

2017 Hinckley Lions Club

Bone Stock Rules

The bone stock class is open to any, American made, full-size, factory production car. Pre 1973 Chrysler Imperials and Lebarons will not be permitted. The intent of the Bone Stock rules is to provide someone who may not have the capital, experience, or tools required to build a competitive “unlimited” class car the opportunity to compete. Think for a second about your 1st Demolition Derby experience. What made you spend the countless hours in the shop or out in the sun? It had nothing to do with payout or trophies. It was the fun. Help us bring the fun and thrill of competing to another generation. These rules may not address every situation, if you have a question call: Rob (435) 496-3750

Exterior Preparation

- Original factory gas tank must be removed.
- No added weight is permitted. The only exceptions are the permitted welding and required fastening devices (Chains, bolts and cables). No packing trunk, frame, doors or other cavities.
- All glass, plastic and exterior hardware (door handles, mirrors, chrome, molding, screws, fiberglass etc.) must be removed.
- All OEM or aftermarket trailer hitches, brackets and framework must be completely removed.
- Sedagoning (converting a wagon to a sedan) is not permitted. Contact us with questions.
- Radiator must remain in the factory/stock position.
- Bumpers must remain in the factory/stock position.
- Only Factory manufactured bumpers will be permitted. No homemade bumpers.
- All body mounts must remain stock.
- Skid plates are not permitted.
- Hoods must have a 12” hole cut in the center. The size must be sufficient to properly extinguish a fire.
- Numbers must be at least 18” tall. Numbers must be displayed on both sides and top of car.
- Roof number plates are permitted. They must be securely fastened and positioned as close to the rear window opening as possible. Note, if your roof number plate come loose or is deemed a hazard to anyone, you will be disqualified from the competition.

Interior Preparation

- All flammable material must be removed. Only exceptions are driver’s seat and safety padding.
- Inner wagon panels may remain however, all seating must be removed.
- Holes in the firewall larger than 6” must be covered.
- Holes may be cut in the firewall or floor to allow access of shifters, cables, and hoses. To prevent sharp edges sheet metal may be creased or folded. No welding or bolting will be permitted.
- The interior of the car, including trunks and all door cavities, must be clean of all debris.
- Driver’s seat must be securely fastened. OEM seats and mounting preferred.
- Safety padding is required on the interior of the driver’s door and door posts.
- Battery must be relocated to the interior of the car. Battery must be securely fastened to the floor of the car. Battery must be covered to contain any spills or explosions.

- A metal fuel tank, with a maximum of 6 gallons, must be sufficiently secured behind the driver's seat. Fuel tank must be covered to prevent fuel entry or splashing inside the car.
- Electric fuel pumps are permitted. Electric pumps must have a dead man switch mounted left of the steering wheel for emergency shut off or be wired so they are off when the ignition is off. Dead man switch must be a toggle switch, painted red and labeled "Fuel Pump".

Safety

- A Safety brace bar is required between the center posts of all hard tops. This is for driver's safety. The Bar cannot exceed 8" in diameter. End plates must be welded to the bar. End plates must not exceed 12" X 12". Only the bar behind the seat, a bar replacing the dash, and two uprights behind the seat to the roof may be used. The uprights may only be attached to the seat bar and may not connect to the floor. Additional bars that angle to the seat bar may be used to secure the upright bar.
- Seatbelts are mandatory and must be securely fastened to the car. Factory installed seatbelts preferred.
- All drivers must wear an approved crash helmet and face shield. Goggles are recommended.

Motor and Drivetrain

- Any motor/transmission combination is permitted.
- No engine or transmission cradles are permitted.
- Swapped motors must be secured inside the factory motor mount footprint.
- Motor mounts may be welded to the frame at the original factory location.
- Chain may be used to secure the motor. Chain may be welded to or looped around the frame within 3" of the A-arms. Motor mounting chain links may be welded.
- All rear-ends must have been available in a factory produced car. No truck rear-ends.
- All suspension shall remain stock. Additional leafs may not be added. Leaf spring conversions are not permitted. Bracing of any kind, to strengthen the rear-end, will not be permitted.
- One loop of chain or cable, may be used, around the rear-end to each frame rail.
- Frames may be cut and pre bent. Re-welding not permitted.
- Tires must be DOT approved. Tubes may be used.

Securing Devices

- Doors, hood, and trunk lid must be securely shut and remain in their factory/stock position. Only the exterior seam of the Driver's door may be completely welded. The exterior seam of the hood and trunk lid may have a total of 24 linear inches of weld each. If Hood and Trunk lid are welded, only the 2 loops of chain for the bumper may be used for securing. The doors, hood, and the trunk lid must have a minimum of 1 loop of chain or cable and a maximum of 4 loops of chain or cable. The doors may be welded 3" on 6" off (3" weld with a gap of 6" between welds) only along the vertical seams of the doors.
- Maximum diameter of chain and cable is 3/8". All chain may be secured with a maximum of 2 bolts.

- A maximum of 2 loops of chain or cable may wrap once around the bumper, through the hood and behind the radiator support.
- Excessive use of chain or cable is not permitted and will be determined by the judges at the time of inspection.
- Bolting which runs through the body and frame is not permitted.

Welding

- Welding filler rod may not exceed 3/8".
- The exterior seam of the driver's door may be completely welded.
- The exterior seam of the hood and trunk lid may be welded with a maximum of 24 linear inches each.
- Doors may be welded 3" on 6" off.
- Roof mounted number plates may be welded to the top of the car.
- Safety brace bar must be welded to end plates. End plates must be welded to the interior of the car.
- Motor mounts may be welded in the factory/stock position.
- Chains used to secure the motor may be welded to the frame within 3" of the A-arms.
- Motor mounting chain links may be welded.
- Spider gears may be welded.
- Bumpers may be welded to the bumper bracket.
- Bumper brackets may be welded to the frame in the factory/stock position.
- Bumper shocks may be collapsed and welded.

Inspection

- All cars must pass inspection prior to competition.
- Cars must be "show ready" prior to inspection. Following inspection, work must be suspended on car until the completion of a qualifying heat.
- Pre-ran cars, including repairs, must conform to the rules.
- Overall safety will be determined by the officials at the time of inspection.