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Whiplash Offroad Racing

2011 TRUCK & BUGGY
RULE BOOK

Welcome to the leader in Arizona OFF-ROAD RACING

Whiplash Racing Series rules and/or regulations set forth herein are designed to establish minimum acceptable requirements and to provide for the orderly conduct of racing events. These rules and regulations will govern all Whiplash Racing Series events. All Whiplash Racing members willingly participating in these events are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations.

These rules and/or regulations are in no way a guarantee against injury or death to participants, spectators, or any other person or persons. They are intended as a guide for the conduct of the sport only.

Whiplash Racing, its members, officers, directors, or staff assume no responsibility, legally or otherwise, for failure or malfunctions of any product or products of recognized manufacturers listed in the rules and/or regulations herein. Specifications and/or regulations contained in this rulebook are intended for use as a guide with respect to safety and for that purpose only.

Series Sponsors

**(YOUR COMPANY NAME
COULD GO HERE)**

DEFINITIONS AND GENERAL INFORMATION

ORGANIZATION TERMINOLOGY

WHIPLASH RACING: The promoter. **EVENT:** A contest between one or more vehicles competing against the clock and/or directly against each other. **CLASS:** A class is a category of vehicles as determined by engine size, seating capacity or any other method listed in this **Whiplash** rulebook. Classes may be combined at the discretion of **Whiplash Racing**. **Pro** class entrants will be eligible to receive trophies, contingencies, and monetary awards with respect to their finishing position. **Sportsman** class entrants will be eligible to receive trophies and contingencies only, and, in respect to their finishing position. **ENTRANT:** A Whiplash Racing member whose entry is accepted for an event.

DRIVER OF RECORD: The person listed on an official Whiplash Racing entry form to be the main operator of a vehicle entered in an event. The driver of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, prize money, and contingency awards in that event. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of **Whiplash Racing**.

Note: To qualify for the **Whiplash Series** year-end points championship, competitors must **enter ½+1 of all the car/truck points** events during the year.

CO-DRIVER: A person listed on an official **Whiplash** entry form as a co-operator of a vehicle that is eligible to drive or ride during the course of the race. The co-driver must sign all entry and release forms in person during the normal registration time at the same time as the driver of record is signing all entry and release forms. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of **Whiplash Racing**. **CONTESTANT:** A person listed on an official Whiplash Racing entry form to compete in a race as either a driver or co-driver.

OFFICIALS

DIRECTOR: The chief executive officer of Whiplash Racing, responsible for the conduct of all business transactions and race events of the organization. All other officials report directly to the Director. The Director has the final decision on all issues involving Whiplash Racing events. The Director has full discretion to make any final determinations, judgments or penalties in relationship to all Whiplash Racing rules and/or regulations.

CHIEF STEWARD: The associate executive officer of Whiplash Racing, sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director.

RACE OFFICIAL: All individuals designated by the Director or Chief Steward to officiate at a Whiplash Racing event.

COURSE MARSHALS: The race officials appointed by Whiplash Racing to assist the Chief Steward in the on-course conduct of a race event.

CHIEF TECHNICAL INSPECTOR: The race official appointed by Whiplash Racing to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with the Whiplash Racing's rulebook.

SCORING DIRECTOR: The race official appointed by Whiplash Racing to direct the timing and scoring operations of a race event.

COMMUNICATIONS DIRECTOR: The race official appointed by Whiplash Racing to direct the radio communications network operations of a race event.

CHECKPOINT CAPTAIN: A race official appointed by Whiplash Racing to direct the operations of their checkpoint and the immediate area around the checkpoint.

STARTER: The person responsible for starting an event by displaying the appropriate flags and/or lights, as directed by the Chief Steward.

EVENT TERMINOLOGY

SUPPLEMENTARY REGULATIONS: Regulations that define special or additional rules for a specific event.

IMPOUND: A specific place with restricted access designated for the containment of all race vehicles immediately before and/or after an event.

CONTINGENCY: A contingency is the commitment made to Whiplash Racing by verbal or written contract with a manufacturer, company or individual to post or pledge a certain amount of cash or product as an award to contestants. Contestants must apply for, be approved by and meet requested requirements as set by the manufacturer, company or individual posting the contingency. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event in order to be eligible.

PAYBACK: The share of the purse that an entrant receives for finishing a race in a paying position. **Only actual finishers qualify for a share of the monetary purse.**

RULES SECTION ABBREVIATIONS

WGR: GENERAL RULES

WE: ENTRANTS

WD: DISQUALIFICATION

WEC: EVENT COURSE

WP: PROTESTS

WDC: DRIVER / RIDER, CO-DRIVER / CO-RIDER

WPT: PITS

WT: TECH-INSPECTION and IMPOUND

WR: Safety Equipment

WCR: COMPETITION REGULATIONS

GENERAL RULES

WR1: Off road racing is a hazardous sport in as being such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, **Whiplash Racing**, its officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against promoter, track operator, **Whiplash Racing**, its officers, agents or directors.

WR2: The director or chief steward shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings and supplementary regulations.

WR3: **Whiplash Racing** may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.

WR4: Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will not be considered official until released in written form in official **Whiplash** publications.

WR5: Whiplash Racing assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.

WR6: The director and chief steward will have the responsibility for the conduct of any event conducted under these rules. All official race personnel will be directly responsible to the director and chief steward.

WR7: The director shall have the authority to penalize any entrant (up to and including disqualification and/or suspension) found to have committed violations of driver's rules and/or conduct.

WR8: Whiplash Racing reserves the right to refuse and/or deny any entry application.

WR9: Classes may be combined at the discretion of **Whiplash Racing**. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money of the combined class and will be awarded points in their respective classes.

WR10: The director or chief technical inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

WR11: The Director has the final decision on all issues involving any Whiplash Racing events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all Whiplash Racing rules and/or regulations.

ENTRANTS

WE1: Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of Whiplash Racing entry personnel. Identification may be required.

WE2: No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).

WE3: The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form. All entrants under 18 years of age must have entry form notarized.

WE4: Any entrant who competes in a vehicle that he/she is not registered to drive or co-drive or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Such action may result in vehicle disqualification.

WE5: Deliberate abusive nerfing or bumping shall be reason for penalty, disqualification and/or suspension at the discretion of the director.

WE6: All drivers and co-drivers of record as listed on the official Whiplash Racing entry form must attend all drivers/riders meetings, and must sign in. Failure to do so may result in penalties of up to and including disqualification and/or fines. Armband checks and written roll calls may be made at the meeting.

WE7: If a driver of record change is made after entrant has completed event registration, the starting position will be forfeited and the entrant will start at the rear of their class.

WE8: A driver **will not** permit any person other than a registered co-driver in the co-drivers normal riding position. The driver shall not permit anyone to ride on or in any part of his or her vehicle other than the normal riding positions.

WE9: No entrant, crewmember, pit personnel or any other person(s) other than the director, chief steward or a Whiplash Racing official shall remove, alter or relocate course markings. The person(s) found to have removed, altered or relocated course markings may be disqualified and/or immediately removed from the area and may be refused access to future Whiplash Racing events.

WE10: Pre-Fun-Run and course knowledge obtained thereof is the responsibility of every entrant of **Whiplash** events. The **Pre-Fun-Run** must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving during the **Pre-Fun-Run** may subject entrant to penalties of up to and including disqualification, suspension, fines up to one hundred dollars (\$100) or any combination of the aforementioned three penalties at the discretion of **Whiplash Racing**. Participants in the **Pre-Fun-Run** with open cockpit vehicles or motorcycles must wear full personnel protective gear.

NOTICE: Participation in the **Pre-Fun-Run** is at entrants' own risk.

WE11: Failure to appear before the director when requested may result in a letter of reprimand and/or infraction penalty at the discretion of the director. Failure to appear before the director when requested twice within a race season may result in an infraction penalty and/or suspension for up to one year at the discretion of the director.

DISQUALIFICATION

WD1: Drinking intoxicating beverages in the official pre-race technical inspection area and post race areas (i.e., impound, etc.), on the racecourse by any person is strictly forbidden. The use of narcotics (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden. Any entrant or crewmember in an event that shows evidence whatsoever of being under the influence of any of aforementioned shall be subject to suspensions from all future Whiplash Racing sponsored events. Violator must leave the premises immediately at the direction of the chief steward or the Director.

WD2: Any entrant who makes a false statement on a contingency or entry form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year.

WD3: Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant may also be suspended from future events for a period of one year.

WD4: Any entrant disqualified from any event for any reason whatsoever forfeits any and all rights to prize money, points and contingencies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.

WD5: Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject entrant to penalties of up to and including disqualification and/or suspension. **There is no outside assistance permitted on the course or near the course during the event except for Whiplash designated areas set-aside for pits, or auxiliary pit area's.**

Whiplash Racing retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the Chief Steward or Director of **Whiplash Racing**.)

In the event that a vehicle breaks down on the course Whiplash Racing approves the following options. Any deviation from these options may result in entrant being disqualified.

1) Driver or Co-driver who is with vehicle at time of breakdown may walk to and from the nearest official Whiplash checkpoint and or designated pit area only, in order to retrieve equipment or parts necessary to repair vehicle.

2) Another race-entered vehicle may pick up equipment or parts at the previous official Whiplash designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to immediate disqualification.

WD6: Any race entrant or their support personnel who subject any Whiplash Racing official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the director. The director will make the decision of disqualification and/or suspension of the driver/rider of record and the offending support personnel for said offenses. Acts of physical abuse may be reported to the proper legal authorities and may lead to legal action.

EVENT COURSE

WEC1: Whiplash Racing will set the maximum duration and length of an event.

WEC2: An entrant's official time shall be the total elapsed time from their assigned starting time to the time they cross the official finish line. The elapsed time must be less than the official time length of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear of their class. If the last of their class has already started, the entrant will be started in the next available position solely at the discretion of **Whiplash Racing**. In **ALL CASES** if the entrant does not start at their assigned time, their time will start from their assigned starting time, not their actual starting time.

WEC3: The winner of each class shall be the entrant that finished the race with the lowest elapsed time or the most laps within the event time limit. The entrant must also meet all other criteria in order to be declared the official winner.

WEC4: All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a Whiplash Racing official at the next stop check point, paved road crossing, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any.

WEC5: At all events advertised as or considered NIGHT races, one battery-operated red flashing beacons, one long glow stick or one red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). Beacons, glow sticks or reflective devices must be placed at least 200 feet in front of any breakdown or accident and be placed beside the track on the same side of track as the vehicle.

WEC6: Passing is not permitted within 300 feet on either side of any paved road crossing or stop checkpoint, except at the direction of a Whiplash Racing official. Failure to comply, subjects entrants to penalties of disqualification or a time penalty for each occurrence at the discretion of the director.

WC7: Starting procedures may be announced prior to each event.

WC8: No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course while an official event is still in progress. Another race entered vehicle or an official **Whiplash** vehicle may push, pull or tow the race-entered vehicle up to the nearest pit stop or checkpoint. No vehicle may be pushed, pulled or towed by another vehicle within the last half mile of the course; only the vehicle occupants at the time of the breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. **Whiplash** officials may assist the vehicle occupants if it is deemed necessary for the protection of the entrants.

WC09: A marked course is that official route designated by and marked with official Whiplash Racing markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time unless the course is wide enough to pass. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and will result in disqualification. Short coursing is defined as any deviation from the marked course for any reason other than passing. No deviation from marked course including passing is permitted in sensitive areas. Deviation from the marked course in these areas is automatic disqualification. Sensitive areas are those, which are, marked by Whiplash Racing markings and DQ signs. Whiplash Racing is not responsible for markings that are damaged or removed. All vehicles must drive only in the correct direction of the course route or trail. Driving backwards on the racecourse at any time is prohibited. Driving backwards on the course is grounds FINES AND IMMEDIATE disqualification and/or suspension.

PROTESTS

WP1: The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any **Whiplash** rules. Another entrant within the same class may make technical protests on an entrant. Within his/her class. The protest must be in writing and be delivered to the chief steward within the time limit stated at the drivers meeting. Interpretation of all rules along with violations and penalties thereof are at the discretion of **Whiplash Racing**. Penalties levied at the discretion of Whiplash Racing are final.

WP2: Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: A. The protester or their designated representative. B. The protested competitor or their designated representative. C. The protested competitor's mechanic. D. Whiplash Racing officials No other persons shall be present nor witness the proceedings until the inspection has been completed.

DRIVERS— CO-DRIVERS

WDC1: Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with Whiplash Racing approval.

WDC2: Only entrants that are listed on official **Whiplash** entry form may drive or co-drive in the vehicle for which they are registered. No entrant may drive or co-drive on or in any vehicle for which they are not registered.

WDC3: Whiplash Racing reserves the right to change race vehicle numbers and/or background colors.

WDC4: The driver of record must sign all entry forms and releases in person during the registration period to be eligible for points during that event. Identification may be required. Special consideration registration may be permitted with advanced approval of **Whiplash Racing**.

WDC5: Only the Driver of Record will receive points. The race vehicle number will be assigned to the Driver of Record for the entire year. The Driver of Record must enter $\frac{1}{2}+1$ of the total points events to become a class champion. The points stay with the Driver of Record and the vehicle number for the entire year.

PITS

WPT1: No vehicle will be permitted to enter pit areas or race area without the race-vehicle number clearly displayed on side, front and rear windows.

WPT2: At all times the driver of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their entry.

WPT3: No person(s) under suspension by Whiplash Racing will be permitted to participate or be permitted to enter the pits or race area.

WPT4: Any pit vehicle running on the racecourse will cause the race vehicle to be immediately disqualified.

WPT5: Any entrant, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the area, suspension from future Whiplash Racing sponsored events and possible legal action.

WPT6: Maximum speed limit on all main pit access roads and in all pit areas will be 25mph for all vehicles. Maximum speed limit on all other access roads will be 35mph. Whiplash Racing reserves the right to change speed limits to account for conditions.

WPT7: All pits must have the equivalent of a UL approved 20-lb. ABC fire extinguisher at all times; the extinguisher(s) must be manned during all pit stops. This capability may be accomplished using fire extinguishers of any combination (minimum 5-lb. extinguisher) that equals 20 lbs. (i.e. one 20 lb., two 10 lb., four 5 lb.). If 5 LB extinguishers are to be utilized, then the pit crew must man two fire extinguishers and be at the ready. All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged.

WPT8: All young children and pets must be kept out of the immediate area where vehicle will pit. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires must not be placed between the track and pit vehicles. Campfires may not be permitted due to federal and state regulations.

WPT9: All entrants are responsible for cleaning the pit areas they use during the event.

TECH-INSPECTION & IMPOUND

WT1: It is the entrants', drivers', owners', and sponsors' full responsibility to meet all **Whiplash Series** rules and regulations. Whiplash bears no responsibility as to an individual's car preparation and/or safety.

WT2: Whiplash Racing reserves the right to limit the number of personnel into any area or garage in which inspections are being made or within which vehicles are impounded.

WT3: Whiplash Racing reserves the right to seal or impound any and all race vehicles.

WT4: Whiplash Racing assumes no responsibility for impounded vehicles. Whiplash Racing intends to make reasonable efforts to ensure the vehicles' security.

WT5: The director, chief steward and/or chief technical inspector may impound any vehicle or vehicle parts.

WT6: No vehicle may be removed from an inspection area or impound area without permission from the director, chief steward and chief technical inspector. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the chief steward or chief technical inspector shall subject that entry to disqualification.

WT7: The chief technical inspector may seize any illegal parts or devices found on any vehicle. Any item seized by the chief technical inspector will not be returned, nor will there be any compensation made by **Whiplash Racing**, its officials or directors to any entrant who has illegal items seized.

WT8: Entrants must make all reasonable effort to arrive at the registration and pre-race technical inspection during the hours listed on race information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of **Whiplash Racing**.

WT9: All personal protective gear will be checked at pre-race tech. This includes but is not limited to firesuits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The chief technical inspector or assistant chief technical inspector may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the chief technical inspector or assistant chief technical inspector will not be returned, nor will there be any compensation made by **Whiplash Racing**, its officials or directors to any entrant who has illegal or deemed unsafe items seized.

WT10: The chief steward or director may require the owner or entrant of a vehicle damaged in a race-related incident to submit to post-incident inspection. If the owner or entrant refuses, the vehicle and entrant may be disqualified and suspended from future Whiplash Racing events.

WT11: Post-race impound of all finishing vehicles is at the discretion of **Whiplash Racing**. Vehicles involved in any type of protest, complaint, or engine claim will be held until after resolution of protest, complaint, or engine claim.

WT12: Any refusal by an entrant to comply with engine claim rules as stated in the class rules will result in entrants disqualification and suspension from all Whiplash Racing sponsored events for a period of one year. Entrant will also forfeit any prize money, contingencies and any other award due for finishing the race.

SAFETY EQUIPMENT (Applies to ALL ENTRANTS)

WR1: HELMETS Helmets must be of approved by one of the following; **Snell M2000 / SA2000 / M2005 / SA2005 DOT / ECE 22-05 / BSI sticker attached**. Straps must have D-ring fasteners only. No snaps or velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). Whiplash Racing strongly recommends that entrants use helmets specifically designed for racing.

WR2: PROTECTIVE CLOTHING One-piece fire suits are mandatory. Two-piece suits are not permitted. The suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, and tears or be worn thin. The suits must also be free from any petroleum-based contaminants. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. A minimum of a two-layer fire suit, fire resistant gloves and footwear are very highly recommended. Whiplash Racing highly recommends that each fire suit be labeled on the upper right chest with the entrant's full name, blood type, allergies or other important medical information.

WR3: EYE PROTECTION Shatter resistant eye protection is required for all entrants competing in a Whiplash Racing event. Entrants whose vehicles have full windshields must have eye protection in the vehicle with them at all times. It is highly recommended that entrants wear the eye protection even with the windshield. It is highly recommended that entrants with removable dentures remove them prior to competing.

WR4: NECK BRACES Neck braces are highly recommended for all car and truck entrants. Neck braces should provide adequate support and have a fire-resistant covering in good or like new condition. It is highly recommended that a neck brace made by a recognized manufacturer be worn.

WR5: FIRST AID KIT A weatherproof first aid kit must be carried in each vehicle at all times. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment.

WR6: BREAKDOWN SAFETY DEVICES Two battery-operated red flashing beacons, two large glow sticks or two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). Whiplash Racing is concerned about race areas; thus, flares will not be permitted as a breakdown device.

WR7: HORNS All vehicles must have a loud sounding horn. Horn must be very audible from a distance of 100 feet in front of the vehicle. No sirens are permitted during the actual racing portion of the event.

WR8: REFLECTOR All vehicles must have two 2-inch wide x 8-inch long red reflective tapes or two 2-inch round red reflectors (DOT stock taillight lenses satisfy this requirement) attached to the rearmost portion of vehicle at each corner. The reflective tape or reflectors must be clearly visible from the rear.

WR9: FIRE EXTINGUISHER Each vehicle must carry a portable UL approved 2.5-lb. ABC-class dry chemical type or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle. On-board fire extinguishers are highly recommended in addition to the portable fire extinguisher.

WR10: SURVIVAL SUPPLIES All vehicles must carry at least one day of survival supplies and one quart of water per occupant or rider. It is highly recommended that additional water be carried for each occupant during the hotter months.

FUEL SYSTEM

WR11: FUEL Any of the following commercially available fuels may be used:

A. Service station pump gasoline (the type normally used in passenger vehicles for highway use, this also includes E85.) B. Racing gasoline as manufactured C. Commercial aviation gas

D. Diesel fuel

E. Propane or natural gas. No alcohol, NOS, or nitro-methane is permitted. Commercially produced nationally advertised fuel additives may be used.

WR12: FUEL TANKS Safety fuel cells are required for all pro vehicles. Fuel tanks must be safety fuel cells. Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards and with the approval of **Whiplash Racing**. Alternative fueled vehicles may not use auxiliary fuel cells. All fuel tanks must be securely mounted. Fuel tank must be filled from and vented to the outside of the vehicle. There must be a substantial cross member and firewall between the fuel tank and the occupants. No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race.

WR13: SUPERCHARGERS & TURBOCHARGERS Superchargers and Turbochargers are not permitted on any gasoline-powered vehicle in any class. Factory installed or aftermarket turbochargers are permitted on diesel-powered vehicles only.

VEHICLE SAFETY EQUIPMENT

WR14: ROLLCAGES

Whiplash believes that it is each competitor's responsibility to present a safe vehicle for pre-race tech inspection. You must maintain your safety equipment including the roll cage integrity. No changes to the minimum construction specification with respect to 1 1/2" diameter or wall thickness are anticipated at this time. You, as the competitor, are ultimately responsible for your own vehicle's safety features with respect to the design, quality of execution, maintenance and repair of the roll cage structure. All vehicles in competition must be equipped with a roll cage based on seamless mild steel.

DEFINITION Open cockpit is a vehicle whose roll cage is open to the outside and the main structure of the passenger compartment with body panels attached to it. Closed cockpit is a vehicle that has a manufacturer's stock steel passenger compartment with a roll cage installed in the interior of the passenger compartment. **MATERIAL** Roll cage construction material may be crew, dom, whr, wcr mild carbon steel or 4130 chromoly. 4130 chromoly is highly recommended for all roll cage construction. Stress relieve all welded intersections by flame annealing. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material. **Oxy-acetylene brazing on roll cage is strictly forbidden.**

ROLLCAGE DESIGN

All roll cages must be designed and constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, one diagonal brace and all necessary gussets. The two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. Opened-wheeled vehicles built only wide enough for a single seat are excluded from having the diagonal brace (although the diagonal brace is highly recommended for the single seat vehicles). At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop. All roll cage components (hoops, braces, gussets, etc.) must have a minimum of 3-inch clearance from the component to the vehicle occupant's helmets when occupants are seated in their normal riding positions. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets

must be padded. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

Roll cages must be securely mounted to the frame or body. All intersecting points must be gusseted and braced. Cab or body mounted roll cages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick doubler plates (one on each side of body structure). Bolts and nuts must be at least 0.375-inch-diameter s.a.e. Grade 8 or equivalent aircraft quality. Welding of cab or body mounted roll cages to body structure is strictly prohibited. Roll cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1.5 inches of movement in the cage terminal end.

All vehicles including those with stock steel doors must have at least one side bar on each side of vehicle that will protect occupants from side impact. The side bars must be of the same tubing material and dimensions as the rest of the roll cage. The side bars must be as close to parallel to the ground as possible, be located to provide maximum protection to the occupants, and be securely welded to the front and rear hoops. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. Gussets constructed of 0.125-inch x 3-inch x 3-inch flat-plate or split, formed and welded corner-tubing, or tubing-gussets made of the same material and thickness as the roll cage may be used. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety. In the stock classes (3100, 4100, 7300, 8100) on vehicles with rear leaf spring suspension you may add a plate to the front leaf spring outboard mounted hanger if a main roll cage mount is terminated at that point.

The plate may only be place in the —Vll of the hanger and be welded in place to the hanger only. The plate itself may not attach directly to the frame of the vehicle except for the roll cage attachment bolt that passes through the plate, the roll cage terminal end and the frame. The plate may only be large enough to allow for a good brace for the roll cage mount. Plate design and installation must meet with Whiplash Racing approval. The rear leaf spring hanger of the rear leaf spring may have a kicker bar attached to the flat horizontal portion of the hanger and extend to the main roll cage down brace. The main roll cage cannot directly mount to the rear hanger. The design of kicker bar must be such that you can unbolt it from the hanger. Kicker design must meet with Whiplash Racing approval. In the stock classes you may attach a main roll cage mount to the top of the front spring bucket. Design and installation must meet with Whiplash Racing approval.

WR15: SAFETY HARNESS

All vehicles must have a heavy-duty type five-point fast release latch (*no push button type*) seat belt, anti-submarine strap and shoulder straps with metal-to-metal buckles and connectors for each occupant. The five-point harness system shall consist of one 2-inch wide anti-submarine strap, one 3-inch wide seat belt and two 3-inch wide shoulder straps (*no "y" type shoulder belts permitted*). Chest buckles are optional. Harness material shall be made of nylon or Dacron polyester. Harness must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be rigid). All harnesses must show the manufacturer's name and the month and year of manufacture. All belts must be changed after three (3) years of date of manufacture. It is highly recommended that all harnesses be replaced after one year from the month and year of manufacture. No portion of the harness may be altered in any fashion from the manufacturer's standard design. No surplus safety harnesses are permitted.

WR16: SAFETY NETS Whiplash Racing approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in the event of a roll over or slide on the side. Nets attached to doorframes are permitted as long as door has a positive secondary latching device. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle. Net installation must meet with the approval of the chief technical inspector. Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open. The net border or edge and the net attachment must be made of materials that are

as strong or stronger than the net itself. Net attachments must be every 6 inches. Acceptable attachments are not limited to the following: hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, metal hooks and steel rods. Steel rods are acceptable methods of bottom fastening. The roof must be covered with sheet metal or aluminum. Whiplash Racing requires that occupants of all vehicles must be protected during a roll over in such a manner that prevents them from extending from the body or frame of vehicle.

WR17: IDENTIFICATION MARKERS All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as prescribed herein.

CLASS - TROPHY TRUCK & SPORTSMAN UNLIMITED TRUCKS/SUV'S

Two or three seat enclosed trucks/SUV's. Engine type must mach body style.

SUSPENSION

Unlimited

ENGINE TRANSMISSION AND DRIVELINES

Unlimited

NERFING – Nerfing is not permitted in Sportsman

CLASS - 1 & SPORTSMAN

OPEN-WHEEL UNLIMITED SUSPENSION UNLIMITED ENGINE

One or two seat open-wheeled cars.

SUSPENSION

Unlimited

ENGINE TRANSMISSION AND DRIVELINES

Unlimited

NERFING – Nerfing is not permitted in Sportsman

CLASS – 5 UNLIMITED BAJA

Vehicles must be a VW sedan type-1 hardtop or convertibles as delivered from the factory. 181 Safaris, 900 series Porches, Karmann Ghias, VW type-2 and type-3 are included in this class.

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 by open trailing-arm type suspension but wheelbase limit must not be exceeded. Torsion bars and/or leaf springs are optional.

ENGINE TRANSMISSION & DRIVELINES

ENGINE LOCATION & DISPLACEMENT Any four cylinder air or water cooled engine is permitted. Engine displacement is open.

CLASS 5/16000 OPEN-WHEEL 1600cc BAJA BUG

Vehicle must be a VW sedan type-1 hardtop or sunroof as delivered from the factory. Vehicle must have the appearance of a —Baja Bug.

SUSPENSION COMPONENTS

Front and rear suspension components are limited to stock VW production type-1 parts unless otherwise stated within these rules.

FRONT SUSPENSION

Front suspension may only use either VW type-1 ball joint or king and link pin. Front axle torsion tube must maintain stock width but centers may be cut, rotated and welded or torsion adjusters added. Any manufacturer torsion bars are permitted. Front torsion tubes may be additionally supported by attachment to the floor pan and/or roll cage. Original seams may be reinforced. Front trailing arms may be reinforced or replaced but stock VW width and length must be retained. Suspension limiters are permitted. Spindles, link pins, ball joints and upper shock mounting locations are open. Lower shock mount may be moved or replaced but location must remain on the lower trailing arm. Sway bars may be removed.

REAR SUSPENSION

VW type-1 IRS or swing-axle based suspension only. Limited to stock VW type-1 rear suspensions only. Rear torsion tubes may be additionally supported by attachment to the floor pan and/or roll cage. No material may be removed from trailing arm except stock shock mount. Rear shock tower may be removed to body mounting hole only. IRS swing-arms may be reinforced or replaced for strengthening purposes as long as stock VW IRS swing-arm length is retained plus or minus 1 inch. Stock VW dimension between the centerline of the rear axle to the centerline of the rear torsion housing is 16.250 inches plus or minus 1 inch. Torsion adjusters are permitted. Original wheelbase must be retained. Torsion bars must be connected to the trailing-arm with steel spring-plates of any manufacturer. Rear suspension track width must not exceed a maximum of 51 inches as measured from backing plate flange to backing plate flange. Outboard bus reduction gears are permitted. Any manufacturer's spring plate may be utilized with additional retainer straps. Top and bottom may be removed but must maintain stock mounting method. Swing axle type suspension may be converted to IRS type by welding any manufacturer's tabs to torsion housing in stock locations but must maintain stock geometry.

ENGINE TRANSMISSION & DRIVELINES

ENGINE LOCATION & DISPLACEMENT Engine must utilize VW series type-1, 1600cc, U.S. model sedan components and dimensions. The maximum allowable engine displacement is 1600cc as factory delivered.

ENGINE CASE Any VW type-1, 2, 3 or universal case is permitted. The following stock case modifications are permitted: A. May be align bored. B. May be drilled and tapped for oil and temp sending units. C. May be machined for crank pulley seal. D. Installation of case savers. E. Cylinder seating surface may be machined. F. Oil galleries may be enlarged to 10mm G. Threaded oil gallery plugs permitted.

PISTONS Stock three ring pistons only. Any piston and cylinder as long as original stock dimensions are maintained. Any type wrist pin keepers. Piston assemblies may be balanced to the weight in grams of the lightest original non-balanced piston assembly.

CRANKSHAFT Stock VW crankshaft only. Crankshaft may be balanced. Maximum journal size is limited to 0.030 undersize. Polishing or lightening is not permitted. Any gear is permitted. Any engine bearing is permitted as long as stock dimensions are maintained. Power pulleys are permitted. Pulley may be balanced. Sand seals are permitted. Any VW flywheel may be lightened and balanced. Aluminum flywheels are not permitted. Any clutch disk and pressure plate but must retain stock VW diameter. Connecting rods may be balanced to the lightest non-balanced rod. Polishing or profiling of rods is not permitted. Eight dowel flywheels are permitted with any gland nut and washer.

HEADS Heads may be US sedan stock single port or dual port or their equivalent Heads may be fly cut for clean up only. Porting or polishing **NOT** allowed. Dual port heads from Brazil, Part # 0401013752, Part # 04010137513, Part # 04010137519, or Stock OEM heads will be allowed. Carb Spacer Adapter allowed Empy 981293B.

CAMSHAFT, LIFTERS, VALVES, ROCKER ARMS Any camshaft, gear, valve springs, valve spring retainers and lifters are permitted. Valve spring seat diameter in head must remain stock. Valves must be stock 45 degrees. One-piece valves are permitted. Valve guide may be steel, bronze or cast iron. No grinding or polishing in the port including valve guides. Must use stock 1600 rocker arms. The rocker arms may be resurfaced to permit the use of swivel feet. No other grinding or changes may be made to the rocker arms. Roller or needle bearings will not be permitted as part of the camshaft or as an interface between the rocker arms and the camshaft. Any push rods and push rod tubes. Any valve adjustment screws. Valve covers may be of any manufacture.

TRANSMISSION Must be a stock VW type-1 or 2 transaxle housing with internal modifications only. No more than four forward gears are permitted. Any internal modifications permitted. Any gear ratio combination permitted but only VW type helical cut gears may be used. Any after market side covers are permitted. Any gearshift lever permitted. May use any type-1, 2 or 181 stub-axle. May use any VW or Porsche CV-joint. May use oversized bolts as long as engine remains in stock location. Rear frame horns may be modified for CV-joint clearance as long as it does not extend below seam. Strengthening gussets may be used on exterior of case.

FENDERS Fenders must be stock Baja Bug kit fenders. Rear fenders may be of any manufacturer. Metal fenders require rolled edges. Rear fenders may be mounted maximum of 1.5 inches above the bodyline as measured at the top of the fender. Minimum width of 6 inches as measured from the centerline of the rear wheel. Rear fender well may be modified or removed to 0.5-inch below the stock fender holes. If fender well is removed the resulting hole must be covered air tight with the same thickness as the metal removed. Rear package trays must remain in stock location and remain stock size.

CLASS - 10 & SPORTSMAN OPEN-WHEEL UNLIMITED SUSPENSION LIMITED ENGINE

One or two seat open-wheeled cars.

SUSPENSION

Unlimited

ENGINE TRANSMISSION AND DRIVELINES

ENGINE LOCATION & DISPLACEMENT Any engine may be used providing: A. It is a design that has been series produced in quantities of 5000 units or more and is readily available to the general public in the U.S.A. B. It did not displace more than 2000 cc in the stock form. C. It retains a maximum of four valves per cylinder. D. It does not displace more than the following:

Water-cooled engines

Single-seat	1700cc – 8 valve	Single two-barrel carburetor
Single-seat	1650cc – 16 valve	Single two-barrel carburetor or stock fuel injection with max throttle body of 58.5cm
Two-seat	1800cc – 8 valve	Single two-barrel carburetor
Two-seat	1750cc – 16 valve	Single two-barrel carburetor or stock fuel injection with max throttle body of 58.5cm
Two-seat	2.2 or 2.4 liter	Ecotec Engines
Air-cooled engines		
Single-seat	1915cc – four cylinder push rod	May utilize 2 carburetors or stock fuel injection
Two-seat	2000cc – four cylinder push rod	May utilize 2 carburetors or stock fuel injection

E. It is not a rotary-piston engine.

F. Single and two-seat vehicles may use one carburetor providing:

1. It retains a maximum of two venturi per carburetor.
2. Maximum allowable venturi size is 42mm.
3. Carburetor(s) must be of the production automotive type.

G. Fuel injection is stock production with the following restrictions:

1. Intake manifold will remain as delivered by the manufacturer. It must retain its stock shape, size, and configuration. No porting or other modifications. Ports may be matched to the heads, but matching may not exceed .250" (1/4 inch) deep. Manifold must be the unit that was installed and delivered on the engine by the original manufacturer. Only U.S.A. delivery fuel injection is permitted. Manifold must be installed and sold on production vehicles for street use in the U.S.A. and be readily available to the general public. 2. Throttle body must be production (OEM) type readily available to the general public in the U.S.A.

NERFING – Nerfing is not permitted in Sportsman

CLASS 12

OPEN WHEEL – BEAM SUSPENSION

AIR COOLED ENGINES ONLY

One or two seat open-wheeled cars limited to air-cooled engines and twin beam suspension with trailing arms.

SUSPENSION COMPONENTS

Front Suspension Front suspension is limited to VW type 1 configuration only. Suspension must be of the twin beam with trailing arm type only. Beam is open including the width and manufacturer. Trailing arms are open including the width and manufacturer. Spindles are open.

ENGINE: ENGINE LOCATION & DISPLACEMENT Engine must be a VW type 1 and adhere to the following:

- 1) It retains a maximum of two (2) valves per cylinder.
- 2) Single seat vehicles are limited to a maximum of 1776cc.
- 3) Two seat vehicles are limited to a maximum of 1835cc.
- 4) All vehicles are limited to one (1) carburetor. Any make of carburetor may be used with the following provisions.
 - a) Limited to a maximum of two (2) venturies.
 - b) Maximum allowable venturi size is 42mm.
 - c) Must be of the production automotive type.

This is a rear engine class only this is defined, as the engine must be located behind the rear axle centerline.

CLASS - PRO TRUCK LIMITED PRODUCTION FULL-SIZED UTILITY VEHICLES

PROTRUCK RACING ORGANIZATION

Forward The goal of Protruck Racing Organization (**P.R.O.**) is to provide safe, fair, competitive, and affordable off-road racing among a variety of truck manufacturers. In order to be successful, it is imperative to have rules, which enforce equality as much as possible. To promote better competition, while at the same time attempting to minimize the costs to competitors, the rules may be amended from time to time in an effort to maintain or improve this equality. **Additions and/or changes to the Protruck Class rules for 2006 are noted by bold print and underlined.** We urge you to carefully study the following regulations, in order to be familiar with the revisions as well as the rules that have not been changed. It is the sole responsibility of the competitors, owners, sponsors, and crew to understand and adhere to these rules and regulations, along with applicable general regulations in the **2007 Best In The Desert** rulebook. Any questions about the legality of a change or modification must be directed to the **P.R.O.** business office in writing. All questions will be answered by a **P.R.O.** technical official in writing and that decision is final. **PROTRUCK MANAGEMENT, INC. 14402 Bond Ct * El Cajon, CA 92021 Voice (390) 390-6252 * Fax (619) 390-6470**

www.protruck.com * **tech@protruck.com** **Preface** The Protruck Racing Organization rules are designed to provide the orderly conduct of the Protruck class in off-road racing events where Protrucks are participating, in recognition of the inherent risk of injury both to participants and spectators during such events. It is the obligation of each participant to ensure that their conduct and equipment comply with all applicable **P.R.O.** rules. Of course, since motor sports racing events are inherently dangerous; there is no expressed or implied warranty of safety that should be inferred from publication of and/or compliance with these rules. They are intended as a guide for the conduct of Protruck racing and are in no way a guarantee against injury or death to participants, spectators, or others.

PROTRUCK CLASS RULES

DEFINITION

Vehicles built to appear as full-sized 2-wheel drive utility type vehicles utilizing a **Stewart & Stewart Racing Development, Inc.** (SSRD) chassis and suspension, SSRD production appearing bodies, various other mandated parts, and an engine of the same manufacturer represented by the body. All body panels are a mandated part, as approved by PRO. This class will be limited to small block V-8s with a maximum displacement of 360ci. Maximum engine compression ratio is limited to 9.5:1. Engine specifications are noted in the appendix, available from PRO. This is a limited class and all limited components must be built and/or supplied by SSRD. All vehicle components are subject to being specified to a particular manufacturer. When a component is stated as mandated, it will be specified by **PRO** to all competitors. It is the responsibility of competitors to acquire the most current list of mandated and specified parts for the Protruck class from **PRO** at 619-449-6252 or fax to 619-449-6470.

GENERAL REGULATIONS

Each entrant expressly agrees that by entering the Protruck class, he/she agrees to be bound by all decisions, rules, regulations, and specifications of the Protruck class, including all procedures provided for in these rules. In addition, the entrant, driver(s), owner(s), sponsor(s), and all team members agree to be bound by and abide by the decisions of **PRO** and its officials. Each Protruck vehicle will be issued one (1) Protruck vehicle logbook for each chassis. It will be presented by the PRO Technical Inspector for each vehicle at the pre and post race technical inspections. Should major repairs include the chassis or other mandated parts, the PRO Technical Inspector must be notified and note these repairs in the vehicle's Log Book. Pre-event PRO Tech is mandatory. Post-event PRO Tech is mandatory. The **PRO** technical inspector may inspect vehicles prior to, during, and/or after each event. The **PRO** technical inspector and/or **PRO**

has the right to test and/or verify any part used on a Protruck vehicle at any time, failure to comply could result in disallowing a vehicle to compete, disqualification, and/or penalties. If the **PRO** technical inspector determines prior to the event that a vehicle does not meet the Protruck class specifications, the vehicle may not be permitted to compete. If a vehicle with a discrepancy is allowed to compete, the competitor will be given a written notice to comply and must make the changes, or the vehicle will not be permitted to compete in the next event. If the **PRO** technical inspector determines during inspection after an event that a vehicle does not meet the Protruck class specifications, **PRO** has the right to penalize and/or disqualify the competitor. It will be the responsibility of the competitor to comply with the **PRO** rules and to make the necessary changes prior to the next event. The **PRO** technical inspector and/or **PRO** has the right to impound any vehicle or confiscate any part used on any vehicle that competed in the Protruck class that fails to meet Protruck class specifications, failure to comply could result in disqualification and/or penalties. If the conduct of a competitor, owner, sponsor, or crew member, prior to, during, and/or after an event, is deemed detrimental to the sport of off-road racing and/or the Protruck class, as determined by **PRO**, or if the vehicle does not appropriately represent Protruck racing, as determined by **PRO**, the competitor and/or vehicle will not be allowed to compete, or will be disqualified, penalized, and/or banned from future events. **PRO** reserves the right to amend these rules and regulations for the Protruck class in its sole and absolute discretion.

CLASS – 1/2 1600 & SPORTSMAN OPEN-WHEEL RESTRICTED SUSPENSION 1600cc SINGLE & TWO-SEAT CARS LIMITED TO 1600cc VW ENGINE & VW TYPE-1 SUSPENSION SYSTEM

SUSPENSION COMPONENTS

FRONT SUSPENSION Front suspension is based on the VW type-1 ball joint or king and link pin style suspension. Any beam of two steel torsion tubes may be used but must retain stock width. Front axle torsion tube centers may be cut, rotated and welded. Use of torsion adjusters is optional. Any manufacturer torsion bars are permitted. Tube center spacing is open. Front trailing-arms may be reinforced or replaced as long as stock VW width and length is retained. Spindles, link pins, ball joints and shock mounting locations are open. Front suspension track width must not exceed stock VW track width. Suspension limiters are permitted. Front Suspension: Front suspension track width must not exceed 55 ¾ inches as measured from wheel mount face to wheel mount face.

REAR SUSPENSION Rear suspension is based on VW type-1 IRS or swing-axle. Rear trailing arms may be of any manufacturer. Tubular arms are permitted as long as stock VW IRS swing-arm length is retained plus or minus 1-inch. The stock VW dimension between the centerline of the rear axle to the centerline of the rear torsion housing is 16.25 inches plus or minus 1-inch must be retained. Outboard bus reduction gears are permitted. Any axle assemblies are permitted as long as original VW type suspension is retained. Rear torsion tubes may be supported or replaced but must remain steel and retain stock VW width. Torsion adjusters are permitted. A single torsion per wheel of any manufacturer is permitted. Torsion bars must remain inside the torsion housing. Torsion bars must be connected to the trailing arm with steel spring plates of any manufacture.

ENGINE TRANSMISSION & DRIVELINES

ENGINE LOCATION & DISPLACEMENT Engine must utilize VW series type-1, 1600cc; us model sedan components and dimensions. The maximum allowable engine displacement is 1600cc as factory delivered.

ENGINE CASE Any VW type-1, 2, 3 or universal case is permitted. The following stock case modifications are permitted: A. May be lined bored. B. May be drilled and tapped for oil and temp sending units. C. May be machined for crank pulley seal. D. Installation of case savers. E. Cylinder seating surface may be machined. F. Oil galleries may be enlarged to 10mm G. Threaded oil gallery plugs permitted.

PISTONS Stock 3 ring pistons only. Any piston and cylinder as long as original stock dimensions are maintained. Any type wrist pin keepers. Piston assemblies may be balanced to the weight in grams of the lightest original non-balanced piston assembly.

CRANKSHAFT Stock VW crankshaft only. Crankshaft may be balanced. Maximum journal size is limited to thirty thousandths undersize. No polishing or lightening. Any gear is permitted. Any engine bearing is permitted as long as stock dimensions are maintained. Power pulleys are permitted. Pulley may be balanced. Sand seals are permitted. Any VW flywheel may be lightened and balanced. No aluminum flywheels. Any clutch disk and pressure plate but must retain stock VW diameter. Connecting rods may be balanced to the lightest non-balanced rod. No polishing or profiling of rods. Eight dowel flywheels are permitted with any gland nut and washer.

HEADS Heads may be US sedan stock single port or dual port or their equivalent Heads may be fly cut for clean up only. Porting or polishing **NOT** allowed. Dual port heads from Brazil, Part # 0401013752, Part # 04010137513, Part # 04010137519, or Stock OEM heads will be allowed. Carb Spacer Adapter allowed Empy 981293B.

CAMSHAFT, LIFTERS, VALVES, ROCKER ARMS Any camshaft, gear, valve springs, valve spring retainers and lifters are permitted. Valve spring seat diameter in head must remain stock. Valves must be stock 45 degrees. One-piece valves are permitted. Valve guide may be steel, bronze or cast iron. No grinding or polishing in the port including valve guides. Must use stock 1600 rocker arms. The rocker arms may be resurfaced to permit the use of swivel feet. No other grinding or changes may be made to the rocker arms. Roller or needle bearings will not be permitted as part of the camshaft or as an interface between the rocker arms and the camshaft. Any push rods and push rod tubes. Any valve adjustment screws. Valve covers may be of any manufacture.

CARBURETOR Must use stock VW carburetor 30 pict. 1, 2, 3. Maximum venturi size is 24.10mm. Velocity stacks may be used but cannot be welded or bonded to the carburetor. Internal modifications are not permitted. This includes no removing of parts, no grinding, polishing or filing. Intake manifolds must be stock. No chemical milling of manifold or carburetor. Choke housing, choke plate and shaft may be removed. The stock float bowl vent may be plugged and relocated. Any air and main jet may be used.

RESTRICTOR PLATES

Intake manifold is restricted to a stock 34mm original equipment center section or its replacement. A 1 ½ inch (1.500) long by half-inch (.500) diameter tube may be weld two inches below carburetor flange. A maximum of ¼ inch (.250) may be removed from each end of the center section for clearance. A slip tube with a 1 5/8 inch (1.625) diameter, two inches (2.000) long may be welded to the end of the runners to allow the use of a better hose connection. No porting or polishing. Single seat restrictor plates are 21.5mm. Two seat restrictor plates are 24.0mm. **Warning:** Restrictor plates may not be modified in any manner. No other item except restrictor plate may be installed between carburetor and manifold.

TRANSMISSION Must be stock VW type-1 or 2 transaxle housing with internal modifications only. A maximum of four forward gears. Any internal modifications permitted. Only VW helical cut gears may be used with any gear ratio combinations permitted. Aftermarket side covers are permitted.

NERFING – Nerfing is not permitted in Sportsman

CLASS - 7

MINI-TROPHY TRUCK UNLIMITED TRUCKS/SUV'S

This is an open class.

ENGINE LOCATION & DISPLACEMENT Engine is limited to a six cylinder. Engine may be relocated as needed on chassis, there are no placement restrictions. Turbochargers and Superchargers are allowed.

CHASSIS & BODY Body must resemble a truck *or SUV* and must have emblem of manufacture of type of truck (ie. Ford Oval, Chevy bowtie, Honda H...) Track width is limited to 85 inches as measured from outside of tire to outside of tire.

CLASS - 7S

PURE-STOCK PRODUCTION MINI OR MID-SIZED PICKUPS

Vehicles built from a two or four-wheel drive mini or mid-sized pickup. Manufacturer's stock wheelbase must be retained. Vehicle must have been series produced in quantities of at least 4000 units within a 36-month period. There must be a minimum of 4000 series vehicles sold to the general public in the U.S.A. within a 36-month period. Vehicles must be marketed as a mini or mid-sized pickup and be readily available to the general public in the U.S.A.

SUSPENSION COMPONENTS

Front and rear suspension components must remain stock manufacturer, shape, size and configuration as originally produced and installed on the chassis to which it is attached. All suspension components must remain in the original stock locations and retain the original stock mounting methods. All components will be original manufacturer's design and remain stock as delivered from the manufacturer. A-arms, I-beams, and front axles must remain stock as delivered by the manufacturer of the chassis to which it is attached, unless specifically stated otherwise herein. All suspension components must remain stock size, shape, and configuration as delivered by the manufacturer, no addition of material is permitted unless stated otherwise herein. Stock pivot points must be retained. Rubber bushings may be replaced with urethane bushings. Ford specific: For model years 1998 thru 2002 the upper right two-piece A-arm is being replaced with a one-piece A-arm bearing part number of 2L5Z-3084-BA. No welded washers are allowed on any suspension component, pivot point, or any suspension mounting position with the exception of the specific areas addressed under suspension components.

Vehicles with radius arm brackets that have a stock cross member attached to the bracket and the frame, must use the stock cross member as delivered from vehicle manufacturer. You cannot reinforce the stock cross member in any manner or manufacturer your own cross member. The cross member may only attach in the original stock mounting holes in the bracket and frame.

WARNING: Only vehicles equipped from the factory with a radius arm cross member may use a horizontal cross member between the radius arm brackets. Vehicles that did not come stock from the factory with a radius arm brackets that require the radius arm cross member, may not use the radius arm brackets that require the cross member. Any attachment of a cross member or plate for any purpose, including skid plate bracket, to any other radius arm bracket is strictly forbidden. Ford-specific: The main engine cross member center I-beam pivot point may have one washer, maximum of the same thickness of the original pivot point thickness, welded to one side only of the pivot point. Ford-specific: The radius arm bracket may have a plate spot-welded onto the back of the bracket where the radius arm passes through the

bracket. The plate may be only 3/8-inch-thick maximum and may extend around the existing radius armhole 5/8-inch maximum. You may only spot weld the washer in place, you may not weld entirely around the washer. The spot weld may only be long enough as what is needed to hold the washer in place without it falling. A washer welded to the front of the radius arm bracket is prohibited. Specific permitted component changes: A. Toyota a-arm vehicles may use manufacturer-stock T-100 series spindles. B. Ford I-beam vehicles may use back dated manufacturer's stock I-beams for the same model of vehicle (Ranger to Ranger). Material may be added for shock mountings only. Added material must not reinforce the component to which the shock is attached. Added material must meet with Whiplash Racing approval. Front and rear springs must remain in the stock locations and retain original stock concept (leaf, torsion, and coil). Spring rates and capacities are open.

STEERING Steering box or rack and pinion must remain stock as delivered by the manufacturer and in the stock mounting location. Steering box or rack and pinion mounting may be reinforced by the addition of material. Aftermarket steering column mounted —steering quickeners|| may be utilized. Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods and turning arms) must remain stock as delivered by the manufacturer. Any manufacturer power steering pump may be used in the approximate stock location. Any manufacturer steering wheel may be used. Steering column shaft may be replaced.

BRAKES Turning or steering brakes are not permitted. Brakes must remain as originally equipped for the year and make of vehicle. Antilock or proportioning valve may be removed or replaced.

ENGINE LOCATION & DISPLACEMENT Any engine may be used providing that it is listed as standard equipment or an option for that model of vehicle in that particular year of production. Engine must have a maximum of six cylinders with a maximum displacement of 4300cc. Stock block and heads must be utilized as delivered by the manufacturer but may be modified. All internal components are open. Engine must be located in the manufacturer's stock mounting location. Engine mounts may be strengthened by the addition of material. Any make and type of exhaust is permitted. Smog equipment may be removed. Any make of automotive carburetor(s) or factory stock fuel injection may be used, providing they maintain a maximum of one venturi per cylinder. Any OE factory intake manifold set (upper and lower) appropriate for the engine may be used. Upper intake manifold cannot be modified. Any make of intake manifold may be used for carbureted engines only. Any make of air cleaner may be used with the location optional but must not cut the hood for clearance. Any make of fuel pump and filter is permitted. Dry sumps are not permitted. External oil coolers are permitted.

TRANSMISSION Any transmission may be used providing it is produced by the vehicle manufacturer for that model of vehicle. (ie; A Ford Ranger must use a transmission manufactured by Ford for an Ranger.)

DIFFERENTIALS Front and rear differentials must remain factory stock as delivered by the manufacturer. Gear ratios and carriers are open. Front and rear straight axle differentials only may have material added for strengthening purposes only. Non-straight axle front differentials (traction beam, etc.) may not have material added for strengthening but may use a skid plate to protect the front pumpkin only. The skid plate must be a bolted on type only and may not reinforce the differential in any way. Knock-off hubs are not permitted.

CHASSIS Original wheelbase must be retained. Original stock frame configuration must be retained. Lengthening or narrowing of frame is not permitted. Removal of material is not permitted. Damaged areas of the frame may be plated with the same thickness of metal as that of the original frame thickness (i.e. 0.25-inch thick frame = 0.25-inch thick plate). The plate area may only be as large as required to cover the damaged area and to allow for the welding of the plate to a non-damaged area of the frame. All repairs must meet with the approval of **Whiplash Racing Association**.

Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify Whiplash Racing of required frame repair before starting repair work. If frame damage occurs at a Whiplash Racing event it is highly recommended that you notify the chief technical inspector so that an inspection of damaged frame may be made at the post race inspection area if at all possible. The frame at the location of the rear bump stop directly over the differential may be reinforced per the following options

only. The reinforcement must be centered along the centerline of the bump stop. Installation must meet with Whiplash Racing approval.

You may not combine the options. (Option 1) A single bar roll cage connection point may be utilized. (Option 2) Frame may be boxed with one flat plate only that is a maximum of 6' long with a maximum thickness of the existing frame thickness. (Option 3) Two vertical tubes may be placed between the upper and lower frame rails. The placement of the tubes may be placed a maximum of 6' apart as measured from centerline of tube to centerline of tube. The tubes may only have an outside diameter as large as that of the measurement of the frame rail as measured on the inside of the frame from the web to the lip of the frame rail.

BODY Body must maintain the original shape, size, appearance and configuration. Additional parts or mounts for body strengthening may be used. Mounting location (vertical, horizontal, and lateral) must remain stock in relationship to the frame and must retain stock mounting method. The measurement from the back of the b-pillar post to the centerline of the front spindle must remain stock. A maximum of a 3-inch body-lift may be utilized. The blocks must be made of a non-crushable material that will not deform during competition. Internal body structural members must remain intact. Holes may be placed for the placement of rollcage, fluid lines, or electrical. Pickup bed floors must remain intact except for the material removal required for sinking the fuel cell.

Hoods, trunk lids, doors, and bedsides must remain stock as delivered by the manufacturer. Tailgates are optional. Hoods, fenders, and tailgates may be upgraded to the latest available update for that series of vehicle body and chassis combination. You cannot update the hoods, fenders and tailgates between series of the same production vehicle if the body and chassis combination is different between the series runs. (Example: A Ford Ranger with I-beam type suspension cannot upgrade body components to the A-arm series body components. The body components can only be upgraded to the last series run of I-beam type body components.) Stock front grill assemblies are required. Safety glass windshields, rear and side glass is optional.

CLASS - 8 PRODUCTION FULL-SIZED TRUCKS / SUV

Vehicles built from a two or four-wheel drive full-sized pickup. Vehicles must have been series produced in quantities of at least 5000 units within a 12-month period and be readily available to the general public in the U.S.A. Vehicle must be marketed as a full-sized pickup. Manufacturer's body, engine, and chassis combinations must be retained. This is an open class and all parts will be considered open unless restricted herein.

SUSPENSION COMPONENTS

Front suspension must be of the same configuration as originally produced and installed on the chassis to which it is mounted. Suspensions may be strengthened and reinforced in any manner so long as original stock concept (a-arm, I-beam, etc.) is retained. Pivot points are open. Ball joints may be of any manufacturer. Spindles may be of any manufacture and may be reinforced. Vehicles with straight axle front ends may modify suspension configuration to utilize a four link and coil over shock system. Rear suspension must utilize an automotive differential. Suspension support system is open (quarter-lyptical, coil-over shocks, four-link, etc.). Outboard mounted rear springs are permitted. Spring rates and capacities are open. Front and rear track width is limited to 80 inches maximum as measured from center line of tire to center line of tire. Tires must retract inside of fender wells. Front and rear wheel travel is open.

STEERING Steering box location is optional. Steering box mounting may be reinforced by adding material. Power steering is permitted. Steering box may be replaced. Steering parts (tie rods, tie rod ends, idler arms, relay rods, and turning arms) may be specially made. Heim joints are optional. Any manufacturer steering wheel may be used.

FUEL TANKS Safety fuel cells are required. Fuel cell location is optional. Fuel cell may be sunk into the bed. Rear frame member may be relocated or replaced in order to sink fuel cell.

ENGINE LOCATION & DISPLACEMENT Engine must be of the same manufacturer basic design, type and have the same number of cylinders as the one installed by the manufacturer. Any displacement engine may be used as long as the original block casting remains the same. Engine must be readily available to the general public in the U.S.A. Items with no restrictions include: A. Strengthening and balancing. B. Valve train and camshaft. C. Bore and stroke. D. Pistons E. Blueprinting. F. Oil and water-cooling systems. Dry sumps are permitted. G. Air cleaners. H. Fuel pumps. I. Exhaust system. Any make of carburetor will be permitted. Stock factory fuel injection is permitted. Aftermarket throttle body type fuel injection is permitted. Aftermarket port fuel injection is not permitted.

TRANSMISSION Transmission is open.

DIFFERENTIAL Rear axle assembly must use an automotive type straight axle housing and third member. Gear ratios, carriers, axles, and floating hubs are optional. Knock-off hubs are permitted. Axle tubes may be replaced. Two single point anti-wrap bars may be used on the rear differential.

DRIVER'S COMPARTMENT If the full stock cab is not being utilized, metal sheeting must be installed on the sides of the roll cage by the occupants to afford protection in event fiberglass doors are damaged or missing. The sheet metal must extend from the front firewall to behind the seats and from the floor to the horizontal bar at the approximate height of the door's windowsill. Sheet metal must be attached to the top of the cage if a fiberglass roof is used. Vehicles utilizing a stock cab are exempt from the sheet metal sides but it is recommended if utilizing fiberglass doors.

FENDERS Wheel openings in fender may be enlarged for tire clearance but must maintain their original bodylines. Fenders may be flared. Front and rear fender inner panels may be modified, replaced, or removed. Fenders must be securely mounted. Hinged front ends are not permitted. Attachment of fenders, inner panels, and radiator to front hoop is acceptable providing that the stock external appearance is maintained. Fiberglass front fenders are permitted.

CHASSIS & BODY Manufacturer's chassis and body combinations must be retained.

CHASSIS Original wheelbase plus or minus 2 inches must be retained. Frame rails must remain stock shape, size, length, configuration, and material. No material may be removed from frame rails with the exception of the following. Frame rail exceptions:

A. The front end of the frame rail may be notched a maximum of 8 inches from the end for ground clearance. Top of frame rail must remain stock.

B. The rear frame may have hydraulic bump stops installed through the upper and lower rail but rail must be cut or drilled only large enough for the installation of such bump stop. C. The frame over the rear axle may be notched. The notch must not exceed up into the web of the frame more than a maximum of 3 ½" of the original frame web. The top frame rail must remain stock.

BODY Body must maintain the original shape, size, configuration, and appearance with the exception of fender flaring. Mounting location (vertical, horizontal, lateral) must remain stock in relationship to the frame. The measurement from the front spindle centerline to the back of the b-pillar post must remain stock plus or minus 1-inch. Hoods, trunk lids, doors, fenders, and bedsides are required to be in stock locations. Hoods, front fenders, doors, and bedsides may be made of fiberglass. Pickup bed floor and inner fender wells may be removed. Tailgates and pickup bed front panels are optional. Front Grill assembly must resemble stock appearance, (ie. Decals or fiberglass.) Safety glass windshields, side, and rear glass are optional.

CLASS - 8S

STOCK PRODUCTION FULL-SIZED TRUCKS & UTILITY VEHICLES

Vehicles built from a two or four-wheel drive full-sized pickup. Vehicles must have been series produced of at least 4000 units within a 36-month period. There must have been a minimum of 4000 series vehicles sold to the general public in the U.S.A. within a 36-month period. Vehicles must be marketed as a full-size pickup truck. A minimum bed size length of four (4) feet is required to be considered a full-size pickup truck.

Manufacturer's body, engine, and chassis combinations must be retained. This class is a stock production class and all components must remain stock except for those modifications permitted herein.

SUSPENSION COMPONENTS

Front and rear suspensions must be of the same manufacturer's shape, size, and configuration as originally produced and installed on the chassis to which it is attached. All suspension components must be original manufacturer design as delivered from the factory and must remain in original stock locations and stock mounting methods retained. Shocks may be of any manufacturer but must maintain original stock mounting method. Stock pivot points must be retained. Pivot points cannot be reinforced. Vehicles with radius arm brackets that have a stock cross member attached to the bracket and the frame, must use the stock cross member as delivered from vehicle manufacturer. You cannot reinforce the stock cross member in any manner or manufacturer your own cross member. The cross member may only attach in the original stock mounting holes in the bracket and frame.

WARNING: Only vehicles equipped from the factory with a radius arm cross member may use a horizontal cross member between the radius arm brackets. Vehicles that did not come stock from the factory with a radius arm brackets that require the radius arm cross member, may not use the radius arm brackets that require the cross member. Any attachment of a cross member or plate for any purpose, including skid plate bracket, to any other radius arm bracket is strictly forbidden.

No welded washers, gussets, or added materials that can reinforce are allowed on any suspension component, (ie. pivot points, shackle hangers, A-arms) or any suspension mounting position with the exception of the specific areas addressed under suspension components. Ford-specific: The main engine cross member center I-beam pivot point may have one washer, maximum of the same thickness of the original pivot point thickness, welded to one side only of the pivot point. Ford-specific: The radius arm bracket may have a plate spot-welded onto the back of the bracket where the radius arm passes through the bracket.

The plate may be only 3/8-inch-thick maximum and may extend around the existing radius armhole 5/8-inch maximum. You may only spot weld the washer in place, you may not weld entirely around the washer. The spot weld may only be long enough as what is needed to hold the washer in place without it falling. A washer welded to the front of the radius arm bracket is prohibited. A-arms, I-beams, and front axles must remain stock as delivered on the chassis to which is it attached. Parts must remain stock dimensions, material, and configuration as delivered from the manufacturer.

It is prohibited to intentionally bend or alter the shape, size, or geometry of any suspension component, i.e. I-beams, A-arms, and front or rear axles, for any reason. Front and rear springs must remain in stock locations and retain original stock concept (leaf, coil, and torsion). Spring rates and capacities are open. Stock front and rear track width must be retained plus or minus 1-inch as measured from brake backing plate to brake backing plate. Ford-specific: The radius arm bracket may be a plate welded onto the back of bracket where the radius arm passes through the bracket. The plate may be only 3/8-inch-thick maximum and may extend around the hole 5/8-inch maximum. Riser blocks made of a solid material that will not crumble may be used on rear of vehicle only. Stock sway bars may be removed.

SHOCK ABSORBERS & BUMP STOPS A maximum of two (2) shocks per wheel is permitted. Rear Shocks are limited to 39 inch overall length as measured from the centerline of the mounting bolts in the fully extended state. Rear shocks may protrude through the bed of the vehicle but must adhere to the following conditions: 1. Cannot be remote mounted 2. The top of the shock(s) must not be higher than the side of the bed top rail and must not be visible as viewed from the side of the vehicle (ie. the right shock must not be visible as viewed from the right side of the vehicle.) 3. The shock(s) must be mounted vertically plus or minus 15 degrees. Air shocks are not permitted. Moveable bump stops are not permitted.

STEERING Steering box or rack and pinion must remain stock and original concept as produced by the manufacturer. Steering box or rack and pinion mounting may be reinforced by adding material but must remain in the stock location. Aftermarket steering column mounted —steering quickeners|| may be utilized. Any manufacturer power steering pump may be used in the approximate stock location. Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods, and turning arms) must remain manufacturer's original stock equipment. Any manufacturer steering wheel may be used. Steering wheel location must remain stock. Steering column shaft may be replaced.

BRAKES Turning or steering brakes are not permitted. Brakes must remain as originally equipped for the year and make of vehicle. Antilock or proportioning valve may be removed or replaced.
FUEL TANKS Safety fuel cells are required. Fuel cell location is optional. Fuel cell may be sunk into the bed. In order to sink the fuel cell the rear cross frame member may be relocated or replaced. If suspension components mount to cross member then the cross member must remain in original stock location. Only a minimum amount of material may be removed in order to sink the fuel cell.

ENGINE LOCATION & DISPLACEMENT Any engine may be used providing that it is listed by the vehicle manufacturer as standard equipment or an option for that model of vehicle in that particular year of production. Stock block and heads as delivered by the manufacturer must be used but may be modified. All internal parts are open. Any make of one automotive four-barrel carburetor or stock factory fuel injection may be used. The upper intake of the factory fuel injection cannot be modified. Water and vapor injection is not permitted. Dry sump systems are not permitted.

Unrestricted items include: A. Strengthening and balancing. B. Valve train and camshaft. C. Pistons. D. Blueprinting. E. Oil and water-cooling systems. Radiator must remain in stock location. F. Air cleaners but must not protrude through the hood. G. Fuel pumps. H. Exhaust systems. I. Removal of smog equipment. Engine must be located in the stock mounting location as delivered from the manufacturer. Engine mounts may be strengthened by the addition of material. Hummer Specific: Hummer H1 Alpha may use the Duramax 6.6L Turbo Charged Diesel and Allison M 74 1000 Series 5-Speed Automatic Transmission

TRANSMISSION Any transmission may be used providing it is produced by the vehicle manufacturer for that model of vehicle. (ie; A Ford F-150 must use a transmission manufactured by Ford for an F-150.) Any shifter may be used.

DIFFERENTIAL

Manufacturer's original stock front and rear differential must be utilized. Gear ratios, carriers, and axles are optional. Aftermarket floating hubs are not permitted. Original stock manufacturer's floating hubs are permitted if so equipped from manufacturer. Must retain stock track width plus or minus 1-inch. Front and rear straight axle differentials only may have material added for strengthening purposes only. Non-straight axle differentials (traction beam, etc) may not have material added for strengthening but may use a skid plate to protect the front pumpkin only. The skid plate must be a bolted on type only and may not reinforce the differential in any way. Knock-off hubs are not permitted.

DRIVER'S COMPARTMENT Original stock dash must remain except for items that may come off during competition. Aftermarket gauge location is open. It is highly recommended that flammable items such as upholstered panels, headliners, and carpets be removed. Air conditioning and heating units may be removed. Pedal assemblies must remain in stock fore and aft locations.

FENDERS Wheel openings in fenders may be enlarged for tire clearance but must retain their original bodylines. Not more than 2 inches may be removed. Aftermarket fender flares are permitted.

Front inner panels may be modified a minimum for the installation of shocks. Fenders must be securely attached. Hinged front ends are not permitted. Plastic inner fender panels may be removed.

CHASSIS & BODY Manufacturer's specified year chassis and body combinations must be retained.

CHASSIS Original wheelbase must be maintained. Lengthening or narrowing of frame is not permitted. Removal of material is not permitted. Frames may not be altered. Damaged areas of the frame may be plated with the same thickness of metal as that of the original frame thickness (i.e.: 0.25-inch thick frame = 0.25-inch thick plate). The plate area may only be as large as required to cover the damaged area and to allow for the welding of the plate to a non-damaged area of the frame. All repairs must meet with the approval of **Whiplash Racing Association**.

Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify Whiplash Racing of required frame repair before starting repair work. If frame damage occurs at a Whiplash Racing event it is highly recommended that you notify the chief technical inspector so that an inspection of damaged frame may be made at the post race inspection area if at all possible. The frame at the location of the rear bump stop directly over the differential may be reinforced per the following options only. The reinforcement must be centered along the centerline of the bump stop. Installation must meet with Whiplash Racing approval. You may not combine the options. (Option 1) A single bar roll cage connection point may be utilized. (Option 2) Frame may be boxed with one flat plate only that is a maximum of 6' long with a maximum thickness of the existing frame thickness. (Option 3) Two vertical tubes may be placed between the upper and lower frame rails. The placement of the tubes may be placed a maximum of 6' apart as measured from centerline of tube to centerline of tube. The tubes may only have an outside diameter as large as that of the measurement of the frame rail as measured on the inside of the frame from the web to the lip of the frame rail.

BODY: Body must maintain the original shape, size, configuration, and appearance as delivered from manufacturer. Additional mounts or parts for body strengthening may be added. Mounting location (vertical, horizontal, and lateral) must remain original stock in relationship to the frame. Mounting method on frame must remain original stock. The measurement from the front spindle centerline to the back of the b-pillar post must remain stock. Body lift kits are allowed up to a maximum of 3". Internal body structural members must remain intact. Holes may be cut or drilled for clearance of roll bars, supports, etc. Hoods, trunk lids, doors, fenders, and bedsides are required to be original factory stock as delivered by manufacturer and in original stock locations. Tailgates are optional. Hoods, fenders, and tailgates may be upgraded to the latest available update for that series of vehicle body and chassis combination. You cannot update the hoods, fenders and tailgates between series of the same production vehicle if the body and chassis combination is different between the series runs. (Example: A Ford Explorer with I-beam type suspension cannot upgrade body components to the A-arm series body components. The body components can only be upgraded to the last series run of I-beam type body components.) Stock front grill assemblies are required. Pickup bed must remain as originally installed. Modifications to or removal of material from bed or rear fender inner panels are not permitted, except to allow for sinking of fuel cell, batteries, and rollcage. Material removal for these items must be kept to the absolute minimum.

Safety glass windshields, side, and rear glass is optional.

CLASS - 11

STOCK PRODUCTION VW BUG & BEETLE VEHICLES

Vehicles built by Volkswagen and sold in the United States. Vehicles must be marketed as Volkswagen. Manufacturer's body, engine, and chassis combinations must be retained. This class is a stock production class and all components must remain stock except for those modifications permitted herein.

SUSPENSION COMPONENTS - Front

Front axle torsion tube centers may be cut, rotated and rewelded to increase ground clearance or front adjusters may be used. Original seam may be rewelded, (Not Reinforced) on the front beam. Shock towers may be additionally supported by adding a single gusset. Gusset may not exceed more than two inches above the torsion tube.

Stock front spindles and torsion arms must be used. No additional support or reinforcement may be used. Sway bars may be removed. Speedometer holes may be filled. Steering arm on spindle may be reinforced by using a .25 gusset from top of the spindle to the end of the steering arm. Front snubbers may be from any manufacture but must retain stock dimensions and mounting methods. Suspension limiters are allowed.

SUSPENSION COMPONENTS - Rear

Rear suspension torsion bars and springs may be of any manufacture. Torsion bar adjusters are allowed. Torsion bar grommets may be of any manufacture but must retain the stock Volkswagen dimensions. Rear torsion bars may be additionally supported by terminal end (support member) of the roll cage. The rear shock towers may be removed to the body mounting bolt hole. Lower rear shock mounts may be removed or replaced but must bolt directly to the rear trailing arm or swing axle. No remote mounted shocks are allowed. The rear trailing arms must remain the stock shape, size and configuration, but may be reinforced by adding additional material.

SHOCK ABSORBERS & BUMP STOPS A maximum of one (1) shock per wheel is permitted. Stock front shock mounts must be utilized. Stock mounting bolts may be changed to a maximum of ½ inch in diameter. Any 2 inch maximum diameter shock is allowed.

Rear shocks may not have an extended length of more than 18 inches, center of mounting hole to center of mounting hole. Cooling fins and or reservoirs are allowed. No air, bypass or coil over shocks are allowed. No hydraulic bump stops are allowed. No secondary suspension is allowed.

WHEELS AND TIRES Any steel 4" X 15" wheel that fits on a stock VW brake drum may be used. Wheel studs are allowed. Any tire 31" tall and 10" wide when mounted on a 4" rim with 18 lbs of air may be used. At least one spare tire is mandatory. It must be mounted within the body, shell or trunk.

STEERING Steering box or rack and pinion must remain stock and original concept as produced by the manufacturer. No pillar blocks allowed. Quick release coupler is allowed if welded to the stock steering shaft. Steering box must remain stock but shims may be added between pitman arm and the box. All other steering components must remain stock.

BRAKES Original VW stock drum brakes must be used on all four wheels. Front and rear drums may not be interchanged.

FUEL TANKS Safety fuel cells are highly suggested. Fuel cell location is optional. Only a minimum amount of material may be removed in order to sink the fuel cell. Stock fuel pump must be used.

ELECTRICAL SYSTEM Battery ignition only. Any manufacture's distributor may be used. Batteries must be relocated. Additional lighting is permitted.

ENGINE, TRANSMISSION Engine must be Volkswagen type 1 US model, sedan components and dimensions. The maximum allowable engine displacement is 1600 cc's as delivered by VW. Pistons must be of stock 3 ring type and stock dimensions and size must be maintained. Any VW connecting rod is allowed as long as it is stock VW size and dimension. No polishing or profiling of the rods. Everything else must be of stock type.

Any type 1,2,3 or universal engine case is allowed. The following modifications are allowed.

- The case may be line bored.
- The case may be drilled or tapped for oil and cooling sending units.
- The case may be machined for an crank pulley seal.
- Case savers may be installed.
- Cylinder seating surface may be machined.
- Oil galleries may be enlarged to 10 mm.
- Threaded oil gallery plugs are allowed.

No oil deep sumps, dry sumps or alterations are allowed.

Stock fuel pump must be used.

Any transmission may be used providing it is produced by the vehicle manufacturer for that model of vehicle. Any shifter may be used.

DRIVER'S COMPARTMENT Original stock dash must remain except for items that may come off during competition. Aftermarket gauge location is open. It is highly recommended that flammable items such as upholstered panels, headliners, and carpets be removed. Air conditioning and heating units may be removed. Pedal assemblies must remain in stock fore and aft locations.

FENDERS Wheel openings in fenders may be enlarged for tire clearance but must retain their original bodylines. Not more than 2 inches may be removed. Aftermarket fender flares are permitted.

Front inner panels may be modified a minimum for the installation of shocks. Fenders must be securely attached. Hinged front ends are not permitted. Plastic inner fender panels may be removed.

CHASSIS & BODY Manufacturer's specified year chassis and body combinations must be retained.

CHASSIS Original wheelbase must be maintained. Lengthening or narrowing of frame is not permitted. Removal of material is not permitted. Frames may not be altered. Damaged areas of the frame may be plated with the same thickness of metal as that of the original frame thickness (i.e.: 0.25-inch thick frame = 0.25-inch thick plate). The plate area may only be as large as required to cover the damaged area and to allow for the welding of the plate to a non-damaged area of the frame. All repairs must meet with the approval of **Whiplash Racing Association**.

Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify Whiplash Racing of required frame repair before starting repair work. If frame damage occurs at a Whiplash Racing event it is highly recommended that you notify the chief technical inspector so that an inspection of damaged frame may be made at the post race inspection area if at all possible. The frame at the location of the rear bump stop directly over the differential may be reinforced per the following options only. The reinforcement must be centered along the centerline of the bump stop. Installation must meet

with Whiplash Racing approval. You may not combine the options. (Option 1) A single bar roll cage connection point may be utilized. (Option 2) Frame may be boxed with one flat plate only that is a maximum of 6|| long with a maximum thickness of the existing frame thickness. (Option 3) Two vertical tubes may be placed between the upper and lower frame rails. The placement of the tubes may be placed a maximum of 6|| apart as measured from centerline of tube to centerline of tube. The tubes may only have an outside diameter as large as that of the measurement of the frame rail as measured on the inside of the frame from the web to the lip of the frame rail.

BODY Body must maintain the original shape, size, configuration, and appearance as delivered from manufacturer. Additional mounts or parts for body strengthening may be added. Mounting location (vertical, horizontal, and lateral) must remain original stock in relationship to the frame. Mounting method on frame must remain original stock. The measurement from the front spindle centerline to the back of the b-pillar post must remain stock. Body lift kits are allowed up to a maximum of 3||. Internal body structural members must remain intact. Holes may be cut or drilled for clearance of roll bars, supports, etc. Hoods, trunk lids, doors, fenders, and bedsides are required to be original factory stock as delivered by manufacturer and in original stock locations. Tailgates are optional. Hoods, fenders, and tailgates may be upgraded to the latest available update for that series of vehicle body and chassis combination. You cannot update the hoods, fenders and tailgates between series of the same production vehicle if the body and chassis combination is different between the series runs. (Example: A Ford Explorer with I-beam type suspension cannot upgrade body components to the A-arm series body components. The body components can only be upgraded to the last series run of I-beam type body components.) Stock front grill assemblies are required. Pickup bed must remain as originally installed. Modifications to or removal of material from bed or rear fender inner panels are not permitted, except to allow for sinking of fuel cell, batteries, and roll cage. Material removal for these items must be kept to the absolute minimum.

Safety glass windshields, side, and rear glass is optional.

PRO MINI AND TRUCK WHIPLASH 1400 RULES

Race Vehicle **MUST HAVE** a Steel Cab and Working Doors as described below to race in the 1400 class.

1. STEEL CAB:

- a. The cab of the race vehicle must be made of material “ As Delivered” by the manufacturer that originally produced the vehicle.
- b. This includes, but is not limited to, the roof and sides of the cab, which also must be one piece “ As Delivered” by the manufacturer.
- c. Fiberglass cabs are NOT allowed. Sectioned, removable or multiple piece cabs are NOT allowed.
- d. The firewall, rear wall, and floor of the cab may be modified to allow room for the drive train, seats or suspension components, but must be reconstructed in metal.
- e. Material may be removed from inside of the cab to allow room for the roll cage, but may not be removed to the extent that it causes the cab to become multiple pieces, or renders the cab removable.
- f. The cab **MUST** remain attached to the vehicle in the fashion it was “delivered”.
- g. Windshield is optional.

2. WORKING DOORS:

- a. The doors of the race vehicle must be made of material “As Delivered” by the manufacturer that originally produced the vehicle. This includes, but is not limited to the entire door shell.
- b. The door must attach and function on the factory hinges and latch “As Delivered” from the manufacturer. The door **MUST HAVE** the inside and outside handles, and be able to be opened from inside and outside of the vehicle.
- c. Material may be removed inside of the door to make room for the roll cage, but **MUST NOT** interfere with the factory door hinges or door latch mechanisms. Door internals may be removed, such as windows, regulators and window tracks. They are **NOT** required for the door to be legal.

3. BODY PANELS:

- a. Vehicle must start the race with all body panels, Front Fenders, Hood, Rear Fenders, Cab and Doors.

4. DRIVETRAIN:

- a. Engine, transmission, and rear end are **OPEN** with no limitations.
- b. Forced Induction is allowed.

5. SUSPENSION:

- a. Suspension is **OPEN** with no limitations.

6. SAFETY:

- a. Vehicle must pass all Safety and Tech requirements to be “race legal” for 1400. (Please see Safety and Tech sheet for complete details).

7. ENTRY FEES:

- a. Entry Fee for class 1400 is \$500. 00 per vehicle. Teams race for trophies and cash prizes.

8. NUMBER OF LAPS:

- a. Class 1400 “Pro Pre-Runner” is a **PRO** Class. Bump passing is allowed.

SPORTSMAN MINI AND TRUCK WHIPLASH 1450 RULES

Race Vehicle **MUST HAVE** a Steel Cab and Working Doors as described below to race in the 1450 class. Entry Fees and amount of laps also described below.

1. STEEL CAB:

- a. The cab of the race vehicle must be made of material “As Delivered” by the manufacturer that originally produced the vehicle.
- b. This includes, but is not limited to, the roof and sides of the cab, which also must be one piece “As Delivered” by the manufacturer.
- c. Fiberglass cabs are **NOT** allowed. Sectioned, removable or multiple piece cabs are **NOT** allowed.
- d. The firewall, rear wall, and floor of the cab may be modified to allow room for the drive train, seats or suspension components, but must be reconstructed in metal.
- e. Material may be removed from inside of the cab to allow room for the roll cage, but may not be removed to the extent that it causes the cab to become multiple pieces, or renders the cab removable.

- f. The cab MUST remain attached to the vehicle in the fashion it was “delivered”.
- g. Windshield is optional.

2. WORKING DOORS:

- a. The doors of the race vehicle must be made of material “As Delivered” by the manufacturer that originally produced the vehicle. This includes, but is not limited to the entire door shell.
- b. The door must attach and function on the factory hinges and latch “As Delivered” from the manufacturer. The door MUST HAVE the inside and outside handles, and be able to be opened from inside and outside of the vehicle.
- c. Material may be removed inside of the door to make room for the roll cage, but MUST NOT interfere with the factory door hinges or door latch mechanisms. Door internals may be removed, such as windows, regulators and window tracks. They are NOT required for the door to be legal.

3. BODY PANELS:

- a. Vehicle must start the race with all body panels, Front Fenders, Hood, Rear Fenders, Cab and Doors.

4. DRIVETRAIN:

- a. Engine, transmission, and rear end are OPEN with no limitations.
- b. Forced Induction is allowed.

5. SUSPENSION:

- a. Suspension is OPEN with no limitations.

6. SAFETY:

- a. Vehicle must pass all Safety and Tech requirements to be “race legal” for 1450. (Please see Safety and Tech sheet for complete details).

7. ENTRY FEES:

- a. Entry Fee for class 1450 is \$200. 00 per vehicle. Teams race for trophies only.

8. NUMBER OF LAPS:

- a. Class 1450 “Sportsman Pre-Runner” is a SPORTSMAN Class.

NERFING – Nerfing is not permitted in Sportsman

STOCK CLASS VEHICLES

It is imperative that all stock class entrants ensure that their vehicles conform to the intent, spirit and requirements of the rules set forth in the Whiplash rulebook. Any illegal components, devices or fabrications found on your vehicle will result in disqualification, there will be no exceptions. Any component, device or fabrication that is considered questionable in the opinion of Whiplash will result in penalties up to and including disqualification. Any vehicle that is found to be not in compliance with the rules will be required to correct the items before being allowed to participate in any Whiplash event.

CLASS OPEN PRE-RUNNER & SPORTSMAN

GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

COMPETITION REGULATIONS

This is an open class and all components will be considered open unless it states otherwise with these class rules.

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CLASS LIMITED PRE-RUNNER & SPORTSMAN

GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

COMPETITION REGULATIONS

This is a limited class and all components will be considered limited unless it states otherwise with these class rules.

ENGINE LOCATION & DISPLACEMENT Engine must utilize VW series type-1, 1600cc; us model sedan components and dimensions. The maximum allowable engine displacement is 1600cc as factory delivered.

FRONT SUSPENSION Front suspension is based on the VW type-1 ball joint or king and link pin style suspension. Any beam of two steel torsion tubes may be used but must retain stock width. Front axle torsion tube centers may be cut, rotated and welded. Use of torsion adjusters is optional. Any manufacturer torsion bars are permitted. Tube center spacing is open. Front trailing-arms may be reinforced or replaced as long as stock VW width and length is retained. Spindles, link pins, ball joints and shock mounting locations are open. Front suspension track width must not exceed stock VW track width. Suspension limiters are permitted. Front Suspension: Front suspension track width must not exceed 55 ¾ inches as measured from wheel mount face to wheel mount face.

REAR SUSPENSION

Rear suspension is based on VW type-1 IRS or swing-axle. Rear trailing arms may be of any manufacturer. Tubular arms are permitted as long as stock VW IRS swing-arm length is retained plus or minus 1-inch. The stock VW dimension between the centerline of the rear axle to the centerline of the rear torsion housing is 16.25 inches plus or minus 1-inch must be retained. Outboard bus reduction gears are permitted. Any axle assemblies are permitted as long as original VW type suspension is retained. Rear torsion tubes may be supported or replaced but must remain steel and retain stock VW width. Torsion adjusters are permitted. A single torsion per wheel of any manufacturer is permitted. Torsion bars must remain inside the torsion housing. Torsion bars must be connected to the trailing arm with steel spring plates of any manufacture.

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Thank you for racing Whiplash.

