

If the rule is in BLACK text, then it is the same as 2022.

If the rule is in BLUE text, then it has been changed for 2023.

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

Class Designation: S/S

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

Turbo Crossbolts: We highly recommend turbo crossbolts 3" from the turbine wheel for safety for 2023, however they will be mandatory in 2024.

Engine Containment Device: Engine diaphragm 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/power or Domestic bodied/power.

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: 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: 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.

- RWD Cars: Adjustable or Slipper Style clutch prohibited.
- FWD & AWD Cars: 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. 4-cylinder cars that came OEM as FWD or AWD must have engine 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: 4-cylinder and 6-cylinder cars must run air intercoolers only. 2-rotor cars may run liquid intercoolers. 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"

AWD: Maximum size slick or DOT bias ply tire is 28.0" x 11.5"W

RWD: Radials are limited to a 275/60/15 tire. Slicks or DOT bias ply tires are limited to a 28.0" x 11.5"W

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
2-rotor	RWD	Manual, Auto or DCT	Compressor: Ind 80.9 mm (Single Turbo)	Nitrous Prohibited	2300 lbs.
2-rotor	RWD	Manual, Auto or DCT	Compressor: Ind 82.9 mm (Single Turbo)	Nitrous Prohibited	2400 lbs.
2-rotor	RWD	Manual, Auto or DCT	Compressor: Ind 88.9 mm (Single Turbo)	Nitrous Prohibited	2600 lbs.
2-rotor	RWD	Manual, Auto or DCT	Compressor: Ind 91.9 mm (Single Turbo)	Nitrous Prohibited	2700 lbs.
* Turbocharged cars with cast inducer wheel: deduct 100 lbs.					
* RWD Cars with Sequential transmission: add 100 lbs.					

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
4-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 ok	2350 lbs.
4-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 ok	2400 lbs.
4-cylinder	AWD	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 permitted on auto cars only	2700 lbs.
4-cylinder	AWD	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 permitted on auto cars only	2750 lbs.
4-cylinder	RWD	Auto or DCT	Compressor: Ind 62.9mm & Exd 112.9mm max (Single Turbo)	.035 jet max single fogger nozzle	2900 lbs. (Rev 10-16-23)
4-cylinder	RWD	Manual	Compressor: Ind 67.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous ok	2700 lbs.
4-cylinder	RWD	Manual	Compressor: Ind 73.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous ok	2750 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

* SOHC cars: deduct 400 lbs.

* Automatic Cars without a Trans-brake: deduct 100 lbs.

* VW engines: deduct 200 lbs.

* FWD cars using nitrous: add 100 lbs.

* AWD cars using nitrous (Only permitted with auto transmission): add 100 lbs.

* RWD cars using nitrous: add 100 lbs.

* RWD Cars with Sequential transmission: add 100 lbs.

* RWD Mid-Engine Cars: Deduct 150 lbs. (Rev 8-23-23)

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
5 or 6-cylinder	FWD	Manual, Auto or DCT	Compressor: Ind 76.9 mm (Single Turbo)	Nitrous ok	2400 lbs.
5 or 6-cylinder	AWD	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 ok	3000 lbs.
6-cylinder	RWD	Manual	Compressor: Ind 88.9 mm (Single Turbo)	Nitrous Prohibited	2950 lbs.
6-cylinder	RWD	Auto or DCT	Compressor: Ind 67.9mm & Exd 102.9mm max (T4 Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous Prohibited	2950 lbs.
6-cylinder	RWD	Auto or DCT	Compressor: Ind 73.9mm & Exd 102.9mm max (T4 Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous Prohibited	3150 lbs.
6-cylinder	RWD	Auto or DCT	Compressor: Ind 76.9mm & Exd 116.9mm max (T4 Single Turbo)	Nitrous Prohibited	3350 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

* Automatic Cars without a Trans-brake: deduct 100 lbs.

* FWD cars using nitrous: add 100 lbs.

* RWD cars with automatic transmission and 3.2/3.4 stroker engine: add 100 lbs.

* RWD cars with Sequential transmission: add 100 lbs.

* RWD cars with bolt-in IRS conversion: add 100 lbs.