

# LSXPERS NT SHOOTOUT

.400 Pro Tree, No Times Shown

275 OR 28X10.5 Only, No W Allowed

No 481X or Billet Hemi

No Tube Chassis or Pro Mod

Door Cars Only

You must pass tech at the event venue

ALL SAFETY EQUIPMENT REQUIRED

LSXperts NT Shootout Guaranteed Payout

\$5000 To Win

Entry \$250

## LIMITED STREET

- .400 Pro Tree
- Qualified Pro Ladder
- \*MUST WEIGH AFTER QUALIFYING PASSES AND WINNING ELIMINATION ROUNDS, BYE RUN DOES NOT REQUIRE A WEIGH IN\*
- Max tire 275 radial or 28/10.5
- SFI -5 jacket, pants, gloves required
- Engine diaper or IHRA approved belly pan mandatory
- Must have proper safety equipment to meet the requirements of e.t. achieved per IHRA rules
- **CHASSIS**
- No full tube chassis
- Funny car cage recommended
- Fiberglass limited to doors, trunk, hood, fenders, and bumpers. Unless OEM
- Aftermarket bolt-on front clip allowed
- Front suspension components must mount in the factory location
- Must have mufflers (except turbo cars)
- All turn signals and lights must work
- Must have factory frame rails, but back half ok
- Must have carpet and factory looking interior
- No wheelie bars
- Forward facing scoop allowed
- Ladder bars and four-link ok
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- **WEIGHT**
- **Nitrous**
- SB 2850
- SB 15/18 non sva 2750
- SB 20/23 rr 2700
- SB 20/23 sva 2650

- BB 3100 \*Conventional Head SVA only\*
- **BOOSTED**
- 76mm 2950
- 80mm 3050
- 82mm (6cy) 2900 (8cy) 3100
- 85mm or Twin 67 (8cy) 3200
- 88mm (6cy) 3100 (8cy) 3300
- Twin (8cy) 3300
- 76mm Twin (gtr only) 3400
- F1A 2950
- F1C 3000
- F1R 3100
- F1X 3200 \*10.5 only, no 12\*
- YA1 3000
- 8-71 3000
- BB 3400 (conventional SVA head only)
- -50 4150 carb
- -50 4150 intake
- -50 plate system
- -50 leaf springs
- -100 t4 flange unless twin
- -100 stock production block
- -150 8.2 deck motor
- +100 boosted non sva

- \*NO TUNNEL RAMS\*
- \*SINGLE CARB ONLY\*
- \*SINGLE KIT ONLY\*
- \*-6 LINE MAX BIG BLOCK\*
- \*Twin turbo T4 only\*
- \*NO TURBO REDUCERS ALLOWED\*
- WE RESERVE THE RIGHT TO MAKE CHANGES AT ANYTIME IF ANY COMBINATION HAS AN ADVANTAGE!

## LIMITED STREET PAYOUT

Guaranteed Payout

\$1100 To Win

\$200 Runner Up

Entry \$150

## TOP END FABRICATION EASY STREET

- .400 Pro Tree
- Qualified Pro Ladder
- **\*\*MUST WEIGH AFTER QUALIFYING PASSES AND AFTER WINNING ELIMINATION ROUNDS, BYE RUN DOES NOT REQUIRE A WEIGH IN\*\***
- Max tire 275 radial or 28/10.5 no W's
- Stock OEM production block only
- **EASY STREET PAYOUT**
- Guaranteed Payout
- \$1000 To Win
- Entry \$100
- \$100 Runner Up

## BANG STREET

- H Pattern trans only
- 275 or 28×10.5 tire only (can be smaller)

## BANG STREET PAYOUT

- 100% payback of entry
- entry-\$50

## DXP CLASS

### SAFETY

SFI jacket and pants required (requirement needs to meet safety requirements of fuel used)

Engine diaper or IHRA approved belly pan mandatory

Must have proper safety equipment to meet requirements of E.T. achieved per IHRA rules

DXP Street is a heads-up small block V8, small tire class designed for American production vehicles. Small block engines are allowed the use of a single power adder which is restricted to a single spec 4150 style nitrous plate to maintain class parity. Cross breeding of an engine to a different make/manufacturer body is permitted

### BASE WEIGHTS

All minimum weights include the driver

### ENGINE

ABSOLUTELY NO BILLET BLOCKS, HEADS OR INTAKE MANIFOLDS

Small Block V8 Engines only

440 cubic inch max (440-472 ci engines add 50lbs) No Buick, Olds, Pontiac

Standard 23/20 degree or 15 degree cathedral port LS head 2950 lbs

Raised intake runner 23/20 degree or 15 degree square port LS head 3000 lbs Inline valve non-stock valve angle head or LS 12 degree head 3050 lbs Non-inline/Canted valve head 3150 lbs

## **BLOCK**

Any aftermarket cast iron or cast aluminum block permitted. LSX block bolt pattern is permitted for LS based engines. World Products Man-O-War bolt pattern is permitted for small block Ford engines. Billet Blocks prohibited. All blocks are restricted to factory OEM bore spacing and deck height for brand being used

Max deck height for the following: SB Ford 9.500 max

SB Chevy 9.325

LS Chevy 9.240

SB Mopar 9.600

8.2 Ford deduct 100 lbs

## **INDUCTION SYSTEM**

All cars are limited to a dedicated single 4150 opening cast intake and a single 4150 carburetor.

(4 blade, round 1.750 blade). Carburetor must have commercially available cast main body and base plate. Billet metering blocks are permitted. Fuel injection of any kind is prohibited. Injection or introducing Fuel and Nitrous is limited to the Carburetor and Nitrous Plate only.

## **INTAKE MANIFOLD**

Any aftermarket, commercially available, mass produced, single inlet, 4150 carb series, cast intake manifold required. Fabricated, sheet metal, billet, and any tunnel ram intake manifolds are prohibited.

## **NITROUS SYSTEM**

All entries are limited to use one single stage spec plate system (NOS Cheater p/n 12500). Nitrous plate must maintain as shipped, no modification of any part of plate, tubes or fittings will be permitted. Nitrous can ONLY be introduced into the engine from one of the two spray bars in the 12500 NOS Cheater Plate. Nitrous push systems are prohibited. Progressive or timer activation is permitted. The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited. All entries must use only gasoline for the fuel enrichment circuit. All entries are permitted to use a maximum of one 10lb nitrous bottle. Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified. All entries are required to have one continuous #4 (.150 Max ID, hole must be a concentric circle. No other shape allowed such as ovals, diamonds, etc.) nitrous supply line from the nitrous bottle to the engine (shut off valve permitted in the drivers compartment). Maximum length of nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use. Nitrous Purge line must exit outside the engine compartment.

**DXP reserves the right to randomly swap nitrous plates any time during qualifying or eliminations.**

## **METH INJECTION**

Meth injection is prohibited.

## **FUEL**

VP Racing Fuels Gasoline, Q16, C-85, E-85, C12, 16, 23, 45, or NO2 are the only fuels permitted. DXP reserves the right to inspect fuel at any time during competition. Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by DXP. Failure occurs when the sample readings fall outside those tolerances. Alcohol is prohibited.

## **IGNITION**

Battery-operated ignition system permitted. Distributor less (COP) and Magneto ignition systems are strictly prohibited.

## **COOLING SYSTEM**

Any cooling system permitted. Radiators are not required.

## **EXHAUST SYSTEM**

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank. Exhaust may exit underneath car or out of the front fenders but must not affect timing or staging beams.

## **AUTOMATIC TRANSMISSION**

Any OEM style transmission is permitted. Lock-up style transmission and/or torque converters are prohibited. Converter drive transmissions, or transmission dumps and/or any type of fluid management is prohibited. Maximum of 3 forward speeds. Trans brake and electric shifters are permitted. A maximum of 2 wires permitted to the transmission.

## **BODY**

The car must retain its original appearance. Factory roof and quarter panels must be used. Aftermarket fiberglass and carbon/or carbon fiber replacement panels are limited to hood, front fenders, doors, deck-lids, and bumpers only. All front ends cannot be stretched. Aftermarket wings and spoilers are permitted. A hood must be used: scoop or hood must cover the entire induction system. Forward facing hood scoop are permitted. Beam trippers, extenders prohibited. Any aftermarket/modified front bumper/valence cannot extend further out than stock dimensions and must have prior approval from event tech director. No company names or sponsors of any kind on body of the car.

## **ENGINE MOUNTS & LOCATION**

Engine/motor plates and mid-plates are permitted. Engine block and cylinder heads cannot be in contact with the firewall.

## **FRAME**

Stock frame required from the forward edge (closest to the bumper) of shock/strut tower to the Firewall. Front and rear sub frames may be joined together. Forward of shock/strut tower can be. Any questionable modifications must be approved by Event Tech Director prior to event.

## **WHEEL BASE**

Entries must retain stock wheelbase dimensions of + or - 2 inches. Maximum wheelbase variation from left to right is 1 inch.

## **GROUND CLEARANCE**

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

## **FRONT SUSPENSION**

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 retain factory sheet metal attachment.

### **REAR SUSPENSION**

Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

### **TIRES**

All cars must compete on a Mickey Thompson Drag Radial tire with the following sidewall designation P275 60R/15. Part Number 3453

### **WHEELIE BARS**

The use of wheelie bars is prohibited.

### **DXP PAYOUT**

\$1000 Win

\$100 R/up

\$100 Entry