

2023 WOW ON WHEELS

ATTENTION!!

FOR THIS SHOW ONLY, 03 and up can be built to the Moark Rules with 2 exceptions:

- 1. Allowing 2 kickers no bigger than 1 1/4 inch welded to the frame behind the bolts that bolt to the front package tray**
- 2. Must run Hunter Slang motor mount plate. Must be bolted in and NOT welded to the frame**

We apologize for the delay in the WOW rules being posted.

KENNETT JAYCESS

RULES

Cars must be 1973 and newer. No 03 up Fords. No sedagons, Imperial subs, front wheel drive

FRESH CAR ONLY

Taxi cabs, hearses, ambulances, four-wheel drive or AWD. Must be an American made passenger car.

POWERTRAIN: ENGINE

May run lower cradle, front plate with pulley protector. If you run pulley protector, sway bar must be removed. Must run motor mounts. No lower cradle direct to frame. Solid motor mounts allowed but must be stock style. May run BOP trans adapter unless found to strengthen the car. A lower cradle can only mount to the car at the motor mounts. You will be allowed a ½" thick plate for motor mount riser. Must be the same size as mount. This is to help with steering clearance. There must not be any other plate in the engine crossmember. You may run a bar from header to header to keep hood off headers and carburetors. A mid plate maybe used but all sheet metal must be removed and may never contact sheet metal in any way. You may not tie this to transmission to create a support in any way.

TRANSMISSION:

Aftermarket bell allowed. SFI approved aluminum ultra bell is allowed. No TRANSMISSION PROTECTORS. Steel tail shaft housing is allowed. Nothing else may be added to the transmission such as a pan protector etc. You can plate the bottom of the pan and must not support anything else. A simple piece of plate that is it. Aftermarket shifters allowed, Transmission must float and can't make steel tail solid to crossmember. One wrap of chain with bolt or stock mount bolted in is fine. Factory crossmember for the car or a 2" x 2"x1/4" piece of tubing may be used. You may mount the crossmember to the frame on a piece of angle 3"x3"x 6" per side. Aftermarket or ice transmission coolers allowed. May not reinforce car in any way. Slider driveshafts are allowed.

BRAKES MUST WORK

SUSPENSION:

No air shocks or solid shocks. A-arm may not be reinforced. A-arms may be welded down with 2 pieces of strap. 2" x 3" X 1/4" PER A ARM parallel to each other and vertical to the frame. Front springs must be a single factory spring no aftermarket. No tilting springs. Front springs may be used in the rear. Rear coil springs may be doubled. One loop of 3/8" chain or smaller may be used to hold rear spring in place. This may be wrapped around hump through package tray and around rearend. 1- 7/16" bolt.

Old iron leaf springs must be factory to the car and in factory location. You may flat stack. You are allowed 4 clamps per spring. Factory width with 3/8" bolts max. No welding or reinforcing shackles. No aftermarket spindles. No Lift spindles. metric A Arms allowed. If you change upper A-arms, they must be installed like they came from factory. For example, 98-02. You can't run the bar between the A-arm.

Tie Rods: can be aftermarket but factory appearing. No Heim's. Any automotive ball joint is allowed.

You may run a hydro. Do not mount to reinforce frame.

FRAME:

NO TILTING, NO COLD BENDING, NO PINNING. NO MANIPULATION OF THE FRAME. No undercoating, mudding, grease, dusting, or painting of the frame. They are getting drilled. How much I don't know till we decided it is good. So, the inspection will not be short. Leave your friends at the trailer. You may dimple or notch frame in the rear to allow car to roll up. Humps: can be hammered. Only the outward facing side of the hump. Center hammering only. (9" from center of hump forward. 9in from center to back. total of 18") No sharpening or squaring edges. Hammer Humps only. Not past contour of hump. Frame shortening: Front must not be shorter than front side of factory core support tab. Do not relocate core support tabs. Whole tab must remain intact in factory location. Back frame rails can't be shortened.

BODY:

Core support: 2- 3/4 all thread with no bigger than 1" washers to mount all thread. Spacer 2in x 2in max. x 3 1/2 inches tall. Do not add tube or any other plate. So you get the washer under the tab, the spacer mentioned above, 5 nuts max nuts. May be welded solid to tab and core support around spacer only. No spray foam. In the past we have allowed a 4x4 plate on top of tab like Havoc this is not allowed. Do not relocate core support tabs. With this being a fresh car derby, this will not be allowed. Radiator may be mounted with

2-3/8" all thread, two 3" wide straps bolted to core support with 2-3/8" bolts per strap to hold radiator in place. You may use 3 ratchet straps max to mount radiator as another option. Electric fans allowed. Car must have hood to run at any point in the derby. You may run a radiator guard 1/8" max that is bolted in 4 places in the same fashion as a condenser would be installed. Don't abuse this or get creative.

Bolt rule: Hood 10 - 3/8 bolt max. 1in outside diameter washer max. Wheel Well 5 - 3/8 bolt max. 1in outside diameter washer max. per wheel well. Bolts go through sheet metal only. No other bolts should be used other than what is specified in rules.

Hood mounts: 6 spots to bolt hood down using 3/4 max all thread. 2 being the front 2 all thread. The middle 2 can be mounted on a 2in x 2in flat plate with all thread welded or bolted to plate or 2in x 2in angle with all thread welded or bolted to plate. Angle or plates cannot tie fender and core support together. (angle or plate can be welded to fender only) Back 2 mounts can be welded to back pockets at top of fire wall by cowl. Cannot tie to pocket and fender. 5in x 5in max plate. All thread cannot go through frame or crush box. Hood top plates: 6in x 6in max. Hood hole: Hood needs a 10" hole or oversized header holes for fire extinguisher. You may run bar from header to header.

DOORS:

Weld all outside door seams 5" on 5" off. 3" wide 1/8" thick Strap Max or 3/8 bolt max with 1in outside diameter washer max or chain doors every 10 inches. Drivers' door can be welded solid. You may put a door plate 1/8" max thickness on the driver's door. It may overlap seams 3" on vertical door seams. Can't rollover top of door opening or extend to frame at the bottom of the door. No contact with the frame.

WINDSHIELD BAR: MANDATORY: 2 " wide 1/4" thick. Can only have a 2" contact weld at the roof and cowl on each end. They can weld it down or use only 1 bolt, 1 nut and 2 washers no larger than 5/8 to attach it at each end. No oversize washers. Windshield bars may not be bridged or stood up and down. They must lie flat. Bar from rollover bar to cowl must follow same rule as dash bar. It has to be 6 inches from cowl and cannot be attached to sheet metal.

BODYBOLTS: 4 Body bolts may be changed 2 added described below

2 extra body bolts per side 3/4" bolt maximum. Washers must be free floating. Do NOT weld the body washers to the floor. Maximum washer size is 4" on the top side. The washers must go through the frame on the bottom side with 3" max washer not welded. This is not for replacing factory body bolts, this is for down the frame rail. Not in crush box. Anywhere down frame rail behind crush box to before factory body bolt hole before humps. The extra body bolt holes should be just big enough for a 3/4 all thread or 3/4 bolt. The 3" washers can be on the outside of frame free floating. All factory body bolts, and factory body bushings must be in car except 2- 3/4 all thread on core support at stock location. 2-3/4 all thread in trunk area in factory body bolt hole locations. All nuts and washers must be inside the frame free floating. When replacing allowed factory body bolts you must put a factory size spacer in place of factory spacer.

ANY PATCHING MUST BE APPROVED BODY OR FRAME. MY ADVICE IS TO USE A CLEAN CAR. THIS IS SOMETHING WE KEEP TO A MINIMAL.

CHRYSLERS: You may use 2 all thread in the trunk area. You may replace the back bolt in the subframe and one bolt in the crush box. Don't ask to move around this is their locations.

TRUNKLID:

Relocation of the speaker deck is not allowed. Your trunk lid and speaker deck may be V'ed in the center. **DO NOT FLATTEN TO TRUNK FLOOR.**

- Tucking trunk lid: The only place sheet metal can be welded is at drip rail only. Sheet metal at drip rail can be welded 5" on 5" off with 3" x 1/8" strap max. 2- 3/4" all thread may be used in 2 of the 4 factory body bolt locations in the trunk your choice which 2. 6" plate may be used for the top of deck lid. All thread must be in the factory body bolt hole. The 1" washer must go up in frame. Deck lids can be tucked in factory location do not attach to the floor. If not tucking, you may also shorten trunk lid and weld 5" on 5" off on the drip rail like the rest of the trunk. No matter which route is used an 8" inspection hole must be in the trunk lid for inspection.

SHEET METAL:

Front fenders and rear quarters may be creased. Do not get carried away on the quarters. They must remain upright. I will allow you to pull them in but not roll them over. **DO NOT** show up with the rear of your car looking like it is going to BB. We will be the judge of this not your opinion. Don't tuck the bottom of quarters under the body.

CAGE:

Cage and Roll bar **MANDATORY:** 4-point cage- Cowl and seat bar no larger than a 6" x 6" tubing max. 2"x 2" 1/4 minimum. Door bar 6"x 6" max tubing or 8" max C channel. Cannot go more than 8" past front door. Must also be a minimum of 4" off the highest point of sheet metal of floor. Do not measure from floor pans where your feet ride. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. Rollover bar must mount to top side of door bars. Do not tilt the rollover bar back. Rollover bar can be attached to the roof in 2 spots. You may weld a 2"x2" tab to bar and weld to the roof or bolt to the roof with a 1/2" bolt. This must be on the roof only, don't tie it to the doors. One roof sign per car must be mount straight off rollover bar. Cannot extend the width of entire back half of the roof. Make this easy about 18" off the back of rollover bar would be sufficient.

GAS TANK PROTECTOR:

2" x 2" square tubing up to cage size metal. Cannot be attached to anything but cage. Must be centered on seat bar between humps. The protector cannot be any wider than 24". It can have angle bars from where roll over bar attaches to seat bar to back of protector. There can be 2 bars on the back of protector (with bar attaching them at the top) that go up towards roof, must be 3 inches away from roof sheet metal. (This needs to be welded to the top of protector to keep it 3" from package tray) This part of the protector can have a 2" x 2" bar or cage size material on each side of tank going from the back 2 bars back to the back of seat bar. The protector must be 3" from the package tray sheet metal. Must be 4" off the floor.

GAS TANK:

Factory fuel tanks must be removed. Metal racing tanks and metal boat tanks only. Must be mounted securely inside the car. Do not mount a tank to reinforce cars in any way. We do not have a tank size limit but we have a protector limit so it must be within the specs.

DOWNBARS:

You will be allowed 1 VERTICAL down bar on the inside of driver's side and passenger's side going down from the door bar. The down bars must be behind inside of front door interior seam or will be cut out. May be no further back than trans crossmember welded to the top of frame and bottom or side of door bar. No added metal other than 2"x 2" tubing max.

KICKERS:

2" x 2"x 1/4" max from dash bar to frame. Kicker to frame only no contact to A-Arm. I will allow a plate 1/4" thick the same size as the kicker to be welded to the frame and then kicker welded to that plate. This should slow down driving kicker into frame. I will put out a picture of the way it should look for those that can't follow directions. If it's not like we want it, you will not run it.

BATTERY AND BATTERY BOX:

Battery must be relocated inside of the car and cannot be mounted to reinforce car. 2 batteries maximum. 12 volt or 24 volts. Batteries Must be Covered and Secure. Battery box and pedals cannot act as kickers. Ski Inc style pedals are ok. They CAN'T bolt through fire wall. Must be mounted through floorboard sheet metal ONLY or free floating off the cage. Do Not mount to reinforce car in any way.

BUMPERS:

FRONT BUMPER HEIGHT 22" FROM THE BOTTOM OF THE FRAME, WHERE THE BUMPER AND FRAME ARE PUT TOGETHER. REAR BUMPER NO LOWER THAN 14" WILL BE MEASURED AT THE REAR BODY MOUNT.

Aftermarket or homemade bumpers allowed. Bumper point may be no more than 14" from back of bumper to front of point. Minimum 32" wide at point base that way it is like Chrysler pointy. Rear bumper can be aftermarket or homemade for example 74 impala rear replica is allowed. The rear bumper can have a 2" wide strap 6" long per side. Strap must go from bumper to body sheet metal. Must not be attached to the frame. ON BUMPERS FRONT OR BACK Do not put just a piece of iron on as a Bumper. They must look like they belong on a car. If you are just using tubing put some Bumper skin on it. FRONT BUMPER 8" TALL MAX. BACK 6" TALL MAX.

BUMPER AND SHOCK MOUNTING:

Bumper shocks must be to the model car being ran. You can remove shock and hardnose bumper with frame being shortened to the front side of the tab. On late model fords you can push shock back and weld to the end of the frame. Then you may weld 4 inches from back of bumper. This should allow you to weld up oval hole. On old iron you square off frame end and mount bumper, but you may not move the shock bucket or shock. It can be welded 4" behind bumper. You can remove shock or bracket, but you cannot relocate or extend back on the frame in any way. Also, on old iron back bumper bracket maybe welded to the frame 4" from end of frame since bumper is not on the end of the frame its actually on the bumper bracket and shock on these models.

You may short frame in front of tab. The whole tab must remain in stock location. Bumper may be weld straight to frame. You may use a 6" x 6" x 3/8" flat plate that can be welded flat to the frame and the bumper welded to that plate.

Back bumper you may remove shock and weld bumper straight to frame. Same plate described for front bumper is allowed on the rear bumper as well. YOUR ALLOWED TO WELD REAR BUMPER BRACKET 4" FROM BACK OF BUMPER.

WHEELS: Any wheel and tire combination. An inside (back of wheel) bead protector is allowed. Must not be no larger than 2" of wheel size. Bead area only on backside only.

2 patch plates per side 4"x4"x 1/4" square no stretching. You may bend or taco plate but you cannot stretch, twist, alter or any other description to manipulate your plate other than described. After you run your heat these may be put on car. They will need to be painted with white paint for quick location. Car must be reinspected after plates are put on car.

OTHER RULES:

ALL WELDING ALLOWED IS OUTLINED IN RULES.

No hitting the driver's door, this rule will be strictly enforced. Accidents do happen but there must be evidence of trying to avoid the collision. If you use the Drivers door as a shield that is on you.

ALL FEATURE Winning cars will be inspected by the track officials. If you are found illegal. Then you will be disqualified, and all winners move up.

If you don't like INSPECTORS looking at your car this is not the derby for you! ONLY FEATURE DRIVERS WILL BE ALLOWED ON TRACK DURING POST RACE INSPECTION. I know the fans and other drivers like to come on to the track after feature but this will not be the case. No prize money will be given out until the track is clear of all people except feature drivers and inspectors to verify winning cars.

Drivers Must wear Seat belts, Helmet, and eye protection when operating the vehicle. This will be checked in inspection and at the gate. You will not run if you do not comply.

Drivers must remain in cars until the race is over or directed to leave by track officials

Drivers are not allowed to consume alcohol before they participate or during this event.

All drivers must attend the drivers' meetings.

Any car that catches on fire 2 times in the race will be disqualified.

No hot rodding in the pits

You must run a roof sign,

Inspection: Starts at 8:00 AM Friday. If something is found illegal on your car you will have 1 time back through tech line to correct. If you do not have your problem fixed completely on the second pass through tech line you will lose your entry fee and will not run. Once car passes inspection there will be a holding area in which the Jaycees will have law enforcement present with the cars at all times once they are being held.

If something is noticed at the track gate, on the track or when pulling off the track that is illegal on your car your stick will be broken and car will be loaded on trailer. You will lose your chance to run and your entry fee. If in feature and you are a money car found illegal, you will be disqualified, and lower winning car will move up to the money.

THERE WILL NOT BE ANY VOTE INS!!!! If your car is not right, it will not run!!!! INSPECTORS HAVE FINAL SAY!!!! If you have a question or are unsure about something, call that's why my phone number is on here. Call so we don't have an issue in the inspection line.

An aggressive hit must be made every minute. If a car stalls, you have 2 minutes to make a hit. This is to be an action-packed derby.

If any spectator or driver enters the arena to initiate conflict with another driver or official during the event, they will be dealt with by law enforcement.

ONE TRUCK ONE TRAILER PER ENTRY. I know some will have tool trailers etc. You must clear that with us before entry will be allowed. Parts delivery needs to be arranged other than the in pits. Will be super strict with this because room in the pits will be an issue. For your convenience there will be a vendor area in which you may buy, trade, or sell parts.

**Final cars will be inspected before the winners are announced.
Final say is up to judges. Questions about rules call Rick (573) 344-1110.**

WOW WAR ON WHEELS DEMOLITION DERBIES, LLC