

LDR

LIMITED DRAG RADIAL

2018 CHAMPIONSHIP SERIES



2018 RULEBOOK

LIMITED DRAG RADIAL

DESIGNATION:

The class designation is LDR. All entrants must display this designation on both sides of their car with car number.

CHAMPIONSHIP POINTS SERIES:

LDR will feature a championship points series in 2018 with a schedule of _____ events that will be located on the website for review and selection. At the end of the season, we will select _____ events to tally your points from, if you attend all the events, you will receive a points bonus for season-long support. Entry into the points series is **FREE** for any person who buys a tech card into any LDR event. We ask that you fill out our *Championship Chase Form* found at LimitedDragRadial.com to make our job easier and to ensure no overlapping car numbers making your time at the track easier and smoother. Points will be accumulated from the time you pass the technical inspections process, to qualifying, to the final round of eliminations. Entries will receive 20 points for passing tech, the top five qualifiers will receive bonus points, 10 points per round win (including final round win), 2 points for an event win and 1 point for an event runner-up. 2018 Points Fund will be posted soon with a complete breakdown, also to be found on the class website.

FORMAT:

This is a 1/8th mile, heads up category running on a .400 Pro tree with a professional pairing ladder. This is a single power adder class only!

SAFETY:

All NHRA/IHRA and Local Track Safety rules apply for car and driver, including the use of **an oil retention device and/or engine diaper is MANDATORY**. *Any competitor causing an oil down that does not have an oil retention device will lose 5 points off their 2018 LDR championship points tally.*

BODY:

The car must retain its original appearance, profiles and dimensions. No aftermarket one-piece bodies. OEM door jamb and quarter panels must be used. No modified front ends to achieve maximum NHRA/IHRA overhang, must stay within original body dimensions. Must retain factory body lines with removable composite components as in hood, front bumper, front fenders, doors and deck lid. Any beam tripping devices forward of the bumper are prohibited. Aftermarket front bumpers ("Ex. Snowplows or Valances") cannot have more than 2 inches of overhang over the stock bumper dimensions, failure to abide by this rule will result in disqualification. Aftermarket wings and spoilers are permitted. A hood must be used; scoop or hood must cover entire induction system. Exceptions are throttle bodies or carburetors on naturally aspirated and nitrous oxide assisted engines along with intake manifolds/throttle bodies on boosted engines. Those may protrude through the hood for clearance, if needed. Forward facing hood scoops/turbocharger/supercharger inlets are permitted. OEM/Lexan windows are permitted. Front ends must be within the spirit of the rules and legality is at the discretion of the race director. Firewall must be in the stock location; stock firewall can be modified.

CHASSIS:

Door cars only, no pro mod or full tube chassis. Backhalf style cars are permitted. No Wheelie Bars. Any rear suspension is permitted. Factory front frame rails are mandatory, they can be modified and must extend to the center of the front spindle. Aftermarket front K-Members are permitted, must bolt in the factory location. Factory equipped 'bolt-in' subframe cars are permitted an aftermarket bolt-on front end (Ex., Smith Racecraft) for '62-'74 Nova and '67-'81 Camaro/Firebird, must bolt in. Factory wheelbase for year/make/model must be maintained, (+/- 1 inch). A minimum height of 3 inches from the front of the vehicle to 12 inches behind front spindle center line is mandatory. A minimum height of 2 inches for the rest of the vehicle is mandatory (except for oil pan and headers).

ENGINE/POWER ADDERS:

No cubic inch limit for any naturally aspirated or power adder combination. All engines must have a diaper, belly pan or oil retention device. **Nitrous oxide** is permitted to run any type multi-stage nitrous system with no restrictions. Nitrous entries must have bottle securely contained in a bottle bracket. Maximum bore spacing for all boosted combinations is 5.000 or less. **Turbocharger** combinations are limited to a single turbocharger at an 118mm maximum, small block and big block. Billet engine block and billet cylinder heads combination will carry extra weight addition, addressed below in the weight additions/reductions section. Maximum size on all twin turbocharged combinations are 88mm, small block and big block. Maximum exhaust wheel measurements for 88mm twin turbocharged combinations is 103.5mm, anything over that dimension will be deemed illegal. Turbochargers will be verified by measuring the housing bore at the leading edge of the impeller wheel and must retain the contour of the compressor housing, stepped or clipped compressor wheels are prohibited. Inserts or reducers to achieve inlet or outlet dimensions are prohibited. **Supercharger** combinations are limited to a single centrifugal supercharger at a F3-139 maximum, small block and big block. Maximum size on all twin centrifugal supercharged combinations is base F1X, (F1X-12 is prohibited). Roots superchargers are restricted to a 14-71 maximum. **Screw superchargers are permitted on a small block combination only and must be run on a 275 drag radial, no big tire option. Screw superchargers are prohibited on big blocks, 481X and HEMIs.** Dual power adders are strictly prohibited.

LIMITED DRAG RADIAL

ELECTRICAL:

All entries must be self-starting from inside the vehicle. A master cut-off switch is mandatory on the rear of the car with an on/off sticker. Any electronic ignition system is allowed, see below for weight additions/reductions. Computer/Data Recorders are permitted.

EXHAUST:

Mufflers or inserts are required on all cars except for turbo cars. Exhaust may exit underneath car or out the front fenders/valance but must not affect timing or staging beams.

CO2 SYSTEM AND LINE:

The first TWO feet (minimum) of the line coming from the CO2 bottle must be 1/4" plastic line with push-locks. No braided steel lines direct from the CO2 bottle to ensure no nitrous oxide is being used. Braided steel line may be used after the first two feet of plastic/push-lock line to protect the line running through the firewall and/or around exhaust system.

INTERCOOLER:

Any intercooler is permitted on gasoline combinations only. Must be securely mounted to chassis or mounts with preferred hardware. Water box must be contained in a safe environment with a top to enclose water/ice during the run. Intercooler combined with a methanol fueled combination is prohibited.

TRANSMISSION/DRIVELINE:

Any transmission permitted. Any converter permitted. Lock-Up Transmission/Converter setups are permitted on naturally aspirated and nitrous oxide combinations only, prohibited on turbocharger or supercharger combinations.

FUEL:

Any gasoline, E85 or M1 permitted. M5 is prohibited. No nitromethane or additives.

WHEELS/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. Must stay on the same tire throughout the entire event. This officially makes Limited Drag Radial a DOT tire class in 2018.

LIMITED DRAG RADIAL

WEIGHTS:

All weights are minimum with driver in car.

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. (-50)
- Big Block (5.000+ Bore, No Lockup Transmission) - 2,800 lbs. (-50)
- Big Block (5.000+ Bore, Lockup Transmission) - 2,850 lbs. (-50)

TURBOCHARGER:

- Small Block, Single Turbo - 2,850 lbs.
- Small Block, Twin Turbo - 3,000 lbs.
- Big Block, Single Turbo - 3,100 lbs.
- Big Block, Twin Turbo - 3,225 lbs.

SUPERCHARGER:

- Small Block, Roots - 2,650 lbs. (-100)
- Big Block, Roots - 2,800 lbs. (-100)
- Small Block, Screw - 3,000 lbs. (New)
- Small Block, Single Centrifugal (ProCharger F1 or Equivalent) - 2,775 lbs. (-25)
- Small Block, Single Centrifugal (ProCharger F2 or Equivalent) - 2,800 lbs. (-25)
- Small Block, Single Centrifugal (ProCharger F3 or Equivalent) - 2,825 lbs. (-25)
- Small Block, Twin Centrifugal - 3,000 lbs.
- Big Block, Single Centrifugal (ProCharger F1 or Equivalent) - 3,025 lbs. (-25)
- Big Block, Single Centrifugal (ProCharger F2 or Equivalent) - 3,075 lbs. (-25)
- Big Block, Single Centrifugal (ProCharger F3 or Equivalent) - 3,125 lbs. (-25)
- Big Block, Twin Centrifugal - 3,250 lbs.

WEIGHT ADDITIONS/REDUCTIONS:

- 100 lb. Weight Addition for the 295/65/15 'Big' Tire Option, (MT 3558 or Hoosier 17316DR2).
- 100 lb. Weight Addition for 481X/HEMI or Hemispherical Headed BBC/BBF.
- 50 lb. Weight Addition for Any ALL Billet Boosted (Turbo or Supercharger) Methanol/E85 Combination (Heads and Block), other than HEMI or 481X.
- 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 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 2018 season. ***

Rules from LimitedDragRadial.com