

## ProStock V8

80 + Newer: American made stock hard top cars and station wagons(no minivans) 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. All sunroof openings must be closed

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. NO ENGINE MOUNTED FANS!!

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. Electric plastic fans with shroud will be allowed.

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. You may run a sidewall flap(out of another tire)

Radiators only—no water box or redi rad style coolers

NO REINFORCEMENT will be allowed except as stated.

window bars-

Rear 6"x6" mounting plates 2"x2" max size bar can be welded to the halo and 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!! NO Kick outs

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 drivers compartment. Side bar may run from firewall to front of rear wheel well. ALL bars must be at least 5 inches from 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 2"x6". 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. 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. You may run 1 down bar per side MAX 2"x2" Must be between front door seam and back door seam on front doors only!! May run from cage to top of floor. May be welded to the floor but may not go through the floor or touch the frame. These are 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 ¼ "x 6"x12" may be used on the ends.

Roll over bars (HALO) must remain vertical 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 a minimum of 12" x 12" hole 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. You may also use 1" all thread with 5"x5" max washers through front core mount up through hood. If using this option it counts as 2 of 8 spots. 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. Mounting plates/bolts may not be used to strengthen car in any way.

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 36" outside measurement and made of no larger than 4"x ¼ inch material. 8-inch(from corner) gussets max can be used on the protector. This is a FLOATING style protector. 2 Bars (1 per side) may go to the halo but. Tank protector can touch the floor but must not be welded or bolted to floor, frame or sheet metal. You can not cut the floor out to make it go to the frame.

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. 2 battery max

Doors: Must be tied securely. Can use 5/16" chain, wire or 3"x 3" x 1/8" patches on each exterior seam may with a 3" on 5" off pattern. 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 3"x 3" patches. 3" on 5" off if welded and not cut must have an 10"x10" inspection hole. No wedge or canoe. may remove or cut decklid. You may tuck the trunk however it cannot be welded or bolted to the trunk floor. Must keep original shape

Frames: No hybrid frames. You may swap frames, but the car will be inspected based on make model and year of frame. Do not shorten or lengthen the frame anywhere except for in front of Rad Support. You may only trim it to make bumpers fit ***You may have 1 cold or hot tilt.*** Only two options for this are below. You may cut the tabs at the box and reweld. No filler metal may be used. 1/2wide welds. Or You may cut a small pie shape out of the frame from transmission cross member Forward and re-weld 1/2" wide weld. No filler metal may be used for either option.

4" max spacer at the firewall max must be free floating. 2"x2"x1/4"thick 8" tall core support spacer max may be welded to frame and body. You may shorten in front of rad support ONLY. May not move rad support or change rad support..If re-clipping a car you may have up to 1" overlap without considering it a fix it plate.

**No hump plates.**

You may have up to four (4) 4"x6"x1/4" ( or 4"x4" parallelogram) fix it plates fresh or pre-run that includes rust repair ***if the car is too rusty for you to use find another one! (If you have rust repair questions please seek approval FIRST)*** Plates can not touch each other may have up to 1/2" welds must be a true 4x6 plate nothing more . Plates all must be in one piece if you trim them to make them fit you lose that material. No other plates or welds may be put on frames!! Plates Must be welded on outside faces of the frame only you may not pin with plates.

You may shorten in front of rad support ONLY but may not move rad support. No shortening of frame from behind rad support to rear bumper!!! NO lengthening of frame as well!!! Rear Bumper must be in factory rear bumper Location!!

NO WELDING ON FRAME WHATSOEVER (except for bumper mounting, Fix It Plates or one tilt per side). If you add stuff be prepared to completely remove all weld and material

You may notch and/or dimple rear frame notch cannot be welded no undercoating or painting of frames. If Your paint your frame you will automatically be loaded!!!! NO REPLACEMENT CRUSH BOXES!!!!

You cannot chain or wire the humps or rear frame rails.

Body mounts: Stock body bolts may be used or you can use 5/8" maximum diameter bolt in place of the factory body mount bolts. Rubber hockey pucks must be used in replacement of the factory mounts if you change them. 3"x3"x1/4" washers max may be used at each body mount (1 on top/1 on bottom) per mount. Washers must be on the inside of the frame. No washers on the bottom of the frame. All Washers must be free floating, no welding to body or frame. If altering body mounts, it must be done as stated above or left stock. 2 Roof chains may be used. Chain must be no larger than a 3/8" chain. Chains can run around the frame or attach to the body mount and must be attached to the roof nothing else. Chain must be behind the front seats in the back seat area. One chain per side. Chain may NOT touch any part of the cage, halo or gas tank protector. 1" all thread may run through the body mount/rad support/ hood in 2 spots and be used as 2 hood tie down spots. You may have up to a 8 inch tall 2" wide metal spacer or stacked rubber hockey puck mount under core support. Boxes are limited to 4" space. Core supports a MAX space of 8". Core support spacers only, may be welded. Core support spacers may not be gusseted.

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 adding material to the radiator support in any way. Any and all Rust repair must be preapproved. NO CANOEING, Sedagoning (fresh) OR WEDGING(at all)

Engine and transmission: Swaps between manufacturers is ok. homemade mounts ok up to 2x2"x4" 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 & may use pulley protector) 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 Crossmember may be altered at mounting point to allow other manufacturer trans to attach in factory manner. Crossmember must be centered over angle and cannot go through the frame in any way!!

03+ fords may use bolt in style engine mounting saddle. Must retain factory aluminum crossmember 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

Transmission: You may use an aluminum ultra bell. No steel bells or tails

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

Suspension: Rear axle swaps will be allowed, 5,6, or 8 lug okay. BRACING ALLOWED. NO BRACING MAY ATTACH TO BODY, FRAME OF PACKAGE TRAY AND CANNOT STRENGTHEN CAR IN ANY WAY. No BUMP STOPS. Pinion brakes permitted. Welded or locked differential allowed. SLIDER Driveshafts are permitted.

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 upper brackets must be bolted to package tray 1/2" bolt max. they may not go through the body. Rear Control and trailing arms must remain FACTORY components for that vehicle. Watts link conversion vehicles may use older Ford rear trailing arms to attach to the conversion kit. you may cut and shorten rear trailing arms for pinion angle and re weld back together no more than 2" overlap (NO ADDED MATERIAL).

Front-You may swap FRONT control arms and spindles make to make and within the 80+ Year range. They must bolt into the existing factory locations and no modifying is allowed to make them fit. NOTHING AFTERMARKET!!!!

Steering: Any style column may be used. must be factory steering components for that car!! (rack, gear box, tie rods, center link, etc any parts store aftermarket replacement parts are ok). You may weld your tie rod sleeves to the tie rod using a piece of small angle iron. NO OTHER ADDED MATERIAL!! No heim ended tie rods.

Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and lower control arms, but it may NOT be welded to control arm, engine cradle or frame. Must retain factory shape and mounting points.

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. 5"x5" washers. 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. Coil spring swaps OK. Can run 1 chain per side VERTICALLY One loop around rear and one loop around package tray. 3/8" chain, 3/8" bolts.

FRONT- You may lock front suspension with torsion adjustment (if applicable) , (2) pieces of 2"x4"x1/4" (per upper a arm) welded from control arm to frame or chain going over top of a-arm welded to frame (5/16" max). Can only be welded by 2 links on frame each end or you may use one piece of up to 2x2" material from top of lower control arm to bottom of frame. MUST NOT ATTACH TO SIDE OF FRAME.

You may use 1" all thread in place of front shocks. Nothing else!!!

Bumpers-maximum height is 20" to bottom of front bumper minimum rear 15" measured from the bottom of the rear frame. 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. You may add a point to a homemade bumper max point 4" from front of bumper. Must retain same height as bumper and must span out minimum of 32" DO NOT PUSH THIS OR YOU WILL BE FAILED!! . you may use an aftermarket bumper(smw, ski,dec,catskills fab, etc) they may be a replica however point is maximum 4" (point measured from a straight line can be no more than 8" from front of frame rail)and must taper off 36". NO EXCEPTIONS. NO pointed rear bumper If you have a question on a replica bumper please contact with pictures and measurements

Bumper Mounting: Front or Rear. (1) Bumper may be welded to stock shocks for that vehicle, and shock welded only to prevent collapse. Brackets must be attached to frame with the factory mounting method No alterations. NO EXCEPTIONS

(2) you may use a piece of flat steel max 4"x1/4"x12" may ran 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!!

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

you may use 2 spots of #9 Wire(4 strands)

PREran 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 Additional welds, extra bolting, modifications, etc will be In direct violation of this rule and you will not be permitted to cut or fix it. This will result in an automatic inspection fail!!! No vehicles will be grandfathered in from show to show or year to year.

Any situations that come up the promoters have the power to add or change rules required (2024). 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 Greg Yaggie (570)637-3886