

Hardcore Derby Promotions Full-Size Youth Rules

Hardcore Derby Promotions Youth Full Size Program, designed to cultivate future full-size champion drivers in demolition derby. This program focuses on instilling fundamental car building and detail skills, emphasizing well-built cars over overbuilt ones. We aim to develop driving, diligence, and sportsmanship in participants. This competitive class welcomes entry level drivers and returning youths, with a focus on stock 1980s-style vehicles. Pre-run cars are permissible, but we encourage fresh builds. To align with Hardcore Derby Promotions' national youth full-size championship, we have incorporated additional challenges. Ages 12-17 are eligible for this Youth Full Size program

1980's and newer **NO 2003 and newer Fords or clips**. No open roofs, no trucks, no four-wheel drive vehicles, no vans, limos or compacts, no hearses, ambulances, etc. that have been frame altered. All cars must remain stock unless otherwise noted. If it is not in the rules, it does not mean you can do it. Frames and components must be standard automotive production standards.

Helmets, If Your helmet comes off you are Out (**fire suit top is highly recommended**), long sleeves, and eye protection must be worn at all times. Seat belts must be fastened. If your helmet comes off, you are "Out"! Fire extinguishers are Highly Recommended!

Drivers will be given zero warnings for sandbagging before being disqualified. You must make an aggressive hit every **sixty seconds**. You will have one minute to restart your car. You are permitted to continue if your car catches fire/This Call will be determined by the fire department if its fuel/ you will not be allowed to continue 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. Keep in mind that there are two people in the car. Teamwork is not permitted. You will be given one warning before being disqualified.

Safety

Seatbelts must be bolted in securely for both occupants. *If these don't pass the 1st time through, your car is sent out of inspection. **We will not continue inspection until it is corrected.**

Seats must be securely fastened in the vehicle.

If your Helmet comes off during competition you are OUT!

It is highly recommended that occupant areas be clear of sharp, protruding objects.

Nothing is permitted to be mounted in occupant areas, such as transmission coolers, batteries, power steering, etc.

Anytime deemed to be unsafe will need to be addressed prior to passing inspection.

No riding on cars NO hot rodding or hot dogging will be permitted in the Pit Area or surrounding areas. This is only permitted on the track.

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Sportsmanship Both on and Off the Track Is Mandatory and enthusiasm are welcomed and encouraged.

Inspection

1. Officials have the right to drill, scope, etc. as needed.
2. Officials have the right to re-inspect any and all cars before and during the event.
3. Any car found to be cheated will be disqualified.
4. It is **mandatory** that all drivers and youth attend the Driver's Meeting and secondary Youth Meeting with parent or rider. If you do not attend, you will not run.
5. Only drivers and one crew member or passenger are permitted in the inspection area during inspection.
6. Cars that fail inspection get only one re-inspection and must wait until all cars go through a first time to get your car re-inspected (follow the rules).
7. Cars that fail inspection due to Rules or any safety issue forfeit their entry fees — **No Refunds**.
8. Bring torches or appropriate repair pieces to correct any violations found during inspection. If you believe anything to be questionable fix it prior to inspection!
9. You may not only be asked to cut but to totally remove anything found to be outside of the Rules. No half-hearted attempts to cut something will be accepted.
10. No additional welding permitted other than described in the following Rules.
11. Blatant attempts to cheat will result in automatic disqualification and you will not be given a chance to make repairs.
12. Cars inspected and flagged are legal to run and legal to win.

Stripping

All outside hardware such as glass, plastic, fiberglass and chrome molding, door handles, mirrors, etc. must be removed prior to arrival. No broken window glass 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. All OEM gas tanks must be removed.

Steering and Suspension

1. Aftermarket steering columns are permitted. Must run any factory oem car steering box . Drag link and center link must stay factory and cannot be altered in anyway.
2. No hydro steering or hydro assist steering. Columns must only be modified box to wheel.
3. Stock suspension only. 1980's upper A-arms may be swapped out in place of the 1980's wishbone style upper arms. 9802 frames forfeit crossbar on upper arm swap.

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4. Tie rods may be reinforced, aftermarket tie rods and tie rod ends permitted. Heim joints are permitted 5/8" bolts only. Simple steering stops are permitted.
5. Spindles and ball joints must be stock. Ball joints must be OEM over the counter replacement. No homemade or fabricated, moog performance not permitted. Ball joints ARE permitted to be welded with 1 single pass.
6. Twist in coil spring risers may be used; two per side maximum. No spacers in coil spring buckets will be permitted. No stuffing of shocks. Rear springs may be swapped out with any OEM coil spring for ride height.
7. Rear springs may be wired or 1" hose clamp or 1" welds in three places on the bottom of rear spring to be secured.
8. 1" allthread permitted for rear shocks only. Front shocks must be a factory OEM shock.
9. Rear springs may be wired in top and bottom. Wire cannot be continuous, not used in the manner of creating a solid link. You may however have one limiting chain or cable per side. Must be inboard of shocks, 3/8" size max on chain or cable., they can attach using a 1/2" bolt on each end at package tray and rear differential.
10. Front suspension may solidly be locked in place using only one of the following options NOT both flat stock or angle iron from lower A-arm vertically to frame using 3" weld per side on frame with only one piece per arm maximum thickness 1/4". Plate cannot go up on the frame anymore than 3" from bottom of frame, or (2) one per side of a arm. 2"x4" plates can be welded and must touch a arm. Nothing else may be welded to hold a arms down or in place.
11. Factory leaf spring cars must have the factory leaf springs for that Make and Model with no modifications, factory hangers, clamps and hardware. No homemade or bolt-on spring clamps. OEM factory stairstep of 3" must be maintained for the vehicle. No altering, restacking or adding of leaf springs will be permitted. No lengthening of the main or altering or relocating of the shackle. Rear suspension must be a working suspension!
12. Sway bars must not be altered/manipulated 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. Hardware may be changed at the lower arm 1/2" bolt size max in factory location. Sway bars must be mounted using the factory orientation. No upside-down sway bars. Sway bars must be "Make for CAR".

Drive Train

1. Engine swaps are permitted. A Front Plate, Lower Cradle with Pulley protector is permitted. The Pulley Protector should not be welded or connected to Anything. No distributor protectors, no wire protectors.
2. Slider driveshafts are permitted.
3. Transmission coolers are permitted inside the car. No type of rubber fuel line is permitted as transmission lines. Heavy duty transmission lines or hydraulic JIC are required.
4. Aftermarket motor mounts are permitted (SMW weld kit or equivalent) to meet specifications. Maximum pad for aftermarket mounts is 6"x 7" and cannot be welded over seams. Pads may only be welded to K member.
5. Motor chains may be used with a 3/8" maximum size. The chain must be bolted to the motor and dropped vertically with no more than two links welded to the K frame.
6. Aftermarket Headers are permitted.

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7. Aftermarket shifters, gas pedals and brake pedals are permitted.
8. OEM style or Aluminum radiators may be used and placed in the OEM location. Looping of hoses is not permitted. Electric fans are permitted.
9. Transmissions must be stock housing or a replacement Aluminum Ultra Bell. No steel bells and no steel tails. No Reid Cases.
10. No transmission braces will be permitted. Stock transmission mounts only. Anything that is bolted to the engine or transmission that may strengthen the car or create an unreasonable advantage at any time will not be permitted-please do not incorporate anything that may compromise safety for an advantage- in this situation removing it will not be an option, only disqualification will result.
11. Transmission pan and oil pan may be plated for protection. Plate may not exceed 1" beyond the pan. They cannot connect.
12. Basic adapter plates for BOP transmissions are permitted but must be approved.
13. Cars must have working brakes.
14. All fan blades MUST be covered, and all carburetor cars must run an air cleaner.
1. 3/8" chain, 2 strands of twisted 9 wire 2 loops or a 1' wide ratchet strap can be wrapped around the transmission and the crossmember area only. Absolutely none of these can go to any bar floor or seat, these should be snug to the transmission
2. Any factory 5 or 8 lug rear end. All differentials may have a simple back brace. This brace must only be on the back side of the rear (the side where a diff cover would be) this brace can extend off the rear no more than 4 inches. It may not extend onto the backing plate, must terminate at the end of the axle tube. No changing size of bolt holes or use of oversized bolts or washers for mounting purposes. Spider gears may be welded. Bolt in axle conversions permitted. No Axles Savers. No ten lug axles. No heavy wall axle tubes only.
3. Watts Link Conversions are permitted. Upper watts brackets must be two separate pieces and may not exceed 8"x 8". Uppers cannot be bolted or formed to the top of the packing tray. Upper brackets may be bolted to packing tray with (4) 1/2" bolts per side max and cannot contact the cage in any form. Lower Watts brackets may be a max of 6 inches long and a max of 3"x3" square tubing. Lower brackets may be welded only to the inside of the frame with a 1/2" max bead of weld. Bolt for trailing arm may only be ran through the innermost side of the frame. NO PINNING.
4. Factory suspension brackets cannot be welded, attached, or manipulated in any way . **If they are smashed flat and or welded down, they will be cut and removed with the entirety of the bracket !!**
5. Only stock OEM car trailing arms may be used. They may be adjusted to obtain pinion angle 1" overlap — no reinforcing. Direct bolt-on pinion brakes permitted. No extra bracing to mount. If you have a pinion brake, you cannot have factory backing plates and drums. You will pull wheels and remove them if you have a pinion brake. Factory brackets can be swapped on rear differential. Example, 1980's Ford brackets to 9", etc. Top ears mounts may be fabricated for mounting purposes, do not exaggerate this onto the rear diff tubes beyond 3" per side. fab with factory style OEM bushings only. No spherical joints, etc.

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6. Cross member must remain stock or 2"x2" tubing. Any OEM factory automotive transmission crossmember is allowed. No added metal to cross-member or altering.
7. A 3" x 3" x 1/4" x 6" angle may be welded to the frame for cross member mounting. Cross member must be bolted to the frame plate angle mount. No larger than 1/2" bolts may be used, with two bolts on each side.
8. **Cross-member must remain under the transmission mount in the factory location and orientation , must run straight across and cannot be welded to the frame.** No added material.

Frame

1. Factory frames only. No Hybrid frames No frame altering other than described in the Rules.
2. Front frames may be shortened to the front of the core support **mounting hole**. Core support mount may not be modified.
3. Repair stubs must be butt-welded in the middle of the car. No plates permitted. No welded seams are permitted (even where the factory may have missed). ALL CLIPPING MUST BE PRE-APPROVED.
4. No shaping of front frame horn or dimpling of rear frame hump.
5. No hump plates.
6. No tilting or cold bending front or rear.
7. The rear frame section may be cut or dimpled to bend up. These areas cannot be welded or filled.
8. No rear frame chain of any kind from side to side will be permitted.
9. There is to be no welding on the frame except within the areas specified in the Rules. Standard automotive production frames and specs. 10. Frames must stay factory width- do not narrow or pull frames in.

BUMPERS

1. Bumpers must remain in the stock location. Front bumpers on the front and rear bumpers on the rear
2. Bumpers maybe loaded but must be a factory oem bumper and loaded inside only. Only outside welding allowed is seam welding the skin down and plating the holes shut
3. Hard nosing is permitted. If hard nosing, nothing can be inside of the frame and no bumper shocks of any kind, the shock cannot be unbolted and left inside the frame it must be removed A maximum plate of 6" x 6" x 1/4" may be welded to the end of the frame Front Not The side top or bottom, for bumper mounting. If you are unsure of what you have ask.
4. For Rear bumper mounting purposes an NLR style Bracket is permitted, maybe no longer than 6 inches on the Frame.
5. Bumper shocks may be collapsed and welded. 3/8" chain may be welded to outer bumper skin with a maximum of two links welded to the frame top and bottom within first 6" of frame-measured from end of frame. Bumper chain links may not be welded over the seam. The rear bumper chain may NOT pass through the body in any manner. It is attached bumper to frame only.

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6. Bumpers can and should be #9 wired to the body front and rear; two locations per bumper. Wire may pass through trunk lid and taillight panel and hood/core support; 3 strands per spot.
7. SMW SS, Heavy Point and less Bumpers will be permitted www.smithmetalworks.info Comparable bumpers will be permitted with approval. Automotive Bumpers may seam Welded, No Loaded or gusseted Bumpers permitted.
8. Maximum bumper heights must be 22" in the front -measured to the bottom of the front bumper. A minimum of 15" in the rear; **measured at the bottom side of the rear body mount frame hole**, the rear bumper cannot have any part of it lower than the frame measurement of 15" as mounted on the car.

Body

1. You may crease the rear quarters C post back. And the front fenders only .
2. No squeezed trunks. Bottom of quarter panels cannot be folded under and used through body mounts. Quarters cannot be on top of frame. Quarter panels must stay vertical
3. Trunk lid/tailgate may be welded, in a 3" on 3" off manner, 3" x 3" x 1/8" plate maximum.
4. The trunk may not overlap the quarter panels.
5. **Trunk lid may be tucked and attached to the floor with only 2 3"x 3" plates lid to floor.**
6. **Trunk may be dished a max of 6". This will be measured in the center of the trunk and cannot be more than 6" at any point.**
7. One 14" inspection hole is required.or (2) 7" s Hole may be bolted in six places with a maximum of 3/8" sized bolts, 1" in length with 1" washers.
8. Rear speaker decks cannot be removed.no excessive floor cutting especially over the bell housing area.
9. No metal may be added to the radiator support unless stated. The radiator may be strapped in two places, vertically. Or 2 pieces of 3/8" all-thread maximum, 1" banding, or three strands of #9 wire may be used.
10. Condenser,1/8"Material Aftermarket Condenser or 1/8"expanded metal may be mounted in four places (not Both), in factory style manner only, with a maximum of four 3/8" bolts or 4 1" welds. 2" overlap outside of radiator Opening max, Inspectors must be able to see between radiators and condenser.
11. **No spray foam is permitted.**
12. All hoods must have a minimum of two 12" x 12" holes. Holes may be bolted in six places with a maximum of 3/8" bolts, 1" in length with 1" washers.
13. You may use six hood hold-downs. 6" long 3" x 3" x 1/4" angle for the hood hold-downs. (6). 6"x1/2" bolts max May one one continuous piece of 1/2" allthread at core support front mounting May go up through core support and must be used as 2 of ur hood hold downs
14. No gussets from core support to fenders as hood bolt hold-downs are permitted. Angles cannot connect fenders to the firewall.
15. It is highly recommended that the driver's and passenger's doors be welded solid and plated with an 1/8" door skin which cannot extended further than 3" overlap in front of A post and behind B post.

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16. And inside door plat is permitted side bar to rocker panel but must stop not further forward than 2" in front of the inside front door seam and not further back than 2" onto the B Post. (For 2 door cars call)
17. No C-channel reinforcements are permitted on the outer doors.
18. Doors may be welded with a 3" on 3" off pattern.
19. Front and rear window bars may be made of (1) 2" x 2" square tubing or a maximum of (2) 3" x 3/8" flat bar. Bars may go 3" maximum onto the roof and no more than 3" onto the wiper cowl.
20. **If you cut out your firewall, you may cap the sharp edges with 1/8" and it cannot come in contact with the front dash bar of cage cage more than 3" ***** Excessive openings must be covered with some kind of rubber for safety
21. The rear window bar may not extend beyond 3" of the rear window opening and extend more than 3" past the speaker deck to trunk seam. If welded over trunk seam it counts as one tie down.
22. Wheel well openings will be allowed (5) 3/8 bolts per wheel well opening **Body Mounts**
 1. All factory body mount bolts may be changed with 1/2" bolts only.
 2. Body mount hardware and components must be factory orientation and assembled as such other than what is described in this area.
 3. You may use hockey pucks or a stack of washers, 3"x3" round or square tube etc.
 4. All spacers must be free floating.
 5. Body mount spacers must maintain a 1" space between body and frame.
 6. No where can spacers be larger in height than 2". 3" x 3" x 1/4" washer top and bottom maximum.
 7. It is not permitted to move the body mount hole and washers may **NOT** be welded in the hole.
 8. No additional body mounts are . permitted
 9. A maximum of 4" Riser will be at the core Support, these 4 inches include and body mount spacer also permitte risers made of 3"x3" max. Tubing. Core support spacer may be welded to top of core support frame d mount with a single pass weld 3/8".

Cage –

1. Four-point cage permitted with **Absolutely NO down legs.**
2. All cage material with exception of the gas tank protector must remain 5" from the floor and 5" from firewall.
3. The rear seat bar must be not further back than the front edge of the rear kick panel.
4. Side bars must stop at firewall and must stop at the rear kick panel.
5. You are permitted to use a center bar for shifter, but this too must remain 5" from floor.
6. Driver padding is highly recommended.
7. A rollover halo bar may be installed for protection. Halo can either come from the top of the rear seat bar or top of side bars. Halo must run straight up and straight across , no angling. Halo can be no further back than the rear kick panel.

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8. The halo can be attached to the roof with (3) 4" long max attachments either 2x2 tubing or angle iron with 1/2" max bolts.
9. The floorboards and sheet metal must be visible to inspectors.
10. The gas tank must be securely mounted to the floor or mounted on the rear seat bar or tank protector .
11. Maximum size for gas tank protector is 32" wide to the outside of the protector and may be tight to the rear sheet metal. Cannot be attached to the sheet metal or package tray.
12. Gas tank protectors are recommended to have flat steel backing to protect the cell from puncture. This must follow the max with of 32". Max size of GTP steel is 4"x4" or 2"x6".
13. GTP may be gusseted 1 time per side GTP to Rear seat bar.
14. Additional gusset GTP to Halo upright is permitted 1 per side of car.
15. Gas tanks must be constructed of steel or aluminum. This includes metal fuel cells, Jerry cans and boat tanks.
16. No plastic tanks or lacquer cans will be permitted.
17. The fuel line must be securely fastened and double clamped so that it will not pull free from the tank.
18. Holes must be drilled into the floor underneath the tank if it is mounted on the bar, or around the perimeter of the tank if mounted on the floor.
19. 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.
20. Rollover valves are recommended. Any fuel system deemed to be unsafe will not be permitted.

Tires and Wheels

Any air-filled tire up to 16" are permitted. They cannot be solid, foam or water filled nor studded.

OEM stamped steel wheels only. No solid wheels, No bead locks. A weld in center is permitted. Simple valve stem guards are permitted. Lip reinforcements are permitted 3" max size.

Battery

Two MAX 12-volt batteries will be permitted. Battery must be secured in a manner that is safe for the driver, passenger, and fellow competitors. No ratchet straps or bungee cords are permitted. A battery box is recommended. Battery must be covered with non-flammable material. Battery cables must be insulated from gas tank and components. No Batteries are permitted on the passenger side floor that will have a rider in it.

Rust Repair

ALL RUST REPAIR BODY OR FRAME MUST BE APPROVED PRIOR

All Rules are at the interpretation of the Track officials. If you have questions, **ASK BEFORE** the derby — do not wait until the day of the event! **If you are willing to weld it on, be willing to cut it off.** If you are found to be overbuilt pursuant

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to these rules you will be given the option to cut or remove illegal parts or load your car and go home. There will be no adjustment option on over builds.

NO GO Zones

- ANY OF THE FOLLOWING AREAS INFRACED WILL RESULT IN DISQUALIFICATION without the opportunity to adjust. All have been spelled out in the rules in previous seasons. IF YOU WANNA PUSH THINGS, PUSH THE PEN INTO A DIFFERENT ENTRY.

Rear Quarter panels-narrowing or pushing in

Frame narrowing

Frame TilMng

Excess Fuel Line/oversized fuel tank

Any rewelding of seams body or frame/boxes

Added metal or firewall manipulaMon Excessive list of car adjustments

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Questions and concerns can be answered by contacting.

Tj McCullough 301-707-6870

Frankie Guy @ 724-557-7428

Do not call after 9 pm. If the call is missed, please leave a message or text message requesting a returned call. Allow 24 hours for a response....meaning read early don't procrastinate and expect us to answer immediately. ALLOW ADEQUATE TIME PLEASE

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Fix it Plate Rules

Bash For cash youth full size- All cars fresh or pre run are permitted 2 fix it plates. Fix it plates are permitted to be a max of 4"x4" x3/8" max square or parallelogram. If parallelogram, they must measure 4" tall and 4" wide at all points and must be exactly 7" between the two furthestmost points. Any more will be completely removed. No Nine wire outside of the permitted 2 strand on front bumper from core support and the two on rear bumper to within 6" of the bumper in taillight area. No frame shaping anywhere

Washington Courthouse youth Team show- All cars fresh of pre run may have 4 fix it plates. Fix it plates are permitted to be a max of 4"x4" x3/8" max square or parallelogram. If parallelogram, they must measure 4" tall and 4" wide at all points and must be exactly 7" between the two furthestmost points. Any more will be completely removed. You are permitted 4 locations of #9 wire to start in addition of the permitted 2 strand on front bumper from core support and the two on rear bumper to within 6" of the bumper in taillight area. Nine wire must not exceed 4 loops single strand per location or 2 loops of double braided.

Following the heat you will be allowed to add 6 locations of wire and 2 additional fix it plates.

No frame shaping anywhere

Hardcore 2025 Tour youth Full size- You may utilize a maximum of 6 fix it plates fresh or pre run. Fix it plates are permitted to be a max of 4"x 4" x3/8" max square or parallelogram. If parallelogram, they must measure 4" tall and 4" wide at all points and must be exactly 7" between the two furthestmost points. Any more will be completely removed. You are permitted 4 locations of #9 wire in addition of the permitted 2 strand on front bumper from core support and the two on rear bumper to within 6" of the bumper in taillight area. Nine wire must not exceed 4 loops single strand per location or 2 loops of double braided. **If at any point in the season you need to move a fix it plate to a different location, you must completely remove both the plate and the weld from the frame in its entirety. At no time will you be permitted to have more than 6 plates and 4 locations of wire. All re-stubs must be pre-approved by TJ McCullough 301-707-6870. ****Fresh or pre run you are permitted to form the outside wheel facing hump between the body mount in front of the rear wheel and immediately behind the rear wheel. No added metal and no welding.**

Youth nationals

All cars may start with 2 fix it plates. Fix it plates are permitted to be 4"x4" x 3/8" max square or parallelogram. If parallelogram, they must measure 4" tall and 4" wide at all points and must be exactly 7" between the two furthestmost points. Any more will be completely removed. You are permitted 4 locations of #9 wire to start in addition of the permitted 2 strand on front bumper from core support and the two on rear bumper to within 6" of the bumper in taillight area. Nine wire must not exceed 4 loops single strand per location or 2 loops of double braided.

Following the heat you are permitted 4 additional 4"x 4" x 3/8" fix it plates and 6 additional locations of 9 wire.

you are permitted to form the outside wheel facing hump between the body mount in front of the rear wheel and immediately behind the rear wheel. No added metal and no welding.

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