

DRAG RADIAL – DR

LDR weight and tire rules for 2019 moving to complete LDR rules in 2020

1/8 Mile - .400 Pro Tree - 16 Car Qualified Field - Pro Ladder

Rules are subject to change at any time.

TIRES

Any brand 275/60/15 Drag Radial. Mickey Thompson 295/65/15 Drag Radial (PN: 3558) and Hoosier 295/65/15 DR2 (PN: 17316DR2) will be the legal tire options for the 'big' tire option. Nitrous oxide combinations can run any tire at base weight, no weight penalty on nitrous cars for the big tire. Any 481X/HEMI or Any Hemispherical Headed Combination equipped with single turbocharger, twin turbochargers or centrifugal supercharger(s) must be on a 275/60/15 drag radial, no big tire option for that engine/power adder combination. All entries must stay on the same tire throughout the entire event.

FRONT CHASSIS/SUSPENSION

Stock front frame rails and suspension required. Aftermarket control arms and bushings allowed as long as they bolt in stock locations. Rack and pinion steering allowed. Aftermarket coil over shocks allowed and aftermarket direct replacement struts are allowed, but must bolt in stock location.

Aftermarket bolt in sub-frame allowed. Must bolt in unaltered stock OEM mounting locations. OEM suspension configuration required. These bolt on subframes must be from a manufacturer with designated company part numbers and must be produced for the vehicle they were designed for from the manufacturer.

REAR CHASSIS/SUSPENSION

Any type rear suspension allowed. Firewall must be retained and in stock location.

Wheelie bars are not allowed

ENGINE

Any engine combination allowed. Motor plates and solid mounts allowed. All nitrous bottles to be safety vented pop off to outside the vehicle.

TRANSMISSION

Any type automatic or manual transmission allowed.

WEIGHTS:

All weights are minimum with driver in car after qualifying/elimination round.

NATURALLY ASPIRATED:

- Small Block – No Minimum
- Big Block – No Minimum

NITROUS OXIDE:

- Small Block – 2,200 lbs.
- Big Block (4.840 Bore, Any Transmission) – 2,550 lbs.
- Big Block (5.000 Bore, Any Transmission) – 2,650 lbs.
- Big Block (5.000+ Bore, Up to 903 CI, No Lockup Transmission) – 2,800 lbs.

- Big Block (5.000+ Bore, From 904-965 CI, No Lockup Transmission) – 2,825 lbs.
- Big Block (5.000+ Bore, Up to 903 CI with Lockup Transmission) – 2,850 lbs.
- Big Block (5.000+ Bore, From 904-965 CI with Lockup Transmission) – 2,875 lbs.

TURBOCHARGER:

- Small Block, Single Turbo – 2,800 lbs.
- Small Block, Twin Turbo – 2,950 lbs.
- Big Block, Single Turbo – 3,075 lbs.
- Big Block, Twin Turbo – 3,325 lbs. (No Weight Addition for the 295/65/15 Tire)

SUPERCHARGER:

- Small Block, Roots – 2,650 lbs.
- Big Block, Roots – 2,800 lbs.
- Small Block, Screw – 3,000 lbs.
- Small Block, Single Centrifugal (ProCharger F1 or Equivalent) – 2,725 lbs.
- Small Block, Single Centrifugal (ProCharger F2 or Equivalent) – 2,750 lbs.
- Small Block, Single Centrifugal (ProCharger F3 or Equivalent) – 2,775 lbs.
- Small Block, Twin Centrifugal – 2,950 lbs.
- Big Block, Single Centrifugal (ProCharger F1 or Equivalent) – 2,975 lbs.
- Big Block, Single Centrifugal (ProCharger F2 or Equivalent) – 3,025 lbs.
- Big Block, Single Centrifugal (ProCharger F3 or Equivalent) – 3,075 lbs.
- Big Block, Twin Centrifugal – 3,200 lbs.

WEIGHT ADDITIONS/REDUCTIONS:

- 100 lb. Weight Addition for the 295/65/15 ‘Big’ Tire Option, (MT 3558 or Hoosier 17316DR2) except Big Block Twin Turbo combination.
- 100 lb. Weight Addition for 481X/HEMI or Hemispherical Headed BBC/BBF except Twin Turbo platform.
- 481X, HEMI and Any Hemispherical Headed Engine must be on 275 Drag Radials if power adder is single turbocharger, twin turbocharger or any centrifugal supercharger(s) combination. This rule applies for the screw supercharger, small block combination as well.
- 25 lb. Weight Reduction for Non-Extended Tip Compressor Wheel turbochargers on Twin Turbocharged Combination Only (Competitors may be asked to remove compressor cover for verification at any time by technical inspection team)
- 25 lb. Weight Reduction for Conventional Headed BBC Combinations on Gasoline.
- 50 lb. Weight Reduction for Centrifugal Supercharger Combination on Gasoline.
- 50 lb. Weight Reduction for Leaf Spring Rear Suspension.

**** Rules are subject to review at any time. We are going to do our best to keep the racing as tight and competitive for all combinations throughout the entire 2019 season. ****

Lower Engine Containment Device Required:

Oil Retention Device:

- Device may be custom-built ballistic blanket-style or metal-style (I.e., bucket) device.
- Metal pan may be no longer than the engine from the front of crank shaft to the rear of the flywheel.
- Pan must be inside the frame rails and fabricated to retain oil\liquid.
- Pan must attach to the frame via conventional fasteners or straps.
- Pan must be a minimum of 3 inches above ground.

Diapers: They do not have to be SFI rated.

In order to compete in this class, all cars must run the class windshield banner including sponsor names on the top of their windshield unless approved by the Race Director to be placed in a more visible location for viewing and safety reasons only. All cars must also run the series sponsor sticker (Aeroquip) on their front window. This is a class rule and in order to compete in this class the class windshield banner and series sponsor must be properly displayed. If you feel you need to place them somewhere else for safety purposes, you must get that approved.

In the spirit of the racing, all cars must have a current chassis tag in order to help keep daily drivers out of the class. All final decisions are to be made by the Race Director.

MUST MEET ALL NHRA RULES INCLUDING LICENSE AND CERTIFICATION