

# Hardcore Derby Promotions Light Weld Warrior Class Rules

## 2025 Hardcore Derby Promotions Light Weld Warrior Class Rules

This Class will be an open year class. Except for the following **NO** Imperials. Leaf sprung Gm wagons, suicide door Lincolns or 76 an older Cadillacs. If You're Not Sure if your Car Fits **CALL 1<sup>st</sup>**.

1980's and newer mass-produced rear wheel drive cars ok. No open roofs, trucks, four-wheel drive vehicles, vans, limos, hearses, El Caminos, ambulances etc. or any vehicle that has been altered from the factory. All cars must remain stock unless otherwise noted. If it is not in the rules, it does not mean you can do it.

Helmets and eye protection must be worn at all times. If your Helmet comes off your out. Seat belts must be fastened, closed toe shoes must be worn (Fire suit or long sleeves and pants are highly recommended). Drivers will be given one warning for sandbagging before being disqualified. You must make a hit every 60 seconds. 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 and teamwork are not permitted. You will be given one warning before being disqualified.

To expedite your inspection process please call TJ McCullough 301-707-6870 with any concerns, questions etc. The answer will not be different day of than when you call and ask.

### **Inspection**

1. Officials have the right to drill, scope, etc. as they need too.
2. Officials Have the right to re-inspect any and all cars Before, During or 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 (Mandatory).
5. Drivers Only Allowed in the Inspection Area During Inspection.
6. Cars That Fail Tech Only Get 1 Re-inspection (FOLLOW THE RULES).
7. Cars That Fail Tech Due to Rules or any Safety Issues Forfeit Their Entry Fees, no REFUNDS.
8. Bring torches or appropriate repair pieces for anything you might believe questionable.
9. Anything found outside the rules may not only be asked to be cut but may be asked to be removed Totally! !!! NO Halfhearted Attempts to Cut something will be accepted.
10. No additional welding permitted other than described in the following rules.
11. Blatant attempts at cheating will result in an automatic disqualification and you will not have a chance to make repairs.
12. Cars must have working brakes.

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## 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. All flammable material must be removed. All airbags must be removed. Cars Must be swept clean of all dirt and debris, all station wagon rear decking must be removed, No OEM gas Tanks left in, they must be removed.

## Steering and Suspension

1. Stock suspension components in this class. (All components must be a direct bolt on).unless otherwise stated.
2. Upper A-Arms may be interchanged between factory car make and model.
3. Aftermarket or reinforced tie rods are permitted.
4. Screw in ball joints are permitted, however no drop style ball joint holders are permitted. Ball joint holders must not extend further than 1" from the ball joint. A maximum of ½" bead of weld permitted.
5. Front suspension may be locked in place solid using ONE of the following Options NOT Both!
  1. A 3" wide max flat stock or angle iron from lower A-arm vertically to frame using 3" welds on frame with only one piece per side, max thickness 1/4"
  2. A 2"x 4"1/4" thick plate welded on the front and rear side of upper control Arm.
6. No rear coil spring risers or blocks may be used. Rear springs may be swapped out with ANY OEM coil spring for ride height. Rear springs may be wired or 1" hose clamped or 1" welds in three places on the bottom of rear spring to be secured.
7. Strut risers are permitted. No Solid struts or homemade struts.
8. Watts links may be converted using the following method, The upper control arm mounts must bolt only to the package tray using FOUR 1" max bolts per piece. You MAY NOT use a single mount they must be two separate mounts no larger than 8"x 8" max. The lower mount can be a factory mount removed from a 79 - 97 car or a piece of 3"x 3"x1/4" thick wall tubing or channel. The mount may be no longer than 6" long and must be mounted like the non-watt's car.
9. Aftermarket or reinforced trailing arms permitted 3" x 3" max size, with 5/8" mounting bolts max. 9. Leaf springs and leaf spring mounting components must remain in factory stock location, 9 leafs max with a 2"stairstep,leaf springs can be no thicker than 5/16". 3 aftermarket clamps 2"x 4"x1/4" max with no larger than ½" bolts. Springs must be made of factory spring steel. No lengthening of the main or altering or relocating of the springs and/or the shackles.
10. 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

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in its factory location. Sway bars must be mounted using the factory orientation. No upside-down sway bars.

11. The steering column may be altered from the steering wheel to the steering box (no way of mounting can strengthen car).
12. All thread Shocks are permitted, you can change out the factory rear shocks for 1" all thread with a standard nut. No Oversized washers No exceptions! They must be in factory location.

## Frame

1. Factory frames only. No frame altering other than described in the rules. No seams may be welded (even where the factory missed!). No plating, no shaping of frame. The rear frame section may be notched or dimpled to bend up.
2. Hump Plates- NO HUMP PLATES ON LEAF SPRUNG CARS! 80-2011 receive (1) 22" x 6" x 3/8 max hump plate over the wheel per side. Old iron cars receive a 16" x 6" hump plate. Metric Gms receive a 30" x 6" hump plate. Hump plates cannot come in contact with rear end bracing at any time.
3. Front frames may be shortened to the front of the core support hole. Core support mount may not be modified.
4. TILTING: 03 and newer, Old Iron May not tilt! 80-2002 FOMOCO may tilt at the front box by cutting the tabs loose, tilting, then rewelding with a maximum 1/2" bead of weld. No added metal. ABSOLUTELY NO TILTING AT THE SIDE RAIL.
5. Any OEM factory automotive transmission cross member or 2" x 2" box tubing mounted on a 3" x 3" x 1/4" piece of angle iron 6" long max welded to the frame is allowed. Cross member may be bolted or welded to the frame plate angle mount. If bolted no larger than 3/8" bolts may be used, with two bolts on each side of crossmember or a single 1" bolt may be used. Cross member must remain within 6" of factory location.
6. **FIX-IT PLATES** 80- 2002 GET 6 FIXIT PLATES fresh or preran 4x4 fix it plates.
7. (03 and newer and Old Iron Cars only get 4) 4"x 4" x 1/4".
8. FIX IT PLATES MAY BE IN THE LOCATION OF YOUR CHOICE. Parallelogram plates are permitted but must follow the following guidelines. Must be 4" tall, 4" wide and measure 7" exact furthest corner to furthest corner  
**4"x4"x1/4"** Square, Fix It Plates may be welded solid. If more than one side by side plate is needed a minimum of a 1" gap must be between the fix it plate welds. The weld of these two plates may not be weaved together, all plates must remain in one piece, no cutting to make multiple plates.

ALL FIX IT PLATES MUST REMAIN ON THE EXTERNAL PART OF THE FRAME, NO FIX IT PLATES ON THE INSIDE OF THE FRAME.

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9. Frame repairs are permitted but must call first! Restubbing may only be butt-welded in factory manner. No framework is to be done without an OK, call first.

## Bumpers

1. Bumpers must remain in the stock location. HARD NOSING the bumper is allowed, if.  
HARDNOSING nothing can be inside of frame and No Bumper shocks of any kind may be used in this option. Qty 1-- 4"x 6"x1/4" plate MAX welded on one side of each frame rail, Top and bottom side or inner and outer side only. 1 plate per rail for a total of 4 max. Front and back bumpers.  
to the frame for bumper mounting.
2. **Option II** Bumper shocks MAY be collapsed and welded. 3/8" chain may be wrapped and welded to outer bumper skin with a maximum of two links welded to the frame top and bottom. Bumper chain links may not be welded over the seam. Links cannot be welded any further than 6" back from the end of the frame. The rear bumper chain may NOT pass through the body in any manner. It may be attached from bumper to frame only. Bumper chain links may not be welded from the skin to the frame. When using this option, the bumper shock itself must be removed.
3. Bumper height maximum is 22" max and a **minimum of 14" measured from the bottom of the Rear Frame Rail Rear Frame Raile both PreRan And Fresh Must Maintain a 14" rear Height.**
4. **Front Bumper:** Any oem automotive bumper allowed. Bumper may be seam welded and loaded.
5. Aftermarket replica bumpers are allowed but must be to factory measurements.
6. **(CHRYSLER POINTY REPLICAS)** . FRONT BUMPER MAY BE FACTORY LOADED OR HOMEMADE, BUT MUST NOT EXCEED 14" FROM THE CENTER POINT TO THE BACK SIDE OVER A MINUMUM OF A 32" SPAN. MEASURMENT FROM WHERE BUMPER MOUNTS TO FRAME OR SHOCK MOUNTS. Refer To Attachment. At maxiumum a Chrysler pointy replice may only have 8 1/4 " point from flat front with a 16" total span point to back of bumper. Anything in excess of this will not be permitted.
7. **Rear Bumper: No Ramped Bumpers Or Bumpers That become ramps after or upon impact.**  
Any oem automotive bumper allowed. Bumper may be seam welded or A 4"X4" X3/16" OR A 2" X 6"X 3/16" TUBING IS ALSO ACCEPTABLE.
8. SMITH METAL WORKS FLAT or any equivalent flat aftermarket NON-Gusseted NON-Loaded with See through ends, bumper no taller than 6" and no thicker than 3/16" material may be used.
9. Qty 1-- 2"x6"x1/4" plate MAX welded on each side of each frame rail, Top and bottom side or inner and outer sides only, these 2 plates cannot touch, 2 plates per rail for a total of 4 Max to the frame for bumper mounting.  
No sharp or jagged edges allowed anywhere on bumper for safety reasons.

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## Drive train

1. Engine, transmission, rear end swaps, basic lower cradles with front plate and pulley protector, slider drive shafts, aftermarket rubber engine and transmission mounts, headers, oem style aluminum radiators and electric fans are all permitted.
2. Engine must be mounted within 4" of factory location to engine crossmember only, motor mounts can be welded in, no solid or oversized motor mounts. 2 motor chains may be used a standard 3/8" x 18" long (2" link chain). The chain must be bolted to the front of the engine. Links may not be welded from there to the motor. No skid plates. Transmission pan and oil pan may be plated separately for protection. Plate may not exceed 1" beyond the pan.
3. Transmission may have a replacement aluminum bellhousing(**any cases needing welding or repaired please call**) and must use an oem style rubber mount to be mounted.
4. Any OEM factory automotive transmission cross member or 2"x2" box tubing mounted on a 3"x3" x1/4" piece of angle iron 6" long max welded to the frame is allowed. Cross member may be bolted or welded to the frame plate angle mount. If bolted no larger than 3/8" bolts may be used, with two bolts on each side of crossmember or a single 1" bolt may be used. Cross member must remain within 6" of factory location.
5. **Rearend** must be of factory 5 or 8 lug origin, bracing for the rear-end cannot extend more than 6" in any direction from center line of rearend.
6. **Wheels and tires** can be any air-filled tire up to a 16" Tires cannot be studded. No solids or bead locks. 2" wide wheel lip protectors are permitted.
7. **RADIATOR** Must be in stock location, NO RADIATOR SLEEVES OR PROTECTORS.
8. .1/8" expanded metal may be added to the outside of the core support in front of the radiator opening and be mounted in **8** places using 3/8" bolts and a max diameter 1" washer. The radiator may be strapped in two places, vertically 1/2" all-thread max, one-inch banding, or three strands of 9 wire may be used. If not using expanded metal, a condenser may be mounted in 8 places, factory style only with a maximum of 8-3/8" bolts. ALL FAN BLADES must be covered, and all cars must run an air cleaner.

## Cage and driver's compartment

1. Cage, you may run one bar behind the seat bar cannot go more than halfway past back door, one bar for the dash. **Dash Bar must be 5" off of the fire wall and 5" above the transmission Tunnel**, and one bar for each door connecting the seat and dash bars. 4"x4" or 2"x6" tubing or 4" pipe maximum size to be used. 1/4" by 6" mounting brackets may be used for dash and seat bar installation. Door bars may not attach to the firewall. No down bars off of the cage permitted in any way. No seat belts may be bolted to the floor connecting any part of roof or trunk in any location other than the OEM mounting location for safety only. A rollover halo bar

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may be installed for protection. The halo bar must run vertically from the top of rear seat/side bar only. The halo bar may be attached to the roof in two places using 1/2" bolts. The two mounting points may not be any further than 6" from the halo bar. 4" X 4" MAX tubing.

2. You are Permitted 2 safety bars, one the driver's side one on the passenger side these Bars can be No Larger than 2"x2"x1/4, this bar must connect to bottom or side of your side bar only. The down bar **may not** go above or beyond the top of your side door bar. Down bar should attach Directly to the Top of Frame Only it may not be on the side, pass through, or connect to anything other than the very top of the Frame. Down bars must be between the Pinch welds on the Door opening or no further back than the front side of the Rear seat bar. Do not push this or you will be made to cut entire down bar out. This is for safety Reasons Only.
3. Down bars must be a minimum of 12" behind the firewall mounts.
4. **The gas tank** must be securely mounted to the floor, rear seat bar or inside the gas tank protector. The maximum size for gas tank protector is **32"** wide to the outside of the protector and may be tight to the rear sheet metal. Gas tanks must be constructed of steel. No plastic tanks or lacquer cans will be permitted . The fuel line must be securely fastened and clamped so that it may not pull free from the tank. Gas tanks must also be covered. Four 1/2" 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. The shutoff switch must be visibly marked. Fuel tank vents should be positioned away from occupants. And a roll over valve is highly recommended.
5. Aftermarket shifters, gas pedal, brake pedals, transmission/oil coolers are permitted inside the car, heavy duty transmission or hydraulic JIC lines recommended for transmission cooler.
6. Battery two 12-volt batteries will be permitted. Battery must be bolted to the passenger side floorboard NO ratchet straps or bungee cords holding battery in. Battery must be covered.

### **BODY**

1. Body sheet metal is to remain stock in stock position, No Doubling of body panels., shaping, forming, or creasing is allowed other than in the following manner.(See Attachments) no body seam welding. You may add 6, 1/2" max bolts and washers to each wheel well opening.

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2. Trunk lid/tailgate may be welded, wired or banded in 3" on 3" off manner or a 5" on 5" off manner 1/8" plate maximum.
3. **Trunk** lid may be tucked and attached to the floor in 3" on 3" off manner or a 5" on 5" off manner. One 15" inspection hole is required; inspection hole may be bolted in 6 places with a maximum of 5/16" sized bolts, 1" in length with 1" outside diameter washers.  
Trunks May be dished or canoed. Must have a 2' gap trunk lid to floor for inspection purposes. 2 10" inspection holes one preside of trunk lid are required. If we cannot inspect the body mounts inside the trunk we will ask for another hole.  
Quarters must remain vertical and within 1" of stock height. Bottoms of quarters may be folded under for clearance, but nothing can be added to or welded to connect it in place. **Quarters cannot be sandwiched between body and frame.** Trunks Should Not be pushed over to the floor and welded.
4. **Hoods** must have a minimum of two 12"x12" holes. Holes may be bolted in 6 places with maximum of 5/16" sized bolts, 1" in length with 1" washers, you may use 6 - 1/2" bolts for hood hold-downs. Or 3"x3"x 1/4" angle on hood maximum dimensions for the hood hold-downs.
5. Hood bolts may pass through core support. If using 1" all-thread in the core support, this counts as 2 of your hoods hold downs and the all-thread MAY NOT be sleeved or connected to core support other than core support mount.
6. The **driver's door** may be welded solid and plated "**highly recommended**" Driver's door reinforcement may not extend beyond the driver's door seams more than 3". Doors may be welded, banded, bolted, or chained shut. If welded they may be welded using the 3" on 3" off or 5" on 5" off pattern, Doors and Trunk. Chain, wire, or banding must not pass through or around the frame in any location. Maximum strands of wire are 3, maximum width of banding must be 1". Chaining, wiring, and banding must be done sheet metal to sheet metal in same pattern as the welding only. No washers welded in for wiring will be permitted.
7. Front and rear window bars may be made of 2"x2" square tubing or 3"x 3/8" flat bar max. 2 are permitted in the front window area and may not attach at the fire wall any wider than the headers. bars may go 3" max onto the roof and no more than 3" onto the fire wall area. Rear window bar (one bar centered in window opening) may not extend beyond 3" of the rear window opening and extend onto the trunk lid/tailgate more than 3" from the speaker deck/trunk seam.
8. Rust repair, Sheet metal only to patch body tin, stitch welded only must prove rust, do not go overboard 2" overlap onto good sheet metal.

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## Body Mounts

1. All factory body mount bolts may be changed with ½” bolts max only. You may use hockey pucks or a stack of washers etc. All spacers must be free floating. Body mount SPACER must Maintain a 1” space minimum between body and frame. 3"x3"x1/4" washer top and bottom max! ! Body mount hole may not be moved, and washers may not be welded in the hole.

No additional body mounts are permitted. 1/2” bolt may only pass through one layer of frame.

2. 1" all-thread permitted in the core support. Core support risers may be made of 3"x3"x1/4" tubing, risers may not be fastened to bumper, frame, core support, or body of car in any way. Core support mounts may be used as 2 of your 6 HOOD BOLTS.

**9 Wire.** You get 6 spots of 9 wire 3 strands max, these strands cannot be welded together, your choice of location, abuse it lose it.

## 03 AND NEWER

03 and newer MAY NOT Tilt, All 03 and newer cars must use the factory aluminum engine cradle.

**ANY OEM RACK WILL BE ALLOWED.** A simple adapter plate for the rack is permitted. Call for mounting instructions. 03's may only have Four- 4"x4"x ¼" fix it plates.

You may use an approved bolt in only piece for engine mounting purposes. Smith metal works style is approved. All others must be pre approved.

**This Class will be an open year class Except for the following.**

**NO Imperials. Leaf sprung Gm wagons, suicide door Lincolns or 76 an older Cadillacs.**

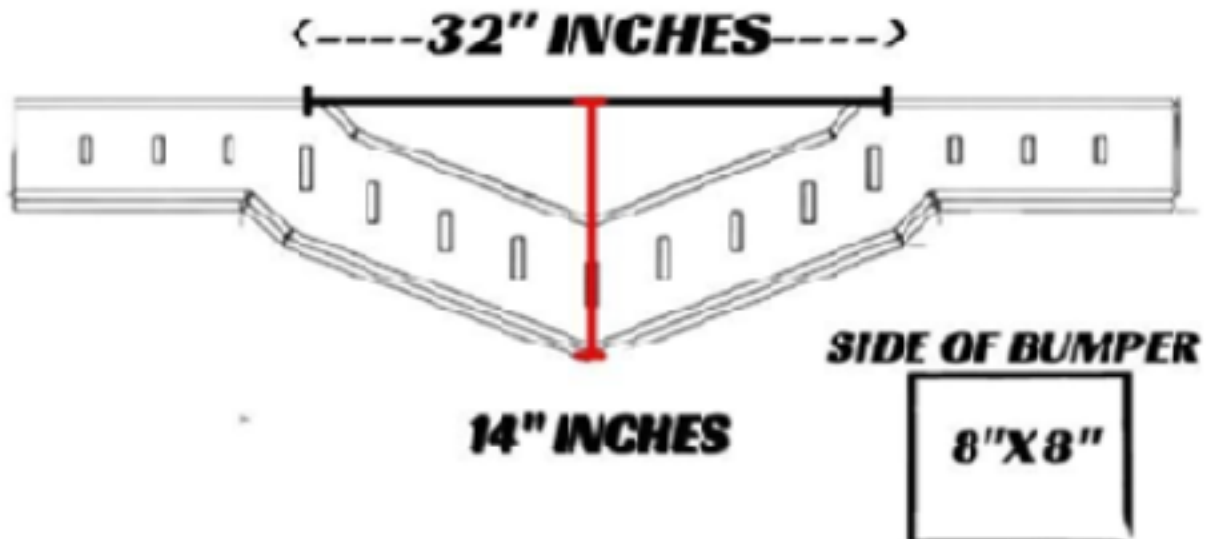
**No tilting and only four - 4"x4"x1/4"squares maybe used on old iron.**



**HARDGORE DERBY PROMOTIONS**  
**Full Size Light Weld Warrior Class**  
**BUMPER CLARIFICATION**

**BUMPERS MAY BE FACTORY LOADED OR HOMEMADE, BUT MUST NOT EXCEED 8" X 8" AND 14" FROM THE CENTER POINT TO THE FLATT BACK SIDE OF THE BUMPER OVER A MINIMUM OF A 32" SPAN. WHERE BUMPER MOUNTS TO FRAME.**

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You are now permitted to put a piece on top of your bumper to prevent bumper climbing. This Piece may be a max of 2" tall and can only be welded to the top of the bumper, No Exceptions, this may be a piece of 2"x 2" tubing or angle or may be a max of 3/4" plate gusseted to the top the top of the bumper. This Piece can only be on the top of the bumper between the two front core support mounts.

**Front bumper only.**

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## 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!**

**QUESTIONS?**

**TJ MCCULLOUGH 301-707-6870**

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Frankie Guy (724) 557-7428 Call or Text is Fine

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