

Hardcore 2024 Dominator / Pro-Stock Rules

Stoneboro Sunday Funday class

MOST IMPORTANT RULES

1. CHEATING WILL GET YOU LOADED-PLATES THAT ARE HIDDEN; FRAME WELDS NOT STATED IN RULES; PINNING OF FRAME RAILS; HIDDEN TRANS BRACES.
2. AMERICAN MADE SEDANS OR STATION WAGONS (PASSENGER CARS) ONLY. NO HEARSEs, EL CAMINOS, LIMOUSINES, FLOWER CARS.
3. NO PAINTING OF INNER OR OUTER FRAMES. IF OFFICIALS CAN'T VISIBLY TECH THE INNER AND OUTER FRAME-DUE TO PAINT-CAR WILL NOT BE TECHED.
4. OFFICIALS DECISIONS ARE FINAL.

FENDERS / % PANELS

1. (4) h" MAX BOLTS PER FENDER / % PANEL WITH h" MAX STORE BOUGHT WASHERS.
2. 4 BOLTS, 8 WASHER, 4 NUTS PER FENDER / % PANEL, THROUGH SHEET METAL ONLY.
3. NO ADDED BRACKETS OR NEW FACTORY BOLT LOCATIONS.
4. IF REPLACING FACTORY BOLTS, USE NOTHING LARGER THAN 3/8" BOLTS/WASHERS/NUTS.
5. MAY CREASE/PACK/PRE-DENT REAR QUARTERS AND FENDERS, BUT NO WELDING OR DOUBLING.
6. IF YOU USE LARGER BOLTS AND WASHERS, YOU LOSE THE BOLTS AND WASHERS.
7. QUARTERS MUST REMAIN UPRIGHT. NO WEDGING

HOOD

1. 6 TOTAL ATTACHMENT POINTS.
2. MAY USE 1" ALL THREAD THROUGH THE FRONT 2 BODY MOUNTS (RAD SUPPORT MOUNTING HOLES), THIS COUNTS AS 2 ATTACHMENT POINTS. THE OTHER 4 MUST BE SHEET METAL TO SHEET METAL WITH NO LARGER THAN A % X 5" LONG BOLT.

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3. ALL HOOD WASHERS NOT TO EXCEED 4" X 4" X 1/4", FLAT OR ANGLE.
4. (14) 3/8" BOLTS/NUTS/WASHERS MAY BE USED TO SECURE WEBBING PER HEADER OPENING ON HOODS.
5. HOOD HINGES MUST REMAIN FACTORY OR BE REMOVED.

ROOF

1. NO SEAM WELDING OR BOLTING UNLESS SPECIFIED. PATCHING IS ALLOWED WITH FACTORY THICKNESS AUTOMOBILE SHEET METAL

DOORS

1. 5" ON 5" OFF WELDING ON ALL EXTERIOR DOOR SEAMS. MUST BE INDIVIDUAL X1/4 PLATES.
2. MAY REINFORCE DRIVERS AND PASSENGER FRONT DOORS ON THE INSIDE OR OUTSIDE, NO MORE THAN 3" PAST DOOR SEAMS. NO THICKER THAN 1/4" STEEL.

TRUNK

1. 5" ON 5" OFF WELDING ON EXTERIOR TRUNK SEAM. MUST BE INDIVIDUAL X1/4 PLATES.
2. SPEAKER DECK CAN BE REMOVED.
3. 12" HOLE IN THE TOP CENTER OF THE TRUNK LID. IF WE CAN'T SEE BEHIND THE WHEELS OR ABOVE THE REAR FRAME RAILS, YOU'LL BE ASKED TO CUT ANOTHER HOLE-YOU WON'T LIKE.
4. MAY BE DISHED IN THE CENTER FOR VISIBILITY.
5. TRUNK MUST REMAIN IN FACTORY LOCATION. Must be a factory deck lid for that model. CANNOT BE SLID FORWARD OR BACKWARDS. NO MORE THAN 4" OF TRUNK ATTACHEMENT ON PACKAGE TRAY.

RUST

1. RUSTED AREA MUST BE REMOVED, 1/2" OVERLAP FROM NEW METAL TO OLD METAL, NEW RUST PATCHES MAY have minimum OVERLAP. You may perimeter WELD,. DON'T STAGGER THE WELDS ON Two PATCHES TO HAVE ONE CONTINUOUS WELD BETWEEN Two PATCHES.

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2. NEW METAL NOTTO EXCEED FACTORY THICKNESS.
3. No exaggerating patches- YOU'LL LOSE IT-ZERO TOLERANCE.

FLOOR PAN

1. ALL RUST REPAIR STATED IN RUST SECTION APPLIES.

BODY MOUNTS

1. REPLACE WITH 5/8" MAX SIZE BOLTS 5" MAX IN LENGTH. (TOP SIDE FRAME TO BODY).
2. 4" X 4" X 1/4" FREE FLOATING WASHERS MAY BE USED TO SECURE THE BODY TO THE FRAME. You may also weld the same spec washer on the frame at the mount location
3. MUST HAVE 1" MINIMUM INDIVIDUAL SPACERS BETWEEN THE BODY AND FRAME. 3" X 1/4" MAX ROUND OR SQUARE TUBING. NO ADDED BODY MOUNTS. YOU MAY NOT RELOCATE ANY OF THE FACTORY BODY MOUNTS.
4. IF YOU CHANGE THE MOUNT YOU MUST MAINTAIN THE 1" GAP.

WINDOWS

1. TWO 3" X 1/4" flat or tube WINDOW BARS (N THE FRONT WINDOW ONLY.
2. REAR WINDOW BAR CAN BE NO LARGER THAN SQUARE TUBING.
3. 3" OF ATTACHMENT ON TOP AND BOTTOM. May attach to firewall, dash bar etc. they may not bridge gaps between car superstructure , components, etc to midplate or dp etc
4. WINDOW BAR MOUNTED WITHIN 3" OF WINDOW OPENING. 3" ON ROOF AND 3" ON TRUNK.
5. WINDOW BAR MUST BE CENTERED WITHIN THE REAR WINDOW OPENING.
6. Drivers door window may have a perimeter bar ,tube or reinforced to supply support in case of rollover.
7. End of Window bars may attach to the halo for enhanced roll over protection. Keep sizing and attachment in check with rule

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CORE SUPPORT

1. FILL THE OPENING IN FRONT OF RADIATOR WITH 1/4" MAX STORE BOUGHT EXPANDED METAL OR 10 gauge RAD GUARD. MUST REMAIN WITHIN THE CORE SUPPORT BODY MOUNTS. MAY ONLY BE BOLTED WITH (8) W BOLTS MAX.
2. SPACERS CAN'T EXCEED TUBING. CORE SUPPORT SPACERS MAY BE WELDED TO FRAME AND BOTTOM OF CORE SUPPORT.
3. NO SEAM WELDING ON THE CORE SUPPORT.

INTERIOR CAGE

1. 4 POINT CAGE, material/tube, WITH 4 STRAIGHT UP AND DOWN - DOWN LEGS-3" MAX.
2. DOWN LEGS CAN BE WELDED -or THE TOP and SIDE OF THE FRAME ONLY.
3. DASH BAR MUST BE 5" FROM THE FIREWALL AND/OR TRANS TUNNEL.
4. REAR SEAT BAR NO FURTHER BACK THAN THE KICK PANEL, 5" OFF FLOOR.
5. MAY HAVE CENTER BAR 3" MAX AND 4" FROM ALL SHEET METAL.
6. 32" WIDE GAS TANK PROTECTOR; 6" MAX; NO GAP NEEDED. Rear seat BAR, 6" MAX MATERIAL, STRAIGHT UP-STRAIGHT ACROSS AND NO FURTHER BACK THAN THE KICK PANEL. IF WELDING TO THE FLOOR, THIS COUNTS AS YOUR 2 DOWN BARS. MOUNTING TAILS COMING OFF OF ROLL BAR CAN ONLY BE 6" IN LENGTH 2 TOTAL.
7. INNER CAGE CORNERS MAY BE GUSSETED.
8. Left blank intentionally
9. DOOR BARS CAN'T BE ANY FURTHER FORWARD THAN THE INSIDE OF THE FIREWALL OR ANY FURTHER BACK THAN THE REAR KICK PANEL.
10. ALL CAGE MATERIAL MUST REMAIN INSIDE THE PASSENGER COMPARTMENT with exception of door bars.

1.

FRAME

1. YOU MAY WELD WASHERS, OVER EACH BODY MOUNT HOLE as earlier described

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2. NO PATCHING RUST. SEE RULE#5
3. Frame stubbing permitted must be cut and fit cleanly , one weld similar to factory like attachment. Repair and stubbing are two different things.
4. FRONT FRAME MAY BE SHORTENED -or THE FRONT EDGE OF THE RADIATOR SUPPORT MOUNTING HOLE. NO SHORTENING OF REAR FRAMES PERIOD. CADILLACS MUST REMAIN 18" LONG FROM THE FORWARD MOST EDGE OF THE SRING POCKET.
5. FRAME REPAIR CAN ONLY TAKE PLACE AFTER A CONVERSATION WITH AN OFFICIAL. PICS FOR PROOF OF RUST AND REPAIR MUST BE SUBMITTED PRIOR TO EVENT.

FRONT FRAME

1. YOU MAY SEAM WELD THE TOP FRAME SEAM FROM THE FIREWALL FORWARD. TOP FRAME SEAMS ONLY, NO BRACKETS OF ANY KIND OR VERTICAL WELDS ON ENGINE CRADLE WILL BE ERMITTED TO BE WELDED.
2. DO NOT PAINT WELDS OR ANY PART OF FRAME AS STATED IN GENERAL RULES.

REAR FRAME

1. YOU MAY WELD A 6" X 22" X 1/4" HUMP PLATE TO THE OUTSIDE (TIRE SIDE) FRAME
MP.THIS RULE IS FOR COIL SPRING CARS ONLY WITH THE EXCEPTION OF LEAF SPRING CHRYSLER PRODUCT UNI-BODY CARS. METRIC GM AND CHRYSLER UNIBODY CARS MAY HAVE A 32"X1/4" THICK CONTOURED HUMP PLATE CENTERED ON THE HUMP. ALL HUMP PLATES MUST BE ON THE TIRE SIDE OF THE FRAME OR UNI-BODY. GM WAGONS AND FULL FRAME CHRYSLER CARS CAN HAVE A HUMP PLATE ON THE TIRE SIDE OF THE REAR HUMP.
2. NO SHORTENING OF THE REAR FRAME RAILS.

BUMPERS

1. FRONT BUMPER MAY BE FACTORY LOADED OR HOMEMADE, BUT MUST NOT EXCEED 14" FROM THE CENTER POINT TO THE BACK SIDE, WHERE BUMPER

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MOUNTS TO FRAME OR SHOCK MOUNTS. NO POINTS BIGGER THAN AN AMISH POINTY.

2. THIS IS THE ONLY BUMPER BRACKET RULE FOR ALL CARS EXCEPT METRIC/MID SIZE GM, CHRYSLER CARS, and 2003 + CARS. YOU GET 26" OF TOTAL BUMPER

BRACKET PER SIDE OF CAR TO BE USED ON THE FRONT AND BACK OF THE CAR. YOU GET ONE CUT ON THIS 26" BRACKET. YOUR BRACKET CAN'T GO ANY FURTHER BACK THAN THE FORWARD MOST PART OF THE A-ARM MOUNTING BRACKET AND MUST START AT THE BACK OF THE BUMPER WHERE BUMPER MEETS THE FRAME. EXAMPLE: IF YOU USE 18" FOR YOUR FRONT BUMPER BRACKET YOU ONLY GET 8" FOR YOUR REAR BUMPER BRACKET OR VICE VERSA. BRACKET CAN BE 3/8" THICK AND NO WIDER THAN 4".

3. WHEN MOUNTING THE BUMPER, YOU MAY SQUARE THE END OF THE FRAME, BUT MUST LEAVE THE BODY MOUNT HOLE OPEN AND VISIBLE ON THE BOTTOM OF THE FRAME.

4. METRIC/MID SIZE GM AND CHRYSLER CARS CAN HAVE A FRONT BUMPER BRACKET FROM BACK OF BUMPER TO THE FORWARD MOST A-ARM MOUNTING BRACKET. BRACKET CAN BE 3/8" THICK AND NO WIDER THAN 4".

5. BUMPER BRACKETS MUST BE MOUNTED ON ANY OUTER SIDE OF FRAME RAIL AND REMAIN 4" IN WIDTH. NOTHING MAY BE ATTACHED TO THE INSIDE OF THE FRAME. BRACKET MAY NOT BE FOLDED OVER TO TOUCH 2 SIDES OF THE FRAME. IT CAN ONLY BE ON ATTACHED ON 1 SIDE OF THE FRAM.

6. BUMPER BRACKETS MAY BE WELDED SOLID AND/OR PLUG WELDED.

7. MAXIMUM FRONT BUMPER HEIGHT, 22" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

8. METRIC/MID SIZE GM AND CHRYSLER CARS REAR BUMPER MAY BE MOUNTED

USING FACTORY BUMPER COMPONENTS FROM AMERICAN MADE PASSENGER CARS OR A 14" LONG BY 4" WIDE BY 1/4" THICK STEEL PLATE WELDED TO ANY SIDE OF THE REAR FRAME RAIL. CAN ONLY WELD 14" OF THE BRACKET PERIOD.

9. REAR BUMPERS CAN BE FACTORY LOADED REAR BUMPERS OR HOMEMADE REAR BUMPERS. NO POINTY BUMPERS ON REAR OF CAR.

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10. ALL COMPONENTS MAY BE WELDED SOLID. Rear frames within the last 14" may be dimpled, notched or straightened in one spot only.
11. MINIMUM REAR BUMPER HEIGHT, 14" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.
12. ALL BUMPER BRACKETS BOTH FRONT AND BACK MUST START BY TOUCHING THE BUMPER AND MEASURED BACK FROM THERE.
13. NO WEDGE OR KNIFE EDGE BUMPERS PERIOD.

FRONT SUSPENSION/STEERING

1. ANY FACTORY OEM SPINDLES SWAPS. MAY BE REINFORCED.
 2. NO AFTERMARKET OR GM LIFT SPINDLES.
 3. CENTER LINK MUST REMAIN FACTORY OEM BUT CAN BE REINFORCED.
 4. AFTERMARKET TIE RODS ARE PERMITTED.
 5. AFTERMARKET BALL JOINTS ARE PERMITTED. ONLY WELDING PERMITTED IS TO WELD IN BALL JOINT SLEEVES. And sleeve mounts
 6. FACTORY OEM UPPER AND LOWER A-ARMS MUST REMAIN FACTORY AND BE MOUNTED IN FACTORY MANNER.
 7. 1" ALL-THREAD PERMITTED IN PLACE OF SHOCKS. MUST RUN THROUGH FACTORY SHOCK HOLE.
 8. A SINGLE FACTORY OEM COIL SPRING PER SIDE IS PERMITTED, NO AFTERMARKET COILS. NO ADDED METAL IN COIL SPRING POCKETS. ONLY THING PERMITTED IN COIL SPRING POCKETS WILL BE COIL SPRING ITSELF.
 9. SWAY BARS MUST BE MOUNTED IN FACTORY WORKING MANNER, TOP AND BOTTOM, USING ALL FACTORY RUBBER COMPONENTS or 2" long mounts
NO WELDING OF SWAY BAR OR MOUNTING BRACKETS ANYWHERE than described
 10. FRONT SUSPENSION CAN BE SOLID. YOU MAY ONLY WELD (2) 1/4" X 4" PLATE TO THE FRONT AND BACK SIDE OF THE UPPER A-ARM.
- II. AFTERMARKET STEERING COLUMNS ARE PERMITTED.
12. NO HYDRO steer set ups OR AFTERMARKET RAM TYPE STEERING ON 2003 AND UP CARS.

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REAR SUSPENSION

1. FACTORY OEM UPPER AND LOWER TRAILING ARMS MAY BE REINFORCED OR 2X2X1/4 SQUARE TUBING.
2. UPPER AND LOWER TRAILING MUST MOUNT IN FACTORY LOCATION AND MANNER ON THE TOP AND BOTTOM. NO AFTERMARKET MOUNTING BRACKETS PERMITTED.
3. CAR MUST RUN WITH THE EXACT NUMBER OF TRAILING ARMS YOUR CAR WAS DESIGNED WITH.
4. REAR COIL SWAPS ARE PERMITTED. THIS MEANS YOU CAN SWAP FACTORY COIL WITH A HEAVIER TYPE COIL.
5. 1" ALL THREAD SHOCKS ARE PERMITTED IN FACTORY SHOCK LOCATION.
6. CHAIN/CABLE/9 WIRE MAY BE USED TO HOLD COILS SPRINGS IN BUT MUST RUN THROUGH THE COIL SPRING TOWER AND AROUND THE REAR END ONLY NOTHING WELDED. NO OTHER REAREND CHAINS WILL BE PERMITTED.
7. LEAF SPRINGS MUST REMAIN IN STOCK LOCATION. 7 LEAFS MAX WITH 2" STAIRSTEP. NO THICKER THAN 3/8", 4 AFTERMARKET CLAMPS PER SIDE
"X1/4" MAX WITH NO LARGER THAN h" BOLTS)

DRIVE TRAIN

1. ALL AFTERMARKET PARTS LISTED HERE ARE WHAT IS ACCEPTABLE, THERE ARE NO ACCEPTABLE GRAY AREAS. THESE ARE THE AFTERMARKET PARTS YOU MAY USE WHEN MOUNTING YOUR DRIVE TRAIN.
2. ENGINE MAY BE MOUNTED USING A LOWER CRADLE WITH A FRONT PLATE AND PULLEY PROTECTOR.
3. THE ENGINE may BE MOUNTED -or THE ENGINE K FRAME USING RUBBER OEM FRAME MOUNTS OR SIMILAR AFTERMARKET FRAME MOUNTS WITH RUBBER BUSHING. SOLID MOUNTS may be used, welding and attachment may not exceed the distance across the K member, the mount may not be recessed or integrated to the k member or coil pocket . THEY MUST BE MOUNTED WITHIN 2"OF THE FACTORY FRAME MOTOR MOUNTS locations.
4. YOU MAY HAVE ONE 3/8" X 18" LONG CHAIN PER SIDE WELDED FROM THE OR

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FRONT PLATE -or THE FRAME. 2 CHAIN LINKS MAX, WELDED TO THE FRAME. IF YOU WELD MORE THAN 2 LINKS YOU LOSE THE CHAIN. NO OVERSIZED 3/8 CHAIN LINKS.

5. FACTORY OEM OIL PAN MAY BE REINFORCED.
6. FACTORY OEM TRANSMISSION PAN MAY BE REINFORCED.
7. NO AFTERMARKET TRANSMISSION PANS.
8. Tranny braces are permitted
9. Full engine protection is permitted- cannot be wider than the headers-do not exaggerate this rule . The following is permitted if not running a complete protection set up (DP,Front Plate, bottom, top halo w/ modular or integral trans brace) you may have 2"x2" kickers from dash bar to frame landing at the rear a arm bracket, you may also have belly bars of the same material size from cross member to K-member, no x brace to be made of this rule -must be no wider than 2" per side of overall trans width
- IO.MAY USE STEEL OR ALUMINUM BOLT ON BELLHOUSING or tail shaft. NO OTHER PART OF THE TRANSMISSION MAY BE MODIFIED.
- II-Stock CROSSMEMBER MUST MOUNT within 12" of FACTORY LOCATION USING OEM CROSS MEMBER OR 2" BOX TUBING-MOUNTED ON 3" X ANGLE IRON, 5" LONG, AND A TOTAL OF 5" OF AITACHMENT WELDED TO THE INSIDE OF THE FRAME RAIL. CROSSMEMBER MUST RUN STRAIGHT ACROSS. Crossmember may be seam welded. You are allowed two cables from your crossmember to another part of the car- they must be used and mounted in a manner that does not establish a safety hazard to the driver.
- 12.SLIDER DRIVE-SHAFTS ARE PERMITTED.
13. DRIVELINE BRAKES ARE PERMITTED.
- 14.AFTERMARKET RE-ARENDS ARE PERMITTED. ALL BRACING IS TO REMAIN WITHIN THE WIDTH OF THE RIMS AND CANNOT COME IN CONTACT OF THE FRAME AT ANYTIME.
- 15.MUST HAVE WORKING BRAKES.
- 16.ALL TIRES ARE PERMITTED with the exception of foam filled. Or wheels with any provisions that exceed normal parameters.

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17. AFTERMARKET SHIFTERS, GAS PEDALS, BRAKE PEDALS, TRANSMISSION/OIL COOLERS, BATTERY BOXES, ARE PERMITTED.

SPECIFIC TO 1980-2002 FORD - LINCOLN - MERCURY and METRIC GM

1. YOU MAY TILT FRONT IN ONE SPOT ONLY IN THE MANNER LISTED BELOW.
NO TILTING A-ARM FORWARD.
2. YOU MAY CUT OUTSIDE FLAP AT CRUSH BOX, TILT THE FRONT FRAME AND REWELD THE FLAP. THIS WILL BE THE ONLY MEANS ACCEPTED PERIOD.
3. COIL SPRING CARS MAY USE WATTS LINK CONVERSION. UPPER BRACKETS MUST BE 2 SEPARATE BRACKETS NO LARGER THAN 1"X12"X3/8". THEY MAY ONLY BE ATTACHED WITH (4) 5/8 (2 1/2" LONG) BOLTS. LOWER TRAILING ARM MOUNTING BRACKETS MAY ONLY BE 4" LONG 1"X3"X1/4" SQUARE TUBING WELDED TO THE FRAME. 1" BEAD OF WELD PER SIDE.
4. METRIC GM CAN TILT BY COLD BENDING FRAME AT FIREWALL OR CUT AND TILT A T CROSSMEMBER. FRAME CAN BE TIED BACK TOGETHER USING THE 3"X3"X1/4"X5" LONG ANGLE IRON CROSSMEMBER MOUNTS.

2003 AND NEWER FORD CARS

1. MUST USE OEM ORIGINAL ALUMINUM ENGINE CRADLE. SMW TYPE BOLT IN ONLY CRADLES WILL BE ALLOWED. STEERING RACKS CAN BE UPGRADED TO A STEEL TRUCK RACK. FRAMES CAN BE TILTED ONE SPOT. IF IT'S TILTED IN MORE THAN ONE SPOT YOU WILL BE AUTOMATICALLY LOADED (THIS INCLUDES STRAIGHTENING THE REAR FRAME RAIL). NO HYDRO STEERING. 2003 AND UP GET A 12" BUMPER BRACKET FRONT AND REAR MUST FOLLOW ALL OTHER BUMPER BRACKET RULES LISTED ABOVE EXCEPT THE 26" RULE.

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FIX-IT PLATES, PINS, AND #9 WIRE

1. Y FRAME, SHOCKER CHRYSLERS, AND METRIC/MID SIZE GM CARS WILL GET (8) "X1/4"FIX-IT PLATES. THESE PLATES CAN BE PUT ON FRESH.
2. ALL OTHER CARS WILL ONLY RECEIVE (6) 1"X4"X1/4" FIX-IT PLATES. THESE PLATES CAN BE PUT ON FRESH.
3. FIX-IT PLATES CAN BE USED ANYWHERE OR ANY FORMATION. FIX-IT PLATES CANNOT BE CUT APART.
4. UNLIMITED #9 WIRE MAY BE USED. IF IT'S A ONE AND DONE YOU WILL BE ALLOWED UNLIMITED #9 AFTER YOUR CAR PASSES INSPECTION.
5. ALL FIX-IT PLATES MUST START OUT AS A FLAT 1"X4"X1/4" STEEL PLATE.
6. YOU WILL BE ALLOWED 1" STORE BOUGHT ROUND FLAT WASHERS (2.5"OD X 1/8" THICK) TO RUN #9 WIRE THROUGH. THESE WASHERS CAN ONLY BE WELDED TO BODY SHEET METAL. YOU WILL BE ALLOWED 12 TOTAL WASHERS PER SIDE. THAT'S 12 ON THE PASSENGER SIDE AND 12 ON THE DRIVERS SIDE OF THE VEHICLE. 24 TOTAL WASHERS. DON'T SHOW UP WITH ANYTHING THICKER THAN A STANDARD 1" ROUND FLAT WASHER.
7. All cars may have two pins in the frame in addition to plates
8. No larger than 1" diameter x 7" in length- this is an open application rule.
Can not be used in an unsafe manner- example Tire poker-spike anything ridiculously stupid. It's a builders tool .

**** BUMPER RULE CLARIFICATION: BUMPER CAN'T BE MORE THAN 8" IN HEIGHT AND WIDTH. ALL OTHER BUMPER RULES LISTED ABOVE STILL APPLY.**

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