 4inch max.
6. May change bolts for Core support to (5/8 threaded rod max) Cannot sleeve all thread. Max of 4 nuts per all thread.
7. (2) 6"x3" x 1/8 flat strap with 4 pieces of 3/8 threaded rod to hold radiator in. Bolted or welded to the core support.

### **HOODS**

**MUST BE OPEN AT INSPECTION!**

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) 3/8 bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in the core support. May use a 3x3 washer to hold the hood down.

3. (4) LOCATIONS of #9 wire, 5/16 chain or angle 2x2x2 inches long weld to top of the hood and fender with a ½ bolt per location. (Only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)
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 to sheet metal only. b) (8) 3/8 bolts and washers through the rain channel. c) angle 2x2x2 inches long weld to top of the trunk and quarter panel with a ½ bolt per location
2. You may weld washers 2 ½ O.D. Max to the sheet metal only for your #9 wire.
3. (2) Locations of ½ thread rod welded to the side of the frame 4" on each side 1 (3x3) washer OD & (1) nut per threaded rod.
4. You may have a single 90-degree bend anyway in your trunk lid.
5. NO creasing of the quarter or fenders. Meaning do not pinch the metal together.

## **SAFETY CAGES**

1. All cars must have a safety cage and rollover bar.
2. A 4-point cage is required. Your cage must have a dash bar that must be 4" from the firewall.
3. Your cage must have a bar behind the driver's seat.
4. You must have (2) side bars 1 per side and they cannot be longer than 60". 4" away from the wheel tub.
5. Roll over bar cannot be more than 8" behind the top of the head rest. Rollover bar cannot attach to frame. Weld or bolt it to sheet metal only. Cannot be attached to any body mounts.
6. Rollover bar can be bolted with 2x2x2" angle to the roof, no kickers coming off the cage or rollover bar.
7. The cage can be welded to sheet metal only besides down bars.
8. (4) down posts two (2) per side. Roll over bar counts as 2 if ran to the floor. Must stay behind the front inside door seam and must stay 4" ahead of the rear body mount inside the cab. Can only be welded to the top side of the frame or body, not both.
9. Cage can be made from nothing bigger than 4" pipe, 4" square tubing, or 2"x 6" box tube MAX.
10. All down tubes must be at or behind the dash bar, straight up and down and above the side rail.
11. Gas tank protectors 30" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST be a 4" gap between gas tank protector and rear sheet metal which cannot be altered.
12. You may have a door plate outside of the car on drivers side only.
13. All down bars / bars / rear bars and halo must be within the 60" door bars. Not in front or behind door bars.
14. Must have (2) 3x ¼" flat strap window bars. Must bolt in. No welding, cannot re-enforce the car. Sheet metal to sheet metal only.

## **GAS TANKS AND FUEL PUMPS**

1. Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured. 2. All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fittings 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 run inside the car, not along the frame underneath.
5. Gas tank protectors 30" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST be a 4" gap between gas tank protector and rear sheet metal which cannot be altered.
6. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle.

## **TIRES**

1. Any Tires and wheel combo must have a tire- cannot run just a rim. With the exception of NO split rims or studded tires. Also, no beadlocks.

### **Repair Plate Rules:**

#### **Fresh Cars – (4) 6x6x1/8" plates – 2 per frame rail**

Plates must be 1-inch apart including the weld; 1/2" weld max. They cannot touch or be attached to the driveline components at all. Must be welded on the frame rail only.

#### **Pre Runs– (8) 6x6x1/8" plates – 4 per frame rail**

Plates must be 1-inch apart including the weld; 1/2" weld max. They cannot touch or be attached to the driveline components at all. Must be welded on the frame rail only.

**If you have any questions please call!!**