

2014 WCF RULEBOOK ALL - MOTOR (IMPORT)

REVISED 9/03/14

Class Designation: The class designation is: A/M

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

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, and bumpers only. Roof, Quarter panels, and doors must remain steel. One-piece front ends are not permitted. FWD cars are permitted to run widened three-piece front ends. No body parts may be removed during competition.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted.

Suspension: All cars must utilize stock front and rear suspension and mounts. Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted (electronic adjustable shocks are prohibited). Ladder bars, four links, and wheelie bars are prohibited on all cars.

Brakes: All vehicles must utilize four wheel braking, secondary staging brakes, and split systems permitted. Electric vacuum pumps are only permitted for brake assist and must be solely connected to the brake booster alone.

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

Windows: Windshield must be OEM glass, but lexan windows are permitted everywhere else.

Interior: Not required.

Exhaust: Not required. Exhaust may exit anywhere.

Electronics: Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.

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 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: Any race gasoline permitted: C16, Q16, E85, VP Import, etc. E85 must be measure between 83%-91% ethanol. E98 and methanol is not permitted. Accepted fuels must be readily available fuels, meaning they can be purchased by anyone. The fuels must not be modified in any way. You must use them the way they came from the fuel manufacturer. You will be disqualified from the race if you are caught using a fuel that is not approved or it is altered in any way.

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

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

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 until the catch pan is upgraded, regardless of the height of pan lips or pan design.

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.**

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 prohibited.

Tires: All tires are checked by sidewall designation

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

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

Engine	Manufacturer	Series Motor	Displacement	Car & Driver Minimum Weight
4-cylinder	Honda / Acura	K or F2K series	99mm crank	1900 lbs.
4-cylinder	Honda / Acura	K or F2K series	2.7 liter maximum	2150 lbs.
4-cylinder	Honda / Acura	H or H2B series	2.7 liter maximum	1900 lbs.
4-cylinder	Honda / Acura	B series	2.7 liter maximum	1900 lbs.
4-cylinder	VW	2.0 series	2.7 liter maximum	1900 lbs.
4-cylinder	Nissan	QR or SR20 series	2.7 liter maximum	1900 lbs.
* Cars running ethanol fuel: add 50 lbs.				

Engine	Manufacturer	Series Motor	Displacement	Car & Driver Minimum Weight
6-cylinder	Any	Any	Any	2200 lbs.
* Cars running ethanol fuel: add 50 lbs.				