

2023 WGD PRODUCTIONS MINI VAN AND SMALL TRUCK 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.**

*Must be 2WD, if 4WD must remove front or rear driveshaft, your choice.

***Mini Van**---Any front wheel drives minivan.

--No full size vans, snub nose vans or cargo vans.

***SMALL TRUCK**--Any small compact truck less than half ton,(Ranger, S10 pickup, Dakota, Sonoma, Tacoma , ect size)

-2 wheel drive or 4 wheel drive with front or rear driveshaft removed.

-Compact trucks can only be 2 door or extended cab. No 4 door trucks .

***SUV**--Any small mid-size SUV (Blazer, Bronco II, Explorer Durango,)

- 2 wheel drive or 4 wheel drive with front or rear driveshaft removed.

- No open jeeps of full size SUV such as large Yukon's, Suburban's, Expeditions, Tahoe etc.

GENERAL RULES:

- 1.. No wedged or smash top vans, suv or trucks
2. **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.
3. **MUST HAVE A ROOF SIGN WITH DRIVER NUMBER CLEARLY ON IT.**
4. The only aftermarket parts that are permitted are shifter, steering column, gas pedal and brake pedal.

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. No header protector

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. **No all thread to secure radiator.**

- 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 core support. **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 in factory location and stock to vehicle!**

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. All suspension parts must remain stock mounting.

-Suspension front a-arms may be welded down with 3"x 3" plate on each side to frame.

-Shocks must remain stock; shock stems may be welded for height. 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 clamps or spring spacers or** 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. 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 stock 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" 1/4" tubing or 1 piece of 4 x 4x 1/4" 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 4x4x1/4inch or 2"x 6" 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 1/2" 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 **for front of car and rear frame rail must remain stock length.**
- **May use one 4"x4" 1/4 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 1/2 hole in plate.**
- This plate or welds cannot tie into engine cradle **or body of car.**
- Shocks cannot be slid into the frame.

- 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.

4. Front and Rear bumpers can have 2 twisted strands of 9 wire connected from core support head light/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 links 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 4"x 4"x 1/4" thick door plate or a 1/2" max flat iron only protective panel on driver door. It cannot exceed past 3" on to fender, rear door or rear fender.

2. Passenger doors and tail gates and hatches may be secured shut by either:

- Welding 4" x 4"x 1/2" plate, 4" apart per seam, or
- 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 1/4" thick spaced 6" apart.

3. Absolutely no tilting, seam welding on the body, vehicle frame or sub frames. 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

Is acceptable- max 2"x 2" 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. Wire or chain from body to the roof is not permitted!

6. Patches on rusted cars may be patched with plates the same thickness as what you're patching. It can be welded solid with 1/2" hole in plate. Cannot exceed more than 1" past effect damaged area. You must prove rust or damage with an inspection hole!

7. No more than 4 repair plates all year on reruns, 4" x 4", 1/4" square plate with 90-degree angles for 4"x4" plate. No diamond shape fix-it plates. It may be welded solid. Must prove damage and have 1/2" 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 1/2" inspection hole.
-Only 4 fixit PLATES max on reruns ALL YEAR- NOT EACH RACE.

8. No creasing on any panels or body or frame rails of vehicle

9. 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.

10. 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.

11. Hoods must be open for inspection, must be in stock location. Must have two 6" or one 12" hole in hood. Can have 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.

12. 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 six 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.

13. 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

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

15. 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, 1/4" 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"x 6" 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 extend greater than 10" past front door seam.

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 1/4" thick. Must be secure! It must be directly behind seat; it cannot extend greater than 10" past front door seam.

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. No rear window bars allowed

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. And no longer than 24" from rear seat bar. MINI TRUCKS MUST MOUNT GAS TANK IN BED OF TRUCK AGAINST CAB AND TIGHTLY SECURED No more than 24" from cab.
- May have two upright bars behind tank, connect at the top, no higher than the gas tank with a piece of 1/4" 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" tubing 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. Also max of 24" off rear seat bar for length
- Must have 6" gap from the floor and other sheet metal.

No added bars or angle off gas tank shelf/mount, no kickers off 3 bar cages.

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 rims must be used. No bigger than an 8-inch weld in centers allowed in the center. this is on the front of front-wheel drive car. and this is on 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.