

- Limited weld compact-

Limited Weld Compact-cars classified as compact that are fwd or rwd with a uni-body construction and 4 or(6cyl FWD ONLY) engine with a wheel base of 111" or under.

Vehicle must remain factory other than the modifications specified below

SPECIAL NOTE: PLASTIC BODY SATURNS MUST REMOVE ALL PLASTIC BODY PANELS... YOU MAY PUT SHEET METAL ON DRIVERS DOOR ONLY

Aftermarket parts allowed:1" cradle, Pulley protector, Carb protector, trans brace, braced rear, pedals, shifters, trans coolers,steering, brakes, wheels.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. You MUST install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front WINDOW bars, straps are to be a thinner material that can easily be cut by the fire dept if there is an emergency situation. Gas tank strapping, chain or trunk rod are all good choices. NO angle iron or t-post will be allowed. Anything inside the car that is a fire hazard must be removed, including car interior, trunk pad and carpet... Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back. A flash guard of some type MUST be installed covering the car firewall where large holes are produced after taking heaters and etc. out. Use light tin or some type of nonflammable material. Antifreeze must be removed and replaced with water.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the rear passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights Any Style wheel OK. you may use full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

rear window bar-6"x6" mounting plates 2" bar thickness can only be welded on to first 6" of roof. must go down to directly above rear axle and be welded to floor only cannot be attached to anything else PERIOD!!!

Rust repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: This is RECOMMENDED for all classes but not required: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar MAXIMUM LENGTH 60". Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 6" diameter, except side bars may use up to 6" c-channel for flat mounting. A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. If you choose to use only front and back bar, mounting plates of ¼ "x 6"x12" may be used on the ends. Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS...All bars will be placed WITHIN the sheet metal of the vehicle.

Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. Nothing can go from halo to dash bar, NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. IF using angle the Opening must be at least 2'x2' to allow us to extinguish any fire. Other methods may have a minimum of 12"x12" holed over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!

Doors: Must be welded and or tied securely with cable or chain. ALL Exterior door seams may be welded. Interior front door vertical seams may be welded. You are allowed to use flat steel over the seams up to 3"x 1/8" If ANY door comes open car is disqualified. you may reskin drivers door up to 1/4" may not exceed door strapping.

GAS TANKS: ALL tanks are to be removed from the vehicles stock location, NO EXCEPTIONS!!!! A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered), tank shall be installed in the rear passenger compartment and fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A METAL SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to back bar of CAGE ONLY!!! Protector will be no larger than 24" on the outside. Made of ¼ inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. 2 Bars(2") may go to the halo. May touch floor but may not be welded or bolted to floor, frame or sheet metal.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage

ENGINE: Swaps may be done; you may use engine cradle(including full cradle) (1" maximum thickness), distributor protector, pulley and carb protectors as long as they do not strengthen frame in any way. PP cannot touch frame, cross member or sway bar. Distributor protector must be 5" or greater away from dash bar. Nothing can run from Distributor protector (or any parts of cradle, engine or transmission) to dash bar. Trans crossmember may be altered to allow other make engines and transmissions to be installed you may use a 4" long piece of 3"x3" angle iron welded to frame on each side no more than 12" from factory location as the crossmember mount. You may use homemade crossmember no larger than 2"x2" hollow round or square material Slider drive shafts and transmission braces are allowed.

FRAMES: Tilting frames and pre-bending will be allowed. Only one wedge cut and single pass weld seam per spot NO ADDED MATERIAL. Frame changes allowed make to make only (i.e. Chrysler to Chrysler, etc.). Front frame may be shortened to core support however core support must remain in stock location **No shortening between firewall and radiator support.** Factory frame seams may be re-welded single pass firewall forward NO added metal. Do not fill holes or make new seams. You may notch or dimple rear section of frame, notch must NOT be welded together.... also, no undercoating or painting frames. No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning or stuffing allowed NO kickers. You may run 4 vertical down bars from cage to frame. 3" max size must be vertical and two per side bar.

Fix it plates on pre-ran cars may only be a maximum of 4"x 6"x 1/4". plates and welds can not touch. must be mounted flat on outside of frame. Cars that have ran multiple shows may have 8 total. .

SUSPENSION: Rear Coil springs and attachments may be replaced with leaf spring. If doing a leaf conversion, you must remove all components of the original suspension (control arms, coil springs, etc. one or the other not both). Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4"x 6". Leaf springs up to (7) ¼" thick springs 2 ½ inch wide, (no reverse arch) flat sprung ok. You may swap rears between manufacturers must be passenger car or truck. No more than 8 lugs. rear braces allowed. Front Sway bar-may be removed, or you can remove rubber bushings and bolt or weld solid to both frame and control arms, but it may NOT be welded or bolted to engine cradle or pulley protector in any way. Watts link conversions are

acceptable. If doing so replacement (rear) control arms may be constructed of 2"x2"x1/4" hollow tubing (round or square) ONLY

Hump plates: 24" of plate allowed 1/4 inch thick maximum material and can be no wider than the width of the frame, HUMP PLATES ARE FOR THE REAR OF A VEHICLE ONLY AND MUST BE CENTERED OVER AXLE.

Ride Height: you may use homemade or aftermarket front control arms and spindles. You may lock suspension to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod to do so it must be 1" maximum diameter.

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle to weld tie rod to sleeve. You may also use aftermarket tie rods.

BODY MOUNTS: all body mounts must remain in factory position. Only 4 extra 3/4-inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. You may change original hardware to 3/4" diameter bolts; you may remove body spacers and/or add hockey pucks/steel spacers and use FREE FLOATING washers or plates with maximum 5" diameter. A maximum of 8" body spacing will be allowed at radiator support constructed using hockey pucks or a maximum of 2" hollow square or round tubing and threaded rod or bolts (Spacer may be a maximum of 8" and spacing the same) no exceptions. DO NOT relocate factory frame tabs. Bolts and threaded rod (1" MAX) may go thru the hood in those two spots only.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use (5) bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Quarters and panels must remain in original position NO wedging you may body crease and canoe. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams.

TRUNKS, HATCHES, TRUNK: may be tucked but not welded to floor. May be patch welded or use wire/chain, if welded a 10x10 inspection hole is needed for inspection. Patches 3" x 3" x 1/8" thickness 3" on 6" off.

Bumpers: Maximum height is 20" to bottom of bumper. You may use any factory automobile bumper. You may also load bumpers (all work must be done on the inside and it MUST APPEAR FACTORY FROM OUTSIDE) you may seam weld if you are using a light duty or preran bumper and you may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from FLAT HOLLOW type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may add a point to a homemade bumper with a maximum 7" from front of bumper but the point must angle out from the center of the point to the outside of the frame rails or a minimum of 36" at base of point (whichever comes first) NO EXCEPTIONS. You may stack 2 pieces together from top to bottom to make height dimensional. All homemade bumpers must also be capped on the ends so there are no open ends. You may also use DEC, SKI Inc and other manufactured bumpers that fit within these parameters. no pointed rear bumpers.

Bumper Mounting: NO BUMPER SHOCKS..... Option 1 You may weld bumper directly to frame. You may box frame from bumper to up to 4" past rad support with ¼"x4" material. Option 2 for bumper mounting is you may weld bumper directly to frame and use a piece of steel (4" wide ¼" thick x 12" long) You may choose which side of the frame you put it on, inside or outside directly to frame, but it may not exceed 12" from bumper. Cars without bumpers must have no projecting mounts or frame projections bumperettes must be removed. All bumper mounting must be EXTERNAL only. Nothing can be done inside of frame!!

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

#9 wire may be used 4 strand maximum in 4 spots before the heat. It may not go from frame to cage or halo(rollover bar)however. From heat to feature you may add unlimited spots of 4 strand that may not go to cage or halo.

Any situations that come up the promoters have the power to add or change rules required (2021). Just because it isn't in the rules, it doesn't make it legal. All vehicles are to remain factory other than the modifications allowed and spelled out in each particular section. NOTHING MORE!!! Anything found to be Illegal before and after the show can result in Disqualification from the event and forfeiture or the winnings.

For registration questions ONLY Contact George Page (Sylvania Lions Club) (570) 297-4181. Rule questions or approval call Tim Avants (570) 250-7556 or Kyle Hartford (570)529-4321

All entries must be there no later than 6 pm for inspection.