

CHAIN/ WIRE 80S= all parts must be oem parts unless specified.

1. Headers through hoods allowed. No bolting hood-skin opening.
2. Stock gas tanks must be removed. And 10 gal. max fuel tank located inside car strapped securely, no bungee straps, and properly covered with non-flammable material. May have gas tank protector in center of back seat area, must be free floating off seat bar, min. of 6 inches off floor no wider than 24 inches max, 4 inch diameter max material, atleast 1 inch away from sheet metal (NO POUNDING). Gas tank must be mounted to protector OR floor, not both.
3. Mopar 1980 and newer, Ford 1980 and newer, GM 1978 and newer (METRIC CARS ONLY).
4. May alter ignition and starter wires.
5. Any air filled and ply tire allowed, Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires ok. Aftermarket rim centers are not allowed, rims must remain factory and not reinforced but may use washers, larger lug nuts, and studs.
6. Radiators, any radiator allowed must remain in the stock location and be filled with water or antifreeze only- May run electric fans. May be strapped in with seatbelts, strapping ect.
7. Transmission coolers are allowed bolted to sheet metal only, or may loop trans lines together with short piece of steel tubing or rubber trans hose double clamped, not fuel hose, no engine coolers allowed.
8. Stock Rear end may be swapped from any automotive car, no bracing, after market pinion yolks allowed, no pinion brakes, 5 lug only, no aftermarket axles, must be stock, may weld and swap gears, u may weld brackets to rear end to make fit, may shorten or lengthen control arms, cut and re-weld overlapping one inch, or adding a pair of flat straps to end of control arm to extend, NO reinforcing factory trailing arm. No leaf conversions, no watts link conversions, or hump plates. May lengthen or shorten a stock driveshaft with a 6 inch sleeve and re-weld back together. NO AFTER-MARKET SLIDERS, or any form of collapsible driveshaft. A max. of 2 3/4 inches of front driveshaft yolk seal surface exposed out of trans.
9. Bumper may be welded to Shocks, or directly to frame, front frame may be shortened from core support forward, no relocating of core support brackets or mount holes, shocks may be collapsed and welded. NO WELDING BEYOND MAX 4 INCHES FROM END OF FRAME BACKWARDS, plug welding allowed within the 4 inch limit, may add 3/16- 2 inch angle iron for mounting bumper to frame, may add small filler material between bumper and frame to fill gaps, anything deemed excessive will be removed, no extending shocks to make longer than stock, if u choose not to weld shocks may be bolted, wired, or chained to frame, 4 inches end of frame limit. Bumpers are interchangeable from any mass produced car, may trim ends, outer skin may be welded to inner structure with no added metal, and not reinforced in anyway. U may run (4 strands) of wire in 2 locations or 3/8 chain from underside of bumper to frame.
10. Must have two windshield bars (2 inch max width, 1/4 inch thick, may be flat, round, or square) may tie bars together in two locations, or #9 wire from dash to roof to prevent hood from coming into driver compartment U may also run one bar in rear window track 1/4 in thick, 2 inches wide (may be flat, round, or square) welded or bolted within 5 inches max of rear window track and no fasten plate any larger than 4 inch square. – any plate or bar beyond 5 inches of window track in stock location will not pass and have to be removed. Must have a 5 inch gap in-between window bars and roof sign.

11. May tuck trunks 50% only fastened on top of lid only. Trunks may be wired, chained, bolted in 6 locations in any combination of the following ways= 3/8 chain, #9 wire (4 loops maximum), 2 x 2 x 2 - 3/16 in thick angle welded to sheet metal with one 3/8 bolt, 3/8 bolt through drip-rail with 2 inch max. washer. U may also add 2 extra wire or chain locations from trunk lid or roof to bumper. Speaker deck must remain intact and unbent, trunk lid and rear quarter panel can be creased max of 6 inches from its factory location, NO DOUBLE LAYERS fenders must stay upright with minimal 6 inch crease at tuck.

12. Hoods may be fastened in 6 individual places (not connected) in any combination of the following ways, chain 3/8 inch, #9 wire (4 loops maximum), 3/4 bolts welded to sheet metal with a 3 inch max washer free floating on hood, may use angle iron 2 x 2 x 2 inches long- 3/16 in thick to weld to fender underneath hood for pin on or 1 welded on top of fender and 1 on hood with a 3/8 bolt securing 2 angle irons, No chain binders. U may add two additional locations of chain or wire from core support to frame or bumper. Hoods may be folded/bent over core support in factory location, u are not allowed to move hood forward.

13. Driver's door may be welded shut, Highly recommend reinforcing driver door for safety reinforced no longer than 4 inches past door seam, window netting allowed in drivers door only. No welding of any other doors, all other doors must be chained with 3/8 inch chain, or #9 max. wire 4 strands. 2 per seam, (keep it simple) or will be removed. The bottom of the door seams only, may be chained or wired through the bottom of door and around the frame 2 per seam on 4 dr. car, (2 door cars, may use 4 on bottom location only, 2 per seam on all other locations) total of 8 locations through entire car may go to frame, (door bottoms or body mount repairs, floor pan to frame) no using washers around holes, nothing in window openings other than one location on rear doors may go from roof to frame/door bottom and will count as 2 locations.

14. Frames must remain factory stock other than stated in rules, may pre-bend or notch, ABSOLUTELY NO WELDING ANYWHERE ON FRAME unless specified. U may pound in rear frame hump outer contour 1 inch max. depth - 12 inches in length each direction down from the center- top of rear hump. No other frame shaping allowed. No painted frames!!!!

15. Stock suspensions must be left intact. No welding, reinforcing, bolting, or chaining up A-arms-- ball joints, and tie rods, must be stock. U may use spacers in sagging springs to gain bumper height not to exceed 28 inches to top of bumper, no solid suspensions, MUST BOUNCE, u can use two springs coiled together to gain rear height, if over u will have to lower to pass tech unless pre-ran or pre-bent, u can wire springs in to keep from falling out, u can run 4 strands of wire or 3/8 chain from rear axle to frame in two locations, u can also run 4 strands of wire, or chain from frame-rail to frame-rail behind rear axle.

16. Batteries must be placed in the passenger's side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.

17. U may alter steering column from gearbox to steering wheel to prevent steering loss, rest of components must remain stock, no changing steering boxes, no adapters, may alter gas pedal, may modify master cyl, no full floor double gas and brake pedal set-ups, individuals allowed if deemed no reinforcement factor, cannot be tight against firewall or side-rail bolted with (3) 1/2 inch bolts and washers to floor sheet metal only.

18. Two front radiator support bushings may be removed and bolted solid, 3 inch diameter washers max, 5/8 bolt size, 6 inch bolt max length, may stack 3 inch diameter washers OR 3 inch

diameter 3/16 thickness spacers to fill gap if u raise radiator support, u may NOT use as a hood pin, core support mount only. All other Body bolts and mounts must remain stock and in position between the frame and the body. If u have a rotted mount u may run wire from floor-pan to frame to repair, (4 strands) if u have one broken body bolt or factory fastening tab u may replace with stock size for the one, dont change them all!!! If u use a larger bolt, or securing tab, it will be totally removed, no other repairs allowed to body mount. Only 8 locations through entire car may go from body around frame, this includes door bottoms, so if u need a location for a body mount repair u must remove one from a door bottom.

19. No welding leaf springs or adding extra leafs. No leaf clamps, if factory band is broken u may use two stands of #9 wire to repair. Max 3 per leaf pack. Repair only, not additional.

20. No welding or bolting any body seams. MUST BE STOCK APPEARING OTHER THAN SPECIFIED, no creasing or pinching of sheet metal for body enhancing, or will be cut

21. Cutting for wheel clearance is allowed, may cut slits and roll. No bolting or welding fenders.

22. Homemade shifters allowed.

23. Driver's door window nets allowed.

24. Motors are interchangeable, no ls motors, must be stock appearing for car, ign/dist, valve covers, oil pan, water pump, starter, pulleys, power steering pump must be oem, May use any LOW RISE intake manifold, adapter plate to adapt from 4b carburetor to 2b is allowed, no high-rise adapters or intakes! Any carburetor and fuel pump may be used, may alter gas pedal or linkage, may use high temp plug wires or protective boots to keep from burning, may use air cleaner of choice. Engine must be rubber mounted, must use a factory upper or lower mount, may be welded in the size of the factory mount in stock location, upper conversion mounts can be used if stock sized, or lower (overkill type) weld in ford to gm jump mounts allowed if factory upper bucket used, may also use wire or chain in to hold motor in place in two locations, cannot weld metal straps for this, must be wire or chain and must go around frame rail or directly down to factory engine cradle and welded with one link of chain. Do not use fire-wall as a brace, or will be cut out, judges decision.

25. (MANDATORY) Must have seat bar from door to door with a 12 by 12 max plate on ends. can be welded or bolted to body, also can have dash-bar with no forward straps to firewall but can run two wires from dash-bar to top of cowl for drivers safety, may connect dash-bar to seat bar with no down bars to floor, other than drivers door for safety may have one in middle of drivers door, halo bar can be used but must be attached to floor and seat-bar, NOT FRAME! Only two 3/4 max bolts to attach to roof. Halo must be vertical, not angled. No excessive plates for reinforcement. No reinforcing trans, or driveshaft tunnel, all cage material no further back than 10 inches of back of driver seat other than tank protector outlined in gas tank rule, cage material must not exceed 4 inch diameter material, and not exceed more than 60 inches in length.

26. If you need to relocate trans cross-member you can weld a piece of 2x2x1/4" 6" long angle iron to frame to set the cross-member on, in stock location and NOT in location of cold bend. Cross-member can be max 2x2 box tubing and must be straight across. Cross-member may be bolted or welded in place. Trans may be wired or chained to cross-member.

27. Dist. protectors, engine cradles, slider driveshafts will NOT be allowed in this class!! U may cut firewall for clearance, If it is not a part from the automotive factory you cant run it, unless stated in rules.

28. Car must remain stock unless specified in the rules.