

Hardcore Derby Promotions Motor Swap Stock V8

General rules

Any year cars are permitted. **No imperials, no hearses no specialty vehicles.**

Cars must remain purely stock unless otherwise stated in the rules below.

2 4"X 4" FIX IT PLATES FOR ALL CARS ARE PERMITTED, no additional nine wire banding chain etc.

Fresh or pre run permitted.

Drivetrain

1. Any motor, No full protectors, a simple lower cradle and pulley protector with front plate is permitted. Nothing can come in contact the with firewall. NO OTHER ENGINE PROTECTION OF ANY KIND INCLUDING COIL PACK PROTECTORS OR SPARK PLUG WIRE PROTECTORS.
2. **Transmissions may either have a stock OEM bell or a replacement aluminum ultra-bell. No steel tails or steel bell housings. NO REID CASES.**
3. **Motor mounts may be swapped for optimal fit but must be Oem or Oem Style aftermarket with a rubber or poly mount insert...NO SOLID MOUNTS. THE PAD ON THE AFTERMARKET MOUNT MAY NOT EXCEED 6" WIDE AND 8" LONG.** Two-piece mounts may be welded together with no added metal. A simple 6"x 8" ¼" plate may be welded to the engine crossmember or K member for clearance. This 6"x 8" plate cannot overlap and touch a factory frame seam. Transmission mounts must be factory or factory OEM replacement with rubber bushing. **No engine chains. No transmission chains, wire or straps of any kind.**
4. **FACTORY OEM TRANSMISSION CROSSMEMBERS OR 2"X 2" ¼" TUBING.** CROSSMEMBERS MUST RUN STRAIGHT ACROSS AND BE UNDER THE TAILSHAFT MOUNT. IF CROSSMEMBER IS DEEMED TO BE DOING ANYTHING OTHER THAN MOUNTING THE TRANSMISSION IT WILL NOT BE PERMITTED. YOU MUST UTILIZE EITHER A FACTORY TRANSMISSION MOUNT OR A POLY MOUNT OVER THE COUNTER REPLACEMENT. NO SOLID MOUNTS. 6 INCH ANGLE IRON 3"X3" MAX WELDED TO SIDE OF FRAME....MUST BE ON THE INSIDE PORTION OF THE FRAME TRANSMISSION FACING ONLY.
5. **THE TRANSMISSION CROSSMEMBER CANNOT BE ATTACHED TO THE SIDE OF THE FRAME IN ANY FASHION OTHER THAN VIA THE ANGLE IRON ALLOWED IN RULE 4.**
6. **Slider driveshafts are permitted.**
7. Any **NON-BRACED** 5 OR 8 lug rear end is permitted. No axel savers. Bolt on pinion brakes are permitted. Must run factory style trailing arms with no reinforcements. You may lengthen or shorten trailing arms to gain desired pinion angle only by adding factory trailing arm pieces or shortening with 1" overlap and ½" bead of weld. No added metal of any kind permitted on trailing arms. Trailing arms may be swapped make to make but no reinforcements of any kind.
8. Wiring harnesses are permitted. PLEASE PROVIDE A KILL SWITCH
9. **Transmission coolers are permitted, cannot strengthen the car in any fashion. Must be tightly secured to floor or cage.**
10. Aluminum aftermarket radiators are permitted. They can either be nine wired in core support only in 2 spots or ratchet strapped in. Factory condenser in front of radiator is permitted. ADDITIONAL PROTECTION PROVIDED IN CORE SUPPORT RULES UNDER BODY.
11. YOU MAY USE SPRAY FOAM TO HOLD RADIATOR BUT CAN ONLY BE WITHIN THE CORE SUPPORT AREA... NOTHING AROUND THE FRAME.

12. 98 and Newer fords: You will receive a watts link kit but must use factory trailing arms. The uppers of watts link kit must be 8"x 8" max. 3/8" bolts. The lower pieces cannot exceed 6" long may be welded to inside portion of frame rail. Bolt cannot pin the frame. **No aftermarket trailing arms but you can interchange make model. 2 lower trailing arms and two upper trailing arms max. Non packing tray cars do not get trailing arms.**

Frame

1. Absolutely no frame modifications, including hammering or creasing of frame. Absolutely no shortening of frame. However, you may simply shave off the front frame to make it flush. Example old iron gm. Exception: Long horn pre 98 Lincolns' may shorten to 2" in front of factory core support mounting holes front edge.
2. No tilting or cold bending.
3. No Seam welding.
4. Rear frame cannot be shortened. Rear frame may be notched or dimpled to aid in rolling.
5. **ABSOLUTELY NO FRAME SWAPPING OF FRAME CLIPPING. IF YOU REQUIRE A REPAIR, call DJ FABRI or TJ MCCULLOUGH**
6. **CADDILAC FRAME TAILS MUST BE 1" AWAY FROM THE TRANSMISSION CROSSMEMBER. NO SLEEVING.**

Bumpers

1. Any OEM bumper permitted, no Added metal, May be seam welded. Seam welding to our rules **DOES** allow you to fill light holes with 1/8" cover. Only added metal that is permitted is a 6"x6" x 1/4" plated between bumper and front frame to allow for flush mounting.
2. Rear bumpers are limited to a 2" point as in a factory 80s ford bumper.
3. Aftermarket 2-piece SMW Bumpers SS and lower are permitted. B and B 2 piece are also approved with a maximum 4-inch collapsible point. **No gusseted aftermarket bumpers.**
4. **Bumper mounting options for front bumpers are as follows. Option 1:** Hardnose with a 6"x6" x 1/4" plate flush to front frame. **Option two:** No Hardnosing, utilize The factory shock and bracket for that specific make and model car. You may collapse and weld shock, you may weld shock to bracket and may weld the factory bracket to the frame with (6) 3" welds. No rear brackets on front of cars. Choose 1.
5. **Bumper mounting options for Rear Bumpers are as follows. NO HARDNOSING.** Rear brackets must be used in factory orientation meaning. Old iron gm may only have the make model specific bracket bolted to side of frame with bumper attached to shock plate. Fords must run the factory shock that is inside the frame. Shocks can be collapsed and welded. Shocks may be welded to the bracket and bumper may be welded to shock plate. All factory rear bumper brackets may have (6) 3" welds. You do not have to weld the brackets, shocks etc. This is not for us to give you more work to do but rather to simply keep bumpers off of the track.
6. **71-76 GM wagons rear bumper mounting: From factory the bumpers are not attached to the frame and must remain that way. You may have 2 total 2"x 8" 1/4" straps bumper to body.**
7. Brackets may be loosened, tipped upward then re bolted for aiding the car to roll. Ford rear shocks may be tipped up and the rear bolt hole for shock may be moved lower but must be within 2" of factory hole.
8. Front bumper may have 2 spots of nine wire core support to bumper braided wire 2 loops 2 locations. Rear bumper can have 2 locations bumper to taillight cover area within 6" of rear frame end. 2 loops braided wire to keep bumpers on car.

9. Max bumper height from bottom of the bumper to ground is 22" and must not be lower than 14". This is for front and back bumpers.

Body

1. Quarter creasing is permitted. No squeezing quarters over frame rails. **ABSOLUTELY NO MANIPULATION OF THE FLOOR TO SQUEEZE QUARTERS.**
2. Quarters must remain upright.
3. All Doors may be fastened through one of the following: (6) locations 3"x3" ¼" plates, (8) locations of nine wire, (8) locations of 3/8" max chain. If using wire, you may weld 1" store bought washers for wire to run through.
4. Drivers' door seams may be welded solid.
5. **NEW**** On drivers' door only, You may have a 1/8" door plate on the outside of the door. This door plate may overlap the seams 4" max and must not attach to the frame. In addition, you may have a secondary drivers door cage bar....this bar may be a maximum of 2"x 6" ¼" and can only run A post to back of B post. This is a protection safety bar and must remain at minimum 4" off the rocker.**
6. Trunk fastening: **CHOOSE 1 option**, (6) locations 3"x3" ¼" plates, (8) locations nine wire or 3/8" max chain No washers permitted to run chain or wire through.
7. Hood may be fastened with 8 locations of 3/8" max chain or 8 locations of braided nine wire. Hood to core support is permitted or 6 locations bolted angle iron to angle iron with a max 2"x2" angle 6 inches long 1 bolt per location.
8. Hood must have 2 12" holes cut in case of fire. You are permitted 6 3/8" bolts to bolt hood together around hole cuts. This is 6 per hole 12 total.
9. Trunks: 2 10" inspection holes. On right center one left center. 6 3/8" bolts per hole to bolt layers together.
10. Front and rear quarter panels over the wheels may have a max of 6 bolts in wheel well. ½" bolts max with ½" holed store-bought washers.
11. A maximum of 6" trunk canoe or dip. Will be measured with a jig straight edge top of upright quarters to lowest part of trunk lid 6" max. Trunk lid is permitted to be tucked in trunk but cannot be attached to floor
12. Speaker deck may be pushed down but cannot be welded in a new position.
13. A one-inch space minimal must be followed. At firewall you are permitted for clearance purposes to utilize a 2" x 2" free floating steel spacer. Must be two separate mounts, 3" long. All body mounts may be changed to 1/2" bolts max may run only through the top side of the frame and through the body with 3" max store-bought washers one bolt one nut. All other body mounts must either be a factory bushing or a hockey puck, not steel.
14. **NEW****YOU MAY RUN A JEFFYS FAB FARM OR ALIKE CABLE SHIFTER**
<https://www.jeffysfabfarm.com/online-store.php#!/TH350-400-Shifter/p/186531064/category=42098228>
15. **YOU MAY RUN AFTERMARKET BRAKE AND GAS PEDALS**
16. You may have a 4-inch core support spacer to aid in clearing fan and accommodating different engines. This core support spacer may be welded with a single pass. This front mount can only run from bottom of from to factory core support hole. Cannot run through the top of the core support.
17. 1/8" EXPANDED METAL OR CUT OUT IN FRONT OF RADIATOR IS PERMITTED. (6) 1" WELDS OR 6 3/8" BOLTS FOR MOUNTING.

Wheels and tires

1. Front tires- ANY TIRE including skid steer and V treds ARE PERMITTED
2. Rear tires- Any tire may be used including SOLID REAR TIRES. Weld in centers permitted. **NO BEADLOCKS.** 3" max LIP PROTECTORS AND Valve stem protectors permitted.

Steering and suspension

1. Factory tie rods only. Our primary focus is on keeping this class an old school style look and build. Therefore, no aftermarket tie rods. 03 and newer call for clarification on tie rods if changing spindle.
2. Factory center links, no reinforcements.
3. Spindles and a-arms must be manufacture and make specific, mounted in factory locations and manner. This means Ford crown Vic to ford crown Vic, GM to GM. You may swap between generations. No truck suspension parts. ABSOLUTELY NO F150 UPPERS LOWERS OR STRUTS PERIOD.
4. Spring risers front and back are permitted. 2 per coil.
5. Factory shocks and leaf springs only, MEANING THE LEAF SPRINGS FOR THAT SPECIFIC MAKE AND MODEL. Direct bolt over the counter replacements are permitted. Factory leaf sprung cars must mount leaves in factory location and orientation and must have full working shackle. Factory clamps only. NO AFTERMARKET CLAMPS
6. A ARMS MAY BE LOCKED WITH (2) 2" X 4" ¼" STRAPS PER UPPER A ARM. ABSOLUTELY NOTHING ON LOWER CONTROL ARM INCLUDING 03 AND NEWER. Mopar may adjust torsion bars.
7. Ball joints must be factory style Oem and may have 1 single pass welded. **NO SCREW IN BALL JOINTS.**
8. **** Steering column may be aftermarket from steering box to wheel
9. 03 NEWER MUST RUN DIRECT BOLT FACTORY STEERING RACK and the factory strut.

Cage

1. A simple 4-point cage is required for drivers safety. At minimum a rear seat bar is required and 2 locations of nine wire from cowl to roof or two 3" ¼" straps cowl to roof.
2. 4-point cage bars cannot be within 5 inches of trans tunnel, firewall or floor. ABOSLUTELY NO FREE-FLOATING CAGE MATERIAL OR BARS SHOVED IN DOORS. THE CAGE MUST HAVE SIGNIFICANT ATTACHMENT TO A POST AND B POST. THE CAGE MUST BE WELDED IN SAFE!
3. Side bars cannot extend beyond the rear kick panel.
4. Rear seat bar must be no farther back than rear kick panel.
5. You may suspend battery off of cage. You may suspend gas tank off of cage, but any gas tank protector must be 5" away from all sheet metal with two gussets max from rear seat bar to tank protector. This is for safety only. 32" WIDE MAX.
6. If fastening to floor no wooden boxes, must be safe secure batter box. Gas tanks may be bolts to floor. But must be in rear seat location. **No stock or plastic tanks. GAS TANK PROTECTORS MUST STOP 5" IN FRONT OF REAR AXLE ON NON PACKING TRAY CARS.**
7. An up and over halo is permitted not required. Must come off of side bars straight up and across. Max cage material size 4"x4" or 2"x6". YOU MAY ATTACH HALO WITH 2 LOCATIONS WITHING 4 INCHES OF THE HALO VIA 2"X2" OR ANGLE IRON.
8. **NEW FOR 2025. YOU MAY HAVE A FRONT WINDOW BAR HALO TO DASH BAR BUT IT MUST BE Bolted to the roof it 2 locations.**

FOR RULES CLARIFICATION, FRAME AND BODY RUST REPAIR, PLEASE CALL
TJ MCCULLOUGH AT 301-707-6870. PLEASE ALLOW 24 HOURS FOR RESPONSE.
Frankie Guy 724-557-7428.....

IF MISSED CALL PLEASE TEXT NAME CLASS AND A GOOD TIME FOR A RETURN CALL

RULE DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of motorsports events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinions do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the track officials. Their decision is final !!!!!

All rules are to the interpretation of the track officials. If you have questions, ASK before the derby!!! NOT THE DAY OF. If you are willing to weld it on, be willing to cut it off. If you are found to be overbuilt to these rules you will be given the option to cut or remove illegal parts or load your car and go home. Please Follow The Rules!

