



## 2025 Bone stock

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

### General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc...
- 2b. FOR CORNHUSKER CHAOS ONLY! YOU ARE ONLY ALLOWED TO RUN A METRIC CAR 77+ GM, 79+ Ford, Etc. CHAOS ONLY! 2 Man Team is allowed (1) Old Iron per Team, Duo Driver Must be Metric Cars for Cornhusker Chaos 2025.
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 & Long Pants (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.
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 Tech staff only. Everyone else will stay back until cars are deemed to be legal.
10. 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 do not want to hear about it after the show.
11. Any questions, give me a call: Logan Dowhy 308-627-0827. If these rules or a phone call to us does not say you can do it THEN DON'T. We cannot stress enough to call first.
12. Judge's decisions are FINAL!!!

IF THE RULES DO NOT SAY YOU CAN DO IT YOU CAN'T!!!!!!!!!!!! DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it does not say you can, YOU CAN'T or you will be loaded, your choice!

*DO NOT paint anywhere on suspension or frame, we will not even inspect your car.*

## Body

1. Remove all glass mirrors and plastic. Remove all decking in wagons Vehicles must be swept clean of all debris
2. No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming, or folding.
3. Hood must be 100% in stock location and open for inspection.
4. Anything can be removed, NOTHING can be added
5. You may weld doors 6 inches total on each vertical seam only 3"x1/8" Strap. Drivers' door may be welded 12 inches total on vertical seams only 3" x 1/8" strap, in addition for safety you may plate the exterior of the driver's door with 1/8" thick piece of plate not to exceed 2" past the Driver door seams, (FOR DUO DRIVER or PASSENGER EVENTS YOU MAY DO THE FOLLOWING T.OO THE PASSENGER DOOR AS WELL! Do not weld hood.
6. Trunk: Exterior Trunk seam is allowed to be welded shut 3" on 3" off with 3" wide x 1/8" thick flat strap OR you will be allowed to bolt the trunk seam shut with (16) 3/8" bolts & standard size 3/8" washers. In Addition, you will be allowed (2) pieces of 1" all-thread to pass through the trunk lid & the trunk floor. This all-thread may pass through a factory body mount hole but a 1" spacer must be used between body/frame the nut/washer must be up inside the frame. These all-thread pieces must remain completely vertical, if you chose not to go through a factory body mount hole you will be allowed to weld this all-thread to the side of the frame. Only 2" of all-thread is allowed to touch the frame with only (1) 2" long x 1/2" wide weld bead may attach the all-thread to the frame & must be done vertically. 3" Square or 3" Round Washers are allowed on these 1" all-thread pieces to fasten trunk lid shut.
7. Body mounts and spacers to remain stock and in place. If they are broken or rusted out, you may replace the bolt with a new bolt same size as factory with a standard size flat washer for the specific size bolt. No body bolt changing allowed. DO NOT EVEN TOUCH THEM
8. Hood Bolts: You are allowed a total of (6) hood bolts 1" in diameter maximum. (2) of these hood bolts must pass through the factory core support mount holes in the core support & frame. No welding allowed to fasten the core support hood bolts; you may use 3" washers & 1" nuts maximum to fasten. Core support spacers are allowed up to 8" in length maximum & 3" Diameter maximum. Core support spacers CAN NOT be welded at all they must be free floating.
9. #9 wire, 3/8" chain, or (2) 2" wide x 1/4" thick pieces of flat strap may be used (weld 2" to roof & 2" to top of firewall) in front windshield.

## Frame

1. NO welding on frames allowed.
2. Suspension modifications allowed. But only what is listed here: tie rod ends & ball joints may be changed out to a new stock joint or end only, nothing bigger than factory. A-Arms can be swapped out if they are a direct bolt in: Example; Box Ford on a 92-02 Ford, Metric GM on an Old Iron GM. But These MUST remain make to make Only! (No Metric GM on Fords, etc.)
3. Upper A-Arms are allowed to be welded down by using (2) 2"x4"x1/8" thick straps per upper A-Arm. No Other welding will be allowed on A-arms to frame etc. These 2"x4"x1/8" thick straps must be a rectangle (no diamond or parallelogram shapes)
4. You may use 3 strands #9 wire or (2) 1" weld beads to hold coil spring to rear end and leaf sprung cars may use (2) 2"x4"x1/4" thick Clamps per side (Passenger side & drivers' side) (4) 3/8" bolts per clamp maximum.
5. You are allowed 5/16" chain in place of shocks on the rear axle ONLY! These chains must be bolted into place (NO WELDING) & must be in the exact placement of the factory shocks.
6. Doubled coil springs in the rear ok. Single front spring in the rear OK!

## Drive Train

1. ANY drivetrain allowed with the following criteria.
2. Only the lower stock style engine mounts (**NLR basic style allowed**) may be welded to engine saddle only. You may use two 1/2" thick spacers to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of engine saddle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
3. Cast Aluminum Bell Housings are allowed (JW Ultra Bell Etc. NO Nerat or NLR Homemade bell housings allowed) No tranny protectors, stock mounting only, stock cross member **for the car you are running**
4. Rear end swaps allowed, **Any Rearend Allowed Including 8 Lug, rearend bracing must remain 4" from the frame, package tray, & cage/gas tank protector. Bracing must not exceed 13" off center of housing horizontally & 10" vertically.** Pinion brakes will be allowed, and NO Re-enforced trailing arms.
5. Floor shifters allowed, headers allowed, gas pedals, Clarification: none may strengthen car. (DUO DRIVER EVENTS: DRIVERS SIDE MUST HAVE THE STEERING WHILE PASSENGER SIDE MUST HAVE THE THROTTLE, EITHER SIDE CAN HAVE THE SHIFTER AND BRAKE PEDAL!)
6. Lower engine cradles only. Pulley protectors allowed if sway bar is removed, skid plates, protectors of any kind, no aftermarket parts of this nature at all.
7. You may swap engines, i.e... Chevy in a Ford.
8. Slider drive shafts are allowed
9. SMALL WELD IN CENTERS ALLOWED (8" Diameter Maximum) **NARROWED WHEELS OKAY. No Other Welding on Wheels allowed!** ANY 16" or SMALLER TIRE ALLOWED (TUBED ONLY) NO FOAM FILLED OR SOLID TIRES.

## Driver Compartment

1. 4-point square cage only with one 2x3 down tube to TOP OF FRAME or sheet metal per side. max 60-inch side bars 6-inch max. Halo bar allowed to back seat bar or Top of Frame. All "down bars" MUST be within the INTERIOR Door Seams. ENTIRE down bar must be within INTERIOR door seams.
2. Drivers' door must be padded.
3. Gas tank and battery must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor. (For Duo Driver Battery can be behind the seats or on the dash bar but must not reinforce the car. **Simple Gas Tank Protector Allowed must remain a minimum of 2" away from back seat sheet metal (speaker deck) & 6" away from floor & any other sheet metal. Wagon or any car with 3<sup>rd</sup> row seating Gas Tank Protectors must remain 6" in front of center line of the rear axle housing.**
4. Nothing may be mounted in a way that strengthens the car.
5. Trans coolers allowed. Must be mounted inside 4-point cage area. (Outside of Cage area ok in Duo Driver if it doesn't reinforce the car)

## Bumpers

1. You may weld on any stock bumper off of a car legal for this class (80's Duo Driver Class may use a bumper per these rules, meaning you CAN run a 74 Chevrolet Impala bumper on an 80's Ford), you may weld the stock bumper bracket for the CAR ONLY to frame 4 inches from the back of bumper, single pass only. In addition, you may put 4 one-inch welds on back side of bracket or to weld shock inside frame (example Crown Vics).
2. Bumpers are Allowed to be "Stuffed" and the Chrome beat down & welded.

3. Shocks may be collapsed and welded. All shocks and brackets in stock location for the car you are running and must be flush with the front of frame or extended beyond the front of the frame. Again, all bumper brackets and shocks must be in stock location. Or you may shorten the frame to one inch in front of the core support and hard nose but brackets cannot go back any farther than stock. EXAMPLE: 79-02 Crown Vic if you shorten the frame the allotted amount (1" in front of core support) you will be removing approx. 2.5" of frame, you must shorten down your bumper shock so the rear of it would bolt in the factory location.

4. Or you may chain, one piece of chain per side BOLTED from the mount to mount to hold on the bumper. Only welding allowed is doors, bumper, engine mount, and cage!

If you call me on these rules, the answer is most likely NO! Simple rules, simple build, keep it that way. Again, do not get "creative" or read into these rules, let us get back to the basics. Remember, if it is not clearly described above, it is NOT allowed.

### **Repair Plates:**

ALL REPAIR PLATES MUST HAVE A MINIMUM OF ½" HOLE IN THE PLATE TO GAUGE THICKNESS

Repair Plates will be allowed to be "altered" (taco, tee pee, formed, slit, etc.) But they must remain one piece & start out as a 6"x6"x1/8" thick square (no diamonds or parallelograms allowed). Repair plates will only be allowed to attach to the frame (cannot attach or come within 6" of the drivetrain at any point)

Once a repair plate is welded onto a frame it will not be allowed to be cut off & moved at all.

Fresh Car's will be allowed (1) 6"x6"x1/8" thick repair plate per frame rail (Passenger side & Drivers side Frame Rail)

Pre-Ran Car's will be allowed (5) 6"x6"x1/8" thick repair plates per frame rail. (Passenger side & Drivers side Frame Rail)

**Frame Rust Repair:** Will be allowed but must call for approval & send photos. DO NOT REPAIR FRAME RUST WITHOUT CALLING FIRST! Logan 308-627-0827

**Sheet Metal Rust Repair:** Sheet metal rust repair will be allowed in the floor boards of the car & in the body mount area (the body mount area must show visible rust or you will cut it), sheet metal must be the same thickness as the factory floor pan for the car you are running. This repair will be allowed to be welded in 2" on and 2" off. DO NOT WELD IN SOLID! Best to send pictures before repairing any sheet metal.

#9 Wire is Allowed on PRE-RAN CARS ONLY. (2) Place Per window opening with (4) loops = (8) Strands. This wire is only allowed to go from the roof to the frame or floor. NOT AROUND the cage at all. "Eye Bolt" bolts are allowed to tighten Wire. You are allowed a standard ½" flat washer where the wire passes through sheet metal but the washer CAN NOT be welded.