

The 2026 Hardcore Derby Promotions Full-Size Youth Nationals Rules

Program Overview

The Hardcore Derby Promotions Youth Full-Size Program is designed to cultivate future full-size champion drivers in demolition derby. This program focuses on instilling fundamental car building and detailing skills, emphasizing well-built cars over overbuilt ones. We aim to develop driving proficiency, diligence, and sportsmanship in participants.

This competitive class welcomes entry-level drivers and returning youths, with a focus on stock 1980s-style vehicles. To align with Hardcore Derby Promotions' national youth full-size championship, we have incorporated additional challenges.

- **Age Requirements:** Eligibility is limited to ages 12–17. Participants must be no older than 17 at the time of the event.
- **Documentation:** A notarized waiver must be completed before the event and presented at the time of registration. The Minor Waiver Form is available to print at www.hardcorderbypromotions.com.

Vehicle Eligibility (Fresh Cars Only)

- **Permitted Models:** 1980s and newer vehicles.
- **Prohibited Vehicles:** No 2003 or newer Fords, no clips, no open roofs, no trucks, no four-wheel-drive vehicles, no vans, no limos, no compacts, no hearses, and no ambulances. No frame-altered vehicles are allowed.
- **Stock Condition:** All cars must remain stock unless otherwise noted. If a modification is not explicitly mentioned in the rules, it is prohibited. Frames and components must adhere to standard automotive production guidelines.

Safety Regulations

- **Personal Protective Equipment (PPE):** Helmets, long sleeves, and eye protection must be worn at all times. A fire suit top is highly recommended. **If your helmet comes off at any point, you are immediately disqualified ("Out").**
- **Seat Belts:** Seat belts must be securely fastened.
- **Fire Safety:** Fire extinguishers are highly recommended. You are permitted to continue if your car catches fire, provided the fire department determines it is not a fuel fire. You will be disqualified after a second fire occurrence.
- **Driver's Door Protection:** Do not use your driver's door as a shield. Driver's door hits are strictly prohibited. Keep in mind that there may be two people in the car.

- **Occupant Area Safety:** Occupant areas must be completely clear of sharp, protruding objects. Drivers must stay inside the vehicle at all times unless an emergency requires exiting. Steering components must remain secured at all times.
- **Component Mounting:** Nothing is permitted to be mounted in the occupant area (e.g., transmission coolers, batteries, power steering reservoirs). Any item deemed unsafe must be addressed prior to passing inspection.
- **Pit Area Conduct:** No riding on the outside of cars. Absolutely no hot-rodding or "hot-dogging" is permitted in the pit area or surrounding zones.
- **Sportsmanship:** Mandatory high standards of sportsmanship apply both on and off the track. Enthusiasm is welcomed and encouraged.

Track Rules & Disqualifications

- **Sandbagging:** Drivers will receive zero warnings for sandbagging before being disqualified. You must make an aggressive hit every 60 seconds.
- **Restarts:** You have exactly one minute to restart your car.
- **Teamwork:** Teamwork or teaming up on other drivers is not permitted. You will receive one warning before automatic disqualification.

Inspection Guidelines

1. Officials reserve the right to drill, scope, or core-sample any vehicle as needed.
2. Officials reserve the right to re-inspect any and all cars before and during the event.
3. Any car found utilizing cheating tactics will be instantly disqualified.
4. It is mandatory for all drivers and participating youth to attend the primary Driver's Meeting and the secondary Youth Meeting alongside a parent or rider. If you fail to attend, you will not be permitted to run.
5. Only the driver and one crew member (or passenger) are permitted in the inspection area during the process.
6. Cars that fail inspection are granted only one re-inspection and must wait until all other vehicles have cleared their first round of inspections.
7. Cars failing inspection due to rule violations or safety issues forfeit their entry fees. No refunds will be issued.
8. Bring torches or appropriate repair pieces to correct any violations found during inspection. If you suspect a component is questionable, fix it prior to arrival.
9. Inspectors may require you to totally remove—not just cut—anything found to be outside of the rules. Half-hearted modifications will not be accepted.
10. No additional welding is permitted other than what is explicitly described in these rules.
11. Blatant attempts to cheat will result in automatic disqualification without an opportunity to make repairs.
12. Cars that are successfully inspected and flagged are legal to run and legal to win.

Stripping Requirements

All outside hardware—including glass, plastic, fiberglass, chrome moldings, door handles, and mirrors—must be removed prior to arrival. No broken window glass is allowed inside the doors. All flammable materials, airbags, and station wagon rear decking must be removed. Cars must be swept completely clean of dirt and debris. All OEM gas tanks must be removed.

Steering and Suspension

1. **Steering Columns:** Aftermarket steering columns are permitted. You must run a factory OEM car steering box. Drag links and center links must stay factory-stock and cannot be altered in any way.
2. **Hydro Steering:** No hydraulic steering or hydraulic assist steering is allowed. Columns may only be modified from the steering box to the steering wheel.
3. **Suspension Type:** Stock suspension only. 1980s upper A-arms may be swapped out in place of 1980s wishbone-style upper arms. 1998–2002 frames forfeit the crossbar on an upper arm swap.
4. **Tie Rods:** Tie rods may be reinforced. Aftermarket tie rods and tie rod ends are permitted. Heim joints are allowed using 5/8" bolts only. Simple steering stops are permitted.
5. **Spindles and Ball Joints:** Spindles and ball joints must remain stock. Ball joints must be OEM over-the-counter replacements. Homemade, fabricated, or Moog Performance components are not permitted. Ball joints are allowed to be welded with a single pass of weld.
6. **Springs:** Twist-in coil spring risers may be used (maximum of two per side). No spacers are permitted in the coil spring buckets. No stuffing of shocks is allowed. Rear springs may be swapped out with any OEM coil spring to adjust ride height.
7. **Securing Rear Springs:** Rear springs may be secured using wire, a 1" hose clamp, or 1" welds in three places on the bottom of the rear spring.
8. **Shocks:** 1" all-thread is permitted for rear shocks only. Front shocks must be factory OEM shocks.
9. **Spring Wiring & Tie-Downs:** Rear springs may be wired at the top and bottom. Wiring cannot be continuous or used to create a solid suspension link. You may use one limiting chain or cable per side, max size 3/8", mounted inboard of the shocks. They can attach using a 1/2" bolt on each end at the package tray and rear differential.
10. **Front Suspension Locking:** Front suspension may be locked in place using one of two options:
 - **Option 1:** Two 2" x 4" plates extending from the upper A-arm to the frame (one on the front side and one on the back side of the A-arm). These must touch the upper A-arm.
 - **Option 2:** A 4"-wide strap from the lower A-arm to the frame, with a maximum of 3" of the strap overlapping the side of the frame.

11. **Leaf Springs:** Factory leaf spring cars must utilize the factory leaf springs for that specific make and model with no modifications, using factory hangers, clamps, and hardware. No homemade or bolt-on spring clamps are allowed. An OEM factory stair-step of 3" must be maintained. Altering, restacking, lengthening the main leaf, adding leaves, or relocating the shackle is strictly prohibited. Rear suspension must remain fully functional.
12. **Sway Bars:** Sway bars must not be altered or manipulated from their OEM shape or size. They cannot be welded to the frame in any way and must be mounted using OEM brackets. Hardware at the lower arm may be upgraded to a maximum 1/2" bolt size in the factory location. Sway bars must be configured in their factory orientation and must match the make of the car.

Drivetrain

1. **Engines & Protection:** Engine swaps are permitted. A front plate, lower cradle with a pulley protector, and carburetor/header protectors are allowed. The pulley protector must not be welded or connected to anything else. Carburetor and header protectors cannot extend further back than the carburetor. No distributor protectors, valve cover protectors, or wire protectors are allowed.
2. **Driveshafts:** Slider driveshafts are permitted.
3. **Transmission Coolers:** Transmission coolers are permitted inside the car. Rubber fuel lines are strictly prohibited for use as transmission lines; heavy-duty transmission lines or hydraulic JIC lines are required.
4. **Motor Mounts:** Aftermarket motor mounts (such as an SMW weld kit or equivalent) are permitted. The maximum pad size for aftermarket mounts is 6" x 7" and they cannot be welded over frame seams. Pads may only be welded to the K-member.
5. **Motor Chains:** Motor chains are permitted up to a 3/8" maximum size. The chain must be bolted to the motor and dropped vertically, with a maximum of two links welded to the K-frame.
6. **Headers:** Aftermarket headers are permitted.
7. **Pedals & Shifters:** Aftermarket shifters, gas pedals, and brake pedals are permitted.
8. **Radiators:** OEM-style or aluminum radiators are permitted and must be placed in the OEM location. Looping of hoses is prohibited. Electric fans are allowed.
9. **Transmission Trans-Bell:** Transmissions must feature a stock housing or a replacement aluminum Ultra Bell. No steel bells or Reid cases are allowed. Steel tailshafts are permitted.
10. **Transmission Braces:** No transmission braces are permitted. Stock transmission mounts only. Anything bolted to the engine or transmission that strengthens the car or creates an unreasonable structural advantage will result in immediate disqualification rather than an option to remove it.
11. **Pan Plating:** Transmission pans and oil pans may be plated for protection. Plates may not exceed 1" beyond the edge of the pan and the two plates cannot connect.

12. **Adapter Plates:** Basic adapter plates for BOP (Buick, Oldsmobile, Pontiac) transmissions are permitted but must be approved.
13. **Brakes:** Cars must have fully functional brakes.
14. **Carburetor & Fans:** All fan blades must be covered, and all carbureted cars must run an air cleaner.

Rear End & Axle Assemblies

1. **Transmission Tie-Downs:** A 3/8" chain, two strands of twisted #9 wire (2 loops), or a 1"-wide ratchet strap may be wrapped around the transmission and the crossmember area only. These tie-downs cannot connect to any bar, floor, or seat, and must be snug to the transmission.
2. **Differentials:** Any factory 5-lug or 8-lug rear end is permitted. All differentials may feature a simple brace, provided it does not strengthen the frame or come into contact with it at any time. The brace must terminate at the end of the axle tube and cannot extend onto the backing plate. Changing bolt hole sizes or using oversized bolts/washers for mounting is prohibited. Spider gears may be welded. Bolt-in axle conversions are permitted. No axle savers or 10-lug axles allowed.
3. **Watts Link Conversions:** Permitted. Upper Watts brackets must be two separate pieces not exceeding 8" x 8". Uppers cannot be bolted or formed to the top of the package tray. Upper brackets may be bolted to the package tray with a maximum of four 1/2" bolts per side and cannot contact the cage structure. Lower Watts brackets can be a maximum of 6" long and constructed of 3" x 3" square tubing maximum. Lower arms may be welded only to the inside of the frame with a maximum 1/2" weld bead. The trailing arm bolt may only be run through the innermost side of the frame. **No pinning allowed.**
4. **Suspension Brackets:** Factory suspension brackets cannot be welded, attached, or manipulated. If they are smashed flat or welded down, the entire bracket will be cut out and removed.
5. **Trailing Arms:** Only stock OEM car trailing arms are permitted. They may be adjusted to obtain the proper pinion angle with a maximum 1" overlap and no reinforcing. Direct bolt-on pinion brakes are permitted with no extra bracing for mounting. If a pinion brake is used, factory backing plates and drums must be completely removed. Factory brackets can be swapped on the rear differential (e.g., 1980s Ford brackets to a 9" rear end). Top ear mounts may be fabricated for mounting purposes but must not extend onto the rear differential tubes beyond 3" per side. Fabricate using factory-style OEM bushings only; no spherical joints allowed.
6. **Crossmembers:** The crossmember must remain stock or use 2" x 2" tubing. Any OEM factory automotive transmission crossmember is allowed. No metal may be added or altered.
7. **Crossmember Mounting:** A 3" x 3" x 1/4" x 6" angle iron piece may be welded to the frame for crossmember mounting. The crossmember must be bolted to this frame plate angle mount using a maximum of two 1/2" bolts per side.

8. **Orientation:** The crossmember must remain beneath the transmission mount in its factory location and orientation, running straight across. It cannot be welded directly to the frame, and no materials may be added.

Frame Rules

1. **Modifications:** Factory frames only. No hybrid frames or frame altering is permitted unless explicitly outlined.
 2. **Shortening:** Front frames may be shortened back to the front edge of the core support mounting hole. The core support mount itself cannot be modified.
 3. **Repair Stubs:** Repair stubs must be butt-welded in the middle of the car. No plates or welded seams are permitted (even over missed factory welds). **All frame clipping must be pre-approved.**
 4. **Frame Shaping:** No shaping of the frame is permitted, except you are allowed to form the outside wheel-facing hump between the body mount in front of the rear wheel and immediately behind the rear wheel. No metal may be added, and no welding is allowed.
 5. **Hump Plates:** No hump plates allowed.
 6. **Bending:** No tilting or cold bending of the front or rear frame rails.
 7. **Notching:** The rear frame section may be cut or dimpled to bend upward. These areas cannot be welded or filled.
 8. **Chains:** No rear frame chains extending from side to side are permitted.
 9. **Welding Restrictions:** Structural welding on the frame is restricted to areas specified within these rules. Frames must adhere to standard automotive production widths; do not narrow or pull frames inward.
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1. **Creasing:** You may crease the rear of the car from the C-pillar backward, as well as the front fenders only.
 2. **Trunks & Quarters:** No squeezed trunks. The bottom of the quarter panels cannot be folded under or routed through body mounts. Quarter panels cannot sit on top of the frame and must remain strictly vertical.
 3. **Trunk Lid/Tailgate Welding:** Trunk lids/tailgates may be welded using a 3" on, 3" off pattern with a maximum plate size of 3" x 3" x 1/8".
 4. **Trunk Alignment:** The trunk lid cannot overlap the quarter panels.
 5. **Trunk Tucking:** Trunk lids may be tucked and attached to the floor using a maximum of two 3" x 3" plates connecting the lid to the floor.
 6. **Dishing:** The trunk may be dished a maximum of 10", measured from the lowest point in the center. Quarter panels must remain vertical. The trunk floor or quarters cannot be pushed or squeezed over the frame rails.

7. **Inspection Holes:** One 14" inspection hole or two 7" inspection holes are required in the trunk lid. The cutout portion may be bolted back in six places using a maximum of 3/8" bolts, 1" in length, with 1" washers.
8. **Speaker Decks & Floors:** Rear speaker decks cannot be removed. No excessive floor cutting is allowed, especially over the bellhousing area.
9. **Core Support & Radiator:** No metal may be added to the radiator support unless stated. The radiator may be strapped vertically in two places. Alternatively, a maximum of two pieces of 3/8" all-thread, 1" banding, or three strands of #9 wire may be used.
10. **Condensers:** You may mount either a 1/8" aftermarket condenser or 1/8" expanded metal in four places (not both) in a factory-style manner. No V-shaped condensers are allowed. Secure using a maximum of four 3/8" bolts or four 1" welds. A maximum 2" overlap outside of the radiator opening is allowed. Inspectors must be able to see clearly between the radiator and condenser.
11. **Foam:** No spray foam is permitted anywhere on the vehicle.
12. **Hood Cutouts:** All hoods must feature a minimum of two 12" x 12" holes. Hood cutouts may be bolted in six places using a maximum of 3/8" bolts, 1" in length, with 1" washers.
13. **Hood Hold-Downs:** You are permitted up to six hood hold-downs using 6"-long, 3" x 3" x 1/4" angle iron. A maximum of six 6" x 1/2" bolts may be used.
14. **Core Support All-Thread:** One continuous piece of 1/2" all-thread may be run through the front core support mounting holes, extending upward through the hood to serve as two of your six hood hold-downs.
15. **Gussets:** No gussets from the core support to the fenders are permitted as hood hold-downs. Angle iron cannot connect the fenders to the firewall.

16. **Body Rule Door Welding & Plating:** It is highly recommended that the driver's and passenger's doors be welded solid and plated with a 1/8" door skin. This skin cannot extend further than a 3" overlap in front of the A-pillar or behind the B-pillar.
17. **Inside Door Plates:** An inside door plate is permitted from the side cage bar to the rocker panel on the interior of the car. Nothing may go through the floor. The plate must stop no further forward than 2" in front of the inside front door seam and no further back than 2" onto the B-pillar. (Call for specific rules regarding 2-door cars).
18. **Reinforcements:** No C-channel reinforcements are permitted on the outer door skins. Doors may be welded externally using a 3" on, 3" off pattern.
19. **Window Bars:** Front and rear window bars may be constructed of either one 2" x 2" square tube or a maximum of two 3" x 3/8" flat bars. Bars may extend a maximum of 3" onto the roof and no more than 3" onto the wiper cowl.
20. **Firewall Capping:** If you cut out your firewall, you may cap the sharp edges with 1/8" material, provided it does not come into contact with the front dash bar of the cage. Excessive openings must be covered with rubber material for safety.

21. **Rear Window Bar Clearance:** The rear window bar must not extend beyond 3" of the rear window opening and no more than 3" past the speaker deck-to-trunk seam. If welded over the trunk seam, it counts as one trunk tie-down. The rear window bar must maintain at least 6" of clearance from any other cage components, including the gas tank protector and rollover bar.
22. **Wheel Wells:** Wheel well openings are allowed to be bolted with 3/8" bolts.

Body Mounts

1. **Hardware:** Body mount hardware and components must maintain factory orientation and assembly unless specified here.
2. **Spacers:** You may use hockey pucks, a stack of washers, or 3" x 3" round/square tubing as spacers. All spacers must be free-floating and maintain a 1" space between the body and the frame. Spacers cannot exceed 2" in height. A maximum 3" x 3" x 1/4" washer may be used on the top and bottom. Body bolts maybe changed to a 1/2" x6" max bolt .
3. **Holes:** Moving the factory body mount hole location is prohibited, and washers may **not** be welded inside or over the hole. No additional body mounts are allowed.
4. **Core Support Risers:** A maximum 4" riser is permitted at the core support (this 4" limit includes the body mount spacer). Risers may be made of 3" x 3" maximum tubing. The core support spacer may be welded to the top of the core support frame mount with a single-pass weld.

Cage Requirements

1. **Structure:** A 4-point cage is permitted. All cage materials—with the exception of the gas tank protector—must remain at least 5" away from the floor and 5" away from the firewall.
2. **Placement:** The rear seat bar must be positioned no further back than the front edge of the rear kick panel. Side bars must terminate at the firewall and at the rear kick panel.
3. **Center Bar:** A center bar for the shifter is permitted but must remain 5" clear of the floor. Driver-side padding is highly recommended.
4. **Rollover Halo Bar:** A rollover halo bar may be installed for safety. The halo can extend from either the top of the rear seat bar or the top of the side bars. It must run straight up and straight across with no angling. The halo can be positioned no further back than the rear kick panel. It can be attached to the roof in a maximum of three places using 4"-long attachments (either 2" x 2" tubing or angle iron) with maximum 1/2" bolts.
5. **Visibility:** Floorboards and sheet metal must remain fully visible to inspectors.
6. **Gas Tank Mounting:** The gas tank must be securely mounted to the floor, the rear seat bar, or the tank protector.
7. **Gas Tank Protector (GTP):** The maximum outer width for the gas tank protector is 32". It may sit tight against the rear sheet metal but cannot be attached to the sheet metal or package tray. Protectors are recommended to have flat steel backing to prevent fuel cell punctures. The maximum steel profile size for the GTP is 4" x 4" or 2" x 6".

8. **Gussets:** The GTP may be gusseted exactly one time per side from the GTP to the rear seat bar. An additional gusset from the GTP to the halo upright is permitted (one per side).
9. **Fuel Tanks:** Fuel tanks must be constructed of steel or aluminum. This includes manufactured metal fuel cells, Jerry cans, and marine boat tanks. **No plastic tanks or lacquer cans are permitted.**
10. **Fuel Lines:** Lines must be securely fastened and double-clamped. If an electric fuel pump is used, high-pressure fuel line is mandatory, and a visibly marked shutoff switch must be located directly on the dash bar. Fuel tank vents must be routed away from vehicle occupants. Rollover valves are highly recommended. Any fuel system deemed unsafe will fail inspection.
11. **Holes:** Drainage/vent holes must be drilled into the floor directly underneath the tank if it is bar-mounted, or around the perimeter of the tank if it is floor-mounted.

Down Legs

You are permitted two down posts, maximum 2" x 4" size (one per side). Down posts can only be welded to the side cage bars and the interior sheet metal. They must be completely vertical and contained within the inside front door openings. Down legs must remain inside the car and cannot extend through the sheet metal of the rocker panel or floorboards. The body cannot be manipulated closer to the frame. If a down leg is placed too far forward or if the sheet metal has been beaten down to alter clearance, you will be required to cut the entire component out. **This modification is for safety purposes only.**

Bumpers

Bumpers must remain in their stock location. No wedge-type bumpers are allowed.

1. **OEM Loading:** OEM bumpers may be loaded between the two skins without stretching or modifying the outer bumper skins. All reinforcement work must be done internally. Absolutely no aftermarket bumpers may be placed inside OEM skins.
2. **Hybrid Bumpers:** The Kiskadden Fabrication Hybrid bumper or comparable approved manufactured bumpers are permitted with prior official approval.
3. **Seam Welding:** Automotive OEM bumpers are permitted to be seam-welded.
4. **Aftermarket Replica Bumpers:** Bumpers must be an OEM loaded bumper or an aftermarket replica that strictly conforms to an OEM style (including degree of angle, maximum point from the frame mounting point to the tip, construction height, and width). No Chrysler "pointy" bumpers (factory or replicas) are allowed. No homemade pointy bumpers are permitted.
5. **Guards:** No climber guards are allowed. Call for clarification if needed.
6. **Rear Bumpers:** Rear bumpers are limited to a 2" maximum point.
7. **Hard Nosing:** Hard nosing is permitted. If hard nosing, nothing may be left inside the frame rails; bumper shocks must be completely unbolted and removed. A maximum mounting plate

of 6" x 6" x 1/4" may be welded directly to the flat end of the front frame rail (not to the sides, top, or bottom).

8. **Rear Bumper Brackets:** For rear bumper mounting, an NLR-style bracket is permitted, extending no longer than 6" along the frame rail (limit 1 bracket per rail) to achieve your desired bumper angle. The top, bottom, and inside portions must remain open; however, you may box those three sides in using 1/8" material. The bottom mounting hole must remain completely accessible for inspection. If material thicker than 1/8" is discovered, it must be cut out.
9. **Standard Mounting (Non-Hard Nosed):** Bumper shocks may be collapsed and welded. A 3/8" chain may be welded to the outer bumper skin with a maximum of two links welded to the top and bottom of the frame within the first 6" of the frame rail (measured from the frame end). Bumper chain links may not be welded over frame seams. The rear bumper chain must not pass through the body; it must attach strictly from the bumper to the frame.
10. **Bumper Wire:** Bumpers can and should be secured to the body using #9 wire in two locations per bumper (front and rear). The wire may pass through the trunk lid, taillight panel, hood, or core support, using 3 strands per location.
11. **Height Measurements:** Rear frame measurements will be taken from the bottom of the mounting hole on the underside of the frame immediately behind the rear axle. This measurement must be no lower than 10" on fresh or pre-run cars (excessively damaged rear humps will be taken into consideration).
12. **Bumper Clearance:** The bottom of the rear bumper must sit a minimum of 15" from the ground. Both the frame measurement (10") and bumper measurement (15") must be satisfied on fresh or pre-run vehicles.
13. **Maximum Front Height:** Maximum front bumper height is 22", measured from the ground to the bottom of the front bumper. The rear bumper cannot have any component sitting lower than the 15" frame rail ground clearance measurement.

Tires and Wheels

- **Tires:** Any air-filled tire up to 16" is permitted. Tires cannot be solid, foam-filled, water-filled, or studded.
- **Wheels:** OEM stamped steel wheels only. No solid heavy-equipment wheels and no outside beadlocks are allowed (small inner beadlocks are permitted). Weld-in centers are allowed. Simple valve stem guards and lip reinforcements up to a 3" maximum size are permitted.

Battery Regulations

A maximum of two 12-volt batteries are permitted. Batteries must be secured safely for the driver, passenger, and track crews. No ratchet straps or bungee cords are allowed; a dedicated battery box is highly recommended. The battery must be covered with non-flammable material, and cables must be insulated from the gas tank and structural components. No batteries are permitted on the passenger-

side floorboard if a rider is present. The battery box must not strengthen the car or connect to the frame.

Rust Repair

ALL RUST REPAIR (BODY OR FRAME) MUST BE PRE-APPROVED PRIOR TO THE EVENT.

- Contact **Chris Firster** at 724-877-9999 or **Frankie Guy** at 724-557-7428 for approval.

Fix-It Plate & #9 Wire Rules

Standard Tour Rules

- You may utilize a maximum of six fix-it plates on fresh or pre-run cars.
- Fix-it plates must be a maximum size of 4" x 4" x 3/8" (square or parallelogram). If a parallelogram is used, it must measure 4" tall and 4" wide at all points, with exactly 7" between the two furthest points. Any plates exceeding these dimensions will be completely removed.
- You are permitted 4 locations of #9 wire in addition to the allowed 2 strands on the front bumper (from the core support) and the two on the rear bumper (within 6" of the bumper in the taillight area).
- #9 wire must not exceed 4 loops of a single strand per location, or 2 loops if using double-braided wire.
- If you need to move a fix-it plate to a different location during the season, you must completely remove both the plate and its corresponding weld from the frame. At no time can a car have more than 6 plates and 4 wire locations. All frame re-stubs must be pre-approved by Frankie Guy.

Youth Nationals Event Exceptions

- All cars may start the event with 6 fix-it plates meeting the 4" x 4" x 3/8" dimensions specified above.
- Cars are permitted 4 locations of #9 wire to start, in addition to the bumper wiring.
- **Post-Heat Modifications:** Following your heat race, you are permitted **2 additional** 4" x 4" x 3/8" fix-it plates and **6 additional** locations of #9 wire for repairs.
- You are permitted to form the outside wheel-facing hump between the body mounts. Any frame rail or hump repairs beyond the 2 additional plates must be addressed at the show on a case-by-case basis and approved by Frankie Guy or Chris Firster.
- **Fairground Boundaries:** Once a vehicle arrives at the fairgrounds to compete, it is **not permitted to leave**. If a vehicle leaves the premises, it is disqualified. The exact vehicle you ran in the heat and qualified with is the vehicle you must run in the feature event.

Official Interpretation & Overbuilt Cars

All rules are subject to 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

a vehicle is deemed overbuilt pursuant to these rules, you will be given the option to cut and remove the illegal parts or load your car onto the trailer and go home. There are no adjustment options or warnings granted on overbuilt components.

Structural "NO GO" Zones

Violating any of the following restricted areas will result in **IMMEDIATE DISQUALIFICATION** without an opportunity to make modifications or fixes. If you want to push things, push your pen into a different entry form:

- Narrowing or pushing in rear quarter panels.
- Frame narrowing or pulling frame rails inward.
- Frame tilting or cold bending.
- Any re-welding of body or frame/box seams.
- Added metal or manipulation of the firewall.
- Presenting an excessive list of required car adjustments.

Contact Information

If you have questions or concerns, please contact our officials. Do not call after 9:00 PM. If your call is missed, leave a voicemail or a text message requesting a callback. Please allow 24 hours for a response.

- **Chris Firster: 724-877-9999**
- **Frankie Guy: 724-557-7428**