



Bone Stock Singles

www.ultimatederby.com

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General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American made car can run with the following exceptions; Pre 70s Lincoln or Mercury, Pre-73 Chrysler Imperial, 03 or newer FOMO CO, 4x4's, ambulance, hearses, trucks, or limousines.
3. All drivers must sign the driver's paperwork, or they will not drive in the event.
4. Driver must wear a seat belt, helmet, FIRE SUIT JACKET (no more exceptions to the fire jacket rule).
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit. Whether a hit is aggressive or not is at the sole discretion of the officials.
8. No drivers are allowed alcohol - **PERIOD**. If you are wearing a driver's band and drinking any form of Alcohol -**YOU WILL BE DISQUALIFIED**.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the UD staff only. Everyone else will stay back until cars are deemed to be legal.
10. There is a \$250.00 protest fee, and you must be a driver in the main event to protest another car. Driver must have cash in hand directly after the feature in order to protest. If the car is found to be illegal it will be disqualified.
11. 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.
12. Any questions, give Chris a call. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
13. Judges decisions are FINAL!!! **IF THE RULES DO NOT SAY YOU CAN DO IT 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 Aftermarket replica bumper or a bumper approved by Chris. 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 10" 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) 10 Inch 2x2 square tube mounted on frame, 1 per side. You may also use (2) 4"x10"x 3/8" bumper straps on one side of the frame only. 1 per frame rail, 2 straps total. Square tubing and bumpers straps must touch bumper and may not exceed 10" from your bumper. Can only weld 10 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 10" FROM BACK OF BUMPERS FRONT OR REAR**** If you have questions about this, please call.
4. Bumpers can be no higher than 21" 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**
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 factory 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 a-arm.
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
17. Leaf spring must remain 100% stock, must be the same springs that are factory for the car you are running, no swapping or rearranging.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 6" of the original engine. No part of the motor or motor accessories may lock in with any part of the fire wall or cage.
2. Lower engine cradle with front plate and pulley protector are allowed Nothing can go past the middle of the block. 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. 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. Braced stock trailing arms are allowed. They must be a full stock trailing arm braced. No aftermarket/homemade trailing arms.
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/wired or welded, 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.
10. Wagons roof, pillars, and quarter panels all must stay 100% intact.

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 no bigger than 2x2 no longer than 6" and must be free floating.
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 1/2 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 1/2 bolt per location. D) you may weld 8- 3"x3" 1/8" flat stap to hold trunk down.
2. You may weld washers 2 1/2 O.D. Max to the sheet metal only for your #9 wire.
3. (2) Locations of 3/8 thread rod welded to the side of the frame 4" vertically and also continuously on each side 1 (3x3) washer OD & (1) nut per threaded rod, must go through trunk lid.
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.
6. No Fender bolts

SAFETY CAGES

1. All cars must have a safety cage and rollover bar, the cage is meant for safety not strength. You can not use any part of the cage for reinforcement for the car. All cage material must remain 4" away from any part of the drive train.
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 6" material 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/gas tank and rear sheet metal which cannot be altered. 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.
12. You may have a door plate outside of the car on drivers side only. Can only extend 3" past the door seam.
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 1/4" flat strap window bars. Must bolt in. No welding, **cannot re-enforce the car**. Sheet metal to sheet metal only.

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.

This is a simple build, keep it that way! If you call me on these the answer is likely NO! Do not get creative or read into the rules, this is a back to the basics build.

If you have any questions please call!!