

If the rule is in **BLACK** text, then it is the normal 2016 LDR rules. If the rule is in **BLUE** text, then it has been changed for WCF. If any future revisions are made it will be in **RED** text.

Class Designation: RvM

General Safety: All vehicles must conform with general IHRA safety rules.

Engine Coolant: Only water is permitted in the coolant system. Antifreeze or other additives are prohibited.

Hybrids: Import engines in Domestic bodies or Domestic engines in Import bodies are prohibited. All cars must be either Import bodied/powerd or Domestic bodied/powerd.

Body: The car must retain its original appearance, profiles and dimensions. No aftermarket one piece bodies. OEM door jamb and quarter panels must be used. No modified front ends to achieve maximum NHRA/IHRA overhang, must stay within original body dimensions. Must retain factory body lines with removable composite components. Any beam tripping devices forward of the bumper are prohibited. Aftermarket wings and spoilers are permitted. A hood must be used; scoop or hood must cover entire induction system. Forward facing hood scoops/turbocharger/supercharger inlets are permitted. OEM/Lexan windows are permitted. Front ends must be within the spirit of the rules and legality is at the discretion of the race director. Firewall must be in the stock location; stock firewall can be modified.

Chassis: Door Cars only. No Pro Mod or full tube chassis. Backhalf style cars are permitted. No Wheelie Bars. Any rear suspension is permitted. Factory front frame rails are mandatory, they are allowed to be modified and must extend to the center of the front spindle. Aftermarket front K-Members are permitted, must bolt in the factory location. Factory equipped 'bolt-in' subframe cars are permitted an aftermarket bolt-on front end (Ex: Smith Racecraft) for '62-'74 Nova and '67-'81 Camaro/Firebird, must bolt in. Factory wheelbase for year/make/model must be maintained, (+/- 1 inch). A minimum height of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum height of 2 inches for the rest of the vehicle is mandatory (except for oil pan and headers).

Engine: No cubic inch limit for any naturally aspirated or power adder combination.

Nitrous Oxide is permitted to run any type multi-stage nitrous system with no restrictions. Nitrous cars must have bottles securely contained in a bottle bracket.

Turbocharger combinations are limited to a single turbocharger at an 118mm maximum, small block and big block. Maximum size on all twin turbocharged combos are 88mm, small block and big block. **Maximum size on all twin turbocharged combos are 91mm, for V10 with IRS. (Revised 10-14-16).** Maximum exhaust wheel measurements for 88mm twin turbocharged combinations is 103.5mm, anything over that dimension is deemed illegal.

Turbochargers will be verified by measuring the housing bore at the leading edge of the impeller wheel and must retain the contour of the compressor housing, stepped or clipped compressor wheels prohibited. Inserts or reducers to achieve inlet or outlet dimensions are prohibited.

Supercharger combinations are limited to a single centrifugal supercharger at a F3-139 maximum, small block and big block. Maximum size on all twin centrifugal supercharged combos are F2. Roots superchargers are restricted to 14-71 maximum. Screw superchargers are prohibited. Dual power adders are strictly prohibited.

Electrical: All entries must be self-starting from inside the vehicle. A master cut-off switch is mandatory on the rear of the car with an on/off sticker. Any electronic ignition system is allowed, see below for weight additions/reductions. Computer/Data Recorders are permitted.

Exhaust: Mufflers or inserts are required on all cars except for turbo cars. Exhaust may exit underneath car or out the front fenders/valance but must not affect timing or staging beams.

CO2 System and Line: The first TWO feet (minimum) of the line coming from the CO2 bottle must be 1/4" plastic line with push-locks. No braided steel lines direct from the CO2 bottle to ensure no nitrous oxide is being used. Braided steel line may be used after the first two feet of plastic/push-lock line to protect the line running through the firewall and/or around exhaust system.

Transmission/Driveline: Any transmission permitted. Any converter permitted.

Fuel: Any Gasoline, E85 or M1 permitted. M5 is prohibited. No nitromethane or additives.

Tires: Any 275/60/15 Drag Radial. Mickey Thompson 29" Pro Drag Radial (PN: 3062R) and Mickey Thompson Gen 1 315 Drag Radial (No Longer Available) ONLY will be legal for the 'big' tire option, Pro315 will not be legal for LDR competition after 9/1/16. Old MT 315 tire will not be legal for LDR competition after 12/31/16. Nitrous combinations can run any tire at base weight, no weight penalty on nitrous cars for the big tire. Any 481X/Hemi/Hemispherical Headed BBC or BBF equipped with single or twin turbochargers or a centrifugal supercharger must be on a 275/60/15 drag radial, no big tire option for that engine combination. Must stay on the same tire size throughout the event.

Engine Containment Device: Engine diaper or catch pan device to capture oil and/or debris in the event of engine failure mandatory. If a catch pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below the engine. Catch pan must extend from radiator support to firewall and from frame rail to frame rail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director.

Minimum Weights: All weights are minimum with driver in car.

SB Naturally Aspirated - No Minimum

BB Naturally Aspirated - No Minimum

SB Nitrous - 2,200 lbs.

BB Nitrous (4.840 Bore) - 2,650 lbs.

BB Nitrous (5.000 Bore) - 2,800 lbs.

BB Nitrous (5.000+ Bore) - 2,900 lbs.

SB Single Turbo - 2,850 lbs.

SB Twin Turbo - 3,000 lbs.

BB Single Turbo - 3,100 lbs.

BB Twin Turbo - 3,200 lbs.

SB Single Centrifugal Supercharger - 2,850 lbs.

SB Roots Supercharger - 2,700 lbs.

SB Twin Centrifugal Superchargers - 3,000 lbs.

BB Single Centrifugal Supercharger - 3,150 lbs.

BB Roots Supercharger - 2,900 lbs.

BB Twin Centrifugal Superchargers - 3,200 lbs.

Weight Additions/Reductions/Regulations:

- 50 lb. Weight Addition for Old Mickey Thompson 315 Tire

- **150 lb. Weight Addition for New Mickey Thompson Pro 315 Tire (Revised 9-13-16)**

- 100 lb. Weight Addition for Mickey Thompson 29" Pro Drag Radial (3062R) tire.

- 50 lb. Weight Addition for 481X/HEMI or Hemispherical Headed BBC or BBF.

- 481X, HEMI, and Hemispherical Headed BBC/BBF must be on 275 Drag Radial if single or twin turbocharged or centrifugal supercharged.

- 50 lb. Weight Addition for MAG Ignition.

- 75 lb. Weight Reduction for Leaf Spring Rear Suspension