

2024 Milron Truck Body Outlaw 275 Rules

WC275 can follow the following Rule/Weight set completely or we also allow all John Sears X275 legal combos at their exact Rules/Weights (You cannot combine rules between the 2 rules sets, either the following or current x275 completely)

WC275 CLASS GUIDELINES:

BODY:

The car must retain its original appearance and profiles. Aftermarket fiberglass parts are limited to hood, fenders, doors, deck lid and bumpers, one-piece front-ends are allowed, but must retain factory appearing grill, head lights, and marker lights. The driver and passenger doors must be fully operational and must open from the outside.

Any & All ET Extenders (duck bills, pecker extenders will not be allowed)

***** ALL ENTRIES MUST HAVE A HOOD*****

BRACKET RACING AIDS:

The use of bracket racing aids such as optical sensors, delay boxes, and throttle stops are prohibited

FIREWALL:

Must retain factory unaltered firewall, in factory location. A cosmetic overlay is permitted.

HOOD / SCOOPS:

Cowl & forward-facing hood scoops are allowed. Scoop or cowl may not exceed more than 9 inches at the highest point of the air inlet opening above the height of the original hood flat surface.

INTERIOR:

Door Panels & OEM Appearing dashboard are required.

LETTERING / DECALS:

WC275 sponsor decal (Will be Provided) must be placed in the lower passenger corner of the front windshield.

CHASSIS / SUSPENSION

FRONT SUSPENSION:

All Factory type front suspension only. Coil over shocks are allowed. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. (Must have prior approval from tech) Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment. Pre-1978 and Older Vehicles: The use of aftermarket bolt-on front suspension kits for engine fitment is permitted. Factory strut/shock towers are optional in pre-1978 vehicles using an aftermarket bolt-on front suspension kit.

K-MEMBER:

Aftermarket factory-replacement-type K-member permitted but must attach to the chassis using only the original factory OEM-type mounting bolts. No part of the K-member may be welded to the chassis.

REAR SUSPENSION:

Bolt on traction devices are permitted. Leaf springs may be relocated for tire clearance purposes. Ladder Bar Type Suspension with Factory Frame Rails is legal. Aftermarket 4 Link is Legal with a Weight Penalty.

FRAME & CHASSIS:

Stock frame required from the front engine/motor plate or Strut Tower to the back of the rear wheel tub. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

DRIVE TRAIN

AUTOMATIC TRANSMISSIONS:

Any OEM automatic transmission permitted. Aftermarket torque converter, shift kit, valve body, shifter, and pan cooler use are permitted. Trans brakes are permitted.

**** NO LOCKUPS ON BOOSTED COMBOS****

MANUAL TRANSMISSION:

After-market clutch (single disc only) assisted manual transmissions are allowed (See Weight Penalty's) Clutch/automatics or planetary transmissions are not allowed. Split sliders are also not allowed. All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices. Any manual transmission built by an automotive manufacturer, with stock case and gears will race at the same weight as an automatic transmission entry.

ELECTRONICS:

Boost and Nitrous Controllers are permitted.

ENGINE:

650ci Limit for Big Blocks with a MAX Bore Space of 4.84 - 480ci Limit for Small Blocks with a MAX Bore Space of 4.40

ENGINE MOUNT LOCATION:

Engine may not touch the factory unaltered firewall. Motor plates are permitted.

HEADS:

Aftermarket cylinder heads, aluminum or cast iron are allowed (No Billet Heads Permitted except on Small Block Nitrous & Small Block Boosted Combos), See Weight Ads below

NITROUS:

Any nitrous combo is legal but cannot be used with any other power adder except by I-6 Combo (See Weights Below).

TURBO AND SUPERCHARGER NOTES: All air must enter through the inducer minor – I.E. the smallest inlet dimensions called out in the rules. Inserts or reducers to achieve inlet or outlet dimensions prohibited.

Please note all turbos will have a cast 1 piece cover. No inserts, welding, or two piece covers permitted. Compressor housing and inlets must be manufactured solely from a single continuous casting. Any turbo not meeting this criteria will be deemed illegal and will not be permitted to compete in WC275.

SUPERCHARGER:

Any Roots (Up to 8.71) or Centrifugal MAX 4.5 Inducer Diameter) Equivalent or smaller with the following specs:

MAX Inlet Hose Diameter 5.00"

MAX Inducer Diameter 4.50"

MAX Exducer Diameter 6.75"

MAX Outlet Inside Diameter 3.59"

TURBOCHARGER:

Accepted Single Turbochargers: 80mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 3.15 inches (80mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.241 inches (82.3214mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Single Turbochargers: 85mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 3.346 inches (85mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is

permitted a maximum inlet diameter of 3.437 inches (87.2998mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Single Turbochargers: 88mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 3.465 inches (88mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.556 inches (90.3224mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Single Turbochargers: 94mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 3.701 inches (94mm) inducer diameter at the point where the leading edge of the

compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.792 inches (96.3178mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Single Turbochargers: 98mm Single Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 3.858 inches (98mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 3.949 inches (100.3114mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Twin Turbochargers: 67mm Twin Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 2.637 inches

(67mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 2.728 inches (69.3114mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

Accepted Twin Turbochargers: 72mm Twin Turbochargers are permitted on V6 and Small Block V8 engines in accordance with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Turbocharger is limited to a maximum size of 2.835 inches (72mm) inducer diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Compressor cover inlet is permitted a maximum inlet diameter of 2.926 inches (74.3204mm) 4) Compressor Wheel to housing clearance must maintain a maximum 0.091 (2.3114mm) clearance beginning from a) the leading edge of the compressor wheel where it meets the inlet of the compressor housing, to b) the transition point where the trailing edge of the compressor wheel meets the volute. 5) All air entering the turbocharger must pass through the turbocharger inlet. 6) Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. 7) Compressor wheel contour must be continuous features from the inducer to the exducer (no "stepped" wheels).

FUEL / FUEL SYSTEMS:

Gasoline (Race Gas), Alcohol and E-85 are the only legal fuels permitted.
Nitro-Methane is strictly prohibited

TIRES:

Front Tires: Must have a minimum tread width of 4.5 inches. Front tires do not have to be DOT approved.

Rear Tires: Mickey Thompson 275/60R15 (3754x) Drag Radials or M/T 3355R or any radial tire shorter and/or narrower than the 275/60R15 listed

WHEEL BASE:

Must retain stock wheel base with a maximum variation right to left and front to back of one inch.

WHEELIE BARS:

Wheelie bars are not permitted (any type of device other than factory OEM frame/suspension/body parts used to control a wheelie/wheel-stand in any way is also prohibited)

WEIGHT GUIDE:

Base Weight (All weights are race-ready, car with driver)

4 Cly W/Any Power Adder.....2450 lbs

V/6-I/6 Nitrous.....2550 lbs

V/6-I/6 Turbo or Blower.....2850 lbs

V/6-I/6 Turbo or Blower W/Single Fogger Nozzle.....3050 lbs

Small Blocks W/Nitrous 2400 lbs

Small Block Turbo 80mm	2800 lbs
Small Block Turbo 85mm	3000 lbs
Small Block Turbo 88mm	3150 lbs
Small Block Turbo 94mm	3250 lbs
Small Block Turbo 98mm	3400 lbs
Small Block Twin Turbo 68mm	3225 lbs
Small Block Twin Turbo 72mm	3300 lbs
Small Block Supercharger (up to 4.090" Inducer).....	2950 lbs
Small Block Supercharger (4.091-4.200" Inducer).....	3100 lbs
Small Block Supercharger (4.201-4.500" Inducer).....	3200 lbs
Small Block Roots Supercharger 871.....	3050 lbs
Big Block Nitrous up to 550ci.....	2700 lbs
Big Block Nitrous 551ci to 600ci.....	2800 lbs
Big Block Nitrous 601ci to 650ci Max.....	2900 lbs

WEIGHT ADDS & BREAKS:

.....Similar Canted Valve and any Symmetrical Cylinder Heads will be evaluated on a case by case basis

Add 50 lbs. Small Blocks using Dart "Little Chief" CFE "SBX" or Similar Style Heads

Add 50 lbs. For Big Blocks Using any Canted, Splayed Valve, Big Chief Style Cylinder Heads

Add 50lbs. for billet head SB (must be used with cast block only and stock bore space all combinations)

Add 50lbs. for billet block SB includes Coyote (must be used with cast head only and stock bore space all combinations)

Add 25lbs. For Aftermarket 4 Link

Deduct 50 lbs. For Rear Leaf-Spring Suspension

Deduct 50 lbs. For Gasoline Boosted Combos

Deduct 100 lbs. For Small Blocks less than 358ci

Deduct 350 lbs. For no Power Adder.

Deduct 100lbs. For Nitrous combos using Plate kit (no fogger)

****WEIGHT CAN BE ADDED OR DEDUCTED FROM ANY COMBO AS PER TRACK OFFICIAL FROM RACE TO RACE****

RACE DAY POLICY'S

FIELD SIZE & LADDER:

WC275 will run on the 1/8th mile .400 Pro Tree and qualify for a 16-car field (with Alternates) 16-car Pro Ladder. If less than 16 cars enter, we will follow the NHRA "Official Ladder" for the field size. Auto-Start is ON

TOW BACK & TOW VEHICLES:

All WC275 entries can tow to staging lanes and to the track scales with a golf cart or other similar small tow vehicle. All carts will be subject to search by a MRP Official at any time.

SCALES:

After each qualifying and elimination pass, all WC275 cars must stop and weigh at the track scales. If you lose in eliminations, and your opponent fails to make weight you will be reinstated into the eliminations only if you made minimum weight requirements. If both cars fail to make minimum weight, both cars will be disqualified. It is the driver's responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will be a 5lb error factor allowed.

ALTERNATING LANES DURING QUALIFYING:

Each WC275 driver must alternate lanes during qualifying. If you choose to ignore this rule, your second consecutive pass in the same lane on the same day will be disqualified.

AUTO-START:

The Auto-Start System will be turned on with a 7-sec timeout

BYE-RUNS:

All vehicles must take the Tree & Scale for opportunity at Lane-Choice for next round

RULE CONTESTING:

If you think your competitor is not legal within the rules/weights claimed you may contest for \$500 if the Competitor is found to be illegal they will be DQ'd

and your \$500 will be returned. If they are legal they will Receive the \$500 Contest Fee.

If you have questions pertaining to West Coast 275 Rules please email Info@missionraceway.com