

2023 WGD PRODUCTIONS FULL-SIZE RULES

General setup and safety rules apply for this class

**This class is designed for (but not limited to) the beginner driver and new enthusiast to join the sport, so there will be no strengthening of cars unless noted for safety purposes.

****Just because it is not stated in the rules, does not mean you can do it. Officials have final call on any discussed topic or issues not meeting to the rules.**

***May run cars from last year but they must abide by CURRENT rules- SO THEY MUST BE CHANGED- NO EXCEPTIONS!!!**

GENERAL RULES:

1. 1980s and newer or mid-size 70's. No limos, no compacts. Metal gas cans and battery must be moved and secured. Tanks must be behind driver seat. Batteries on passenger floor. Must have a roof sign with the driver's number on it.
2. Stock fuel tanks must be removed. 10-gallon max metal tank/fuel cells must be mounted inside of car behind driver's seat. May use gas tank protector. **Halo bar may connect to gas tank protector at a 45-degree angle.** Gas tank protectors must be floating. Maximum of 24" wide. Protectors must be attached to rear seat bar only. **May touch the speaker deck. 12" from the doors- and 2" from the floor. NO GAS PROTECTORS TO THE TRUNK!**
3. Battery must be relocated to the **passenger front floor area and secured to the floor.** No more than 2 batteries are permitted.
4. May use tranny cooler. Must be secured and safe.
5. Oil fuel & tranny lines must be secured & double clamped or proper fitting used.
6. Any tire 16" max. No directional caps. Tubes and tire inside of tire are permitted. No water, foam, concrete, gel, etc. AIR only. Weld in centers may be used- 8" max weld in lug center, no full rim centers allowed.
7. Can use 1/8" thick mesh with 4- 3/8" bolts on front of core support. Core support must remain in factory location. No other metal added to the core support- in front or behind of radiator or condenser, no expandable foam - may use an AC condenser
8. All interior with exception of dashboard and driver's door panel and driver's seatbelt must be removed (radio speakers, airbags, etc. must be removed). All windows, bumper covers, headlights, tail lights, header panel, moldings, door handles and trim must be removed.
9. **Must have roof sign with driver number- VISIBLE AND BIG ENOUGH TO SEE FROM A DISTANCE.**
10. Only after-market parts allowed (shifter, steering column, gas pedal, brake pedal, pinion brake)

SUSPENSION:

1. No suspension modifications allowed, must remain strictly stock, unless listed below. No aftermarket spindles or tie rods. **03' and newer suspension must remain stock.**
2. No new springs allowed. No stuffing spring pockets. Springs may be stretched. **May use front springs in rear.** They can be wired or hose clamped or 1" weld top and 1" weld bottom to be secured.
3. Control arms may be chained or plated to gain height. May weld two links on frame and 2 links on control arm. If using a plate **3" x 3" x 1/4" plate welded- 1 for front and 1 for back.**
4. Watts link conversion kits may be used. However, you may move stock brackets from outside to inside without adding metal or welding. **STOCK TRAILING ARMS MUST BE USED.**

****IF MOVING ORIGINAL WATTS LINK FROM OUTSIDE TO INSIDE** on 98 and newer- cut (2) 6" x 6" squares out of original 97 and older package tray with original or Watts Link brackets and bolt them to the 98 and newer package tray with four 3/8" bolts per side, **factory trailing arms only!!!**

****Lower trailing arms may be bolted to the frame ONLY with 1" of washers or factory frame bracket between frame and trailing arm max. NO BRACKETS MAY BE WELDED TO THE FRAME FOR THE LOWERS!!! NO PIPE OR TUBING IS TO BE PLACED INSIDE OF FRAME!**

*****5.** 98 & up Ford lower control arm factory Ford bracket may be moved to inside of frame for lower arm only.

6. **May use homemade 1" all thread REAR shocks. The body must be cut out for the shock.**

BUMPERS:

1. 1970s and newer car stock OEM bumpers (**allowed any FLAT or POINTY aftermarket SMW or DEC (or etc) bumper with no gusset- 3/16" THICK**). If using a SMW bumper- **may be folded and seam welded. You must have ends of bumper capped but must have a 1" hole to see in it.** Chrome may be welded down. You may weld 2 front and rear chain links on top and bottom of frame and 2 links on bumper to keep bumper from falling off. All other links must be loose. Maximum front and rear height 20" on fresh, 22" on pre-run. **Minimum height on back bumper is 15" for all cars.** May use chain frame to lower A arm to set maximum bumper height 3/8" max, one chain per side. Not allowed to collapse bumper shocks and weld chain. **No homemade bumpers allowed.**
2. **Back bumper can be 2" x 6" or 4" x 4"- 3/16" thick tubing.**
3. Can use 6" x 9" x 1/2" plate mounted flush on rear side of bumper only and flush to front of bumper shock. May weld bumper shock plate solid to bumper or mounting plate. May weld shock bracket plate solid to frame rail. Shocks have to work- **WILL BE STRICTLY ENFORCED!!!**
4. **May hardnose if you like. Core support must remain in factory location- no shortening of mounting. 1" away from core support mount. If you are not hard nosing you must use a shock and it must work. Will be ENFORCED.**

FRAME:

1. No welding of frames allowed unless rust repair. Must prove rust. Damage frame rails may use fix plates- 4" x 4" x 1/4" maximum. May be welded solid. Fix plates must have minimum 1" inspection hole in them-must prove damage to use **fixit plates max 8 plates on a fresh or prerun car- ALL SEASON LONG-** not each race. If fixing rust with a fix-it plate- it will count!!!

****Fixit plates- MUST BE 4"x 4" x 4" (1/4" thick); NO "DIAMOND" SHAPED PLATES WILL BE TOLERATED. MUST BE TOTALLY SQUARE!!! Fixit plates CANNOT touch- must have a 1" gap between welds.**

2. Only lower stock engine mount may be welded or chained.
3. Rear frame may be dimpled and/or cut- no pre bending of frame though.
4. If relocating transmission cross member, 2 pieces of 3" angle iron, 6 inches wide, may be welded to the frame. Sides only. Top must not be welded.

BODY:

1. Sheet metal is to remain in stock position. **Absolutely NO creasing on FRESH CARS!!! No shaping, forming, creasing will be allowed, other than what is listed here.** May tuck trunk 1 foot maximum allowed. May be welded in two spots- 3" maximum. Must have two 8" holes in trunk lid. **Trunk and speaker deck may be dished- 8" max. WILL BE ENFORCED- CAR WILL BE LOADED. NO PRERUN CREASED CARS!!!**
2. **Hood must be open for inspection.** Hood must remain 100% in stock location. May use six bolts total for hood. If using 1" through core support & frame, you may only use 4 additional 1/2" bolts.
3. Fasten doors with a 3" x 3" x 1/8" plate maximum, 3" on, 3" off. May weld driver's door solid.
4. May weld trunk, 3" on, 3" off, may weld 2 spots to floor 3" maximum, or chain with 3/8" maximum or band with 1" maximum.
5. No excessive cutting through tranny hump and firewall. 12" x 12" maximum hole in firewall.
6. **Wheel lip protectors are allowed. No more than 1" wide and 1/4" thick.**

BODY MOUNTS:

1. May change body bolts but must retain **stock-** 3" factory OR steel body mount rubbers with factory cone spacers or hockey pucks between the body and frame. Body mounts to be 1/2" bolt maximum with one 3" x 1/4" plate, top or bottom. Strictly enforced. Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts to check.
2. 3" spacer under core support maximum. Cannot be welded to support or frame.

CAGE:

1. May run one dash bar and one bar behind seat from post to post, 4" maximum pipe or tube. May run door bars to be attached, dash pipe to seat pipe, maximum 4" pipe or tube.
2. Must have a brace coming from firewall to roof for driver's safety.

3. Optional rear bar speaker deck to roof, splitting seam on 6" x 6" x 1/4" plate, trunk to deck. No square tubing or angle on the trunk.
4. Maximum size of window bar, 2" x 1/4" round, square or flat. Must run one front window bar max.
5. Driver's doors must be padded or door panel on.
6. May run 1 halo bar- 4" max- pipe or tube, attached to rear seat bar. **CAN NOT BE WELDED TO DOOR OR DOOR POSTS. May be attached to roof in 2 spots- either two 1/2" bolt with 3"x 3" x 1/4" max plate on underside of roof or 3" weld.**

DRIVE LINE:

1. Any engine may be used. Lower engine cradle ONLY with pulley protector will be allowed, no distributor protector or tranny brace- must be mounted in rubber motor mounts. '03 and up- may use a SMW cradle- must be bolted in and 1/4" gap between cradle and frame. **May use** any slider shafts. **NO** distributor protectors and carb protectors, **stock OEM frame and motor mounts only**. Motor mounts may be welded solid. **-STRICTLY ENFORCED.** **Pulley protectors are allowed.**
2. Aftermarket shifter, gas pedal, brake pedal and pinion brakes allowed. **Can use a weld or bolt on pinion brake- CANNOT REINFORCE THE TUBING.**
3. **Stock** rear end only 5 bolts, no reinforcing tubes, changing mounting brackets. Rear end gears may be welded. Must run stock length trailing arms, no modifications. No homemade or welded in brackets, OEM only. May use 9-inch Ford- no bracing or gusseting. Must use an OEM perch.
4. **May use a rearend pumpkin cover- 2"x 2" tubing only. Cannot exceed the pumpkin cover by 2".**
5. No chain or wire around the rear-end to hold body down.

****ALL RULES ARE AT OFFICIALS DISCRETION- AS FAR AS PRE-RUN QUESTIONING AND GREY AREAS****

****IF IT IS NOT IN THE RULES- JUST DON'T DO IT. PLEASE CALL****

Any questions call:

Wyatt's (724)423-7727