

# Bonestock Big Car 2024 Rules

**DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! IF IT DOESN'T SAY YOU CAN, YOU CAN'T!**

**NO IMPERIALS, SUICIDES OR CHECKER CABS, or you will be loaded, your choice! DO NOT paint anywhere on suspension or frame, we will not even inspect your car.**

- Remove all glass mirrors and plastic. Remove all decking in wagons
- All cars will be worked on and kept in the pit area.
- Only cars from 1980 and up are allowed in this class.

## **COMPETITION RULES:**

- Drivers must remain in the vehicle with helmet, seat belt, eye protection and steering wheel on 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 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 60 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; team driving will not be tolerated.
- Any questions, **CALL FIRST**. Don't assume anything. The Officials decision is final.

## **BODY:**

- No sedagons, **ZERO** crease enhancement, **ZERO** sheet metal or frame shaping, forming or folding.

- Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk to the floor with one single 90° bend.
- Wagons ONLY if you remove your tail gate may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.
- Anything can be removed; NOTHING can be added. – All cars competing must have a hood on at all times to run.
- Fasten trunks, hoods, tail gates in 6 places, 2 strands of #9 wire (Sheet metal to sheet metal only) or 6 locations using 1/2 bolts with store bought washers through the drip rail in the trunk. You may also use angle no longer than 2" long and a single 1/2" bolt to hold hoods shut.
- Door seams may have no more than 6" of weld, vertical seam only. Drivers door may be welded 12 inches total on vertical seams only. 2" x 1/4" strap.
- Window Bars must be no bigger than 1/4 "x 3" wide MAX
- Radiator Guard 1/8 "material MAX

#### **BODY MOUNTS:**

- You may have up to a 6" core support spacer, 2"x2" tubing max (it may not be welded if metal)
- 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 mount plates may not be welded in any way.
- 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.
- #9 wire or chain required in front windshield.

#### **FRAMES:**

- You may dimple your rear frame rails only to achieve the frame to roll
- 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 no painting or spraying any material on frames or welds. Cars will not be inspected.
- Frames can be bent and pitched.
- You may have 1: 3"x6" plate for bumper mounting per frame rail. This is allowed front and rear
- Can have 4 plates on a fresh car and 8 plates on a previously ran car.
- OEM cross member OR 2"x2" a straight piece of square tube. May weld a piece of 3"x3"x6" angle to frame to aid in attaching cross member only to side rails.

### **BUMPER SHOCK:**

- Era Specific, Model Specific (e.g. Metric Ford to Metric Ford)

### **SUSPENSION AND STEERING:**

- You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.
- You may not have a wishbone if your car did not come factory with them (e.g. 98-02 may not use a box ford wishbone).
- You may change coil springs to a stiffer OEM passenger car spring.
- OEM style replacement ball joints only
- 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).
- Aftermarket steering columns and shafts are allowed. These components may not strengthen car in anyway at any time.
- 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 its 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 stem 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 on brackets etc. An 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 the A arms to get height.
- Rear control arms may be changed, but must be stock.

- Rear control arms must be OEM, but may be boxed in or doubled.
- You are only allowed to have 4 control arms MAX
- 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.
- 03 Engine Cradles may not be welded to the frame in any way (if found to be welded you will not get the option to cut). May only mount to top 4 cradle bolts, may only go past cradle bolts 3" MAX (e.g. Budde Metric Cradle or The "Bigshow" Cradle)

#### **DRIVETRAIN:**

- ANY drive train & transmission (manual transmissions allowed, Steel Bell or JW Ultra bell only, Stock Tail housing, no trans brace, no mid plates, OEM transmission case only)
- You may run a basic front plate and lower engine cradle with pulley protector, but it must be mounted to the car with OEM style mounts. Nothing can attach cradle to bell, brace, or tail. Side Bars on cradle may not be longer then back side of motor mount.
- No engine chains, unless approved with pictures
- No halo/carb protectors

#### **REAR AXLE:**

- Any axle but must be hung with factory type control arms
- Rear end brace will be allowed.
- Pinion brake is ok.

- You may run 3/8 chain around rear end back to the frame with only each end of the chain welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.
- No all-thread shocks.

### **DRIVERS COMPARTMENT:**

- 4-point square cage only, (1) down tube in the center of each front door 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.
- Gas tank mount may be welded to back bar, but bar and fuel cell/tank must be 4 inches from rear sheet metal. See below for mounting fuel tank/ cell to floor.
- 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.
- Driver's door must be padded.
- Gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor. 24" wide MAX
- Nothing may be mounted in a way that strengthens the car.
- Trans coolers allowed. Must be mounted inside 4-point cage area. Or on cage must be tight to cage if mounted on back bar.
- Down Bars must be in center of front doors, mounted only to top of floor pan welded to sheet metal only, 2"x4" max tubing (If you beat floor pans down you will cut them loose)

### **BUMPERS:**

- You may hardnose front and rear bumpers if desired, but no shortening rear frame.

### **FOLLOW RULES BELOW IF USING A SHOCK:**

- You may weld on any DI approved bumper (see below). Bumper brackets (in factory location) maybe weld continuously to frame 4 inches from the back of bumper only. In addition, you may put 4 one-inch welds on back side of bumper bracket or to weld shock inside frame (e.g. Crown Vics). You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard-nosed.

- Call with special cars to mount bumper legally. Rear brackets on rear and front brackets on front. Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper.
- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.
- Bumper may not exceed 9"x9".
- Bumpers are interchangeable for all cars.
- If you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper
- Bumper must appear stock from the stands with no spike or protruding items.
- If your bumper will not fit in a factory skin, it is too big.
- 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; Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.
- 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 CAN'T!!**

- 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 through inspection. (One re-inspect)
- 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!

**Call:**

**Charles VanMeter (270) 200-0800**

**Levi VanMeter (270) 799-3508**

*If you have questions about rules, be sure to call before.*