

CLASS 5 OPEN WHEEL

UNLIMITED BAJA BUG VEHICLES MUST BE A VW SEDAN TYPE 1 HARDTOP OR CONVERTIBLE AS DELIVERED FROM THE FACTORY. 181 SAFARI'S, 900 SERIES PORSCHE'S AND KARMANN GHIA'S ARE INCLUDED IN THIS CLASS (non-VW production sedan bodies may be permitted, but must get approval by MORE)

GENERAL REGULATIONS Entrants in this class shall comply with all applicable general regulations. **COMPETITION REGULATIONS** This class is an open class, and all components will be considered open unless restricted herein. Vehicles must have the external appearance of a VW "Baja Bug". (If a non-VW sedan body is chosen and approved by MORE, it must match engine manufacturer's sedan vehicle appearance.)

SUSPENSION COMPONENTS Front and rear suspension systems may be modified or replaced as long as stock concept (trailing arms, swing axles, IRS, etc.) is retained and wheelbase limit is not exceeded. Stock concept suspension may be substituted for an open trailing arm type suspension, but wheelbase limit may not be exceeded. Torsion bars and/or leaf springs are optional.

ENGINE, TRANSMISSION AND DRIVELINE

Engine and Engine Displacement Any manufacturer air cooled, 4-cylinder, single cam, push rod, VW concept engine is allowed. Displacement is open. Engine must be naturally aspirated.

Production Engines (Defined as an engine that was sold in quantities exceeding 10,000 units or more and available to the general public) Any manufacturer production 4-cylinder water cooled engine 2.5 liters or less is allowed.

Must retain the following OEM Parts. No alterations unless stated otherwise in the rules below.

- Head
- Block
- Crankshaft
- Camshafts
- Intake Manifold
- Throttle Body

Blocking and/or opening lubrication and coolant passages will be allowed. Adding, removing, lightening, chamfering or “knife edging” crankshaft counterweights is strictly prohibited.

Heads can be decked for trueing (excess decking resulting in compression ratios exceeding 1/10 over factory specs is forbidden).

Aftermarket engine internals that are not listed as OEM parts above are permitted however, factory displacement and compression ratio remain no more than 1/10 over factory specs.

- No titanium parts allowed.
- OEM valve size must be retained.
- Welding on the cylinder head will NOT be permitted.
- Aftermarket oil pans allowed.
- ECU's are open.
- Engine tags not required

*Displacement and Compression Ratio of podium finishers checked after each race.

*(cannot exceed factory specs by more than: compression ratio .2, cylinder bore 1mm / .040”)

Factory Compression Ratios:

GM

PI 2.4 Ecotec (10.4 to 1)

DI 2.4 Ecotec (11.2 to 1)

DI 2.5 Ecotec– (11.2 to 1)

Honda

K24 – (10.5 to 1)

DI K24 – (11.6 to 1)

Subaru

2.5 EJ (10.7 to 1)

Toyota

2.5 AR (10.4 to 1)

2.4 AZ (11 to 1)