



2011 LSX DRAG RADIAL RULES & PURSES

GENERAL OVERVIEW

This is a single Power Adder Shootout class developed for LS powered, GM bodied cars or trucks.

All races are on a .400 Pro Tree and in a heads up format.

This will be an ALL RUN qualifying format.

Vehicles are required to be stock appearing and stock bodied.

All vehicles MUST pass NHRA/IHRA safety inspection for ET and speed.

A Sportsman ladder will determine running order.

Vehicles may be towed to the staging lanes and from the scales.

BASE WEIGHTS-POWER ADDER CID WEIGHT

Nitrous 500 2600

Supercharged 500 3100

Single Turbo (106) 500 3200

Single Turbo (118) 500 3300

Twin Turbo (76) 500 3200

Twin Turbo (88) 500 3300

Maximum cubic inches is 510

If actual cubic inch is more than base cubic inch listing there will be a weight penalty of 5.0 lbs. per cubic inch assessed to weights, up to the maximum cubic inch permitted in the class

WEIGHT ADDER/DEDUCTS

Ladder bar or 4 link suspension add 100 pounds

ENGINE

Only LS based small block engines are allowed.

Cast or Billet aluminum or iron block permitted

Engine blocks may not exceed 9.750 deck height. Block must have water jacketed deck

Billet cylinder heads prohibited

Any LS OEM or LS aftermarket head permitted

Any modifications allowed to heads

Displacement will be verified by using the P&G method

Dry sump oiling systems permitted

Exhaust must be directed away from vehicle, through the fender exhaust permitted

Mufflers are not required

Zoomie headers are prohibited

Gasoline is the only fuel permitted

CARBURETOR/INDUCTION

Any style carburetor permitted including split dominators-maximum 2-carbs

Any EFI system permitted

Any Intake manifold allowed, including sheet metal/fabricated manifolds

POWER ADDERS

Only one style of power adder permitted.

NITROUS OXIDE:

Any nitrous system permitted including push systems. No maximum number of stages.

The use of agents other than nitrous oxide as part of, or mixed in, the system are prohibited. Nitrous oxide may not be used in conjunction with any other power adder.

Nitrous oxide systems must use gasoline only for the fuel enrichment circuit.

Progressive controllers permitted. Push systems permitted.

SINGLE CENTRIFUGAL SUPERCHARGER:

Inlet diameter-internal OD 5.250-inch maximum, impeller inducer diameter 5.150-inch maximum, impeller exducer diameter 8.000-inch, discharge diameter-external 4.00-inch, housing diameter (greatest external diameter of housing not to include discharge) 12.0 maximum. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is strictly prohibited. Supercharger compressor wheel must be constructed of cast

or billet aluminum. Exotic material wheels prohibited.

SINGLE TURBOCHARGER 118 MM:

Accepted single turbochargers are permitted 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 4.645" (118.0mm) - inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Inlet housing is permitted a maximum inlet diameter of 4.726" where the

leading edge of the compressor wheel meets the housing. 4) All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any

other substance into the inlet or exhaust housing is strictly prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels

prohibited. The tips of the impeller wheel may not be stepped, cut down, or notched to meet impeller tip-to-tip dimension. Reducers prohibited.

SINGLE TURBOCHARGER 106 MM:

Accepted single turbochargers are permitted 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 4.173" (106.0mm) - inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet

housing. 3) Inlet housing is permitted a maximum inlet diameter of 4.253" where the leading edge of the compressor wheel meets the housing. 4) All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is strictly prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited. The tips of the impeller wheel may not be stepped, cut down, or notched to meet impeller tip-to-tip dimension. Reducers prohibited

TWIN TURBOCHARGERS 76 MM:

Accepted twin turbochargers are permitted with the following requirements: 1) Turbocharger must be of conventional impeller and housing design and type. 2) Both turbochargers are limited to a maximum size 76.0mm/2.992-Inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbocharger must pass through the turbocharger inlet. Inlet housing is permitted a maximum inlet diameter of 3.072" where the leading edge of the compressor wheel meets the housing. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. The tips of the impeller wheel may not be stepped, cut down, or notched to meet impeller tip-to-tip dimension (.500-inch will define the tip of the impeller wheel). Compressor wheel and housing may not be stepped, notched, or clipped; e, g, the contours must be continuous features from the inducer to the wheel exducer .Exotic material wheels prohibited. Reducers prohibited.

TWIN TURBOCHARGERS 88MM:

Accepted twin turbochargers are permitted with the following requirements: 1) Both turbochargers must be of conventional impeller and housing design and type. 2) Turbochargers are limited to a maximum size of 88 mm/3.465" - inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. 3) Inlet housing is permitted a maximum inlet diameter of 3.545" where the leading edge of the compressor wheel meets the housing. 4) All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is strictly prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited. The tips of the impeller wheel may not be stepped, cut down, or notched to meet impeller tip-to-tip dimension. Reducers prohibited.

TRANSMISSION

Limited to only OEM style automatic transmissions (aftermarket SFI cases permitted) Any torque converter allowed. Lock-up type permitted.

SUSPENSION

Stock frame rails required in front sub frame. Stock rear sub frames are required, but outer frame rail portion only may be notched for tire clearance only. When notching, stock inboard section of rear frame rails must remain stock, unaltered, and in stock location. Rear frame rails must remain in OEM stock condition in all areas.

Aftermarket K-members permitted

Fully tubbed or mini tubbed wheel wells permitted

ladder bars and non-OEM 4-links permitted

Coilovers permitted

Front-wheel drive conversions prohibited

Wheelie bars are permitted

INTERIOR

Must be stock appearing.

Floors must be upholstered, headliners required

Passenger seat and rear seat may be removed

OEM appearing dash required

BODY

Forward facing hood scoops prohibited except for OEM type for non-nitrous applications

Forward facing hood scoops permitted for nitrous applications

Cowl induction hoods permitted,

OEM composite body panels permitted

Light-weight or fiberglass body pieces limited to hood, rear deck and bumpers

Overhangs must be OEM, Wheelbase must be OEM +/- 1"

Doors must be OEM

Rear spoilers permitted, max length 26", may not be molded into the body

WINDSHIELD/WINDOWS

OEM safety glass or Lexan Permitted. Window tint is prohibited forward of the "B" pillar.

STREET EQUIPMENT

Headlights, taillights and brake lights required. Headlights, marker lights, brake lights, etc. must be on car and not removed for any reason.

ELECTRICAL

Electronic driving aids prohibited

Throttle stops, delay boxes and auto shifters prohibited

Two-step, trans-brakes and line-locks are permitted

Any aftermarket ignition permitted

TIRES-WHEELS

TIRES - FRONT: Front tires must have a minimum tread width of 4.5 inches.

TIRES – REAR: DOT Drag Radial Tires ONLY

The maximum allowed tire size is 315 as marked on the sidewall

ANY size wheel permitted

Bead-locks permitted

BALLAST

Must be NHRA/IHRA approved mounting - Maximum 100# per individual weight bar

No loose or unsecured ballast allowed and will be grounds for disqualification. Vehicles are required to cross scales after each qualifying run and eliminations rounds.

REQUIRED DECALS:

Holley LS Fest Windshield Banner: must be installed on top of windshield. This banner decal must be the only decal on top of windshield.

GM PERFORMANCE PARTS DECAL - GM Performance Parts decal must be installed on lower right side of front windshield.

CLASS SPONSOR DECAL:

Class sponsor decals must be installed on both front fenders of vehicle.

CONTINGENCY DECALS:

Decals are required to appear only on the rear quarter windows or rear window in a clear and orderly fashion. Contingency decals may not be overlapped or modified.

LSX DRAG RADIAL PURSES:

- \$2,000 Win + Contingency + Plaque
- \$1,000 R/U + Plaque
- \$500 Semis
- \$125 Quarters