

1980 and newer v8

80 + Newer: American made stock hard top automobiles and station wagons manufactured from the model year 1980 and newer ONLY are allowed. NO EXCEPTIONS WHATSOEVER!!!! VIN MUST BE ATTACHED TO VEHICLE. No four-wheel drives limos or hearses will be allowed

Vehicle must remain factory other than the modifications specified below

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. 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.

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. Pinion brake is OK.

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. No bead locking or protector style of any type rim allowed. No valve stem protectors. you may use full wheel centers for bolt pattern changes.

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

window bars-2"x2" max

Rear 6"x6" mounting plates 2"x2" max size bar can only be welded on to first 6" of roof. must go down and be centered over the trunk/speaker deck seam only cannot be attached to anything else. Must be 1" space minimum between rear window bar and tank protector!!

Front- 2"x2" max may go from Halo to dash bar. May not be in front of dash bar may be bolted to roof in 2 spots (1 bolt per spot) ½" bolt max!! if opting out of the heavy front bar 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.

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: 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 4" 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. 2x2" Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Gussets may be MAX 8" from connection on both ends. 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. If you choose to use only front and back bar, mounting plates of 1/4" x 6"x12" may be used on the ends.

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. NO EXCEPTIONS.

Hood: Must have stock hood with hole cut over carb in case of fire and must be tied down after inspection. You may use wire or 2"x2"angle iron max 4" long. (3) spots of per side MAX. 6 spots total. Must have a minimum of 12" x 12" hole over carb. You may use 1" all thread through front core mount up through hood. If using this option it counts as 2 of 6 spots. All thread may not be sleeved. Has to be in factory core support mount location NO EXCEPTIONS! Hood must be open for inspection.

Shifters: Any style may be used.

Pedals: Aftermarket pedals may be used.

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 SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to CAGE ONLY!!! Protector will be no larger 24" outside measurement and made of no larger than 4"x 1/4 inch material. 8-inch gussets made of 2"x2" max can be used on the protector. This is a FLOATING style protector. Bars may not go to the halo or frame and must 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

Steering: Any style column may be used. must be factory steering components (rack, gear box, tie rods, center link, etc). You may weld your tie rod sleeves to the tie rod using a piece of small angle iron. **NO OTHER ADDED MATERIAL!!**

Doors: Must be tied securely. Can use 5/16" chain, wire or (3) 3"x3" x 1/8" patches on each vertical exterior seam may be welded as well as a 3"x6"x1/8" plate on bottom horizontal seam and 3"x3" on top horizontal seam. Drivers door seam ONLY may be solid welded with 3"x1/8" material. You may use a 1/4" door skin on drivers door only may only overlap 2" onto fender and rear door/quarter. If the driver's door comes open, you are disqualified.

Trunks: Must use wire, chain or (4) 3"x3" patches. if welded and not cut must have an 10"x10" inspection hole. No tuck, wedge or canoe. may remove or cut decklid. Must keep original shape

Frames: NO TILTING OR PREBENDING. You may shorten in front of rad support **ONLY** but may not move rad support. **NO WELDING ON FRAME WHATSOEVER** (except for bumper mounting). You may notch and/or dimple rear frame notch cannot be welded no undercoating or painting of frames. **NO REPLACEMENT CRUSH BOXES!!!!** You cannot chain the humps.

Fix it plates may be a maximum of 4"x6"x1/4". plates and welds cannot touch. must be mounted flat on outside of frame. No pinning with plates. Maximum of 4 total on any car. Fresh cars may also have up to 4 fix it plates. Must follow all rules You can add them before heat or after. You get 4 total!!!! Use it wisely. All plates must be painted RED if any need arises for more than the allotted 4 plates pictures must be sent and approved by officials. If you make plates smaller than 4x6 you do not get to use that material elsewhere you get 4 total locations up to 4x6 that's IT!!

Body mounts: Only **4 extra 1/2"** maximum with washers that are free floating maximum size is 3/16" by 5". all body bolts may be changed to 1/2" maximum size bolts. All other body mounts and tabs must remain in the factory position. Body bolts may only be ran through top of Frame as they were from the factory. Body spacers may remain factory (if they do no altering to spacer or internal sleeve) or you can replace with hockey pucks must have minimum of 1" space between body and frame. The very front spacer ONLY may be replaced with a steel spacer up to 2" hollow round or 2"x2" hollow square material maximum of 4" long. **NO PLATES!** front two bolts may be changed to 1" and run up thru the hood and be two extra hood mounts must be just all thread up thru core support after the 4" spacer these will count as 2 of 6 hood mounting locations. Body mount washers may be up to 5"x5"x1/4".

BODY: you may do make to make body swap however body and frame must remain 1980+ and you cannot relocate and must reuse all existing frame body mounting locations Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use up to (5) 5/16" bolts per side to re-attach. You may crease original body lines on rear quarters however Quarters must remain vertical and in original position. **NO CANOEING Sedagoning OR WEDGING**

Engine and transmission: Swaps between manufacturers is ok. homemade mounts ok up to 2x2" hollow material. Mount must be bolted or welded to k member. Must not strengthen the frame in any way. Lower cradle (front plate style is ok) is allowed with a maximum thickness of 5/8". Factory trans crossmember must be used. You may use a 4" long piece on 3"x3" angle iron welded to frame on each side to relocate transmission crossmember and bolt trans crossmember farther back when doing an engine/trans swap. This can be no farther

than 12" from the factory mount and crossmember must be bolted not welded to tabs. You also must use a factory style transmission mount from trans to crossmember. Crossmember may be altered at mounting point to allow other manufacturer trans to attach in factory manner.:

03+ fords may use bolt in style engine mounting saddle. Must retain factory aluminum crossmember and factory suspension and steering. Must be a gap between cradle and frame. No other crossmember will be allowed in these other than factory or this style. NO WELDING!

Slider driveshaft is OK! If running a slider driveshaft we are suggesting using a plate up to 1/4" directly below your fuel cell bolted to the floor or the bottom of the tank protector to protect the bottom of the tank from the slider coming through the floor

The following aftermarket parts are NOT ALLOWED: **NO PULLEY PROTECTOR, NO DISTRIBUTOR PROTECTOR, NO FULL CRADLE, NO mid plate. NO CARB PROTECTOR. NO TRANS BRACE, NO STEEL BELL, NO STEEL TAIL, NO BRACED REAR,NO AFTERMARKET K MEMBERS,NO REPLACEMENT CRUSH BOXES.**

Suspension: You may swap rear ends. Rears Must be out of a car (no 8 lug). If car is originally leaf sprung, you may use 2 extra clamps per side 2" wide 3/16" thick two 3/8" bolts each. Watts link conversion is OK with retention of factory control arms upper brackets must be bolted to package tray 1/2" bolt max..

Front and Rear Control and trailing arms must remain FACTORY components for that vehicle. you may cut and shorten rear trailing arms for pinion angle and re weld back together no more than 2" overlap(NO ADDED MATERIAL).

Steering-Any style column may be used. Tie rods and Box(rack) must be factory.

Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded to engine cradle or frame.

You may lock suspension for ride height purposes in the following manners:

Rear- You may use up to 1" all thread to set ride height. it must run from rear and go straight up and down through package tray. must stop at floor and cannot go any higher or be bolted through anything else. cannot touch the frame rails whatsoever. Cannot hold body to package tray body must be cut around them.

FRONT- You may lock front suspension with torsion adjustment(if applicable), (2) pieces of 2"x2"x1/4" (per upper a arm) welded from control arm to frame or chain going over top of a-arm welded to frame (S/16" max). Can only be welded by 2 links on frame each end. Or you may use 1" all thread in place of front shocks. Nothing else!!!

Bumpers-maximum height is 20" to bottom of bumper minimum 15". You may load any factory automobile bumper but all work must be done on the inside of the bumper only and it must appear stock. you may seam weld and may use a 1/4" plate to back of bumper to support or stiffen. Homemade bumpers will also be allowed built from FLAT, HOLLOW type steel 1/4"thick x 4deep x 8high no wider than vehicle width base bumper must be capped on the ends. No points on homemade bumpers. you may use an aftermarket bumper(smw, ski,dec,etc) they may be a replica however point is maximum 5" and must taper off 36". NO EXCEPTIONS. NO pointed rear bumper

Bumper Mounting: (1) Bumper may be welded to stock mount brackets for that particular vehicle, **NO EXCEPTIONS** and shock brackets welded only to prevent collapse. Brackets must be attached to frame with the factory mounting method

(2) you may use a piece of flat steel max 4"x1/4"x12" may run from bumper to no farther than 12" back. Again, you must remove all factory shocks and brackets if using this option.

No homemade shocks, no extending of factory shocks, or brackets. **NO PLATING** 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!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

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

you may use 4 spots of #9 Wire (4 strands) before the heat. unlimited 9 wire for feature. no matter what 9 wire may not go from frame to cage or halo

PRE-ran vehicles- You may use a pre-ran vehicle however there will be no extras allowed for it to compete. No extra 9 wire, plates, etc.

Any situations that come up the promoters have the power to add or change rules required (2022). 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 of 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