

If the rule is in BLACK text, then it is the same as 2024.

If the rule is in BLUE text, then it has been changed for 2025.

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

Class Designation: S/F

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

Turbo Crossbolts: Turbo crossbolts 3" from the turbine wheel is mandatory.

Engine Containment Device: Engine diaphragm with pigtail or catch pan device to capture oil and/or debris is mandatory. If a catch pan device is used, catch pan must have a minimum 2-inch-high lip 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.

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

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: 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. Floor may be modified or replaced. REVISED 9-8-25 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. Mini tubs are permitted.

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. Rear shocks may be relocated. Wheelie bars are prohibited on all cars.

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

Windows: OEM glass or lexan windows are permitted. 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.

Exhaust: Not Required.

Driveline: 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.

Fuel: All fuels cannot exceed .799 specific gravity. Fuels will be checked with a digital specific gravity tester.

Fuel System: Electric or mechanical fuel pumps are permitted. Aftermarket fuel cells are permitted and may be mounted anywhere in vehicle.

Oiling System: Any type oiling system is permitted.

Tires: Radials are limited to a 275/60/15 or 28"x10.5"radial slick. Radials on a 17" or larger wheel can run any size tire. DOT bias ply tires or Slicks are limited to a 28.0" x 11.5W" (Tires are checked by sidewall designation)

8-Cylinder Engines – Chevy & Mopar

Engine: Only the following small blocks are permitted: LT1, LT4, LT5, LS1, LS2, LS3, LS6, LS7, LS9, LSA, LQ4, LQ9, LY6 and Hemi Gen 3/BGE series blocks only. Any OEM block or aftermarket cast block is permitted (Stock Deck Height). Billet blocks are prohibited. Any internal engine modifications are permitted. Max CID is 440ci.

Induction: Engine may be EFI or carbureted.

Cylinder Heads: Aftermarket cylinder heads are permitted. Cylinder heads may be ported. Billet heads are prohibited.

Transmission: Manual or Auto transmissions are permitted. Any style automatic transmission is permitted. Trans-brakes are permitted. Manual transmissions are permitted to use aftermarket stock-style clutch-assisted transmissions. Sequential transmissions are prohibited. Aftermarket bell housings are permitted. Lock-Up converters are prohibited.

Clutch: The use of slider, adjustable, or slipper style clutch prohibited. Clutch must be manually operated by driver's foot.

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

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below.

Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. The contour from the inducer to the exducer must be continuous without steps. The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable. Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer. All inducer surge ports must be within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. 3" V-Band turbine housing is prohibited. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Power Adder	Max Displacement	Glide, TH400, 4L80 & other Autos
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	440ci. Max	3125 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	440ci. Max	3200 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 93.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	440ci. Max	3350 lbs.
Twin T3, T4, or 2.5" V Band Turbos: Compressor 72.9mm Ind. / 106.9 mm Tip to Tip & Turbine 87.9mm Ind. / 80.9mm Exd.	440ci. Max	3750 lbs.
Single T6 Turbo: Compressor 107.9mm Ind. / 141.9mm Tip to Tip & Turbine 116.9mm Ind. / 111.9mm Exd	440ci. Max	3550 lbs.
* IRS cars: Deduct 100 lbs. * Liquid Intercoolers: Add 100 lbs. * T4 Turbos: Add 125 lbs.		

Cylinder Engines - Ford Modular Motors

Engine: Only OEM modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 365ci.

Induction: Engine must be EFI.

Cylinder Heads: Un-Ported or Ported OEM cylinder heads only.

Transmission: Manual or Auto transmissions are permitted. Any style automatic transmission is permitted. Trans-brakes are permitted. Manual transmissions are permitted to use aftermarket stock-style clutch-assisted transmissions. Sequential transmissions are prohibited. Aftermarket bell housings are permitted. Lock-Up converters are prohibited.

Clutch: The use of slider, adjustable, or slipper style clutch prohibited. Clutch must be manually operated by driver's foot.

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

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below.

Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. The contour from the inducer to the exducer must be continuous without steps. The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable. Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer. All inducer surge ports must be within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. 3" V-Band turbine housing is prohibited. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Power Adder	Max Displacement	Glide, TH400, 4L80 & other Autos
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3125 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3200 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 93.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	365ci. Max	3350 lbs.
Twin T3, T4, or 2.5" V Band Turbos: Compressor 72.9mm Ind. / 106.9 mm Tip to Tip & Turbine 87.9mm Ind. / 80.9mm Exd.	365ci. Max	3550 lbs.
* IRS cars: Deduct 100 lbs. * Liquid Intercoolers: Add 100 lbs. * T4 Turbos: Add 125 lbs.		