



Turbo by Garrett IDRC PRO FWD (72.0mm max turbo size)

Ladder Type: Pro
Field Size: Up to 32 qualifying cars
Qualifying: 3 scheduled rounds
Light Type: 0.400 Pro
Staging: Courtesy Staging Encouraged, Deep Staging Allowed
Min. Qualifying Time: 10.99 seconds (11.99 sec. at Bandimere Raceway)

Class Summary

Arguably the most popular heads-up category in import drag racing today, the Turbo by Garrett IDRC PRO FWD Class showcases the epitome of turbocharged FWD unibody racecars. The IDRC fosters the growth of this class by providing a 32-car field size. For 2015, there will be no weight restrictions in place. Wheelie bars, one-piece front ends or polycarbonate windows (i.e. Lexan®) are not allowed in the class. Top-running vehicles in this class will deliver mid-8-second blasts at trap speeds over 180mph.

Eligible Platforms

Any import or domestic sport FWD compact platform is allowed with a transverse-mounted, inline-4 or V6 engine.

Body

All vehicles must have functional taillights and at least one functional headlight. Fiberglass, fiber-reinforced plastic (FRP) and carbon-or aramid-(Kevlar®) fiber body panel replacements are allowed. One-piece front ends and polycarbonate windows (i.e. Lexan®) are not allowed in the class. Both doors must be functional, with the ability to open the doors from the inside and outside of the vehicle.

Chassis and Suspension

"Full tube chassis," "3/4 chassis" and "1/2 chassis" conversions are not permitted. Vehicle must remain unibody with all factory shock towers functional in the OEM location. Rear suspension must remain the same design as OEM. If the rear suspension was originally Independent Rear Suspension (IRS), it must remain IRS. Driver position must be in OEM location (i.e. no center-driver conversion permitted). Wheelie bars are not permitted.

Engine

OEM and IDRC approved 4-and 6-cylinder OHC engines are allowed. Currently the DART B-series engine is the only approved non-OEM engine. Racers wishing to certify other non-OEM engine platforms must submit a request for approval to the IDRC technical department. Engine "swaps" are allowed, as long as the swap is from the same manufacturing group (i.e. Honda/Acura, Toyota/Scion/Lexus, Nissan/Infiniti, etc.). Billet engine blocks or cylinder heads are not permitted. Cast aftermarket cylinder heads are permitted. Engine location may be setback up to six inches from the original location. Engines MAY NOT run an aftermarket dry sump oil system in this class.

Engines may run only distilled water for coolant. Up to 16 ounces of surface-tension reducer (i.e. Royal Purple Purple Ice additive) per cooling system is permitted. No ethylene glycol or propylene glycol coolants are allowed.

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Intercooler Systems

Either an air-to-air or air-to-liquid intercooler system may be used.

Approved Fuels

Pump E85, E98, VP Racing C16, VP Racing Pro Import, VP Racing Q16, VP Racing C85. No propylene oxide or nitromethane is permitted. IDRC will perform random fuel tests and fuel tests upon protest (charges apply).

Transmission and Axles

Open to OEM manual or OEM automatic transmissions only. Case may be upgraded to a billet version. Gearsets and internals can be upgraded to straight-cut and/or dog engagement H-pattern. No sequential conversions allowed. Aftermarket axles are highly encouraged with hub upgrades permitted.

Fuel Cells

Permitted when properly mounted per NHRA/IHRA safety regulations.

Exhaust

Any exit location that doesn't interfere with the staging lights is permitted.

Nitrous Oxide Systems

Nitrous solenoid must be a cross-flow design (no bottom dump) with a maximum orifice size less than 0.080". This includes Nitrous Supply #26020 Powerstar, Nitrous Express NX Mainline, NOS #18020 Powershot, ZEX NMU (#82007 or #82008).

Wheelie Bars

Not permitted.

Tires

Slicks limited to 26.0-inch in height and 9.5-inch in width.

Turbo Sizing / Minimum Competition Weight

All inline-4-cylinder engines must run single turbochargers. V6 engines may run twin turbocharger configurations with the inducer size limited to 51mm. No compound turbo systems allowed on twin-turbo setups.

Professionalism

All crewmembers accompanying the vehicle on track (up to three) must be in like uniforms. Uniforms can be as simple as matched t-shirts and jeans. All crewmembers must also sign the additional liability release waiver.