2023 WGD PRODUCTIONS
BUILT COMPACT RULES

*All general setup and safety rules apply to this class.
*There will be no strengthening of cars unless otherwise noted for safety purposes.
** Just because you do not see it in the rules, does not mean that you can do it. Officials have final say so on any issue that they feel does not meet the rule requirements.
*May run a car from prior seasons, however, it must abide by the current seasons rules. If needed changes must be made. **NO EXCEPTIONS.**

GENERAL RULES:

1. Compact cars will consist of RWD 106" factory wheelbase or smaller and any FWD cars EXCEPT for 1985 and older Eldorado, Tornado or Riviera's. Any motor as long as it complies with other rules.

- V8 cars permitted
-FWD cars must stay FWD
-RWD cars must stay RWD
-No AWD cars allowed

2. No wedged sedans or smash top wagons permitted.

3. ALL INTERIOR must be removed with the exception of the dashboard, driver side door panel, and driver seat belt. AIRBAGS MUST BE REMOVED! All windows, bumper covers, headlights, tail lights, header panel, molding, door handles and trim must all be removed.

4. MUST HAVE A ROOF SIGN WITH DRIVER NUMBER CLEARLY ON IT.

5. The only aftermarket parts that are permitted are shifter, steering column, gas pedal and brake pedal.

6. Drivers side door A and B post may also be taped. No tape on passenger's side door post

DRIVE TRAIN: ENGINE/TRANSMISSION:

1. Rear wheel drive vehicles may run 8-cylinder motors. Motor mounts may be welded solid only from mount to mount with 1 plate 1/4-inch thickness max 2" wide with no excess metal or straps. Motor mount must be factory.

2. Rear wheel drive cross member cannot be wider than 4" and must be bolted within 12" of factory location.

3. Rear wheel drives cannot use slider drive shafts. Factory drive shafts may be shortened or extended.

4. Center sections may be welded for positive traction.

5. Front wheel drive may replace top wish bone mount, with pipe or square tubing. It must still remain in motor mount bracket on the core support. Mount can only be bolted on core support and engine. Wish bone must pivot. All other motor and tranny rubber mounts may be removed and must be replaced with tubing the same size of rubber factory mount. Or if leaving factory rubber mount; you may add a plate of the same size as the rubber mount, and can be welded to the brackets.

6. Front wheel drives must have factory CV shafts- no after-market parts.

7. You may mount a transmission cooler inside- passenger front seat area. All lines must be secure and double clamped.

8. Carb protectors are permitted, must be BOLTED to intake or motor mounts only. They cannot be connected to core support. They cannot go around transmission or under motor. No cradles, engine, pulley, distributor, or intake protectors what so ever.

9. Headers permitted- must point straight up. Exhaust must exit under the vehicle and be directed to the ground if left stock.

RADIATOR & CORE SUPPORT:

1. **Factory or Aluminum Radiators only.** They may be banded or ratchet strapped in 2 spots from the top core support to the bottom core support. Radiator cannot be relocated nor can the core support be altered.
    - Four 4"x 4" tabs are allowed attached to the core support, so AC condenser can be bolted on.
    - May use wire screen with a max thickness of 1/8" in front of the radiator. Wire may be bolted in 4 corners using 4x4 plates. Plate may be welded to wire but must be bolted to car. No solid or punch out metal sheets for protectors, wire screen only.

2. Overflow hose must be pointed toward the ground for safety. Water is only to be used in radiators. NO expansion foam or antifreeze permitted.

3. Core supports may not be moved back or altered. Must be stock OEM to vehicle in stock location!

FUEL TANK & BATTERY:

1. Battery must be relocated to the passenger front floor area and secured to the floor and covered

2. **Factory gas tank must be removed.**
    - A metal fuel cell, Jerry can, or boat tank must be used and mounted tightly inside the car. Fuel cell may be any capacity as long as it fits within the protector requirements. Mount it wisely and not against or close to any door. If gas tank becomes damaged, loose, or starts leaking during a race, you will be asked to shut down for safety.
    - **Must use steel line or fuel injection hose and it must be clearly marked and double clamped.** Fuel cell must be bolted to the floor or the rear safety bar. No buckets or unsafe fuel cells will be allowed.

SUSPENSION:

1. The maximum height for a fresh car from the ground to the bottom of the bumper is 20 inches. The maximum height on a pre-run car is 22 inches.
    - May weld around shock stems only or may use 3-inch-long material of your choice up shock stem. May not add any type of pipe or rod around the shock stem.

2. Factory working suspension must be used. No reinforcement or strengthening of hubs and spindles and suspension components. It must be factory for that car. No adding parts such as strut bars and sway bars. No spring spacers or strut spacers. No welding spacer blocks or struts to the body.

3. No changing of springs. No welding to strengthen springs. No leaf spring conversions, maximum of 5 leaves per side with minimum of 2" stair step in cars, with factory leaves. No homemade clamps.

4. No homemade or after-market rear ends, sway bars, or mounting brackets. Rear trailing arms from back side of hub assembly to floor pocket may be replaced with 2"x2" tube or pipe or OEM trailing arms stuffed with 1" rebar, welded solid. Trailing arms must be able to pivot on each end where bolted. Cannot change any arms running from back of hubs to center of car or from wheel to wheel (Rear end must be stock OEM with car- NO SWAPS).

5. OEM factory tire rod ends only may be used. If tire rod end is damaged, it may be fixed with a 4-inch-long sleeve or angle iron or something similar.

BUMPERS:

1. Any OEM car bumpers may be seam welded with no extra metal added. If bumper ends are capped off or folded over, it must have a 2" inspection hole on each side. No added metal inside or outside of bumper. Head light holes on front side only, may be covered with one 3/16" thick plate- each hole not to exceed 1" past the opening.

- May use standard stock SMW Mighty mini front bumper, or SMW Flat bumper or standard stock DEC Flat bumper with no gussets and no added end caps.
- May use 1 piece of 2"x 6" ¼" tubing or 1 piece of 4x4x ¼" box tubing for a bumper. It cannot be capped on ends and cannot extend past the body line of the car, maximum 70" in length. If using tubing for a bumper, you may use 4x4x ¼" tubing no more than 3 inches long as a spacer between frame rail and bumper. The spacer cannot go into the frame rail and ends must be left open.

2. No loaded or solid bumpers.

3. Bumper can be hardnosed to frame rail with one 6" x 8" x ½" thick plate on each frame rail.
    - The plate must be mounted flush to back of the bumper
    - No shortening of frame rails to exceed past front of core support.
    - **May use one 4"x 4" ¼ thick plate on either the outside of frame rail or top of frame rail (not both locations-only 1 plate per frame rail) to connect bumper mounting plate to frame rail, 4"x 4" plate must touch bumper mounting plate and not exceed more than 4" back frame rail. Must have ½" hole in plate.**
    - These plates or welds cannot tie into engine cradle or body of car.
    - If keeping factory bumper shocks, it can be welded solid to front frame rail. You may weld solid around tubes, but it cannot be pushed back into the rails. No tube in frame rails. Must be mounted factory.
    - Shocks cannot be slid into the frame.

4. **Front and rear bumpers can have 2 twisted strands of 9 wire connected from core support head light and tail light hole area connected down around bumper**

Or

One bumper chain max length total of 6 links long per frame rail- 2 links may be bolted or welded to the frame rail, and then 3 links bolted or welded to the bumper. **6 link max of standard 3/8" chain with each link max inside measurement of 1.38"

5. **NO tube or shocks slid inside of frame OR no extra plate on frame rail**

BODY AND FRAME:

1. Driver's door may be welded solid. You may use ¼" thick door plate or a protective panel on driver door. It cannot exceed past 3" on to fender, rear door or rear fender. ½" max- flat iron only!

2. Passenger doors and trunk lid may be secured shut by either:
- Welding 3" x 3" plate, 3" apart per seam, or
- Chaining with 3/8" chain- 3" apart per seam, or
- 9 wire 3" apart per seam, or
- 1" banding- 3" per seam, or
- 6" x 6" x ¼" thick spaced 6" apart.

3. Absolutely no tilting, seam welding on the body, car frame or sub frame. Trailer hitches and braces must be removed. No plating, pinning, heat treating or welding shut factory holes on the car frame or sub frame! Do not paint frame or bumper backs! No exceptions, you will cut it!

4. Front windshield bar is mandatory:
- One pipe, or
- Angle iron, or
- Flat steel, or
- Square tube, or
- All thread

Are acceptable- max 2"x2" in thickness. It may connect from cowl or front dash bar to the roof or to the rollover bar without being welded to roof past 5" from start of roof, if ran to halo.

5. One rear window bar, max 2"x2" in thickness
- It has to be connected no more than 6" from the start of the back of roof, with a 4"x 4" flat plate welded or bolted on either inside or outside not both
- It must be attached to the trunk lid and speaker deck seam, with 6" x 6" x ¼" thick flat plate. 3" on speaker deck, and 3" on trunk lid,

6. No rear window bars allowed to run to or touch the floor- wagon hatch backs if using bar- must mount to top trunk lid and roof.

7. Wire or chain from body to the roof is not permitted!

8. Patches on rusted cars may be patched with plates the same thickness as what you're patching. It can be welded solid. You must prove rust or damage with an inspection hole!

9. No more than 4 repair plates all year on reruns, 4" x 4", 1/4" square plate with 90-degree angles for 4"x 4" plate. No diamond shape fix-it plates. It may be welded solid. Must prove damage and have ½" inspection hole. Fixit plates must be welded flat to one flat surface of frame rail- No bending fixit plate to fold over top and side of frame rails. Fresh car may start with 2 -4"x4" welded solid fixit plates with ½" inspection hole. 4 PLATES ALL YEAR- NOT EACH RACE.

10. Body creasing will be limited to 2 body lines on rear trunk fenders only. No creasing permitted on ANY other areas of the car. No creasing of pillars, roof or other panels

11. Factory trunk lids must have two 8" inspection holes, you may use 6- 3/8" bolts to bolt the skins together around that hole. Factory trunk lid may be dished 5" max from fender, fenders must remain factory height. Factory trunk lid only- no hoods, no oversized lids or metal sheets. Trunk lid may be removed or tucked. You may weld in 3 spots- trunk lid to floor if tucking. No extra metal added to the inside of the trunk. Absolutely no doubling of metal or tin- glued or welded. (Body panel, rear quarters, rear post nor trunk lids, floors, hoods, or etc)

12. You may replace stock body mount bolt with a 1/2" (max) bolt and use a 3" x 3" washer on the top and bottom. This must be done same as factory! 1" rubber spacer top and bottom must remain same as factory with a 1" gap between frame and body. All body mounts must remain in factory location! No welding body mount spacer, to top or bottom.

- Front body mount may pass through top of frame into core support and hood with max of 1" all-thread.
- Max 6 nuts and 3in washers to secure all-thread.
- **Must have 1" gap for body mount between cradle and frame rail.**
- No sleeving of all-thread in any way.
- No added body mounts.
- If rusted out, you may repair using Body Rule #6.

13. Gas tank lid may be stitch welded shut 1" on, 1" off or you may use two 4"x 4" by 1/4" thick plates.

14. Hoods must be open for inspection, must be in stock location. Must have two 6" or one 12" hole in hood. Can use 6- 3/8" max diameter bolts to bolt skins around holes. Front edge of hood may have 6- 3/8" bolts to bolt front edge of skin together. No adding or doubling of factory braces on car. Hood must cover all pulleys.

15. **Two options for securing hood:**

a. If using max 1" all-thread, with a maximum of 6 nuts in front body mount through core support, through hood, you must leave 1" gap for body mount. You can only secure the hood in **2 other spots** with using the max 1/2" or angle max 3" long bolted together as hood bolts. Hood washers max 4" diameter by 1/4" thick. The 3" long angle may be welded to the fenders and the hood, to hold the hood bolts.

b. If not going through the body mount and core support. You can have up to 6 hood bolts using max 1/2" or angle max, 3" long bolted together as hood bolts. Hood washers max 4" diameter by 1/4" thick. The 3" long angle may be welded to the fenders and the hood, to hold the hood bolts.

16. Front and rear fender wells may be cut out. Inner and outer panels may not be welded together anywhere. Fender wells may be bolted in the following way, 6- 3/8" max bolts with 2" washers.

17. You may crease or cut the top of the rear frame rails. You may also pre bend the rear end of the car up but must adhere to the height limit.

18. Sub swaps permitted. It must be done factory way, NO added metal, bolts or welding or tilting. No switching of makes!

CAGE:

1. **Optional**- On 4-point cage around driver, you may weld four, ¼" in thick plate 3" wide 10" long on each top corner where side bars meet front and rear bar to tie cage together for safety- 1 for each corner.
2. Dash bar may be welded to 6"x6" plate from pillar to pillar. Driver door bar tight against driver door from dash bar to rear seat bar. Passenger side bar can be running from front bar to rear bar, touching door in stock location. Door bars cannot exceed past the start of floor kick panel area.

3. Rear cage bar from side to side behind driver's seat. Max 4" diameter pipe or 4"x 4" or 2"x 6" square tubing. May be bolted or welded in place, max plate to weld to 6" x 6" x ¼" thick. Must be secure! It must be directly behind seat; it cannot exceed for any reason past the start of the kick panel where the floor area step starts to step up horizontal.

4. Halo can run from rear bar straight up and down touching rear side of B pillar to above roof. It can be bolted to roof in 3 spots. - Halo upright bars allowed each side 1- 2"x 2" bar ran to top of rear tank protector (see rule 8 under cage for rules)

5. NO other kicker bars in the car, from dash to side bars, rear bar, halo, or gas protector. No bars can touch the floor or connect to floor (max 4 bar cage).

6. If running after-market shifter- one 3" bar max with shifter to front and rear bars may be attached

7. One rear window bar, max 2"x2" in thickness
   - It has to be connected no more than 5" from the start of the back of roof, with a 4"x 4" flat plate welded or bolted on either inside or outside not both
   - It must be attached to the trunk lid and speaker deck seam, with 6" x 6" x ¼" thick flat plate. 3" on speaker deck, and 3" on trunk lid,

No rear window bars allowed running to or touching the floor (wagons hatch backs if using bar- must mount to top trunk lid and roof).

8. **Optional**- Gas tank shelf & tank protector.
It can be mounted on the front side of seat bar where the passenger seat would be or on the rear side of the seat bar.

- It can only consist of a 3-bar design, 2 bars off the seat bar and one bar that connects them in the rear. No wider than 24" outside to outside.
- **May have two upright bars behind tank, connect at the top, no higher than the gas tank with a piece of ¼" plate welded to back side of uprights (allowed 1 -8" long bar from upright to side bars for upright support per side) or allowed each side 1 -2"x 2" tubbing ran from upright halo bar to top of tank proctor upright bars (this bar cannot touch pillars or doors or roof in any way and must be 4" above door window edge**
- Must maintain 12" gap from protector cage and side doors on each side of cage. Protector max 24" wide from outside to outside of cage.
- Must have 6" gap from the floor and other sheet metal.

- It may touch the start of the hump tunnel and strut towers, speaker deck area.

No added bars or angle off gas tank shelf/mount, no kickers off 3 bar cages. This cage will not be past the start of the strut towers, hump tunnel or speaker deck area in any way.

WHEELS AND TIRES

1. Skid tires and Ag tires allowed, No connected V bar tires allowed.

2. Maximum 16-inch tires, no studs or self-tappers. Tires may be stuffed with tire inside a tire and a tube. You may also mount a sidewall on the outside.
- Valve stem protectors are allowed.
- Simple weld on rim lip guard allowed

3. Factory OEM car or trailer rims must be used. No bigger than an 8-inch weld in centers allowed in the center. This is for on the front of front-wheel drive car or rear of rear-wheel drive cars.

4. Tire must hold air (no cement, water, foam, or any other material may be used) No solid or foam filled forklift or after-market homemade tires on drive axle wheel locations.

5. May use any size solid rim and solid tire on rear location of front wheel drive car.