

If the rule is in BLACK text, then it is the same as 2018.

If the rule is in BLUE text, then it has been changed for 2019.

If any future revisions are made it will be in RED text.

Class Designation: A/M

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

Beam Tripper: A front beam tripper is permitted but can only extend 45" forward of the centerline of the front wheel.

Towing Rule: Car must be driven to the scale after each pass. Towing is permitted from the scale to the pit area on every pass. A broken car can be towed to the scales after a pass with tech supervision only.

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: Must have an import body or a domestic sport compact body. Any year vehicle is allowed. Lightweight components are limited to hood, front fenders, decklid, hatches, sunroofs, wings, ground effects, bumpers, doors, and roof only. Aftermarket doors must be factory appearing. Quarter panels must remain steel. One-piece front ends are not permitted. No body parts may be removed during competition.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Frame rails may be modified in front of the strut tower. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. All cars can remove spare tire wheel well and cover with sheet metal.

Suspension: All cars must utilize stock front and rear suspension mounts (suspension must be a direct bolt-in to factory location). Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. Wheelie bars are prohibited on all cars.

Lights: Headlights and brake lights are required (one headlight may be removed for induction).

Front Windshield: The front windshield must be either OEM glass or factory appearing polycarbonate windows (For example: Optic Armor, Pro Glass, & Shields type windshield). If factory appearing polycarbonate windshield is used, then it must appear exactly like a factory installed OEM windshield and be at least a 1/4" thick. Tech should not be able to tell the difference. Visible braces are not allowed on front windshield. Screws or rivets on front windshield are permitted but cannot be visible and must be hidden under the factory trim molding.

Side & Rear Windows: OEM glass or lexan side and rear windows are permitted. Braces, screws and rivets are permitted on side and rear windows. [If you are using aftermarket doors or lexan windows, then a steel frame around the lexan window or a window latch is required.](#)

Interior: Not required.

Driveline: Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted. Other OEM or aftermarket center sections and rear-ends may be replaced only if it is a direct bolt in. IRS suspension cars may convert to straight axle only if it is a direct bolt in.

Transmission: Transmission must be from same manufacturer as engine. Non OEM or aftermarket transmission prohibited.

Clutch: The use of slider, adjustable, or slipper style clutch prohibited. Three discs maximum (any type of disk material is permitted). Clutch must be manually operated by driver's foot.

Shifter: Shifter must be H-pattern. Strain gauges are permitted. Air shifters are prohibited.

Fuel: See table below for approved fuels. VP-M1 cannot be modified in any way, and top lube cannot be added as it masks the fuel. You must use it the way they came from the fuel manufacturer.

Fuel System: Electric fuel pumps only are permitted. Fuel cell and entire fuel system including all fuel lines must be visible and mounted under the hood. [All cars that require a fuel check must be equipped with 2 fuel sample valves \(1 on the fuel rail inlet and 1 on the fuel rail outlet\).](#)

Oiling System: Dry sump oil system or external oil pumps prohibited unless OEM equipped, and engine is using complete OEM oiling system.

Engine: Engine must be of import origin or domestic sport compact origin. Any internal engine modifications are permitted. Engine swaps (e.g., B series with B series) permitted; however OEM mounting points must be utilized. Engine swap (e.g., B series to a K series) permitted provided engine swap kits are commercially available and approved in advance. Engine must be from same manufacturer as body. Engine must be overhead cam, production based design. Engine must be in stock, transverse configuration. External electric water pumps are allowed. No Vacuum pumps permitted, in any design or arrangement.

Vacuum Pump: Electric vacuum pumps are only permitted for brake assist and must be solely connected to the brake booster alone.

Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Induction: Any style intake is permitted. Individual throttle bodies are permitted. EFI or carburetors are permitted.

Wheels: Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. Maximum width size is 10 inches. Spindle mounts are permitted.

Tires: All tires are checked by sidewall designation. Maximum size slick or DOT bias ply tire is 25.0" x 9.5"

Engine Containment Device: Engine diaper or catch pan device to capture oil and/or debris in the event of engine and/or transmission failure mandatory. Where exhaust header passes directly under oil pan, a two-piece diaper may be utilized. 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/transmission. 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.

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
4-cylinder	FWD	Honda / Acura	K or F2K series	99mm crank	VP-M1 only	1800 lbs.
4-cylinder	FWD	Honda / Acura	K or F2K series	102mm crank	VP-M1 only	1875 lbs.
4-cylinder	FWD	Honda / Acura	K or F2K series	2.7 liter maximum	VP-M1 only	1950 lbs.

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
4-cylinder	FWD	Honda / Acura	B series	2.5 liter maximum	0 - 60% Nitro (up to .990 specific gravity)	1800 lbs.
4-cylinder	FWD	Honda / Acura	B series	2.5 liter maximum	61% - 100% Nitro (.991 - 1.139 specific gravity)	1950 lbs.

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
4-cylinder	FWD	Honda / Acura	H or H2B series	2.7 liter maximum	0 - 60% Nitro (up to .990 specific gravity)	1900 lbs.
4-cylinder	FWD	Honda / Acura	H or H2B series	2.7 liter maximum	61% - 100% Nitro (.991 - 1.139 specific gravity)	2050 lbs.

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
4-cylinder	FWD	Any	Any	2.7 liter maximum	VP-M1 only	1950 lbs.

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
6-cylinder	FWD	Any	Any	3.7 liter maximum	VP-M1 only	2100 lbs.