

FULL SIZE TRUCKS/VANS

Full-size trucks: Class is open to ½-1 ton Chassis cabs pickups, suv or vans. NO COMMERCIAL CHASSIS They are to be two wheel drive or four wheel drive with only one axle driving

Vehicle must remain factory other than the modifications specified below

Any style aftermarket shifter, steering or pedal combo may be used, braced rear, trans brace, any style wheel.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track or a fire hazard 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. 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 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 IS 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.

NO rear window bar

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" may go through cab into box for tank protector purposes only and may not exceed 24" from front of box. Must follow protector rules as well. 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. 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 1/8"x3". If ANY door comes open car is disqualified.

GAS TANKS: Must be mounted in the center of the bed near the cab or in the rear passenger part. It is recommended to bolt a thin steel plate to the frame then set the gas tank on it and secure the tank to the plate. A marine style or equivalent fuel cell 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: Protectors must attach to CAGE ONLY!!! Protector will be no larger than 24" outside and made of ¼ inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. 2 (2") Bars may go to the halo . Must be no farther than 24" from front of box.

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 (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 no more than 12" from factory location. You may use factory or homemade crossmember no larger than 2"x2" angle, hollow round or square material as crossmember Slider drive shafts and trans brace will be allowed.

FRAMES: Tilting frames and pre-bending will be allowed. . You may cold tilt or hot tilt. Front frame may be shortened however core support must remain in stock location No shortening between firewall and radiator support. Factory frame seams may be re-welded single pass 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 (2) vertical down bars from cage to frame. up to 3" material. must be vertical and attached to side bar only 1 per side.**

Fix it plates on pre-ran may only be a maximum of 4"x 6"x 1/4". plates and welds must not touch must be welded 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 springs, no welding on spring pack. 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) 1/4" thick springs 3 inch wide, (no reverse arch) flat sprung is ok. You may swap rears between manufacturers must be passenger car or truck. No more than 8 lugs. Braced rear is OK. 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.

Ride Height: minimum 17" front and rear! You may lock suspension and/ or pipe shocks to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod or tube to do so it must be used in the stock shock location only 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.

Hump Plates: You may run hump plates. They are to be no longer than 24" equal length in front and behind rear (centered over rear). They may be up to 1/4" thickness must be same height as frame . NO hump plates on chassis cabs. No exceptions.

BODY MOUNTS: body mounts must remain in factory position. Only 6 extra 3/4" inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. Maximum 8" spacing between frame and radiator support at front mount. You may change original hardware to 3/4" diameter bolts, you may remove body spacers or add hockey pucks/steel spacers.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use five 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 you may **NOT** smash bed sides down, they must remain in factory position.

Tailgates/Hatches: May be welded vertical seams inside and outside with 3"x1/8" material or use wire/chain.

Bumpers: 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... You may weld bumper directly to frame with 1/4" material. You may box frame from bumper to up to 4" past rad support. Option 2 for bumper mounting is you may weld bumper directly to frame and use a piece of steel (4" wide 1/4" thick x 14" long) You may choose which side of the frame you put it on inside or outside however 1 on driver's side and 1 on passenger side. You can weld it directly to frame, but it may not exceed 14" 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. It may not go from frame to cage or halo(rollover bar)however.

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.