

## CLASS 10

OPEN WHEEL – LIMITED MOTOR SINGLE OR TWO SEAT VEHICLES LIMITED IN ENGINE SIZE This class is an open class, and all components will be considered open unless restricted herein

**ENGINES** Air Cooled Engines Any manufacturer air cooled, 4-cylinder, single cam, push rod, VW concept engine is allowed. Displacement is open. Engine must be naturally aspirated. Stock Production Engines All stock production engines are to be inspected and sealed by TURNKEY ENGINE SUPPLY, WIKS RACING ENGINES, REDLINE PERFORMANCE, MAJOR PERFORMANCE OR CBM to be certified as stock replacement. Stock production engines must be stock as delivered from the factory except for the following: • Oil and water-cooling systems. (no dry sumps)

- Exhaust system, including exhaust manifold
- Fuel Pumps
- ECU
- Oil Pan may be modified or replaced
- Power Steering Pump
- Alternator
- Air Filter
- Belts and Pulleys
- Fly by wire is allowed

GM ECOTEC 2.2 OR 2.4 Port Injected or Direct Injected Stock production gm Ecotec 4 cyl. 2.2 OR 2.4 Allowed in either single seat or two seat vehicles. Pistons must be stock or stock replacement pistons, must retain stock dimensions. 2.2 Or 134 CI will be 86mm bore and 94.6mm stroke. 2.4 Or 145 CI will be 88mm bore and 98mm stroke. FORD ECOBOOST 2.0-liter, 16 valve, I4-DI-TIVCT Direct port injection will be allowed in single seat or two seat vehicles. HONDA 2.4 direct port injection will be allowed in single and two seat vehicles 2,354cc Bore and stroke: 87mm x99mm (3.43 x 3.90 inches) (143.6ci). Stock K24 series engine as delivered from the manufacture to vehicles sold in the USA by Honda. Engine cannot be rebuilt. Must be tagged and sealed by one of the company's on the list.

Stock production engines must abide the following: Camshaft must be stock or equal replacement only. Camshaft must retain original manufacture specifications. Head / valve train must remain per manufactures original specifications. After Market valve train is prohibited, no porting or polishing of head. Must retain manufactures original specifications. Intake manifold will remain as delivered from manufacture. It must retain its stock shape, size and configuration. No porting or other modifications will be allowed. Throttle body will remain as delivered from the manufacturer, not to exceed 65mm on

blade. No dry sump systems. Fuel injection is stock with the following restrictions: (1) Intake manifold will remain as delivered by the manufacture. It will retain its stock shape, size, and configuration. No porting or other modifications. Ports may be matched to heads, but matching may not exceed .250 inches  $\frac{1}{4}$  deep. Manifold must be the unit that was installed and delivered on the engine by the original manufacture. Only U.S.A. delivery fuel injection is allowed. Direct port injection allowed. (2) Manifold must be installed and sold on production vehicles that are sold for highway use in the U.S.A. and be readily available to the general public. (3) Throttle body must be production (OEM) type readily available to the general public in the U.S.A. (FLY BY WIRE IS OK.) IF MORE AT ANY TIME DURING THE RACING SEASON DETERMINES THAT ANY PARTICULAR BRAND OR MAKE OF ENGINE HAS AN ADVANTAGE, WE MAY EQUALIZE THAT ENGINE EITHER BY A REDUCTION IN CC'S, OR THE USE OF A RESTRICTOR PLATE OR BY WEIGHT LIMIT CHANGE. THESE CHANGES MAY BE REQUIRED DURING THE RACING SEASON.