

ICON OFFICAL RULES

Bone Stock Full Size

COMPETITION RULES:

Drivers minimum age to participate is 16 with parents consent.

- 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 30 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 at the drivers meeting. 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.

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.

BODY

- Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk to the floor. ALL TRUNKS AND HOODS WILL BE OPEN FOR INSPECTION.

- Anything can be removed, NOTHING can be added. Trunks lids/ tailgates maybe secured in 6 places. 2 of the 6 spots may go around the rear bumper or frame rail. Trunk maybe secured with #9 wire (4 strands per hole) or 3/8" bolts, nuts and washers.

- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal is allowed using 8 - 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.

• Hoods may only be secured shut by bolting, wire, chain or seat belt. 4 strands of #9 wire max, 4 wraps of seat belt or 1 strand of chain. 3/8 chain, bolt and nut max. No welding of chain or wire. If bolting hood shut you may use 2"x2"x1/4"x 6" max angle iron or 5/8 all thread max (3" max outer diameter washer for hood pins). Sheet metal to sheet metal only for any of these methods. Maximum of 6 spots to secure hood.

- If wiring hood or trunk shut a 1" store bought washer maybe welded to sheet metal for wire to run through.

- No welding, bolting, wiring, taping or chaining of body unless stated. No adding metal or any other material to strengthen body unless state.

- Body shaping is NOT allowed. No folding metal over to create a double effect.

- No doubling of body panels allowed, no added metal to body. No bolting metal together unless stated.

- Door seams may have no more than 12" of weld, vertical seam only. 4" x 1/4" strap max.

- Windshield area must have wire or bar. 2 spots of wire or 2 bars max (2"x 1/4"). No more than 6" of bar may overlap onto the body. Bars maybe connect together 1 spot only.

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.

FRAMES:

- You may dimple your rear frame rails on part 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!!

- TEAM DERBY ONLY WILL BE ALLOWED FIX IT PLATES. AFTER YOUR HEATS EACH CAR WILL GET 6-4"x6"x1/4" max flat stock and unlimited 9 wire.. The plates are only allowed to be welded to the frame and not to the driver train at all.

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. 4 arms max per car. Upper trailing arm mounting hole maybe re drilled.
- 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.
- 2 batteries are allowed.
- Engine and transmission oil coolers are allowed.
- Lower cradle with front plate and pulley protector are allowed. Cradle may not exceed past middle of engine block (where factory mounts would bolt to block).
- ANY drive train & transmission (manual transmissions allowed, no aftermarket bell housings, OEM only) allowed with the following criteria. Only factory OEM frame mounts maybe used to mount engine and transmission. No solid motor mounts factory or aftermarket.
- 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 in Caddy, Mopar)
- No transmission protectors, stock mounting only, stock cross members or 2"x2"x1/4" sqaure tube.
- 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.
- Any axle allowed. Floater rear ends allowed. Rear end braces are allowed. Braces or rear end may not strengthen frame or body in anyway. Pinion brakes and axle savers are allowed.
- You may use a 3/8" chain (Max) to go around the rear axle and around the frame only in 2

spots max. The chain may only go around the frame and axle once per side. You may use 1-3/8" bolt, nut and 2 washers per chain.

- 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 skid plates, protectors of any kind, and no aftermarket parts of this nature.

- 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, 2 down legs total are allowed from the cage to the floor (both front door area only) , 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.

- 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. 6" diameter max.

- Gas tank mount (24"wide max , 6" diameter max) may be welded to back seat bar. Gas tank mount must be 1/2" from rear sheet metal (tow package).

- If tank is being mounted to the floor sheet metal. There must be a 1/2" gap between the tank/ fuel cell and the tow package sheet metal.

- Drivers door must be padded.

- Gas tank and battery (2 batteries max) must be moved and secured inside of car. Tank behind the seat, Battery centered in the passenger front floor.

- Nothing may be mounted in a way that strengthens the car.

- Transmission and engine oil coolers must be mounted inside 4 point cage area.

Bumpers:

- You may weld on any DI approved bumper(see below). Bumper brackets (in factory location) maybe weld continuously to frame, from the back of bumper 4" 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 weld rear bumper straight to frame. Or follow the rules for the front bumper if using a shock. Or you may use 2" tube by 6" long max, the tube maybe stuffed into frame on a angle and plug welded. You may box around the tube with 1/4" flat stock max, it may only be butt welded to the frame (no over lapping onto frame).

- 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.

- Bumper height must be 14" to 22". The measurement will be taken from bottom of bumper. Pre 77 wagons this measurement will be taken from bottom of back rear frame rail.

Minimum of 11".

- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. Holes maybe filled in with plate and weld. Aftermarket replica bumpers are welcome (must be to factory specs).
- 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 CANT!

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.