

ICON OFFICAL RULES

Bone Stock Rules:

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice!

NO black cars, dark cars must have contrasting letter/numbers. DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

- Any year car EXCEPT No Imperials, no Suicide Lincolns, and no Hearses
- Body component must be direct bolt up only. Must be factory hardware or equivalent in size
- Remove all glass mirrors and plastic. Remove all decking in wagons
- Vehicles must be swept clean of all debris
- Driver must wear helmet, seat belt and eye protection at all times.
- All vehicles must have a fire extinguisher mounted within the drivers reach, inside the car.
- All Drivers must pick up trophies, earnings and all goody bag items at the completion of the event, or forfeit them. They will not be available after that date.
- There is no working or storing cars in the camping area. All cars will be worked on and kept in the pit area. Cars/ Drivers that do not abide will be disqualified.
- No work will be performed on cars in a enclosed tent or en-closer. Pop up tents are welcome with max of 2 sides. Cars/ Drivers that do not abide will be disqualified.

COMPETITION RULES:

- Drivers must remain in the vehicle with helmet, seat belt and eye protection or until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause disqualification, you are allowed one fire, and then second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You must make AGGRESSIVE HIT every 60 seconds.
- You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
- This is not a team event(except SE); team driving will not be tolerated.
- THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a post race inspection before any prize money is awarded.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.
- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding.
- Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk to the floor. ALL TRUNKS WILL BE OPEN FOR INSPECTION.
- Anything can be removed, NOTHING can be added.
- All cars competing must have a hood on at all times to run.

- Fasten trunks, hoods, tail gates in 6 places, 2 strands of #9 wire (Sheet metal to sheet metal only). Door seams may have no more than 6" of weld, vertical seam only. Drivers door may be welded 12 inches total on vertical seams only. 2" x 1/4" strap. Do not weld hood or trunk, except 4-1/2" tack welds per washer 1" washers max

BODYMOUNTS:

You may add 6" of rubber for core support spacer

- If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates 1/4x 5"x 5" max, 7- 5/8 nuts, 7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.
- Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM!
- Exception, You may change a total of 6 body bolts out, with 5/8"x 30" long threaded rod max with 3 nuts, 3- 5/8 store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.
- No attaching body bolts to any part of the cage/roll over bar.
- #9 wire or chain required in front windshield.

FRAMES:

- You may dimple your rear frame rails only to achieve the frame to roll. No dimpling, shaping or denting of the frame allowed.
- NO welding, bolting, wiring or adding any material/substance to strengthen frames.
- At Inspectors discretion frames will be drilled, wire wheeled or wiped down.
- Absolutely not painting or spraying any material on frames or welds. Cars will not be inspected.
 - No cold bending frames at all!! All frames will be checked with a straight edge.

SUSPENSION and STEERING:

- You may change coil springs to a stiffer oem passenger car spring. Front springs in the front. Rear in the rear no swapping locations.
- You may use store bought spring spacers (no homemade spacers or spacers on top of the springs)
- You may use a single strand #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.
- All suspension and steering must remain stock (unless a modification is stated). ZERO aftermarket parts.
- Aftermarket steering columns and shafts are allowed. These components may not strength car in anyway at anytime.
- Tie rods maybe reinforced in only 1 of the following 2 ways; 1) sleeve maybe discarded and pipe/solid rod tapped can be put in it's place. 2) Factory sleeve and ends maybe welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store bought washer maybe placed over the steam of the tie rod and welded.
- Upper A arms maybe interchanged as long as there able to be bolted on. You may cut/ trim to make fit but no welding. A arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes. Example: 80-91 box ford a arms being installed on a 98-02. Cut the mounting bar out and trim the edges of a arms to get height.
- Rear control arms may be changed but must be stock. NO SHORTING OR REINFORCING.

- 98 up watt links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru body. Brackets may not strength frame or body. NO WELDING AT ALL OF UPPER BRACKETS.

-98 up watt links LOWER BRACKET Conversion. Only 1 way will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame maybe used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

DRIVETRAIN:

- (2) 3/8 threaded rod two 3" wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.
- ANY drive train & transmission (manual transmissions allowed, no aftermarket bell housings, OEM only) allowed with the following criteria.
- Only the lower stock car origin engine mounts may be welded to cradle only. You may use two 1/2" thick 7"x7" spacers to raise engine. If you need more than 1/2 to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
- No transmission protectors, stock mounting only, stock cross members only.
- 3"x 3"x 1/4" x 6" long max angle iron maybe used if relocating cross member (2- 1/2 bolts per side to mount to frame or weld to the side of frame). Only 1 of the 2 methods of mounting angle iron can be used not both.
- You may weld rear end gears only.
- Rear end swaps allowed, no bracing, no welding, no re-enforcement unless specified. Max axle size 31 spline, Ford, GM or Mopar Clarification: All must be factory axles (cast flanges) and rear ends. You will be allow to weld factory brackets on rear ends or homemade brackets to mount rear ends into place (These brackets may not strengthen car in anyway before or after). C-clip to Bolt-in mods allowed, no extra metal. All mods must be on rear end, nothing allowed on frame or body.
- Rear end brace will be allowed. Only 1 of the 3 braces will be allowed. TOP, BOTTOM or BACK BRACE. Nothing more will be allowed.
- No pinion brakes or axle savers.
- All money winners will have to load on trailer, and pull axles before payout, we will check inside of tubes at this time.
- You may run 1 spot of #9 from rear end to frame per side, nothing thru body. 4 loops, 8 strands together in center twist only.
- Floor shifter allowed, headers allowed, aftermarket gas pedals and brakes, Clarification: none may strengthen car. 6x 5/8" max bolts and 3" washer max. Clutch pedal may be mounted to dash bar only.
- No engine cradles, skid plates, protectors of any kind, and no aftermarket parts of this nature at all.
- If u run an LS you may use conversion brackets 3/16 max thickness no gussets. to except an old style rubber frame mount.
- You may extra secure your engine in only 1 of the following ways:
 1. 2-5/16 chains 1- per side, attached from block or headers and welded K frame only, no more than 3 links welded to K frame (no welding chain links together).

2. 9 wire 2 strands from upper A- arm bracket to headers (1 spot per side).

- You may swap engines, Example: Chevy in a Ford ect..
- Slider shafts allowed at all shows.

DRIVERS COMPARTMENT :

- 4 point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. 6 inch max, Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.
- Gas tank mount may be welded to back bar, but bar and fuel cell/tank must be 6 inches from rear sheet metal. See below for mounting fuel tank/ cell to floor.
- Halo bar allowed is allowed, 2-1/2 bolts with 1/2 washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars, not to floor.
- Drivers door must be padded.
- Gas tank and single battery must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
- If mounting fuel cell/ tank to the floor nothing maybe welded off the back seat bar/ cage. Tank may only attach/ secure to the floor sheet metal. There must be a 2" gap between the tank/ fuel cell and the tow package sheet metal.
- Nothing may be mounted in a way that strengthens the car.
- Trans coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

Bumpers:

- You may weld rear bumper straight to frame or follow the rules for the front bumper if using a shock.
- You may weld on any DI approved bumper(see below). Bumper brackets (in factory location) maybe weld continuously to frame 4 inches from the back of bumper only. In addition you may put 4 one inch welds on back side of bumper bracket or to weld shock inside frame(example Crown Vics).

You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard nosed.

Old iron may shorten anything forward of the frame you want , You must have a 1 inch gap between frame and bumper, the only thing that can be in that one inch gap is your welded shock.

---If your car did not come with a shock(example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts, only welding described above. Call with special cars to mount bumper legally. Rear brackets on rear and front brackets on front.

- Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper.

- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.

-Bumper may not exceed 9"x9".

- BUMPERS are interchangeable for all cars.

-IF you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper. Also, bumpers must start and stop at the end of the frame. Bumper must appear stock from the stands with no spike or protruding items.

-All bumpers must have a factory skin, if your bumper will not fit in a factory skin, it is too big.

- You may weld the outer chrome skin to the bumper inner frame
- Bumpers may be cut to keep them out of the tires/ no sharp ends.
- Bumpers may be flipped (upside down).

TIRES & BRAKES:

- No tires taller than 30". 4 wheels max per car. No dual tires.
- No split rims, studded tires or 100% solid wheels, you may use aftermarket center with various bolt patterns, solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.
- Valve stem protectors allowed, wheel weights must be removed. Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.
- Inner bead locks must not extend past stock tire bead area, not to exceed 2 inches wide. 1 inch outer lip ring allowed on outside bead.
- Doubled or foam filled tires allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection, ride height will be measured with your competition tires only.

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. If it is not clearly described above, it is not allowed. If it doesn't say you can, YOU CAN'T!

SS Class

Refer to everything above(Bone Stock) for your body, suspension, steering, interior and frame. For your "drive train" only, refer below(Icon rules). Your drive train ends at your frame side engine mount, your transmission mount and the top ears on rear end. SS Class only dash bar may follow the contour of the firewall.

ENGINES:

- Any engine may be used in any car.
- You may chain the motor, Chains may not be attached any higher than cylinder heads, header flanges of engine plates. 1 Chain per side (3/8 max) only 3 links maybe welded to the K frame only.
- After market motor mounts are welcome (may only mount to top side of engine cradle only).
- You may weld in additional supports to the engine cradle area top side only, but they may not be attached to the frame rails at any point. Only allowed for holding engine in place. Do not cover any seams with weld or plate.
- All hoses must be covered in driver's compartment for driver safety
- No engine oil coolers are allowed.
- You must have an air cleaner over the carburetor at all times.
- No starting fluid is allowed.
- Mopar's or K member cars are allowed to secure K member in the following ways:
 - Remove pucks and bolt tight to frame, stock size bolts only.
 - Leave pucks in between and weld 4 - 3 inch welds, total (not per side) of 12 inches only.

DISTRIBUTOR PROTECTORS/CRADLES:

- Distributor protectors allowed, must be attached to engine or transmission only, back side that contacts the firewall must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump mount bolts.
- Aftermarket Distributor protectors, cradles and pulley protectors are allowed.
- You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not crease, paint, bolt, weld on, weld to or modify the firewall/cowl in any way.

- Mid plates and front plates must not extend further than 2.5 inch past engine or transmission. Any part of protector contacting or will contact dash must be less than 12 inches wide.
- Lower cradles must mount similar to a factory mount, any bars connecting mid plate to cradle must be below the cylinder heads.
- Pulley protectors must not extend more than 8 inches.

TRANSMISSIONS:

- Transmissions must be of passenger car origin, transmission coolers may be used, but they must be secured in such a way to prevent injury.
- Metal or braided lines must be used. No fuel or low-pressure lines may be used.
- Coolers must be secured in a container in the passenger compartment of the car.
- Transmission protectors are allowed.
- They may not rise more than 1 inch above the highest point of the bell housing, including the attachment point.
- They may not attach to the body, frame, or any part of the cage components.
- Trans braces may be attached to trans cross member by weld, chain or bolted.
- Trans blanket is recommended.
- OEM Tran cross member or 2"x 2" OD 1/4" max replacement.
- Cross member may not exceed factory curves (less than 6 inch bow)
- You may weld or bolt a 3"x 3"x 1/4"x 6" max.

SKID PLATES:

- Skid plates are allowed. They may be one piece from engine to transmission.
- They may not extend past oil pan or transmission pan. Don't connect to transmission cross member. Must be 1 inch space.
- NO attaching the skid plate to the frame.

INSPECTION PROCEDURES:

- Official's decisions are final.
- You will be given one (1) opportunity to correct items on your car.
- Each car gets a maximum of 2 times thru inspection. (One re inspect)
- Cars will be impounded after inspection and staged in a secure location.
- You must be completely ready to bolt the hood down during inspection and then put the car in the staging area.
- No further work will be allowed and cars will not be allowed to return to their trailers.
- Do not come to the inspection line if you are not done preparing your car.
- Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don't do it or your car will be weakened! Call ahead!

PRE-FEATURE/PRE-CONSOLATION CAR PREPARATION:

- You may use unlimited wire for consi and feature.
- Leaf spring cars may NOT replace leaf springs prior to either the consi or the feature.
- You may wire them or tape leaf springs, but may not replace them.
- No replacing of sheet metal components prior to the consi or the feature.
- After the heats, consi cars will be re inspected prior to running again. Feature cars will be impounded.
- You may sedagon your vehicle after your heat, wire only, visibility for inspection must be maintained.
- Feature cars must be re inspected and then impounded again. No further repairs will be allowed after this point. There will be a cut off time for re inspection.