

## **2009 LSX DRAG RADIAL CLASS RULES**

### **GENERAL OVERVIEW**

This is a single POWER ADDER Shoot-out is a class developed for all LS powered GM cars and 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 must be driven to staging and to scales, can be towed after scales

Vehicles are required to run LSX Shootout Sponsor decal on front windshield and class sponsor decals in appropriate areas.

### **ENGINE**

Only LS based small block engines are allowed.

Cast aluminum or iron block required

Displacement will be verified by using the P&G method

Exhaust must be directed away from vehicle, outlet must be rearward of front tire

Exhaust cannot pass thru any body panel

Zoomies are prohibited

Gasoline is the only fuel allowed

Cylinder heads limited to OEM or OEM "Style" aftermarket head.

Billet cylinder heads are prohibited

Racer must be capable verify legal part # head during inspection to be deemed legal.

Any modifications allowed to legal heads

Dry sump oiling systems 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

### **CARBURETORS/INDUCTION**

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

Any EFI permitted

Any intake manifold allowed, including sheetmetal/fabricated manifolds

### **TRANSMISSION**

Any automatic or OEM style manual transmissions permitted (\* see weights)

Any torque converter allowed. Lock-up type permitted.

Torque convertors not permitted with manual transmissions

Clutch-activated automatic transmissions (re: Clutch-flite) are prohibited

### **SUSPENSION**

Aftermarket K-members permitted

Fully tubbed or mini tubbed wheelwells and notched frame rails permitted

Factory rear frame rails required in OEM location  
Wheelie bars are permitted  
Stock type suspensions, ladder bars and non-OEM 4-links permitted  
Coilovers permitted  
Front-wheel drive conversions prohibited

### **INTERIOR**

Must be original appearing.  
Floors must be upholstered, headliners required  
Passenger seat and rear seat 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, 6" max  
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 material  
Rear spoilers permitted, max. length 26", may not be moulded into the body  
Tinted windows are not permitted forward of the "B" pillar, per NHRA requirements

### **ELECTRICAL**

Electronic driving aids prohibited  
Throttle stops, delay boxes and auto shifters prohibited  
Two-step, trans-brakes and line-locks are permitted  
Functional headlights, taillights and horn required  
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 295 as marked on the sidewall  
ANY size wheel permitted  
Bead-locks permitted

### **WEIGHTS**

Power Adder	Max CID	Base Weight
Nitrous Oxide	500	2600
Blower	500	3400
Turbo	500	3400

### **POWER ADDERS**

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. If entry is entered as a non-nitrous entry, all solenoids, lines, fittings, and bottles must be removed prior to technical inspection and any competition runs. Nitrous oxide systems must use gasoline only for the fuel enrichment circuit.

SINGLE CENTRIFUGAL SUPERCHARGER: Any single centrifugal racing supercharger permitted that fits the following criteria: Inlet diameter - external OD 6" maximum, impeller inducer diameter 5.5" maximum, impeller exducer diameter 8.0", discharge diameter - external diameter 4.00" maximum, 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: 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) Compressor wheel to housing clearance must maintain a maximum of 0.080" clearance beginning from a) where the leading edge of the compressor wheel 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. 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. (.500-inch will define the tip of the impeller wheel).

TWIN TURBOCHARGERS: 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 76 mm/2.992" - 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 3.072" where the leading edge of the compressor wheel meets the housing. 4) Compressor wheel to housing clearance must maintain a maximum of 0.080" clearance beginning from a) where the leading edge of the compressor wheel 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. 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. (.500-inch will define the tip of the impeller wheel).

**PURSE:**

**LSX Drag Radial Class:**

\$3,000 Win + Jacket + Plaque + LSX Block From GM Performance Parts

\$1,500 Runner-Up + Plaque

\$700 Semis

\$125 Quarters

\$500 to Top Qualifier From Scoggin-Dickey

\$500 to Best Reaction Time in Saturday's Qualifying From Scoggin-Dickey

**New for '09...the "Average Joe" Award:**

New for 2009, \$1,000 will be awarded in Drag Radial to the "Average Joe," a racer in the middle of the pack at the end of Saturday's qualifying. Two or three names from the middle of the qualifying results for the class (2 if even number of racers, 3 if odd number of racers) will be put into a hat and the winner picked will receive the \$1,000 award.