

## 80's & Newer Youth Class

### Ages 12-17

For questions about rules contact Jacob Pruismann @ 515-297-3048

**\*\*\*SPRING SHOWDOWN – Fresh and Lightly Pre-Run cars (no repair plates) allowed\*\*\***

***No Passengers or Ride-Alongs will be allowed in this class***

- Headers thru hood allowed. 6-3/8" bolts allowed per header opening OR 12 max.
  
  - Stock gas tank must be removed and a 15 gal. max fuel tank must be located inside the car strapped securely.
  
  - Any American made car 1980 and newer will be allowed. No 2003+ Ford, Lincoln, or Mercury, no 4x4's, ambulance, hearses, trucks, or limousines. No Body Swaps in this class, must be stock body for your frame.
  
  - Any Air filled and ply tire allowed. Valve stem protectors allowed. You may run full centered rims with outer bead stiffener. The rest of the rim must remain factory and not reinforced. No beadlocks or solid tires will be allowed in this class.
5. Any radiator allowed (No Radi-barrels) in stock location and must be filled with water or anti-freeze only. You may run electric fans, may be strapped with seatbelts, strapping, etc. Radiator can be mounted with (2) 3/8" threaded rods using a 3" wide 1/4" thick strap welded to core support. An A/C Condenser may be used in front of radiator attached in 6 locations with #9 wire or 3/8" bolts.
6. Transmission coolers are allowed, or you may loop trans lines together with a piece of steel tubing or rubber trans line. No engine coolers.
7. Stock rearend may be swapped from any automotive car, no bracing, 5 lug only. No aftermarket axles, must be stock. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or add a pair of 1/4" thick flat straps to the end of the control arm to extend. Aftermarket pinion yokes allowed, pinion brakes allowed! No leaf conversions, no watts link conversions, no hump plates, no axle savers. You may weld brackets onto a non-Watts housing to fit a watts link car. If brackets are deemed excessive you will cut, no other bracing allowed! You may run driveshaft of choice (Sliders allowed).
8. Bumper may be welded to shock 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 4" from end of the frame backwards, you may plug weld within the 4" limit. You may run any OEM bracket from a legal car in this class, however if it is not the factory bracket in the factory location for YOUR car, you can only weld the first 4" (Must be free floating from there back). No extending shocks to make longer than stock, if you choose not to weld shocks they may be bolted, wired, or chained to the frame up to 4 inches back from front of frame. If you choose to hardnose (use no bracket), you may add a 4"x4"x1/4" plate as a bracket. Bumpers are

interchangeable from any mass produced passenger car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4"x6" tubing with a 4" max point. Replica's will NOT be permitted in the youth class. Bumper height for front and rear not to exceed 28" high to the top, minimum height 16" to the top.

9. Must have 2 windshield bars (2" max width, 1/4" thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment, these bars are for safety, not reinforcement (Officials Discretion). You may run a single rear window bar in the center of the rear window track (2" max width, 1/4" thick – Flat, round or square) bolted or welded within 5" max of rear window track and no fasten plate any larger than a 4" square. Any part of the plate or bar beyond 5" of window track in stock location will not pass and will be removed. Rear Window bar can have up to 2 bends total. Must have a 2" gap from window bar to roof sign (cannot re-enforce with roof sign).

10. May tuck trunks, only fastened on top of lid only. You may use 3/4" threaded rod thru front trunk body mount to go thru decklid. Trunks may be wired, chained, bolted, or welded in ONE of the following ways:

A) You may attach trunk lid in 6 Locations using either #9 wire, 3/8" chain, or 3/8" Bolts with a standard washer.

B) You may attach trunk lid in 4 locations welding a 3"x3"x1/4" MAX plate.

You may also add 2 locations of #9 wire (4 loops max) from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent (no dishing), trunk lid and rear quarter panel can be shaped max of 2" from its factory location, no double layers! If sheet metal is pinched tight in any area you will have to cut creases. No other body shaping will be allowed. Fenders and taillight valance must stay upright (No cutting rear section off).

11. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, wire, 3/4" bolts 6" max length welded to sheet metal with a 5" max free floating washer on hood, 2"x2"x3/16" thick angle iron (4" long) welded to fender underneath for hood pin on or 1 welded on top of hood with 1 on fender with a 3/8" bolt securing the 2 angle irons. You may add 2 additional locations of chain or wire from core support to frame or bumper. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed (6) 3/8" bolts per hood opening OR 12 total. Do not weld hood hinges! If found to be welded, they will be removed completely!

12. Driver's door may be welded fully shut, highly recommend reinforcing driver's door for safety reinforced no longer than 6" past door seam. Window netting allowed in driver's door only. Doors may be fastened in ONE of the following ways:

A) 3 Locations per seam via #9 Wire or 3/8" Chain

B) 12" Max Weld per seam. 3" wide 1/4" thick material maximum.

In addition to the above, you may add one location per side thru Window Opening in rear seat area (from roof sheet metal only) to around the frame using either one strand of 3/8" cable with 6" turnbuckle OR one location #9 wire (4 loops max)

13. Two front radiator bushings may be removed and bolted solid or you may use a 3" max diameter spacer with a 3/4" bolt thru the core support that can be used as a hood pin. Spacer can be welded to frame OR core support but NOT both. You may weld a 2"x6"x1/4" plate to top of core support for 3/4" rod to travel thru. For all other body bolts and mounts you may use a 1/2" bolt with a max 3"x3"x1/4" washer for a plate inside the frame and inside the car. Body bolts must be up inside frame(including core support), not hanging below. If you replace body bolts you must use a 1" minimum spacer between frame and body. Spacer cannot exceed 3" Diameter (Hockey pucks max size). Do not use spacers to "tilt" the car in any way!

14. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails (must remain within bumper height rule), absolutely no tilting or cold bending (do not touch the flaps!) You may pound in rear frame hump outer contour 1" max depth a total of 12" in length each direction down from the center of the hump. No other frame shaping allowed. NO FRAME PAINTING!

15. Suspension – You may weld your upper A-Frame only. This can be done by using a 2"x4"x1/4" flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! You may use any direct bolt on for A-Frame replacement. (Ex. 80's Vic on a 90's Vic.) Ball-joints and tie rods must be stock. You may use store bought spring spacers in coil springs to gain height but must not exceed 28" to top of bumper. You may double rear coil springs to gain height (Must be of passenger car origin); you may wire them in to keep them from falling out. You may run #9 wire, 3/8" cable, or 3/8" chain from rear axle to frame in 2 locations, you may also run #9 wire, 3/8" cable, or 3/8" chain from frame rail to frame rail behind rear axle. There will be NO THREADED ROD allowed from rearend to package tray.

16. Batteries must be placed on passenger 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, the rest of the steering components must remain stock. No changing steering boxes, no adapters –Aftermarket pedals are allowed. These pedals cannot be tight against firewall or body bolt and may be bolted in with (6) 1/2" bolts per component to sheet metal only.

18. No welding leaf springs or adding extra leafs. Max of 4 clamps per leaf pack. You may replace stock clamps with 2"x4"x1/4" clamps if you choose to do so.

19. No welding or bolting of body seams, if we find this done, you will cut holes around all bolts/welds. Must be stock appearing other than specified or it will be cut.

20. Cutting for tire clearance is allowed; you may cut slits and roll. You may bolt each fender/quarter panel with a max of (6) 3/8" bolts per fender. Use standard 3/8" washer when bolting.

21. Engine and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Aftermarket is ok if it is a rubber mount, nothing excessive. You may run an SFI Rated aluminum bellhousing if you choose. No steel bells, tails, braces etc. are to be used. Stock transmission cases only, no aftermarket allowed. Pulley protector is allowed if sway bar is

removed. You may also wire or chain motor in place in 2 locations, these must go directly down to factory engine cradle (saddle) and welded with one link of chain. Do not attach to frame rails! Do not use firewall/cowl as a brace or it will be cut, judge's decision final! If running an LS or running Plug Wire Savers, firewall/cowl must be cut out completely around them. If anything touches during or after the event, you will be disqualified.

22. Cage - You are allowed a 4-point cage with 6" max material. Total cage length not to exceed 60" long. Dash bar must remain at least 5" from the firewall/cowl with no forward straps. You will be allowed 1 downbar per side, attached to sheet metal only. This bar must be behind the front inner door seam of front doors. Driver's side ONLY may use up to 12" tall material for sidebar height (12" total height). All cage components must remain a minimum of 6" off the floor at body mount elevation. No reinforcing trans/driveshaft tunnel.

A rollbar is highly recommended, this must be attached to the seat bar and/or floor, not frame. Rollbar must remain within the 60" cage length limit, and can be mounted to the roof using a 3" wide x 3" long max mounting plate. A total of (2) ½" bolts can be used to bolt rollbar thru the roof.

You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6" off the floor, roof, and rear window bar. Protector can be a max of 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). Gas tank must be mounted to protector OR floor, not both. You may run (1) 4" diameter bar from each side of the tank protector to the rollbar as a gusset. This cannot exceed the 24" width at rear of protector so keep that in mind when adding it.

23. If you need to relocate trans crossmember you may weld a piece of 2"x2"x1/4" angle iron 6" long to frame to set crossmember on. Crossmember can be a max of 2"x2" box tubing and must be a single straight piece. Crossmember may be welded or bolted in place, trans may be wired or chained to crossmember, you may only use a stock rubber transmission mount.

24. Distributor protectors are not allowed! A lower cradle with a front plate is allowed (pulley protector allowed with no sway bar), Sliding driveshaft allowed. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.

25. Repair plates can be a max of 4"x6" - ¼" thick. Maximum of 8 plates per car based on proof of bend (Send pictures). If the bend cannot be proven plates will be removed. Plates must be 1" apart, with a ½" bead maximum. Plates need to have a ½" inspection hole in them.

26. Rust Repair – Call Ahead... we will work with you on a case-by-case basis.

27. Official's decision is final... if vehicle is deemed to be against the rules or a safety concern you must make repairs before being deemed eligible to run!