

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: XFWD

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

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

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/powered or Domestic bodied/powered.

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).

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.

Driveline: FWD Cars only. Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted.

Transmission: Aftermarket bell housing is permitted on all transmissions.

- Automatic Transmission: All cars can run any style automatic transmission. Trans-brakes are permitted. Lock-Up converters are prohibited.
- H-Pattern Manual Transmission: All cars can run any aftermarket stock-style clutch-assisted manual transmissions with H-Pattern shifter. Strain gauges are permitted on all cars.
- Sequential Transmission: All cars can run a sequential transmission. Strain gauges are permitted on all cars.

Shifter: Any type of automated shifter is prohibited. The driver must push or pull the lever.

Clutch: Clutch must be manually operated by driver's foot. Any style clutch is permitted.

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. All cars must be equipped with a drain valve located on the return side of the fuel rail or regulator to facilitate the removal of fuel samples for fuel check purposes.

Engine: OEM or Aftermarket blocks are permitted. If a dipstick is used it must be bolted down. Engine must be mounted in transverse location.

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. 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. See chart below for turbo size restrictions.

Nitrous Oxide: Any style nitrous oxide system is permitted for combinations that allow nitrous oxide. If nitrous oxide is not permitted for your combination, then bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Intercooling: Air intercoolers only. Water injection is permitted. Methanol injection is permitted.

Tires: All tires are checked by sidewall designation. See size restrictions below:

FWD: Maximum size slick or DOT bias ply tire is 25.0" x 9.5"

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
4-cylinder, 5-cylinder, 6-cylinder	FWD	Manual, Auto or DCT	Compressor: Ind 64.9mm & Exd 88.9mm max (Single Turbo) Exd tip can be 69.9 max at back disk	Nitrous Prohibited	2250 lbs.
4-cylinder, 5-cylinder, 6-cylinder	FWD	Manual, Auto or DCT	Compressor: Ind 67.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous Prohibited	2350 lbs.
4-cylinder, 5-cylinder, 6-cylinder	FWD	Manual, Auto or DCT	Compressor: Ind 73.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous Prohibited	2400 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.
 * SOHC cars: deduct 400 lbs.
 * Automatic Cars without a Trans-brake: deduct 100 lbs.

Why These Changes?

The following revisions have been put in place for XFWD only because the vast majority of clean-ups at the event have been related to this class. We had 31 clean-ups out of 43 XFWD cars in qualifying last year, which is more than all other classes combined, and is why extra measures had to be taken for XFWD only. We still want the FWD class to continue at WCF but had to make rule revisions this year so race teams can prepare better for carnage and make better decisions on when they should run the car and when they should work on the car in the pits to make it right instead of bringing a car with a hurt engine up for a qualifier anyways. It isn't fair to fans, other race classes, and the staff having to endure cleanups that could have been prevented. The idea behind the billet block is not that it will prevent blow ups, but that it is stronger and provides better containment of parts and fluids when there is a blow up over a cast block that is generally more catastrophic. The rule revisions for 2025 have been made in an attempt to help reduce downtime due to clean-ups, but the long term fix for the class has been discussed with racers, tuners and other promoters over this past year and includes the strong possibility of a new smaller turbo for 2026 and a new class name. We could not make those changes this year as many turbo manufacturers need ample time to tool up to make new turbos and teams need time to test them. This is a big and important step for 2026 to help create more side by side racing, less downtime for fans, cheaper for FWD racers with less carnage, and we can finally get back to taking 40 cars again with a qualified 32 car field. So, in closing the revisions for 2025 are temporary measures to reduce downtime because of the 73.9mm turbo as we have our sites set on the big picture for 2026 and beyond.

Diapers & Pans

Full Engine Diaper (with pigmat) in addition to a Catch Pan listed below must be on car at all times.

You must run BOTH on your car every pass or you can't go down the track (including Wednesday Testing)

All Cars must run a Full Engine diaper with pigmat and a catch pan device to capture oil and/or debris is mandatory. The 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.

Downtime Penalties

- 1st Offense: If fluid from your car gets on the track that results in more than 5 minutes of downtime... If car has a cast block, then a \$1,000 fine must be paid in tower before any more runs can be made by that team at this WCF event or before you can register for any future WCF event. If car has an iron or billet block, then you will be issued your one and only warning instead of a fine.
- 2nd Offense: If fluid gets on the track from your car a 2nd time during this WCF event that results in more than 5 minutes of downtime the driver/car will be disqualified from the class... Regardless if the car has a cast block, an iron block or billet block, then a \$1,000 fine must be paid before the team can register for any future WCF event.
- With over 250 employees on payroll and lights burning this 1k fine doesn't even come close to covering the actual clean-up expense. Please make wise decisions with your car and your tune-ups.