

## Chain Wire 80S Rules

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 7 gal max fuel tank located inside car strapped securely, no bunge straps, and properly covered with non-flammable material. May have gas tank protector max of 2 ft by 2 ft off seat bar, 4 inch diameter max, 1 inch away from sheet metal (NO POUNDING) and free floating off seat bar, min. of 6 inches off floor. Pump gas must be used, no race fuel, alcohol, aviation fuel, must be 93 octane fuel or less, if caught with other fuel or additives will warrant disqualification
3. Mopar 1980 and newer, Ford 1980 and newer, GM 1978 and newer (METRJC 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. Rims must remain factory and not reinforced but may use washers and larger lug nuts and studs, may NOT use any after-market uni-lug rim centers, un-reinforced white spokes or aftermarket stock type rims ok.
6. Radiators must remain in the stock location and be filled with water or eco-friendly antifreeze only- NO RACE RADIATORS, MUST BE OEM. May run electric fans. May be strapped in with seatbelts, strapping etc.
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 ends may be swapped from any automotive car, 5 lug only, no bracing, no aftermarket axles, must be stock, may weld and swap gears, u may weld factory brackets to rear end to make fit, may shorten or lengthen FACTORY arms, cut and re-weld overlapping one inch, no adding metal or 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,

NO LONG YOLKS, or any form of collapsible driveshaft.

9. Bumper may be welded to Shocks, or directly to frame, shocks may be collapsed and welded to frame MAX 4 INCHES FROM END OF FRAME BACKWARDS, plug welding allowed within the 4 .inch limit, no adding metal, no extending shocks to make longer than stock, if you choose not to weld shocks may be bolted, wired; or chained to frame, 4 inches end of frame limit, must use a shock style set-up and only one pair from a car. Bumpers are inter-changable 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. You may run (4 strands) of wire or 3/8 chain from underside of bumper to frame in two locations, and two from top-side of bumper to core support.
10. Must have two windshield bars (2 inch max width, ¼" thick, may be flat, round, or square) or #9 wire from dash to roof to prevent hood from coming into driver compartment. You may also run one bar in rear window track ¼", 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.
11. If not running stacks through the hood a hole must be cut for fire safety. No bolting, welding cut-outs.
12. Trunk lids and hood may be fastened in 6 individual places (not connected) with chain 3/8 inch, #9 wire (4 loops maximum) or hoods only may use 4 - ¾" bolts, welded to sheet metal only and two wires, no added metal other than side fender may use 2 x 2 x 2 inches long- 1/8 in thick angle to weld to fender for hood pin, 3 inch max washer free floating on hood. May tuck trunks but only fastened on top of lid only. Two of 6 locations of wire/chain may go to or around bumper or frame. If you use two from bumper to core or bumper to body from bumper rule u may not add two more. No chain binders.
13. Driver's door may be welded shut, and reinforced no longer than 4 inches past door seam, window netting allowed in driver's door only. No welding of any other doors, all others 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 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 specified in rules.

14. Frames must remain factory stock, may pre-bend or notch, ABSOLUTELY NO WELDING ANYWHERE ON FRAME unless specified. You 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.

15. Stock suspensions must be left intact. No welding, bolting, or chaining up A arms-- ball joints, and tie rods, must be stock. You may use spacers in sagging springs to gain bumper height not to exceed 28 inches to top of bumper, no solid suspensions, MUST BOUNCE, you can use two springs coiled together to gain rear height, if over u will have to lower to pass tech. unless pre-ran or prevent, you can wire springs in to keep from falling out, you can run 4 strands of wire or 3/8 chain from rear axle to frame in two locations, you can also run 4 strands of wire, or chain from framerail to framerail 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. You may alter steering column to prevent steering loss, may alter gas pedal, and may modify master cyl, but the rest of components must remain stock.

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 you raise radiator support, you 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 you have a rotted mount u may run wire from floor-pan to frame to repair, ( 4 strands) if you have one broken body bolt or factory fastening tab you may replace with stock size for the one, don't change them all!!! If you 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 you 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, no creasing of sheet metal for body enhancing, or will be cut. Speaker deck must remain intact and unbent, trunk lid can be creased max of 6 inches from its factory location in the middle of trunk lid only, fenders must stay upright. Hoods may be folded/bent over core support in factory location, you may not move hood forward, must stay bolted to hinges.

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, must be stock appearing for car, carb, (NO 4B HOLLEY OR EDELBROCKS) dist, intake, valve covers, pulleys, must be OEM, may use LOW RISE adapter plate to adapt from 4b carburetor to 2b, no high-rise adapters! 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. Must use a factory rubber lower mount, may be welded in the size of the factory mount in stock location, upper conversion mounts can be used if stock sized, may also use wire or chain in to hold motor in place in two locations, cannot weld metal straps for this, NO WELDING must be wire or chain and can go around frame. If engine pushes fire-wall in contact of dash-bar u will be disqualified. May 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 dashbar 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 seatbar, 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's 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 2 x 2 x 1/4" 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 2 x 2 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 drive shafts will NOT be allowed in this class!! U may cut firewall for clearance, If it is not a part from the automotive factory you can't run it, unless stated in rules.

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