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Class Designation: L/S

General Safety: All vehicles must conform with general NHRA safety rules.

Turbo Crossbolts: Turbo crossbolts 3" from the turbine wheel is mandatory.

Engine Containment Device: Engine diaphragm with pigmat or catch pan device to capture oil and/or debris is mandatory. If a catch pan device is used, catch pan must have a minimum 2-inch-high lip on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below the engine. Catch pan must extend from radiator support to firewall and from frame rail to frame rail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director.

Beam Tripper: A front beam tripper is permitted but can only extend 45" forward of the centerline of the front wheel.

Engine Coolant: Only water is permitted in the coolant system. Antifreeze or other additives are prohibited.

Hybrids: Import engines in Domestic bodies or Domestic engines in Import bodies are prohibited. All cars must be either Import bodied/powered or Domestic bodied/powered.

Body: Any year vehicle is allowed. Lightweight components are limited to hood, front fenders, decklid, hatches, sunroofs, wings, ground effects, bumpers, doors, and roof only. Aftermarket doors must be factory appearing. Quarter panels must remain steel. One-piece front ends are not permitted. No body parts may be removed during competition.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Frame rails may be modified in front of the strut tower. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. All cars can remove spare tire wheel well and cover with sheet metal. Mini tubs are permitted.

Suspension: All cars must utilize stock front suspension mounts. Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted. Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. Rear shocks may be relocated. Wheelie bars are prohibited on all cars.

Transmission: Manual or Auto transmissions are permitted. Any style automatic transmission is permitted. Trans-brakes are permitted. Manual transmissions are permitted to use aftermarket stock-style clutch-assisted H-Pattern transmissions. Strain gauges are permitted. Sequential transmissions are prohibited. Aftermarket bell housings are permitted. Lock-Up converters are prohibited and cannot be on the car even if you aren't using it (only OEM equipped Lock-Up Converters are ok)

Clutch: Adjustable clutch is permitted. Clutch must be manually operated by driver's foot.

Lights: Headlights and brake lights are required (one headlight may be removed for induction).

Windows: OEM glass or lexan windows are permitted. If you are using aftermarket doors or lexan windows, then a steel frame around the lexan window or a window latch is required.

Interior: Not Required.

Exhaust: Not Required.

Driveline: OEM or aftermarket center sections and rear-ends may be replaced only if it is a direct bolt in. IRS suspension cars may convert to straight axle only if it is a direct bolt in.

Fuel: All fuels cannot exceed .799 specific gravity. Fuels will be checked with a digital specific gravity tester.

Fuel System: Electric or mechanical fuel pumps are permitted. Aftermarket fuel cells are permitted and may be mounted anywhere in vehicle. All cars must be equipped with a drain valve located on the return side of the fuel rail or regulator to facilitate the removal of fuel samples for fuel check purposes.

Oiling System: Any type oiling system is permitted.

Tires: Radials are limited to a 275/60/15 or 28"x10.5"radial slick. Radials on a 17" or larger wheel can run any size tire. DOT bias ply tires or Slicks are limited to a 28.0" x 11.5W" (Tires are checked by sidewall designation)

8-Cylinder Engines – Chevy & Mopar

Engine: Any OEM block or aftermarket cast block is permitted (Stock Deck Height). Any internal engine modifications are permitted. Max CID is 440ci.

Cylinder Heads: Aftermarket cylinder heads are permitted. Cylinder heads may be ported. Billet heads are prohibited.

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below.

Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. The contour from the inducer to the exducer must be continuous without steps. The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable. Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer. All inducer surge ports must be within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Superchargers: Superchargers are permitted and must run off a serpentine belt. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.

Nitrous Oxide: See table below for restrictions. Nitrous can only be used with LSA, LT4, and LS9 Superchargers. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Glide, TH400 & 4L80 Trans	6L80 Trans	8L90, 10L90, 8HP NAG1 Trans	H-Pattern Manual Trans
NITROUS OXIDE: Limited to a Single Fogger System (with a .040 nitrous jet)					
Single T4 Turbo: Compressor 76.9mm Ind. / 116.9mm Tip to Tip & Turbine 96.9mm Ind. / 88.9mm Exd.	440ci. Max	2950 lbs.	2700 lbs.	2650 lbs.	2850 lbs.
Single T6 Turbo: Compressor 76.9mm Ind. / 116.9mm Tip to Tip & Turbine 96.9mm Ind. / 88.9mm Exd.	440ci. Max	3475 lbs.	3225 lbs.	3175 lbs.	3375 lbs.
ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	440ci. Max	3250 lbs.	3000 lbs.	2950 lbs.	3150 lbs.
PAXTON: Novi 2200	440ci. Max	3350 lbs.	3100 lbs.	3050 lbs.	3250 lbs.
ATI PROCHARGER: F-1A, D1X	440ci. Max	3350 lbs.	3100 lbs.	3050 lbs.	3250 lbs.
WHIPPLECHARGER: 3.0	440ci. Max	3550 lbs.	3300 lbs.	3250 lbs.	3450 lbs.
ATI PROCHARGER: F-1A-94	440ci. Max	3850 lbs.	3400 lbs.	3550 lbs.	3750 lbs.

* OEM cylinder heads: Deduct 50 lbs.

* Racing 4-link rear suspension: Add 75 lbs.

* IRS cars: Deduct 50 lbs.

* Nitrous cars with anything less than 15 degree head: Add 75 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

* Nitrous LT1 & LT4 engines: Add 75 lbs.

* Centrifugal Supercharged & Turbocharged cars with liquid intercooler: Add 100 lbs.

* LSA & LT4 Supercharged cars with nitrous oxide (with a single .078 jet max): Add 300 lbs.

* LS9 Supercharged cars with nitrous oxide (with a single .062 jet max): Add 300 lbs.

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8-Cylinder Engines - Ford Modular**Engine:** Only OEM modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 365ci.**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.**Turbochargers:** Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below. Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. The contour from the inducer to the exducer must be continuous without steps. The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable. Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer. All inducer surge ports must be within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.**Nitrous Oxide:** Not permitted. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Power Adder	Max Displacement	Glide, TH400 & 4L80 Trans	6R80 & 10R80 Trans	H-Pattern Manual Trans
Single T6 Turbo: Compressor 76.9mm Ind. / 116.9mm Tip to Tip & Turbine 96.9mm Ind. / 88.9mm Exd.	365ci. Max	3800 lbs.	3500 lbs.	3700 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 86.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3700 lbs.	3400 lbs.	3600 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 86.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3850 lbs.	3550 lbs.	3750 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 92.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	365ci. Max	Not Permitted	4000 lbs.	Not Permitted
ATI PROCHARGER: F-1A, D1X	365ci. Max	3200 lbs.	2900 lbs.	3100 lbs.
ATI PROCHARGER: F-1A-94 VORTECH: V-13-94C	365ci. Max	3350 lbs.	3050 lbs.	3250 lbs.
WHIPPLECHARGER: 3.0	365ci. Max	3500 lbs.	3200 lbs.	3400 lbs.
WHIPPLECHARGER: 3.8	365ci. Max	3700 lbs.	3400 lbs.	3600 lbs.

* Racing 4-link rear suspension: Add 75 lbs.

* IRS cars: Deduct 50 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

* Turbocharged cars with liquid intercooler: Add 100 lbs.

* 4.6 Modular Engines: Deduct 400 lbs.