

Hardcore Full Size Rules

Any year, foreign or domestic, mass produced 2 or 4 door hard top cars or factory leaf spring station wagons permitted.

No 1973 or older Chrysler Imperials or Imperial sub-frame cars permitted. No hearses. No open roofs, no trucks, no vans, no four wheel drive vehicles, no limos or utilities are permitted.

If it is not in the rules, it does not mean you can do it.

Drivers will be given one warning for sandbagging before being disqualified. You must make an aggressive hit every thirty seconds. You will have one minute to restart your car. You are permitted to continue racing if your car catches fire once; however you will be disqualified after the second fire. Do not use your driver's door as a shield. Driver's door hits are NOT permitted. Teamwork is not permitted. You will be given one warning before being disqualified. A 12"x 12" minimum roof sign is mandatory.

Inspection

1. Officials have the right to drill, scope, etc. as they need too.
2. Officials have the right to re-inspect any car before, during and after the event.
3. Any car found to be cheated will not receive any prize money or trophies.
4. All drivers MUST attend the drivers meeting.
5. Drivers ONLY allowed in the inspection area while the cars are being inspected.
6. Cars that have failed tech get 1 re-inspection. All cars that need a 2nd re-inspection must wait until all the cars go through their initial inspection before they get their 2nd re-inspection.
7. Cars that fail tech due to rules or safety issues will forfeit entry fee.
8. Bring torches!!!
9. Anything found outside the rules not only be cut but will be REMOVED!! A half hearted attempt to cut something will not be accepted.

Stripping

All outside hardware such as glass, plastic, fiberglass and chrome molding, door handles, mirrors, etc. must be removed prior to arrival. No broken windows in doors or glass left around windshield area. Interior must be completely stripped minus driver's seat. Cars must be swept clean of all dirt and debris. If dash is left in place radio, ash tray, glovebox or anything that may come loose must be removed. All airbags must be removed. No OEM gas tank, it must be removed. All decking in the rear of wagons must be removed.

Safety

DOT or Snell rated helmets required, long sleeves, pants and eye protection must be worn. No open toed footwear. Helmets must be worn at all times. If your helmet comes off during competition you will be immediately disqualified. A fire suit is HIGHLY RECOMMENDED. A fire extinguisher is HIGHLY RECOMMENDED and must be securely mounted within the driver's reach. Seat belts



must be fastened. Battery must be moved to the passenger floor or cage and securely mounted in a battery box and covered. Fuel cells must be safely installed and mounted securely. All fuel lines double clamped and ran in a manner that they will not get pinched or cut. No ratchet straps or seat belts as hold downs. Self tapping screws ran through the floor are not acceptable. Milk crates are not battery boxes. ALL CARS MUST HAVE WORKING BRAKES!!! IF IT'S NOT SAFE YOU WILL NOT RUN!!!

Suspension

You may lock the suspension solid using ONE of the following options NOT both: flat stock or angle iron from lower A-arm vertically to the frame using 3" inch welds on frame with only one piece per A-arm with a maximum thickness of 1/4 inch. OR a 2"x4" 1/4" thick max plate welded on the front and rear side of the upper a-arm. The plate can't extend farther than 2" from the a-arm. You may swap A-arms with any OEM automotive (car only) A-arm. No truck A-frames permitted. No added metal to the A frame is permitted. Aftermarket tie rods allowed but must use a stock stlye end. No hiem joints allowed. . No aftermarket spindles are permitted. Any OEM automotive (car only) stock spindle will be allowed. No added metal is permitted. Factory replacement screw-in ball joints are permitted. No coil to leaf spring conversions. Factory leaf springs must be mounted in the factory orientation. Factory leaf sprung cars will be allowed seven 5/16" factory leaf springs in factory configuration and location with a 3" stair step. No upside-down or sideways leaf springs. Shackles and U-bolts may be swapped. A maximum of 3 spring clamps will be permitted, with one in front of the wheel and two behind. Maximum size of leaf spring clamps will be 2"x 5" x 1/4" using two 1/2 x 5" bolts per clamp.

Sway bars may not be altered from OEM shape or size. Sway bars may not be welded to the frame in any way. Sway bars are to be mounted to the frame using OEM brackets and hardware in its factory location. The sway bar may not be welded to the pulley protector. You may bolt the sway bar to the lower A-frame using a 1/2 inch maximum bolt. You must use the sway bar in the factory orientation. Watts link conversion kit may be used. This must be mounted in the 80s style factory location and manner. 3"x3"x6" tubing may be added to the frame for lower trailing arm mounting purposes Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms.

Maximum size of 1" all-thread may be used in place of factory shocks. All-thread must be placed in the factory shock location. The all thread may not be used as an extra body mount.

03 and newer Fords will be allowed to use the old style steering box draglinks, spindles, upper A arms and tie rods, NO ADDED METAL !!!!! The FACTORY aluminum cradle MUST be used and MUST stay in the FACTORY LOCATION!!!! Your steering box must be mounted in the same manner as the car it came off of NO EXCEPTIONS!!!! steering box must be bolted thru the frame like the factory intended it to be ,the idler arm bolts may pass thru 1 layer of the frame only or be welded NOT BOTH !!. ALL of the factory crush zones, holes must remain open and untouched ANY Questions please call if done wrong this would be to hard to FIX at the event SO CALL 1st PLEASE.

Rearend

Any five or eight bolt rear end pattern is accepted. Spider gears may be welded. Rear ends may be braced and trussed but nothing added to the housing can be used to strengthen or prevent the frame or body from bending in any way. No leaf spring conversions.

Frame

No frame welding. No altering of frames other than described in these rules. No seam welding (even where the factory forgot!). All metric 1977 and newer GMs, 1979-02 Ford, Mercury and 1980-02 Lincoln full frame cars may be tilted at the crush box area only. 70s and 03 up cars ARE NOT ALLOWED to tilt. ALL FACTORY COIL SPRUNG CARS ARE ALLOWED A 1/4"x4"x 24" HUMP PLATE. It must be centered in the hump and contoured to the frame. They will be measured straight across from the farthest point to farthest point. Leaf spring cars may not have a hump plate. No hump chains. No chains from frame rail to frame rail. Notching or dimpling of rear frame rails is allowed for frame bending purposes only. Front frames maybe shortened but no farther than the front side of the factory core support mount hole. Front frame mounts may not be moved and may not be reinforced. ALL FRAME DAMAGE OR RUST REPAIRS MUST BE OK'D and VERIFIED FIRST!!!! If your frame Repair is OK'D ONLY THEN can it be repaired in the following manner!! No frame repair may be longer than 4" long and 4" high using 1/8" flat stock with a 1/2" hole in the plate. No angle iron. No frame holes may be welded shut.

No painting or undercoating on, inside, or outside of the frame. No blended metals, no grinding or buffing of frames.

Transmission cross members may be changed out to 2x2x1/4 max square tubing. Transmissions may be mounted using a factory transmission mount or one 3/8 max chain wrapped around and bolted (not welded) to cross member. You may use 2x2x1/4 angle 6 inches long to mount cross member to the frame. Cross member must run straight across.

Bumpers

Any OEM bumpers permitted. DEC and SMW bumpers permitted. Loaded or homemade bumpers accepted. Must be no bigger than 6"x6" square and have no more than and 10" point centered measured from the back of the bumper to the tip of the point. The point must taper over an area 32" wide. Ends of the bumper may be capped. Loaded Chrysler pointy bumper is accepted. Chrome may be welded to the backing plate of bumper. You may hardnose the front bumper to the end of the frame. The bumper may not slide over the end of the frame. You may have a 10"x4"x3/8 plate welded with a single pass no larger than 1/2" wide on the outside (a-arm side) or the top. Not on the bottom, or inside (engine side) of the frame. Nothing is permitted inside of the frame unless using a stock shock mounted with factory hardware in the stock location and not welded in any fashion other than the bumper to the end of the shock.. If using a shock on the outside it can't be attached in any way beyond the 10"back from the end of the FRAME. Anything beyond the 10" measurement will be cut and removed. Rear bumpers may be hardnosed using a 10"x 4"x 3/8" plate measured from the end of the frame. If using the OEM shocks and brackets to your model car u may weld them 10" from the end of the frame. Anything beyond 10" must be in the factory location and use the factory hardware to fasten it to the frame.

Rear bumpers may be attached to the body in two places using 3" wide 1/4" strap no longer than 4" You can loop a triple strand of #9 wire in two locations running from the front bumper to the radiator support.

3/8" chain may be welded to outer bumper skin for both the front and the rear with a maximum of two links welded to the frame top and bottom. Chain links may not be welded together. Bumper chains must be welded to the frame within 10" from the end of the frame. Anything welded beyond 10" will be removed. Bumper chains may not pass through the body in any manner. Chains are to be attached from the bumper to frame only. Maximum bumper heights must be 22 inches to the bottom of the lowest point. A minimum of 15 inches is permitted in the rear, measured from the bottom of the bumper.

Body



All quarter panels will remain at factory OEM height. Trunk lids/tailgates may be welded shut in a 3 on 3 off pattern using 3"x 3" x 1/4" plates. The trunk may not overlap the quarter panels. No interior body seams may be welded. The trunk lid may be bent down at a 90 degree angle to the floor and welded in four places using 4 pieces of 3x3x1/4" angle. Rear decking in a wagon must be removed. Outer body panels cannot be welded to inner panels. Excess sheet metal on the front fenders may be folded and bolted only no welding to the core support in a single layer using THREE 3/8 bolts and a 1/2" O.D washer. The maximum amount of dip in the trunk lid is 10 inches. One fifteen inch inspection hole is required. Hole may be bolted in six places with a maximum of 3/8" sized bolts, 1 inch in length with 1 inch washers. Body panels may be creased, but the crease may not be welded. No doubling of exterior or interior body panels.

No metal may be added to the radiator support. The radiator may be strapped in two places, vertically. 1/4 inch all-thread, one inch banding, or three strands of 9 wire may be used. Condensers may be mounted in four places, factory style only with a maximum of four 3/8 inch bolts. No heavier than 1/8" expanded metal mesh is permitted to replace the condenser. Mounted in four places using four 3/8" bolts or four 1" welds. Mesh may be no wider than the inside of the frame rails

All hoods must have a minimum of two 12x12 inch holes. Holes may be bolted in six places with a maximum of 3/8 sized bolts, 1 inch in length with 1 inch washers. 3x3x1/4 inch maximum dimensions Hoods may be held down in 6 places. You may add 3x3x1/4" angle to the inner fender for hood bolt mounts. 1/2 inch bolts for hood hold-downs. You may use 1 inch all-thread running from the core support mount through the core support. All-thread must run vertically. All-thread may only be sleeved with 2" O.D. pipe or 2"x2" tubing from the frame to the bottom of the core support. Spacers may not be welded to the core support or the frame. All thread counts as 2 of your hood hold down spots Hoods must be able to be opened for inspection.

The driver's door may be welded solid and we HIGHLY RECOMMEND it be plated on the outside 1/4" max plate. Driver's door protection cannot extend more than 3" past the door seams. Doors may be welded, banded, bolted, or chained shut. If welded must be a 3 on 3 off pattern using 3"x 3" x 1/4" plates maximum. Six locations of wire or banding may be used if you choose to do so. Three strands of wire per hole or one banding strap per hole will be the maximum permitted. Chain, wire, or banding must not pass through or around the frame in any location. Maximum strands of wire is three, maximum width of banding must be one inch. Chaining, wiring, and banding must be done sheet metal to sheet metal. No washers welded in for wiring will be permitted. No creasing, welding or doubling of the transmission tunnel. Absolutely no alterations to the transmission tunnel are permitted. Front and rear window bars may be made of 2x2 inch square tubing, or 1/4"x 3" flat bar. No leaf springs. Bars may go a maximum of 6 inches onto the roof and firewall, they can't be attached to any cage component .Wheel openings may be drilled and bolted with a maximum of 3/8x1 1/2" bolts in 6 places.

Body Mounts

You may change all the body mounts 1/2 x 6 inch bolts only. You may use 3"x 1/4" thick maximum washer size (square or round). A minimum of 1" space is required between the body and frame. You may use tubing or pipe max 3" diameter, hockey pucks or stacks of washers. All spacers must be a single spacer per hole. You may not have one spacer connecting between two holes Maximum washers top and bottom must be 3x3x1/4". No additional body mounts are permitted. Relocation of the body mounts is not permitted. Body mount bolts will pass through one layer of the frame and the sheet metal of the floor .Core supports spacers can be no bigger than 2"x2" square tubing or 2" diameter pipe. Spacers may not be fastened to frame, core support, or body of the car in any way.

Cage



You may run one bar behind the seat (from post to post), one bar for the dash, and one bar for each door connecting the seat and dash bars, creating a 4 bar cage. No cage components may be inside the doors. Gussets are permitted but can't be longer than 12". Cage material may be 4"x 4" tubing or 4 inch pipe maximum size to be used for the dash and seat bars. ¼ by 6 inch mounting brackets may be used for dash and seat bar installation. The dash bar is to be located a minimum of 5 inches above the transmission tunnel and a minimum of five inches from the firewall to be measured at the back of the distributor. Door bars may not extend more than 8 inches past the seat bar. Rear seat bar can't be any farther back than where the kick panel meets the rear seat. A center bar is permitted but must be a minimum of 5" from the transmission tunnels and be a minimum of 5" from the firewall. No down bars off of any cage component. No kickers. Gas tank protectors will be permitted. Gas tank protector must be centered on the seat bar and no wider than 24" on the outside. It must be located a minimum of 1" from the rear seat sheet metal. You may not beat the sheet metal back to the package tray. No bolting the package tray to the rear seat sheet metal. No part of the tank protector may be attached or come in contact with the rear window bar. A halo bar is recommended and must be run vertically over the roof and must come off the rear seat bar or door bar. Halo may be 4"x 4" max. Halo may be bolted to the roof in two spots using ½" bolts and bolted within 2" of the bar.

Gas Tank

The fuel tank must be securely mounted to the rear seat area or tank protector if you choose to use one. Gas tanks must be constructed of metal. This includes metal fuel cells, Jerry cans and boat tanks. No plastic tanks or lacquer cans will be permitted. Fuel line must be securely fastened and clamped so that it may not pull free from the tank. All lines must be leak proof!! Gas tanks must also be covered with a cover made of non-flammable material. Four ½" inch holes must be drilled in the floor underneath the tank if it is mounted on the bar, or around the perimeter of the tank if mounted on the floor. If you are using an electric fuel pump, you must use high pressure fuel line. A shutoff switch must be located on the dash bar. Shutoff switch must be visibly marked.

Drive train

Any engine or transmission is permitted, but must be mounted within six inches of the stock location using stock or comparable motor mounts only. Any stock style 2 bolt transmission mounts are permitted. No steel tail shafts, bracing, or brackets. Aftermarket bell housings will be permitted. You are allowed one chain mounted to the transmission cross member only. Chain links cannot be welded. The maximum size of chain is 3/8 inch. Motor chains may be used with a 3/8 inch maximum size. Chain must be bolted to the motor and dropped vertically with no more than two links welded to the engine cross member. Links may not be welded from the frame to the motor.

No distributor protectors may be used, but a simple distributor hold-down is permitted. This hold-down cannot offer any protection for the distributor. It's purpose is for securing the cap only. A simple lower engine cradle/pulley protector is permitted. This cradle/protector may encase the bottom half of the engine only. Cradle may have a front engine plate attached. Skid plates may be used for the oil pan and transmission pan separately. No single skid plate covering both pans will be permitted. Skid plates cannot extend beyond two inches past the pan.

Transmission coolers and oil coolers are permitted. fuel coolers are not permitted. Transmission/oil coolers must be secured, contained, and covered inside the car for the driver's protection using the proper hydraulic or metal line for the application (JIC recommended). Headers are permitted.



Aftermarket shifter, gas pedal, and brake pedals are permitted. Aftermarket steering columns are permitted. Electric fans are permitted. Slider drive shafts are permitted. Aluminum radiators are ok. The radiator must be mounted in the factory location. No homemade radiators or water tanks. Cars must have working brakes. All fan blades must be covered by hood and you must run an air cleaner!!!!!!

Tires and Wheels

Any rubber tires are allowed up to 16" in diameter. All tires must be air-filled only (no foam, water, etc.).

1. OEM stamped steel wheels only. Solid wheels are permitted, bead locks will NOT be permitted. Simple valve stem guards are permitted "ANY" weld-in centers are allowed to achieve desired bolt pattern. Bead/wheel lip protectors are permitted.

Battery

One 12 volt battery will be permitted. Battery must be bolted to the passenger side floor board. A battery box is highly recommended. Battery must be covered with non-flammable material.

Pre run Cars

All pre run cars must comply with the rules stated above. You will be allowed to have a MAX of EIGHT 4"x4"x1/4" "fix it plates" per car, they must be purchased from Hardcore Derby Promotions for \$2 each. This is to ensure that every repair plate is exactly to size and eliminate any potential oversized or misused fix it plates. They may only be stitch welded to the outside of the frame and must be able to prove the bend. There must be a 1" minimum gap between the fix it plates. You only get four on the passenger side frame rail of the car and 4 on the driver's side frame rail. You may repair the body but can't use anything heavier than factory sheet metal. 2" overlap max. NO SKINNED CARS. Officials decision final on all repairs. DO NOT GO OVERBOARD OR YOU WILL CUT!! Contact an official if you have a question.

Rust Repair

Sheet metal only to patch the body. Stitch weld only and must prove the rust. Frame repairs need to be approved by an official. Pictures may be required. DO NOT GO OVERBOARD ON PATCHING OR YOU WILL CUT. JUDGES DECISION FINAL. Please call for questions.

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