

2021 Hardcore Full-Size Rules

Any year, foreign or domestic, mass produced 2 or 4 door hard top cars or factory leaf spring station wagons permitted.

No 1973 or older Chrysler Imperials or Imperial sub-frame cars permitted. No hearses. No open roofs, no trucks, no vans, no four-wheel drive vehicles, no limos or utilities are permitted. No smash top wagons/sedagons

If it is not in the rules, it does not mean you can do it.

Drivers will be given one warning for sandbagging before being disqualified. You must make an aggressive hit every thirty seconds. You will have one minute to restart your car. 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 are NOT permitted. Teamwork is not permitted. You will be given one warning before being disqualified. A 12"x 12" minimum roof sign is mandatory.

Inspection

1. Officials have the right to drill, scope, etc. as they need too.
2. Officials have the right to re-inspect any car before, during and 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.
5. DRIVER OF THE CAR BEING INSPECTED ONLY allowed in the inspection area while the cars are being inspected.
6. Cars that have failed tech get 1 re-inspection. All cars that need a re-inspection must wait until all the cars go through their initial inspection before they get their re-inspection.
7. Cars that fail tech due to rules or safety issues will forfeit entry fee.
8. Bring torches!!!
9. Anything found outside the rules not only be cut but will be REMOVED!! A halfhearted attempt to cut something will not be accepted.
10. No additional welding other than specified in the rules!
11. Blatant attempts to cheat will not be tolerated and you will be loaded without an opportunity to fix it.

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 or glass left around windshield area. Interior must be completely stripped minus driver's seat. Cars must be swept clean of all dirt and debris. If dash is left in place radio, ash tray, glovebox or anything that may come loose must be removed. All airbags must be removed. No OEM gas tank, it must be removed. All decking in the rear of wagons must be removed.

Safety

DOT or Snell rated helmets required, long sleeves, pants and eye protection must be worn. No open toed footwear. Helmets must be worn at all times. If your helmet comes off during competition you will be immediately disqualified. A fire suit is **HIGHLY RECOMMENDED**. A fire extinguisher is **HIGHLY RECOMMENDED** and must be securely mounted within the driver's reach. Seat belts must be fastened. Battery must be moved to the passenger floor or cage and securely mounted in a battery box and covered. Fuel cells must be safely installed and mounted securely. All fuel lines double clamped and ran in a manner that they will not get pinched or cut. No ratchet straps or seat belts as hold downs. Self-tapping screws ran through the floor are not acceptable. Milk crates are not battery boxes. **ALL CARS MUST HAVE WORKING BRAKES!!! IF IT'S NOT SAFE YOU WILL NOT RUN!!!**

Suspension/steering

You may lock the suspension solid using **ONE** of the following options **NOT** both: 3" wide x 1/4" thick flat stock or angle iron from lower A-arm vertically to the frame using 3" inch welds on frame with only one piece per lower A-arm **OR** a 2"x4" 1/4" thick max plate welded on the front and rear side of the upper a-arm. The plate can't extend farther than 2" from the a-arm. You may swap Aarms with any OEM automotive (car only) A-arm. No truck A-frames permitted. A-arms must be mounted in the factory manner and location No added metal or weld to the A arm is permitted. Aftermarket tie rods allowed. Hydro steering is allowed. No aftermarket spindles are permitted. Any OEM automotive (car only) stock spindle will be allowed. Aftermarket hubs are OK. No added metal is permitted. Factory replacement screw-in ball joints are permitted. No coil to leaf spring conversions. Factory leaf springs must be mounted in the factory orientation. Factory leaf sprung cars will be allowed seven 5/16" factory leaf springs in factory configuration and location with a 2" stair step. No upside-down or sideways leaf springs. No plug welded or homemade leaf packs. Shackles and U-bolts may be swapped. A maximum of 4 spring clamps will be permitted, with two in front of the wheel and two behind. Maximum size of leaf spring clamps will be 2"x 5" x 1/4" using two 1/2 x 5" bolts per clamp. Coil springs may not have any spacers inside the coil spring pockets. Sway bars may not be altered from OEM shape or size. The OEM sway bar that comes from the factory with your car may be welded to the frame using no added material. The sway bar may not be welded to the pulley protector. You may bolt the sway bar to the lower A-frame only using a 1/2 inch maximum bolt. You must use the sway bar in the factory orientation.

Watts link conversion kit may be used. This must be mounted in the 80s style factory location and manner. 3"x3"x6" tubing may be added to the frame for lower trailing arm mounting purposes Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms.

Maximum size of 1" all-thread may be used in place of factory shocks. The all thread may not be used as an extra body mount.

03 and newer Fords will be allowed to use the old-style steering box draglinks, spindles, upper A arms and tie rods, **NO ADDED METAL !!!!!** The **FACTORY** aluminum cradle **MUST** be used and **MUST** stay in the **FACTORY LOCATION!!!!** SMW 03+ engine mounting plate may be used. Your steering box must be mounted in the same manner as the car it came off of **NO EXCEPTIONS!!!!** steering box must be bolted thru the frame like the factory intended it to be, the idler arm bolts may pass thru 1 layer of the frame only or be welded **NOT BOTH !!**. **ALL** of the factory crush zones, holes must remain open and untouched, 03 Frames maybe shortned 18 inches from the center of the front Boss/Bolt to the back of the bumper Plate. **ANY** Questions please call if done wrong this would be to hard to **FIX** at the event **SO CALL First PLEASE**. Hydraulic steering is ok.

Rear-end

Any five or eight bolt rear end pattern is accepted. Spider gears may be welded. Rear ends may be braced and trussed but nothing added to the housing can be used to strengthen or prevent the frame or body from bending in any way. No leaf spring conversions.

Frame

No altering of frames other than described in these rules. The top frame seam may be welded firewall forward with no wider than a 1/2" wide bead No additional seam welding (even where the factory forgot!). All metric 1977 and newer GMs, 1979-02 Ford, Mercury and 1980-02 Lincoln full frame cars may be tilted at the crush box area only. 70s and 03 up cars ARE NOT ALLOWED to tilt. ALL

FACTORY COIL SPRUNG CARS ARE ALLOWED A 1/4"x4"x 24" HUMP PLATE on the outside of the frame only. It must be centered in the hump. They may be contoured or run straight across. If running straight across they must be 3" minimum above the rear end housing They will be measured straight across from the farthest point to farthest point. Leaf spring cars may not have a hump plate No hump chains. No chains from frame rail to frame rail. #9 wire can be ran around the rear frame rail to rail in one location from behind the hump but in front of the front trunk body mount, must be one continuous piece wrapped 3 times max. Notching or dimpling of rear frame rails is allowed for frame bending purposes only. 1980-02 front frames must be minimum 23" from the front edge of the coil spring pocket. Old iron frames can be squared off but not shortened to hardnose. ALL FRAME DAMAGE OR RUST REPAIRS MUST BE OK'D and VERIFIED FIRST!!!! If your frame Repair is OK'D ONLY THEN can it be repaired in the following manner!! No frame repair may be longer than 4" long and 4" high using 1/8" flat stock with a 1/2" hole in the plate. No angle iron. No frame holes may be welded shut. Rear Frames may not be shortened in any manner even pre run Transmission cross member may be changed out to 2x2x1/4 max square tubing. You may use 2x2x1/4 angle 6 inches long to mount cross member to the frame. Cross member must run straight across and mount on the angle. Not in front of or behind it No spring bucket inserts as spring spacers

Bumpers

Any OEM bumpers permitted. DEC and SMW bumpers permitted. Loaded or homemade bumpers accepted. Must be no bigger than 6"x6" square and have no more than and 10" point centered measured from the back of the bumper to the tip of the point. The point must taper over an area 32" wide. Ends of the bumper may be capped. Loaded Chrysler pointy bumper is accepted. Chrome may be welded to the backing plate of bumper. You may hardnose the front bumper to the end of the frame. The bumper may not slide over the end of the frame. You may have a 12"x4"x3/8 plate welded with a single pass no larger than 1/2" wide on the outside (a-arm side) or the top. Not on the bottom, or inside (engine side) of the frame. Nothing is permitted inside of the frame unless using a stock shock mounted with factory hardware in the stock location and not welded in any fashion other than the bumper to the end of the shock. If using a shock on the outside, it can't be attached in any way beyond the 12" back from the end of the FRAME. Anything beyond the 12" measurement will be cut and removed. Rear bumpers may be hardnosed using a 10"x 4"x 3/8" plate measured from the end of the frame. If using the OEM shocks and brackets to your model car u may weld them 12" from the end of the frame. Anything beyond 12" must be in the factory location and use the factory hardware to fasten it to the frame.

Rear bumpers may be attached to the body in two places using 3" wide 1/4" strap no longer than 4" You can loop a triple strand of #9 wire in two locations running from the front bumper to the radiator support. 3/8" chain may be welded to outer bumper skin for both the front and the rear with a maximum of two links welded to the frame top and bottom. Chain links may not be welded together to make a solid bar Bumper chains must be welded to the frame within 10" from the end of the frame. Anything welded beyond 10" will be removed. Bumper chains may not pass through the body

in any manner. Chains are to be attached from the bumper to frame only. Maximum bumper heights must be 22 inches to the bottom of the lowest point. A minimum of 15 inches is permitted in the rear, measured from the bottom of the bumper.

Body

All quarter panels will remain at factory OEM height. Trunk lids/tailgates may be welded shut in a 3 on 3 off pattern using 3"x 3" x 1/4" plates. Trunk lids must be 80s on an 80s car and 70s on a 70s car. Wagon tailgates must be of a factory wagon of the same style. The trunk may not overlap the quarter panels. No interior body seams may be welded. The trunk lid may be bent down at a 90-degree angle to the floor and welded in four places using 4 pieces of 3"x3"x1/4" angle. Rear decking in a wagon must be removed. Outer body panels cannot be welded to inner panels. Excess sheet metal on the front fenders may be folded and bolted only to the core support in a single layer using THREE 3/8" bolts and a 1/2" O.D washer (NO WELDING). The maximum amount of dip in the trunk lid is 10 inches. One fifteen-inch inspection hole is required. Hole may be bolted in six places with a maximum of 3/8" sized bolts, 1 inch in length with 1 inch washers. Body panels may be creased, but the crease may not be welded. No doubling of exterior or interior body panels.

No metal may be added to the radiator support. The radiator may be strapped in two places, vertically. 1/2" inch all-thread, one-inch banding, or three strands of 9 wire may be used. Condenser may be mounted in four places, factory style only with a maximum of four 3/8-inch bolts. No heavier than 1/8" expanded metal mesh or custom radiator guard is permitted to replace the condenser. Mounted in four places on the front side of the core support only using four 3/8" bolts or four 1" welds. Mesh or 1/8" radiator guard may be no wider than the inside of the frame rails.

All hoods must have a minimum of two 12x12 inch holes. Holes may be bolted in six places with a maximum of 3/8 sized bolts, 1 inch in length with 1-inch washers. 3x3x1/4-inch maximum dimensions Hoods may be held down in 6 places. You may add 3x3x1/4" angle to the inner fender for hood bolt mounts. 1/2-inch bolts for hood hold-downs. Hood hinges must remain factory working or must be removed, no welding the hinges. You may use 1 inch all-thread running from the core support mount through the core support. Core support mount may not pass thru the frame. All-thread must run vertically. All-thread may only be sleeved with 2" O.D. pipe or 2"x2" tubing from the frame to the bottom of the core support. Spacers can be welded to the core support, frame and bumper. All thread counts as 2 of your hood hold down spots. Hoods must be able to be opened for inspection.

The driver's door may be welded solid and we HIGHLY RECOMMEND it be plated. Reinforcement can be done on the outside only. Passenger side front door may also be reinforced or skinned on the outside only. 1/8" max plate. Driver's and passenger side door protection cannot extend more than 3" past the door seams. No door reinforcement or any added metal can be inside the car or attach to the cage or rockers. Doors may be welded, banded, bolted, or chained shut. If welded must be a 3 on 3 off pattern using 3"x 3" x 1/4" plates maximum. Six locations of wire or banding may be used if you choose to do so. Three strands of wire per hole or one banding strap per hole will be the maximum permitted. Chain, wire, or banding must not pass through or around the frame in any location. Maximum strands of wire is three, maximum width of banding must be one inch. Chaining, wiring, and banding must be done sheet metal to sheet metal. No washers welded in for wiring will be permitted. No creasing, welding or doubling of the transmission tunnel. Transmission tunnel may be cut and raised for installing transmission level. Tunnel must be welded back with tin of the same thickness of the original, trans tunnel cannot be reinforced in any manner 2 inch overlap max stitch welded. Front and rear window bars may be made of 2x2 inch square tubing, or 1/4"x 3" flat bar. Window bars may go a maximum of 6 inches onto the roof and firewall and cannot be onto the trunk lid more than 6" from the trunk lid/ package tray seam. they can't be attached to any cage component. You may have two windshield bars in the front windshield area, and they cannot attach to the firewall or roof any wider than the headers. You may have one rear window bar centered in the rear window opening. Wheel openings may be drilled and bolted with a maximum of 3/8 x 1 1/2" bolts in 6 places.

Body Mounts

You may change all the body mounts 5/8" x 6-inch-long bolts only. You may use 3" x 1/4" thick maximum washer size (square or round). A minimum of 1" space is required between the body and frame. You may use tubing or pipe max 3" diameter, hockey pucks or stacks of washers. All spacers must be free floating and a single spacer per hole. You may not have one spacer connecting between two holes. Maximum washers top and bottom must be 3x3x1/4". No additional body mounts are permitted. Relocation of the body mounts is not permitted. Body mount bolts will pass through one layer of the frame and the sheet metal of the floor. Core supports spacers can be no bigger than 2"x2" square tubing or 2" diameter pipe. The front core support mount may be replaced with a 4" x 4" x 1/4" plate welded onto the top of the frame no more than 2". It may be welded to the bumper but no additional metal can be added to the mount.

Cage

You may run one bar behind the seat (from post to post), one bar for the dash, and one bar for each door connecting the seat and dash bars, creating a 4-bar cage. No cage components may be inside the doors. Cage material may be 4" x 4" tubing or 4-inch pipe maximum size to be used for the dash and seat bars. 1/4 by 6-inch mounting brackets may be used for dash and seat bar installation. The dash bar is to be located a minimum of 5 inches above the transmission tunnel and a minimum of five inches from the firewall. If not using a full cradle to be measured at the back of the distributor. Firewall must remain in the factory location. If not using an engine cradle with a trans brace you can use 2"x2"x1/4" kickers from the dash bar to the **TOP OF THE FRONT FRAME ONLY. NO PLATE MAY BE WELDED UNDER THE TUBING TO GIVE A WIDER AREA OF ATTACHING.** Tubing can't attach to the frame any farther than 3" behind the rear of the upper a arm. Door bars may not extend more than 1/2 way back the rear door on a 4-door car or more than 8" beyond the kick panel on a 2 door. They may not go any farther forward than the firewall and may not be attached to the firewall. Rear seat bar can't be any farther back than where the kick panel meets the rear seat. A center bar is permitted but must be a minimum of 5" from the transmission tunnel and be a minimum of 5" from the firewall. Gas tank protector must be centered on the seat bar and no wider than 32" on the outside and it may be tight to the sheet metal. No bolting or welding to the package tray to the rear seat sheet metal. No part of the tank protector may be attached or come within 6" of the rear window bar. A halo bar is recommended and must be run vertically over the roof and must come off the rear seat bar or door bar. Halo may be 4" x 4" max. Halo may be bolted to the roof in two spots using 1/2" bolts and bolted within 2" of the halo bar. Tubing for bolting may not be longer than 6"

Gas Tank

The fuel tank must be securely mounted to the rear seat area or tank protector if you choose to use one. Gas tanks must be constructed of metal. This includes metal fuel cells, Jerry cans and boat tanks. No plastic tanks or lacquer cans will be permitted. Fuel line must be securely fastened and clamped so that it may not pull free from the tank. All lines must be leak proof!! Gas tanks must also be covered with a cover made of non-flammable material. Four 1/2" inch 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. Shutoff switch must be visibly marked.

Drive train

Any engine or transmission is permitted, but must be mounted within six inches of the stock location. You are allowed one chain wrapped around the tail shaft to the transmission cross member only. Chain links cannot be welded. The maximum size of chain is 3/8 inch. Engine chains may be used with a 3/8-inch maximum size. Chain must be bolted to the front of the engine and be no longer than 16" long. No more than than 2 links may be welded to the frame and links may not be altered or welded together to make a solid bar effect.

Engine cradles with DP's and transmission braces are permitted. No part of the midplate/ DP can come into contact with any cage or window bar material. Anything attached to the dash bar must maintain the 5" gap from the distributor protector. Anything within the 5" gap will be completely removed. Distributor protectors and the top halo of the cradle are permitted, midplate/Dp can be no wider than the headers No Fan Protectors. If using a Dp/ Midplate the firewall must be cut out the width of the midplate or DP whichever is wider. A cut down contoured Midplate that is no higher than 1" above the bellhousing without a DP is acceptable. IF using a contoured midplate no higher than 1" above the bell housing without a DP the firewall may stay intact. No plug wire or valve cover protectors. If not using an engine cradle with a trans brace you can use 2"x2"x1/4" kickers from the dash bar to the TOP OF THE FRONT FRAME ONLY. NO PLATE MAY BE WELDED UNDER THE TUBING TO GIVE A WIDER AREA OF ATTACHING. Tubing can't attach to the frame any farther than 3" behind the rear of the upper a arm.

Aftermarket bell housings are allowed. Steel tail shafts are allowed. Skid plates may be used for the oil pan and transmission pan separately. No single skid plate covering both pans will be permitted. Skid plates cannot extend beyond two inches past the pan.

Transmission coolers and oil coolers are permitted. fuel coolers are not permitted. Transmission/oil coolers must be secured, contained, and covered inside the car for the driver's protection using the proper hydraulic or metal line for the application (JIC recommended). Headers are permitted.

Aftermarket shifter, gas pedal, and brake pedals are permitted. Aftermarket steering columns are permitted. Electric fans are permitted. Slider drive shafts are permitted. Aluminum radiators are ok. The radiator must be mounted in the factory location. No homemade radiators or water tanks. Cars must have working brakes. All fan blades must be covered by hood and you must run an air cleaner!!!!!!

Tires and Wheels

Any rubber tires are allowed up to 16" in diameter. Foam or filled tires are not permitted. Solid tires are ok.

1. OEM stamped steel wheels only. Solid wheels are permitted, Bead locks are permitted. Simple valve stem guards are permitted "ANY" weld-in centers are allowed to achieve desired bolt pattern. Bead/wheel lip protectors are permitted.

Battery

TWO 12-volt batteries max will be permitted. Battery must be bolted to the passenger side floor board. A battery box is highly recommended. Battery must be covered with non-flammable material.

Pre run Cars

All pre run cars must comply with the rules stated above. You will be allowed to have a MAX of EIGHT 4"x4"x1/4" "fix it plates" per car. You must have a 1/4" hole drilled in the plate and not be welded to check for thickness. This is to ensure that every repair plate is exactly to size and eliminate any potential oversized or misused fix it plates. They may be welded solid around the

outside perimeter. A 1" minimum gap must be between the fix it plates. The welds of two plates may not be weaved together. All plates must remain in one piece. No cutting plates. They may be bent to your benefit. You only get four on the passenger side frame rail of the car and 4 on the driver's side frame rail. You may repair the body but can't use anything heavier than factory sheet metal. 2" overlap max.

Rust Repair

Sheet metal only to patch the body. Stitch weld only and must prove the rust. Frame repairs need to be approved by an official. Pictures may be required. DO NOT GO OVERBOARD ON PATCHING OR YOU WILL CUT. JUDGES DECISION FINAL. Please call for questions.

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