

CS Promotions, LLC
2023 BONESTOCK Rules & DUO BONSTOCK Rules
Chad Anderson 402.992.0318 or Shawna Anderson 402.992.0231
TERRY: 402.910.8076

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. All officials' decisions are final!!

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 1970 or older suicide Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc...
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 don't want to hear about it after the show.
11. **Any questions, ABOUT these rules call to us... If it does not say you can do it THEN DON'T. We can't stress enough to call first.**
12. Judges 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 doesn't 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.*

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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. Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk with a single 90-degree bend.
4. Anything can be removed, NOTHING can be added
5. Fasten trunks, hoods, tail gates in 4 places, 2 strands of #9 wire. You may weld doors 6 inches total on each vertical seam only 2"x1/8" Strap. Drivers door may be welded 12 inches total on vertical seams only 2" x 1/8" strap, in addition for safety you may plate the exterior of the driver's door with a 14" wide x 1/8" thick piece of plate, this plate must not exceed 2" beyond the driver's door seams (FOR DUO DRIVER EVENTS YOU MAY DO THE FOLLOWING TO THE PASSENGER DOOR AS WELL! Total weld of 16" on trunk, 8" each side.
6. You may replace two front body mounts with two 5/8" threaded rod with eight 3-inch washers and 4 nuts, Bottom nut and washer must be inside frame and may extend through hood. ZERO welding allowed to mount this rod. You are allowed to change body mount bolts with 1/2" bolts, 3inch washers max. MUST have 1" stock body mount rubbers, DO NOT SUCK solid.
- 6B. You will be allowed (4) additional hood bolts beyond the core support hood bolts. These 2 additional hood bolts must not exceed 5/8" diameter and can only be 8" in length. They must be attached to sheet metal only.
7. #9 wire, chain required, 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. No suspension modifications allowed. Must remain strictly stock. ZERO aftermarket parts.
- 2B. You will be allowed to use #9 wire to wire upper a-arms in place for added height (2 loops of wire only per upper a-arm) if this #9 wire is routed around the frame and we feel it will benefit the frame you will cut it.

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Or You may use 3/8 chain to hold down upper A-Arm- (only 3 links allowed) one must be welded to the A-Arm and one must be welded to the frame, center link CAN NOT be welded to any other links or to A-arm or to the frame. There is to be NO welds on the center link. ABSOLUTELY NO STRAPS ON UPPER & LOWER A-ARMS.

3. You may use 2 twists in spring spacers per side (store bought, no homemade)

4. You may use a single strand #9 wire to hold coil spring to rear end and leaf sprung cars may use 4 single strands #9 wire as leaf clamps.

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. No wrapping around the frame, it has to be straight up and down (hanger to hanger).

6. Doubled coil springs in the rear ok. No front springs in the rear. ONLY DOUBLED REAR SPRINGS WILL BE ALLOWED.

Drive Train

1. ANY drivetrain allowed with the following criteria.

2. Only the lower stock engine mounts 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. No tranny protectors, no aftermarket transmission bellhousings, stock mounting only, stock cross members for car running only (year, make & model).

4. Rear end swaps allowed, no bracing, no welding, no re-enforcement, Pinion brakes will be allowed but mounts cannot be welded to rear axle housing, nothing should be welded to rear axle housing. Max axle size 31 spline, Ford, GM or Mopar Clarification: All must be factory axles (cast flanges) and rear ends, you may use a factory 9" or 8 3/4" with factory lower brackets off of a coil spring rear end and weld on upper with rubber mount. (You are allowed to weld spider gears inside of rear end) - All money winners will have to load on trailer and pull axles before payout.

5. Floor shifters allowed, headers allowed, gas pedals, after market steering columns. 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!)

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6. Lower engine cradles only. No pulley protectors, skid plates, protectors of any kind, no aftermarket parts of this nature at all.
7. You may swap engines, ex... Chevy in a Ford.
8. Slider drive shafts are allowed
9. STOCK OEM WHEELS or Small WELD IN CENTERS are allowed. ABSOLUTELY NO WELDING ON WHEELS. ANY 16" or SMALLED TIRE ALLOWED (TUBED ONLY) NO FOAM FILLED.

Driver Compartment

1. 4-point square cage only with one 2x3 down tube to SHEET METAL only per side. max 60-inch side bars 6-inch max. Halo bar allowed to back seat bar or SHEET METAL. Gas tank protector. must be mounted horizontally and 8 inches off floor, 6 inches all vertical tin. No interior body shaping. Tank protector can have uprights and can connect to halo on drivers side only. This is for driver safety only, don't get stupid or you will cut!!
2. Driver's 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)
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 as long as 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 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). All bumper material longer than 4" back must be removed. Bumpers can be stuffed but they have to have stock facing and backing of bumper.

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2. Shocks may be collapsed and welded. All shocks and brackets in stock location only and extended one inch in front of frame. Again, all bumper brackets and shocks must be in stock location. Or you may shorten to one inch in front of the core support space and hard nose with no shocks or brackets on car. Stock bumper bracket/shock must be ford to ford, chevy to chevy, dodge to dodge.

3. 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!

This build should only take 3-5 days, if you spend more than that you are overbuilt for this class and will not run! If you call me on these, 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's get back to the basics. Remember, if it is not clearly described above, it is NOT allowed.

Repairs:

Pre-ran car's will be allowed (4) 4"x6"x1/8" thick repair plates per frame rail. Repair plates must have a 1" hole in it to gauge thickness and have to be flat flat against the frame.

Frame Rust Repair: IS NOT ALLOWED AT ALL IN THIS CLASS. TAKE BEFORE PICTURES AND CALL.

Sheet Metal Rust Repair: The only sheet metal rust repair will be allowed in the floorboards of the car, sheet metal must be the same thickness as the factory floor pans 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!

03's and Newer:

Must remain 100% factory suspension for that specific car absolutely no modifications are allowed!

Must use Factory rack & pinion, no steering box conversions.

Must run the factory aluminum cradle and NO added metal is allowed.

*** Disclaimer to car builders and drivers:** If it does not say you can do it within these rules, do not do it! Any cars that do not pass inspection will need to be corrected or you will remain loaded. All officials' decisions are final – if you, your pit crew, or any of your spectators choose to argue with any of the officials before, during, or after the event(s), you will be disqualified and escorted out. This is a family event and you must always remain respectful.