Bourbon Beatdown 2027

Old School Motor Swap Full Size RWD

Twisted Metal Motorsports

Fresh car only

Any questions must be approved by the head inspector

( ) either call or text 8am-8pm only.

If you plan on attending this event and not hitting and putting on a show for the fans, stay home and save us and yourself the drama.

You will have one hour to make the corrections to your car after your first inspection and be back in line. Must pass on your second inspection or you wont run. All repairs must be done before you return back to the inspection line. No repairs will be made in line or inside the building.

Early inspection plates or Wire.

Wire or plates pick one not both.

A- You will be permitted two 6IN X 6IN X 1/4IN plates per vehicle for showing up to early inspection. These plates can't be cut up and stretched out. You may bend the plate or shape the plate but if you cut it what's cut you lose. The two plates must be painted yellow.

B- 4 spots of #9 wire 4 strands per spot. Must stay vertical and only connect in two spots. THESE WIRE OR PLATES MUST BE PAINTED YELLOW.

There aren't many rules because you can only do these things!!

You must pass inspection within 2 times through inspection or you will not be permitted to run.

After your car has been inspected or flagged there will be no refunds.

We are not responsible for any accidents or injuries!

You are only permitted to have 2 fires in your car. This will result in a disqualification.

If your helmet comes off you're out.

Car Choice

Any year pedestrian cars. No hearses or limousines are permitted.

VEHICLE PAINT REQUIREMENT

Vehicles may not be painted entirely flat black or gloss black. Each vehicle must have a noticeable color (not shade) or design covering at least 50% of the body. We are not playing a shades game. (Black is a color so if you pick flat black you cant run gloss black as your 2nd color Vise versa) We want every car to be easily identifiable and visually different for the fans, officials, announcers, and photographers. Numbers must be large, clear, and displayed in a contrasting color on both sides of the 12x12 roof sign. Roof sign must be mounted on the car when inspected and also clear and legible. Cars must be stock unless stated below in the rules. All welds on the car can be a maximum of 1⁄2 in. wide and 1⁄4 in. tall, single pass only. Vehicles that do not meet this requirement must be repainted before passing inspection.

Rust Repair

All rust repairs MUST be approved before they can be fixed. You are required to send pictures to the head inspector and save pictures for the day of show.

Rust repair only in the seat area and cabin floors. No pillars ect. Get a clean car! We are not allowing you to go overboard with this.

Stripping Car Rules

The following must be removed prior to entering inspection: the windows, headlights, taillights, all the chrome, and the mirrors. The interior must be swept clean of debris and glass. You must remove all glass, plastic, and fiberglass on the outside of the car including the plastic bumper covers. ALL AIRBAGS AND PUCKS MUST BE COMPLETELY REMOVED

Under the hood you may take the plastic fender wells out. The battery must be moved to the passenger floorboard.

Front Frame

No welding on frame period unless it's stated in the rules. PITCHING OR COLD BENDING is allowed. IF YOU over do this YOU WILL BE LOADED POINT BLANK!. Your frame must stay in factory shape when tilting. DO NOT GET CARRIED AWAY WITH THIS. 80-02 cars are allowed to cut factory seam apart at the box to bend the car down and only weld the box and flap back with no added metal. Weld must stop at the flap. Do not go any farther towards the a-arm. If you decide to cut and tilt you are not allowed to cold bend, one or the other. 03 - 11 cannot tilt or cold bend. You will be allowed an engine cradle that bolts onto the frame using the a-arm mounts and bolting into the factory aluminum cradle in the factory engine mounting spots Engine cradle must have a gap between the cradle and frame below the upper a-arm mounts to the aluminum cradle. Must be able to see between the two.

CARS ARE ALLOWED (4) 6"x4"x1/4" PLATES per car. 2 of the 6"x4"x1/4" PLATES must go from the front bumper to the cross member or from the rear bumper to the cross member. 2 on either end of the car. Plates must stay one piece and can't be manipulated. Can be bent with the frame. , no parallelogram plates. Entire plates must stay on the outside of the frame and not be used as a pin in any way.

Center Frame

No frame shaping will be permitted. No modifications on center rails beyond what is allowed to mount the crossmember. 03 up must run the aluminum engine cradle.

Rear Frame

No frame shaping will be permitted unless otherwise stated. No welding of frame seams anywhere. Rails cannot be squeezed together or narrowed. Rails will be measured from side to side and compared to factory measurements. The top of the rear rails can be dimpled or cut for bending purposes only and cannot be re-welded. . You may have a 6" x 22" x 3/8" hump plate on the outside of the frame towards the tires on coil spring cars and may be straight across or contoured to the frame and must be centered in the hump. A flat or contoured hump plate is ok. On leaf sprung cars, you may have a 6" x 11" x 3/8" hump plate straight across or contoured on the outside of the frame towards the tires and it must be welded on the outside of the frame towards the tires. (DO NOT FILL THE TEEPEE WE WILL DRILL)

Front Suspension

Solid suspension is permitted. You may use (1) strap per a-arm 3''. X 6'' . X 1⁄4 in. thick to make it solid. A-arm strap must stay complete, do not cut it up or try to spread it out. Front springs (1 per side) must be factory OEM car springs, you may add screw in spring risers or Strut risers. Nothing will be permitted beyond this. A-arms must be an OEM. A-arms are interchangeable but must be a direct bolt on to factory configuration with no modifications.(Do not beat the a arm flat or miniplate the a arm or weld any extra welding on the a arms) Upper and lower ball joints must be for factory OEM car and can weld in or weld in oem sleeve. Front bumper height FROM BOTTOM OF BUMPER TO THE GROUND MAX 22". IF IT OVER 22" YOU'LL CUT UNTIL you meet the 22" ride height. Sway Bar can not be fabricated or manipulated. No cutting or welding. Has to be mounted using factory hardware in the factory location on the frame. When bolting the sway bar to the lower you can only use 1 ⅜ bolt per side.

Rear Suspension

You may chain rear end "WITH MAX 3/8" CHAIN" Either wrap chain around rear end & weld two links to center of the hump only OR wrap chain around rear end to package tray for ride height. ONLY CHOOSE ONE WAY!

Rear suspension must be working. No solid rear suspension. Stiff is ok. You may stuff rear shocks with a rag for stiffness or change rear springs to factory OEM springs and wire springs to the rear end to help hold them in. You may use (2) strands of doubled wire per spring. 98-02 CARS you can use watts brackets that bolt in. No welding at all on upper brackets. Can only have 4 bolts per bracket. No air bag rear suspension. No leaf spring conversions. Back bumper height FROM THE GROUND TO THE BOTTOM OF THE FRAME RAIL 16". ANYTHING UNDER YOU'LL CUT UNTIL you meet the 16 inch ride height!.

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Rear-End

You can run any BRACED REAR END with a pinion brake. 2 piece Watts-Conversion are allowed. Control arms can only attach in 4 spots. The rear end, control arms or brackets CAN NOT BE USED TO STRENGTHEN THE CAR IN ANYWAY. 98-02 CARS you can use watts brackets. No welding at all on upper mounting brackets. Can only

have 4 bolts per bracket. Aftermarket rear end braces must stay 5” from the frame. Run only one suspension set up/style not both.

OLD IRON suspension

Leaf spring cars may run 7 staggered Leafs per side with (4) 2’’ -wide clamps per leaf pack. Leaf packs must mount in factory location to the factory hanger and frame mounting brackets.

Steering

No steering box swaps on 03up. No cross over steering, No aftermarket tie rods will be permitted. Must have factory appearing ends! no hydro steering. No aftermarket spindles are allowed. Spindles must be stock OEM car spindles. Spindles can be reinforced in one spot per spindle. An aftermarket steering column will be permitted. Aftermarket spindle hubs and nuts are permitted.

Cage

A Simple (4) Bar cage will be permitted. No cage material may be bigger than 4’’x4’’, unless specified. You are permitted a maximum of (1) 24’’. long gusset per corner of the cage. The front dash bar and center bar must be 6’’ from the firewall and Tranny tunnel.

The rear seat bar cannot be further back than 12’’ from the b-pillar. Side bars cannot run inside the doors except the driver's side. (2) down legs per door bar may go straight down and be welded to the top side of the frame. Down legs can not be any further forward than the inside of the front door opening. (4) Total down legsl. Door bars can be no bigger than 4’’. X 4’’. X 1⁄4 in. wall or 2’’. X 6’’ X 1⁄4 in. wall. Door bars can touch but not protrude the firewall 70’’ max total length. You must have a rollover bar, but it must run straight across and can only be welded to the top side of the rear seat bar or door bar. Rollover bar may be bolted to the roof in (6) spots within 2 in. of the rollover bar using 3/4 in. hardware. You are permitted a gas tank holder off the back bar that can be no wider than 36 in. and must be 4 in. away from FLOOR sheet metal. Shifter / Brake Pedal, aftermarket pedals and transmission coolers are permitted. You may run a 2x2 ¼ thick tube from the dash bar following that A pillar to the roll over baron the driver side.

Gas Tank Protector and holder

It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36” wide. It can angle in from your roll over protection. Gas tank protector and holder can touch sheet metal but can not be pressured in changing the shape of floor sheet metal. Gas tank protector must be on all 4 sides of the tank, front, back, both sides. May extend 6 inches above the speaker deck. On a 71 – 76 GM wagon gas tank protector cannot exceed 36” wide and must be straight up and down. Must be in front of the rear axle. Gas tank protector may touch the sheet metal and only touch the front side of the rear end tunnel but can not be pressured in changing the shape of floor sheet metal. No exceptions or you are not permitted to run. All cage material must be at least 4’’. higher than the body bolts. You’re allowed 4 spots to wire with #9 wire from body / cage to frame. 3 strands only ANYMORE THAN THAT YOU'll CUT THEM OFF. No cables or turn buckles. The battery and gas tank must be mounted securely and pass inspection.

Tires

Any tire and rim combos are permitted. NO Foam filled rear. You will be disqualified if your tire is foam filled during the event and it shows its face.

Body

You may Body swap but has to stay generation swap only

71 to 76

80 to 02

03 to 11

No clipping cars period front or back

Body / Simple Creasing

Creasing of the quarter panel is permitted but it must be behind the back door on the quarter panels only. (do not change or squeeze the quarters to change the structure of the trunk pan/floor. The floor of the trunk must stay flat and in stock form. Do not over do the creasing. This is intended to be old school! The quarter panels must stay the stock

height of the car. You can fold the bottoms of the rear quarters under but do not squeeze them in or attach them to the rails or trunk pan. Do not cut the taillight panel in any way from the quarters or trunk floor. Must stay intact. You may bolt the rear quarter around the rear wheel well in four places per side using ⅜ bolts. No doubling or triple rolling. This is intended to be a simple crease to prevent quarters from blowing.

Trunk

Trunk lid must be factory for the make and model. No hoods can be used as a trunk lid.Trunk lid can be domed / dished or tucked. Trunk or tailgate can be wired or welded. Pick one and only one. The deck lid and tailgate must be in the factory position on the car or it must be completely removed from the car. The quarter panels must stay the stock height of the car. (2) 8 in. X 8 in. inspection holes must be put in all deck lids within 2 in. of theThe deck lid is being measured 12 in. from the top of the rear quarter panels in the center of the deck lid in (3) spots starting from the back of the deck lid up. center of the quarter panel rain channel. You cannot remove the speaker deck from the car.

Option One, If you remove the deck lid you are not permitted any wire for your trunk.

Option Two, Trunks may be chained or wired in no more than (8 places and no more than (2) double stains of wire per spot. Two of these may go around the bumper and/or the frame.

Option Three, You may weld the deck lid or tailgate in 8 places using 8 4in x4in ⅛ flat plates. Plates can not be manipulated or 2x2x3 ¼ angle with one ⅜ bolt per bracket. If the deck lid is welded in more than 8 spots, you will not run or you will cut the deck lid or tailgate completely off with no exceptions

Hood

Option one, hoods can be Secured down with #9 wire in three locations per side. YOU CAN DRILL YOUR HOLES & WELD 3” ⅛ THICK WASHERS ON SO THE WIRE DOESN'T RIP THROUGH YOUR SHEET METAL.

Option Two, you can use 6 total 3 locations per side 2"x2x3” 1/4” angle with one bolt to hold the hood down. Hood may have (10) 3/8 bolts with standard washers holding inner

and outer skin together. You must remove the hood latch. Hoods must be open for inspection.

Doors

Doors can be welded in 2 spots per vertical seam with 3”x3” plates. So, if you have a 4-door car you can only have 6 plates on one side. Drivers FRONT DOOR and passenger FRONT door may be welded solid & can have an outer and inner door plate on drivers front and passenger front doors. No more than 3’’ overlap fender and door gap.

No window net can be welded over the driver door window or any window

Body Mounts

Body mount bolts can be replaced with 5/8” bolts and can only be 8-inches long, body mounts can be replaced with steel or washers but must be 1” thick and have the same diameter as stock spacers. Bolts may extend through the body and have up to a 4’’x4’’x ¼” washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 2’’x3’’x ¼” washer. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a ¾ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight. You can change core support body bolts out with a piece of 1’’ all thread. All thread may go through the hood and use a 5’’x5’’ hood plate 1/4 thick max. Can use a piece of 2 1/2” x 2 1/2” x 5” tubing MAX for core support spacers. Can be welded to the bottom side of core support and top side of the frame only. 5 inch gap max.

CORE SUPPORT

Radiator guard is permitted and may only attach to core support between body mounts. 1/8 flat sheet metal. Weld or bolt in 8 spots using ⅜ bolts and hardware. Pick one. You are permitted an aftermarket aluminum radiator, radiator may be mounted using all thread from bottom of core support to the top of the core support in 4 places max using 3/8 max all thread or held in with (2) ratchet straps or (2) strands of #9 wire. Pick one!

Fuel Tank

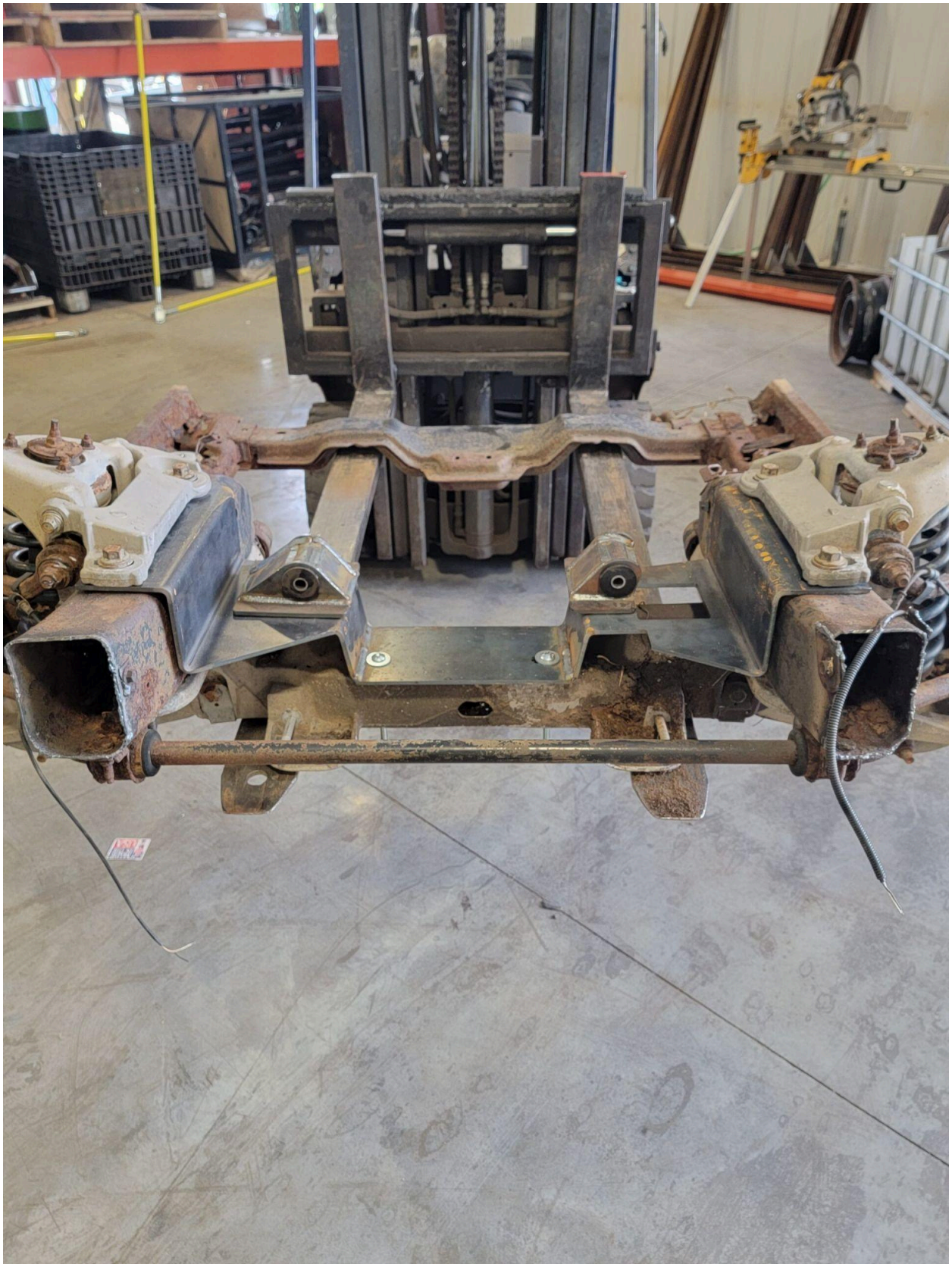
Fuel tanks must be mounted securely inside your gas tank protector. Only fuel cells will be permitted, no boat tanks or stock fuel tank.

Drive Train

Can run whatever motor you'd like with LOWER CRADLE. The lower cradle may have a pulley protector and front plate. HEAD PLATE AND PLUG WIRE PROTECTOR ONLY. Distributor cap clamps are ok. No DP! Carb protectors are ok but can only attach to the front plate and header protectors. This can't strengthen the car in any way. The engine must be mounted 2 inches from the factory location.. Brian's Machine shop lower engine mounts with poly bushing are ok.

03 Up Engine Mounts

You are permitted to run an aftermarket Frame cradle engine mount from NLR's (limited weld) or equivalent (SEE PICTURE) This can not be welded to the frame in any way. The inspector must be able to see between the cradle and frame rail. Frame cradle can only bolt into the 4 factory A arm mounting bolts at the top and bolt into the aluminum cradle in 4 spots utilizing the OEM engine mount holes and two other spots. This can not alter the factory steering or cradle.



Transmission

Pick one Only one.

1) Skeleton protector on transmission with stock bell. See example picture of a skeleton brace below. You are permitted an aftermarket tail.

2) STEEL BELL or ULTRA BELL and no transmission brace.You are permitted an aftermarket tail.

3) Aftermarket transmission case is permitted. After market case can not have any type of transmission brace. You are permitted an aftermarket tail.

MID plate is permitted but can not tie into anything or touch the body or frame. The mid plate can not strengthen the car in any way. The mid plate can't be any wider than the heads. (Has to make sense or you will cut it). Ask questions if you're not sure!

Factory OEM trans cross member or a piece of 2”x2”x1/4” MAX. You may weld (2) 3”x3”x6” 1/4” thick angle one on each rail to mount your crossmember within 6 inches of the factory location. 6 INCH angle must be centered with the crossmember. 3 inches on one side of center and 3 inches on the other side of center.

No bracing, plates, protectors below the transmission of any kind.

No belly bars

No angled or contoured crossmembers. Must go straight across.

Slider shafts are allowed.

Trans coolers are permitted to be mounted inside the car. Fan blades must be covered to prevent the driver from sticking fingers into the fan.



Firewall/Window bar

You may cut the center of the fire wall away or cave the fire wall back RIGHT BEHIND THE DISTRIBUTOR ONLY!!! You can NOT run your front window bar down and connect them in any way to add strength because you cut the firewall. Both front and rear window bars are to be centered in the window areas. Front Window bar is to go from top 3 in. of the roof to the top side of the firewall. You are permitted a maximum of (2) 3 in. wide flat stock no more than 3/8 in. thick in the front window in an A or H -FRAME manner. Connect to the roof in one spot. .

Rear Window bar

You are permitted a maximum of (1) 2'' x 2'' ¼ thick tubing rear window bar. Rear Window bar is permitted to be welded the first 3 in of the roof and the first 3 in. where the package tray meets the trunk, going towards the bumper.

Bumpers/Bumper Mounting

FRONT BUMPERS

Pick one option A or B not both.

Loaded Factory OEM car bumpers or aftermarket replica 74, 76 bumpers will be permitted. OEM Chrysler Pointys are acceptable. Bumper MUST HAVE FRONT AND BACK OEM SKIN and retain the OEM shape and size. (Chrysler Replicas are not permitted. These bumpers are not permitted to have any embellish points or slants period. All bumpers may be seam welded. No sharp or jagged edges allowed anywhere on the bumper for safety reasons. Replica bumpers may be 10inch tall max do not just weld tube to the top side of the bumper. This must be completely capped off so the tube isn't visible and to prevent it from flying off. Front bumper height FROM BOTTOM OF BUMPER TO THE GROUND MAX 22". IF IT OVER 22" YOU'LL CUT UNTIL you meet the 22'' ride height

a) The bumper may be welded to the factory shock in the factory location. If using a factory bumper shock, it must be bolted in the factory location and must have a 1½" inch gap from the frame to the shock plate.

b) The front frame may be shortened to the front edge of the core support mounting bracket hole and the bumper may be welded directly to the frame. You are not permitted to do this for any Cadillac. For an Imperial, you are permitted to cut the first "Y" out. (on the imperial you may hard nose your bumper to the front facing forward side of the steel frame support that holds the strut rod. This frame brace and the strut rod mounting brackets can not be changed or modified from OEM in any way) Call for questions! The bumper shocks must be removed from the inside of the frame. You are permitted One TEEPEE or FLAT 4" x 15" x 3/8" plate per rail on any side (one side per rail) of the frame but not on the inside (internal) of the frame. (DO NOT FILL THE TEEPEE WE WILL DRILL) The bumper bracket must be attached and touch the bumper. Bumper bracket must be welded to the first 15" of the frame. Do not remove and relocate the factory core support mount. On the back side of the bumper where it meets the frame

you may use a 1/4” x 6” x 6” plate to create a flat mounting surface that must be between the frame and bumper.

If you are running a CADI and do NOT understand these options, please call

BACK BUMPERS

Must run a factory oem loaded or non loaded back bumper. Bumper can be seam welded but must remain with its factory face and back. Do not change the shape or size of this bumper. The back bumper cannot be any lower than 16 in. This will be measured from the ground to the bottom of the frame rail. ANYTHING UNDER YOU’LL CUT UNTIL IT'S RIGHT! You may use a bumper flip plate or bumper shock - not both. Bumper flip plate can be welded and must only mount on the outside of the frame and can only go 1 in. past the bumper shock mounting bolt. 1⁄4 in. thick max. After your rear bumper is mounted you can weld a 3”x6”x1/4” bumper strap from your bumper to frame or the bumper to the body. Not both!

On 1970’s GM station wagons, the rear bumper must be in the factory location. No exceptions!

OLD IRON rear

If you choose to use stock bumper brackets “for that car” it can only be welded 6” max on the top side and bottom side. (6 inches top 6 inches bottom) If you abuse this rule you’ll lose it!!