

2026 Hardcore Full Size Rules

General

1: Any mass produced car permitted. No full frame imperials, hearses or any other specialty car.

2: Stock oem car parts only, swapping of all parts are permitted as long as there are no strength enhancing modifications to do so (acceptable examples are Chevy clip on bop cars, square ford body on a bubble frame, Vic spindles on gm....).

3: All parts must mount similar to factory and not be manipulated or used to add structural strength to the car nothing can be manipulated to make stubber bars, kickers or additional down legs (officials discretion is final).

Body

1: Doors and trunk can be wired, chained, bolted and or welded shut sheet metal to sheet metal only using a 3" on 3" off pattern with 3"x3" plates max, front doors may be plated for driver protection.

2: Cars can be creased and trunks can be dished a maximum of 6" or tucked. No doubling of panels or squeezing trunks, no wedge cars.

3: Wheel wells and hood cut outs can have a max five 3/8" bolts per wheel well and cut out.

4: Body mounts can be changed and must have a minimum 1" space between body and frame with 3" max diameter spacer and two 3" outside diameter washer per mount in factory configuration.

5: 4 hood hold downs must be sheet metal to sheet metal only, 3" outside diameter washers max, 3"Lx3"x3" angle iron can be welded to hood and fender to bolt or wire thru, core support all thread may also extend thru hood for 2 additional mounts, 1" all thread max.

6: Window bars can be up to 3" strapping or 2"x2" tubing or pipe max. Windshield gets up to 2 mounted no more than 6" onto roof or firewall, rear window gets 1 no more than 6" onto roof and trunk lid.

Frame and bumpers

1: Frames can be tilted, frames can be shortened no more than the first body mount hole on either end, 24"x6" hump plates permitted but must be centered on the hump, No hybrid frames, Frames cannot be seam welded or altered in any other way other than notching and or dimpling rear frame. You get an additional four 4"x4"x1/4" plates.

2: Any oem car bumper or replica bumper with no more than a 14" point from the end of the frame rail spanning over 32", no ramp bumpers. Front bumper mounting is limited to the first 10" of frame and the rear bumper can have up to 14" on cars that mount to the frame, cars that the rear bumper mounts to the body must mount in oem fashion and get four 3"x3"x1/4" additional plates to weld bumper to the body.

3: Crossmember can be swapped or replaced with 2"x2" you get two 3"x3"x6" pieces of angle iron to mount your crossmember to frame rail.

4: Bumper height 22" max 14" minimum to the bottom of the bumper, rear bumper height will be measured to the bottom of frame on cars with tipped or flipped up bumpers.

Cage and drivers compartment

1: You are permitted a 4 point cage with a center bar and 32" wide gas tank protector (centered on seat bar) 6" max size with a minimum of 6" off of floor, fire wall and transmission tunnel, gtp can be tight. You may also have a halo bar connected to cage and roof only.

2: You can have up to four 2"x2" down legs from cage to top of frame no farther forward than the fire wall body mount bolts and no farther back than the front most part of the wheel tubs.

3: After market pedals, shifter, steering shaft and transmission coolers permitted. Batteries must be moved inside cab 2 max.

Drivetrain

1: Any engine, can have a lower cradle with a front plate, pulley protector and midplate/adaptor plate no more than 3" larger than bellhousing.

2: Any oem transmission with no more than a replacement bell housing (no aftermarket cases).

3: Any driveshaft, rearend, wheels and air filled tire is permitted (no beadlocks or solids).

Steering and suspension

1: Oem spindle, a arm, ball joint and steering box swaps are permitted may run an adapter plate for steering box.

2: After market steering columns, aftermarket tie rods and aftermarket trailing arms are all permitted.

3: Suspension can be solid, you get two 4"x4"x1/4" a arm straps per upper a arm (must touch a arm) and can replace shocks with 1" all thread, chain or cable and two max size 6" outside diameter washers per all thread, chain or cable in place of shock, no leaf conversions.

4: Factory leaf spring cars can have seven 5/16 with a 2" stair step in factory orientation and three 2"x4"x1/2" thick clamps per side.

5: 98 and newer fords get a watts conversion brackets similar to toast inc or ztr.

03 and newer

1: SMW engine plate or equivalent may be used

2: Must run a oem rack and pinion and can have an adapter plate but must mount to the stock location on the aluminum cradle.

Pre ran

1: You get 1 additional repair plate up to 4x4x1/4 per bend as needed but must be able to prove the damage (officials discretion).

2: Pre ran cars are expected to be as close to these rules as possible and should hold no significant advantages by being pre ran.

Rule questions please call or text Brandyn Heath at 740-238-3353 or Frankie Guy 724-557-7428 or please 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.

