

Troy Fair Demolition Derby, Sponsored by the Sylvania Lions Club rules 2020

The Demolition Derby is designed as an unusual spectator attraction. Every entrant is subject to the following rules and regulations in the interest of safety and equal competition. Sylvania Lions Club Inc. does not imply or guarantee safety. Total responsibility for inspection of car and rule compliance is by the owner /driver, not the **Sylvania Lions Club Inc.**

DRIVERS ENTRY: Entrants in the derby are not employees of Sylvania Lions Club Inc. But are independent contractors and assume all related responsibilities.

- **Drivers must be at least 18 years of age and have proof of age.**
- All drivers must supply their own car and set it up according to the rules. Entry is limited to 1 car per class per night.
- Drivers must wear a SNELL or DOT approved helmet and some form of eye protection at all times while on the track if you remove you will be **Disqualified**.
- Drivers must wear a safety belt and eye protection at all times while on the track. If you remove you will be disqualified.

CONDUCT: Any driver or crewmember not obeying the rules will be disqualified. Drivers are responsible for the actions of their crewmembers. No profane language or obscene gestures.

ALCOHOLIC BEVERAGES: ARE PROHIBITED IN THE DEMOLITION DERBY, INFIELD AND PIT AREA. VIOLATION BY ANY CREW MEMBER MEANS DISQUALIFICATION OF A CAR AND PIT PASS FORFEITURE!

PIT AREA: A maximum speed limit of 5 MPH MUST be obeyed at all times in the pit area, parking lot and driveway (equal to a fast walk pace).

SAFETY AND CAR SPECIFICATIONS: Undetected or unobserved items escaping detection during inspection does not make them legal. Any exception to the rules will be called illegal. . If it is not in the rules it does not mean you can do it.

2020 Classes: Power Wheels, STOCK compact, Limited weld compact, semi stock V8c, Limited weld Full size, Compact Truck/minivan, Limited weld Truck/van, Bonestock v8, Ancient Iron.

Semi stock V8: American made midsize stock hard top automobiles and station wagons manufactured from the model year 1977 and newer ONLY are allowed. NO FULLSIZE CARS. VIN MUST BE ATTACHED TO VEHICLE. No four-wheel drives will be allowed. Heats and feature SATURDAY(if over 15 cars, otherwise one and done)

Limited Weld-Full-size cars: American made stock hard top automobiles and station wagons are allowed. no four-wheel drives will be allowed- Heats and feature FRIDAY(unless under 15 cars then one and done)

Stock Compact: Cars classified as compact(fwd or rwd) with a uni-body construction and that started life with a 4-cylinder gas engine will be allowed. 6-cylinder uni-body Front wheel drive.108" wheel base or less only for whole class HEATS FRIDAY CONSI AND FEATURE SATURDAY

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. HEATS FRIDAY CONSI AND FEATURE SATURDAY

Compact trucks/minivan: Class is open to small trucks or SUV. They are to be two wheel drive or four wheel drive with only one axle driving. Any 4 or 6 cylinder, foreign or domestic minivan. No diesels, No "hybrid" vehicles, no plastic bodied vans like Luminas/ transports, etc. No panel vans. 4 wheel / all wheel drives may be used if one axle is disabled, (only one axle can drive) ONE AND DONE FRIDAY(20 vehicle cap)

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 ONE AND DONE SATUDAY(20 truck CAP)

Bonestock V8-American made stock hardtop automobiles and station wagons are allowed. **excluding imperials, 76 and older caddys or suicide lincolns** ONE and DONE FRIDAY(20car cap)

POWER WHEELS: Motorcycle or lawnmower battery allowed. Age for power wheels is 3-10 no car batteries or 24 volt conversions. Inspection area -Inspection area is limited to driver only. No pitmen or crew may enter the inspection area at any time. Saturday only

STOCK CLASS-Compact

Vehicle must remain factory other than the modifications specified below

NO WELDING OTHER THAN THE Drivers DOOR, BUMPER AND CAGE. NO EXCEPTIONS

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

No aftermarket parts(shifters, steering, pedals, coolers,etc)

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 completely factory stock and 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. no fan style coolers.

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No foam filling or 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 the 6" wheel centers for bolt pattern changes.

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". 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. A fifth bar may be used of same size material to run from front bar to back in center. 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: Must have a hood with a hole minimum of 12" x 12" cut over the carburetor in case of fire and be tied down after inspection with wire (6) spots total. Do not use chain or angle iron!

GAS TANKS: Tanks may be left in the vehicles stock location providing it is in front of the rear axle. OR A marine style or equivalent fuel cell (stock gas tanks can be used if properly moved, secured and covered and with only 5 gallons of fuel in them), tank may 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! Tank MUST be covered with a metal or heavy rubber shield!! NO EXCEPTIONS!!!

Gas Tank Protectors: Can be used if running aftermarket tank. 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. Bars may not go to the halo or frame. May not be welded or bolted to floor, must be 5" from all 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, tight and covered or metal box mounted to cage

DOORS: driver door can be welded 3 patches per vertical seam exterior only with 3"x3"x1/8". If not using a cage a length of 2" angle iron may be welded to the driver's door no higher than the bumper and no more than 2" past either door seam. All other doors you are to use (3) spots per vertical seam of wire, cable, chain (5/16" max), and seat belts tied are all also acceptable for all doors. If **ANY** door comes open car is disqualified.

TRUNKS, HATCHES, TAILGATES: Even if vehicle is considered a 5 door the rear trunk, hatch or tailgate Must be tied securely with cable, chain(5/16" max), seatbelt, or wire ONLY (6 spots total)!

ENGINE: make to make Engine swaps may be done. ALL mounts must remain factory. You may add a chain to each mount 5/16" max. **NO ENGINE CRADLES, DISTRIBUTOR PROTECTORS, TRANS BRACES or SLIDER DRIVESHAFTS.**

FRAMES: NO FRAME ALTERING OF ANY KIND ALLOWED!! Except you may notch rear frames but cannot pre-bend. No Fix it plates.

Steering: all aspects Must remain stock and unaltered

BODY MOUNTS: NO BODY MOUNT MODIFICATIONS ALLOWED!

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. you may remove or cut trunk lid Quarters and panels must remain in original position **NO BODY CREASING, WEDGING OR CANOEING OF THE TRUNK ALLOWED IN STOCK CLASS.**

SUSPENSION: NO SUSPENSION MODIFICATIONS ALLOWED! Must be free floating as it was from the factory.

BUMPERS: MAY ONLY USE A FACTORY AUTOMOBILE BUMPER. We will allow them to be welded onto the frame with ¼" plate no more than EQUAL with the radiator support(only 1 plate per rail) to secure them or you can use the original factory bumper shocks for that vehicle mounted as they were from factory. **ONE OR THE OTHER, NOT BOTH.** No stuffing of bumpers will be allowed, **BUMPERS MUST HAVE INSPECTION HOLES ON ALL FOUR SIDES.** **ONLY OEM** bumper maximum height 20" to bottom of bumper. On a select few compact FWD cars the frame opening is farther back than the radiator support and it makes hard nosing and replacing the bumper very difficult. on these select vehicles and these ***only*** we will allow a piece of 2"x2"x1/8" hollow square tubing to go from bumper to no farther than 2" inside the frame from the end for safe mounting. These WILL be measured and scoped so please make sure your measurements are correct.

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

No #9 Wire before the heat.(except to close hood doors and trunk). from heat to feature you may add two spots of 4 stand 9 wire 9 wire may not go from frame to cage or halo

Any situations that come up the promoters have the power to add or change rules required (2020). 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

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

Bone stock (OLD SCHOOL) -TROY FAIR 2019

1) Stripping-cars must be completely stripped(glass, fiberglass, plastic, AIRBAGS, chrome, interior, handles, latches etc((anything that is flammable or may come off and inbed into track)) NO ANTIFREEZE WATER ONLY IN COOLING SYSTEM(follows same rules as other classes) Two windshield straps must be installed 2" above or below windshield line max(chain, #9 wire, fuel tank straps..lighter material)(follows same stripping rules as other classes)

2) This class is open to any year RWD or FWD v8 or v6(except the exclusions below) or fwd v6 108" or larger wheel base. NO Imperials, Suicides,76 and older Cadillacs, Hearses, limos, ambulances, trucks, truck frames,4WD or AWD If you have any questions on vehicle selection please ask.

3) NO WELDING!!!!!(other than drivers door and cage)

4) Doors/hood/trunk- You may patch weld the driver door (3)3x3x1/8" patches per vertical seam only. All other doors may be wired in 3 spots per vertical seam with up to 2 double strands of #9 wire. Hoods and trunk may have 6 spots total.(your choice of location) Trunk may be cut in half. NO tucking. All door/trunk/hood wiring must be done sheet metal to sheet metal ONLY may not go to or around frame. Hood must have a 12"x12" hole cut over the carb.

5) Battery- Move and securely mount battery to passenger floor(2 max)(follow same rule as other classes)(must be covered with rubber mat)

6) Fuel system-Move fuel tank to rear seat area(no plastic tanks) MUST MOUNT SECURELY(follow same rules as other classes) All lines must be ran inside driver compartment and covered. Must be steel or high pressure rubber. If Fuel injected or using electric fuel pump you must have a separate and clearly labeled shut off switch.

7) Controls-Factory shifter or simple rod. factory pedals---NO AFTERMARKET

8)NO AFTERMARKET OR FABRICATED PARTS(this includes cradles, protectors, braces, drive shafts, shifters, steering, tie rods, wheels, centers,

bumpers, mounts or anything else that did not come factory to the car you are running)

9) Bumper-Any unaltered OEM car bumper may be used. However it must be bolted (3/8" MAX) on as it was from the factory and/or can be welded to the bracket or shock to prevent loss of bumper). Must remain in the factory location. No swapping/adding/altering of shocks or brackets. They must remain factory, in factory position and how they were from the showroom floor. NO WELDING other than what is specified

10) Wheels and tires-Street or snow tires-DOT tires only. No ags or skids. Remove all wheel weights, Stock unaltered wheels!! NO protectors, NO centers, NO bead locks NO liquid or foam filling. NO Solid tires NO studded tires. NO wheel only.

11) Body-NO body creasing, No body mount, bolt or spacer modifications or relocations, wheel wells may be trimmed and rolled for clearance however may NOT be welded/bolted/glued back together.

12) Engine/transmission-Make to make swaps only. You may run a homemade trans cooler without fan(ice box style). Must use factory mounts for both engine and transmission(no welding or altering of mounts whatsoever) Must use factory transmission crossmember and it must be bolted(NO WELDING). No engine chains. Stacks will be allowed. Carb conversions of efi will be allowed. NO ALCOHOL. NO built engines/transmissions/rears----Engine/Car Claimer-If you win and another contestant feels that your car is illegal they may put up 500.00 to claim your engine(Long block-no intake carb, stacks or starter) or 1000.00 to claim complete car. This class is meant for an entry level/low budget class.

13) Rear-factory rear no swaps can weld center to make posi

14)NO ADDED STEEL ANYWHERE--- WHATSOEVER

15) Cage-A 4 point cage can be added inside drivers compartment for safety. May only weld sheet metal to sheet metal. 60" max length side bars 6" c channel max, dash bar 5" max, seat bar 5" max. must be 5" from firewall, floor and trans tunnel. Back bar may be no farther back than where the kick panel meets the rear seat. May use only Dash and seat bar however if doing so must have a 6"x6" plate where bars meets sheet metal so nothing can protrude out of

side of car. (follows same rules as other classes however NO FUEL TANK PROTECTOR OR ROLL OVER BAR.)

16) Brakes and Steering- Must have working brakes. Must be factory stock!! NO PINION BRAKES Factory unaltered steering!!! (exclusion-you may remove rubber from joint at box and bolt or weld the factory flanges where rag was) no reinforcing of steering components.

17) Suspension-Must be completely unaltered and factory. May stiffen shocks with rags or use coil over shocks. May use twist in coil spring spacers to gain height. THATS IT!

18) FRAME-NO WELDING NO SWAPPING. NO PLATING. You may notch or dimple rear frame in (1)spot per rail no farther than 12" from end of rear frame(do not weld back together). No chaining or dimpling of humps. Nothing else can be done to frame whatsoever. NO fix it plates

19) STOCK MEANS STOCK-if it doesn't say directly above that you can do it...YOU CAN'T....

20) Judges and officials decisions are FINAL!!!

21) SAFETY SAFETY SAFETY- MUST FOLLOW ALL SAFETY RULES SET FORTH FOR ALL OF THE OTHER CLASSES.

22) Rust--any and all rust repair you must send pictures and must be preapproved or you will not run.

Any situations that come up the promoters have the power to add or change rules required (2020). 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

All entries must be there no later than 6 pm for inspections

- Limited Weld Fullsize -

Vehicle must remain factory other than the modifications specified below

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 filling of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. ANY STYLE WHEEL. 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 may run from firewall to as far back as center of back side window. 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. **(allowed vertical down legs...see frame section)**

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.**

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. may run one bar per side up to 2" diameter per side 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. NO ADDED MATERIAL. Frame changes allowed make to make only (i.e. Chrysler to Chrysler, etc.) Front frame may be shortened up to core support 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 (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 cars may only be a maximum of 4"x 6"x 1/4". Cars that have ran multiple shows may have 8 total. plates and welds must NOT touch(1/4" gap between) Must be mounted flate on outside of frame.

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) ¼" thick springs 2.5 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 ¼ 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 sappers 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. you may reskin drivers door only, up to 1/4" thick may not exceed where the 3" door weld strapping is. REAR window bar is ok(6"x6" plate on both roof and trunk, no more than 2" material as bar.)

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 front bumper. rear bumper can be no lower than 14" to bottom. 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..... Y –frame Chryslers may close BOTH sides of the Y, with a patch of equal thickness material as the frame itself (top or bottom) may not go any farther than 4" past the radiator support.

Imps-leave mounted factory and use 12" long x4" wide x1/4" thick plate(1 per rail) (not in conjunction with factory bumper plate that must be removed)

or hardnose and use 2"x2" angle to mount to frame(may not exceed 2" from bumper

Other vehicles-**Option 1** You may weld bumper directly to frame. You may box frame from bumper to up to **4"** past rad support with 1/4"x4" material.

Option 2 for bumper mounting is you may weld bumper directly to frame and use a piece of steel (4" wide 1/4" thick to front of a-arm) You may choose which side of the frame you put it on, inside or outside directly to frame. 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. may not go from frame to cage or halo. It may not go from frame to cage or halo(rollover bar)however. From heat to feature you may add unlimited 9 wire that may not go to cage or halo.

Any situations that come up the promoters have the power to add or change rules required (2020). 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.

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

- Limited weld compact-

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) 1/4" thick springs 2 1/2 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 1/4"x4" material. 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 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 (2020). 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.

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

Semi-Stock V8

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. 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. **you may use stacks protectors. may not be attached to frame or cradle.**

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. 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.

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". 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: 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. 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 A METAL SHIELD!

Gas Tank Protectors: Can be used. Protectors must attach to CAGE ONLY!!! Protector will be no larger 24" outside measurement and made of ¼ inch material. 8-inch gussets 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 froot, 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 components. You may weld your tie rod sleeves to the tie rod. **NO 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 seams may be solid welded with 3"x1/8" material. 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 8"x8" 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 on pre-ran cars may only be a maximum of 4"x6"x1/4". plates and welds cannot touch. must be mounted flat on outside of frame. Maximum of 6 total on cars that have ran multiple shows.

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" bolts. All other body mounts and tabs must remain in the factory position. 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 may be changed to 5/8" 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.

BODY: 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. Quarters and panels must remain in original position. You may body crease. **NO CANOEING, TUCKING OF TRUNK , Sedagoing(fresh) OR WEDGING!**

Engine and transmission: Swaps between manufacturers is ok. homemade mounts ok. Mount must be bolted or welded to k member. Must not strengthen the frame in any way. Lower cradle 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 move 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.

The following aftermarket parts are NOT ALLOWED: **NO PULLEY PROTECTOR, NO DISTRIBUTOR PROTECTOR, NO FULL CRADLE, NO mid plate NO CARB PROTECTOR. NO TRANS BRACES,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.

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

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.

Rear- You may use 2 pieces of up to 1" all thread to set ride height. it must run from rear and go straight up and down through body. must stop at floor and cannot go any higher or be bolted through anything else. cannot touch the frame rails whatsoever. You may also use chain to lock ride height 5/16" maximum and it may not be welded to the frame nor can it go side to side

FRONT- You may lock front suspension with torsion adjustment(if applicable) , (2) pieces of 2"x2"x1/4" (per side) 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 1" all thread in place of front shocks as jacking bolts

Nothing else!!!

Bumpers-maximum height is 20" to bottom of bumper. You may use any factory automobile bumper You may load 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 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 or sharp edges you may stack 2 pieces together from top to bottom to make height dimensional. NO EXCEPTIONS no pointed rear bumper

Bumper Mounting: 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 OR you may weld bumper directly to frame with 1/4" material x4" wide as far as 4" behind rad support, however if you choose that method all other mounts and brackets must be removed. 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. Bumper bracket and mount welding must not run go over 4" behind rad support. . 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 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

Any situations that come up the promoters have the power to add or change rules required (2020). 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.

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

FULL SIZE TRUCKS/VANS

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) ¼" 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: 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 ¼" 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 ¼" 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 ¼" 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 (2020). 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.

COMPACT TRUCK AND MINIVAN

Vehicle must remain factory other than the modifications specified below

Any style aftermarket shifter, steering or pedal combo. Slider, cradle, transbrace.

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. No bead locking or protector style of any type rim allowed. No valve stem protectors may be welded on. 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 of an extended cab, suv or van. 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. Bars may not go to the halo or frame. 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.

minivan: If using the original gas tank, they are to be moved to the rear seat area of the car (if using the tank), fastened down securely with straps and have a firewall in place. Use only 5 gallons of gas. Install a toggle switch on the fuel pump wire so in case of a fire the pump can be shut down. Switch is to be labeled so emergency personal can identify. Homemade fuel cells must be: 1. Sturdy 2. Securely mounted 3. Entirely leak proof or you cannot run. Fuel lines within passenger compartment must be metal & covered.

ENGINE: Swaps may be done. You may use engine cradle (3/4" 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. Only one wedge cut and single pass weld seam per spot NO ADDED MATERIAL No Aftermarket K members or cross members, must be OE and within manufacturer. 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 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.

Fix it plates on pre-ran cars may only be a maximum of 4"x 6"x 1/4". plates and welds must 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 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 2 1/2 inch wide, (no reverse arch) flat sprung is ok. You may swap rears between manufacturers must be passenger car or truck. **No 8 lugs.** 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: 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 and they must contour the frame. 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 two spots before the heat. It may not go from frame to cage or halo(rollover bar)however. From heat to feature you may add 2 more spots of 4 strand again that may not go to cage or halo.

Any situations that come up the promoters have the power to add or change rules required (2020). 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. All entries must be there no later than 6 pm for inspection.