



2014 LSX Real Street Rules

1st Place - \$1000 & Plaque
2nd Place - \$500 & Plaque
3rd Place - \$250 Semis
Misc. - \$75 Quarters

The LSX Real Street class is a heads up class that is designed for GM, LS powered and Bodied cars with a power adder that are running on a True 10.5 wide slick or DOT 275 drag radial tire. GM, LS powered vehicles only. Entries are limited to only one type of power adder.

Class will qualify on a sportsman ladder and will run heads-up using a .400 pro tree. Auto Start. Courtesy Stage. All vehicles must pass a NHRA/IHRA safety inspection for ET and speed.

WEIGHT BREAKS:

All minimum weights are with driver.

POWER ADDER BASE CUBIC INCHES WEIGHT

Nitrous	380	2950
Nitrous	400	3050
Nitrous	420	3150
Nitrous	440	3250
Supercharger	320	3200 (COPO Camaro 5.3 LITER)
Supercharger	380	3200
Supercharger	420	3300
Supercharger	440	3400
Turbocharger	420	3300
Turbocharger	440	3400

Maximum cubic inches for all combinations is 480

If actual cubic-inch is more than base cubic inch listing, there will be a weight penalty of 5.0 lbs per cubic inch assessed to base weights, up to the maximum cubic inch permitted in the class.

WEIGHT ADDER/DEDUCTS:

COPO Camaro - Supercharged entries with whipple 4.0 liter twin screw supercharger—add 100 lbs

GM/PP LSX Iron Block – deduct 50lbs

*4 bolt per cylinder OEM blocks deduct 50 lbs.

OEM composite or OEM style aluminum intakes deduct 25 lbs.

#Sheet metal intakes add 50 lbs.

Dry sumps add 50 lbs.

Turbocharged/Supercharged entries without intercooler deduct 100 lbs.

Air to Air intercooler entries deduct 50 lbs.

OEM Cathedral Port head deduct 100 lbs on Nitrous combos only

OEM operational EFI controllers deduct 25 lbs.

Pusher style Nitrous systems add 25 lbs

10 Degree Cylinder Head add 75 lbs

Ladder Bar combinations add 50 lbs

OEM DEFINITION: OEM refers to (Original Equipment Manufacturer) as in this case GM. If a rule states OEM the rule must be enforced to that standard. Example: An OEM Cathedral Port head would be referring to a GM casting with a GM part number. Same OEM rule does apply to the 4 Bolt Block deduct. Also note that when a rule states OEM "style", the rule is allowing OEM and or aftermarket OEM "style" components to be utilized.

ENGINE:

Must be a GM LS style block. Aftermarket cast iron or cast aluminum blocks permitted. Billet blocks prohibited. *4 bolt per cylinder OEM blocks deduct 50 lbs.

HEADS:

Must be GM LS Based inline valve OEM or aftermarket cast aluminum head. Maximum Valve angle 14 Degrees + or - 4 Degrees Permitted. 10 Degree cylinder head add 75lbs to base weight.

Billet heads prohibited. Canted valve heads prohibited. Valve Angle will be measured by it applicable use.

INTAKE MANIFOLD:

OEM or aftermarket composite or OEM style cast aluminum aftermarket intakes permitted deduct 25 pounds. Cast aluminum carb style intakes permitted. Intake must be generally available and mass produced. Sheet Metal **and or** Fabricated intakes permitted add 50 lbs.

NITROUS OXIDE:

Nitrous Oxide entries are restricted to: a single nitrous jet system, a single nitrous jet, a single 10-lb nitrous bottle. A maximum nitrous jet size is .082-inch for single plate system, and .026-inch for single stage fogger system. Nitrous jet must be as-supplied and non-modified. Nitrous jet internal diameter must be a concentric circle. The use of agents other than nitrous oxide as part of, or mixed in, the system are prohibited. Nitrous oxide may not be used with any other power adder. Nitrous oxide systems must use gasoline only for fuel enrichment circuit. Nitrous push systems permitted.

NITROUS PUSH SYSTEMS: Push systems are permitted. Push systems may only use HPA (High Pressure Air), CO₂, or Nitrogen as a propellant in the PUSH bottle. Air cylinders must be D.O.T. approved and rated for vehicle transport. Air cylinders must be securely fastened in the vehicle in accordance with NHRA & IHRA safety regulations. All other components of the system must comply with applicable NHRA regulations. PUSH BOTTLES MAY NOT EXCEED MAX DIAMETER 5.25 INCHES X 20 INCHES LONG. ALL BOTTLES MUST HAVE CURRENT DOT CERTIFICATION, 3000 PSI MINIMUM. ALL PUSH SYSTEMS MUST CONTAIN A 5000 PSI BURST DISK FOR 3000 PSI SYSTEMS AND OR A 7500 PSI BURST DISK FOR 5000 PSI SYSTEMS. FOR SYSTEMS THAT HAVE THE ON-OFF VALVE LOCATED AFTER THE PUSH BOTTLE AND BEFORE REGULATOR, THE HIGH PRESSURE BURST DISK MUST BE LOCATED BETWEEN THE PUSH BOTTLE AND THE ON-OFF VALVE. FOR SYSTEMS THAT HAVE THE ON-OFF VALVE LOCATED AFTER REGULATOR, THE BURST DISK MUST BE LOCATED BETWEEN THE PUSH BOTTLE AND THE REGULATOR, WITH THE SYSTEM ALSO CONTAINING A 3000 PSI BURST DISK BETWEEN THE REGULATOR AND THE ON-OFF VALVE.

NITROUS WATER INJECTION: Permitted on Nitrous combinations only. Water is the only substance that may be used in this system.

EXTERNAL HEATING: External heating OF BOTTLES BY MEANS DEEMED TO BE DANGEROUS BY NMCA/NHRA ARE STRICTLY PROHIBITED.

SINGLE STAGE NITROUS PLATE: The use of a single stage, bolt on, conventional design & style nitrous plate, with a maximum of 2 spray bars per plate (one nitrous spray bar, one fuel spray bar). Perimeter style and diffuser style nitrous systems permitted. "X" bar or cross bar style nitrous systems prohibited. Progressive systems permitted. Maximum nitrous jet size is .082-inch.

SINGLE STAGE NITROUS FOGGER: The use of a conventional style, single stage nitrous fogger system permitted. System is limited to one nitrous nozzle, and one nitrous orifice per cylinder. Maximum nitrous jet size is .026-inch.

PURGE: Purge system permitted, purge must exit at the cowl area away from inlet area of the hood or scoop. Purge is limited to one solenoid.

NITROUS SOLENOIDS: A maximum of one nitrous, one fuel, and one purge solenoids with a single orifice each permitted for plate system. Single stage fogger system limited to two nitrous, two fuel and one purge solenoids. Were progressive systems are permitted, only one additional solenoid for progressive operation only.

SUPERCHARGERS:

Single Cog or gear driven superchargers are permitted. Entries may use forward facing units vehicles may NOT source air from hole in front bumper or valance. Positive displacement blowers permitted.

PERMITTED SUPERCHARGERS:

The following part numbers are the only permitted supercharger systems & exact units permitted:

Procharger– F1C, F1A, F1, F1D, D1, D1X, D1R, P600, D1SC, P1SC, P1SC-2, P1SC-H

Vortech- YSI, V1, A, B, S-trim, Si-trim, V-3-Si-trim, T trim

Paxton Novi 2000, 2200R, SN, VR4, 1000

Positive displacement superchargers 3.6 or smaller (i ,Whipple, Kenne Bell, Edelbrock, etc.)

(Copo Camaro 5.3 liter – 4.0 Whipple permitted, see weight adders)

TURBOCHARGER:

Maximum size 76.0mm/2.992-Inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbocharger must pass through the turbocharger inlet. Inlet housing is permitted a maximum inlet diameter of 3.072” where the leading edge of the compressor wheel meets the housing. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. 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). Compressor wheel and housing may not be stepped, notched, or clipped. The contours must be continuous features from the inducer to the wheel exducer. Turbocharger combinations may NOT source air from hole in bumper or from valance of vehicle. Exotic material wheels Prohibited. Reducers prohibited.

INTERCOOLER:

Intercooler may be air to air or air to water. Intercooler may not obstruct driver from exiting vehicle. Entries without intercooler deduct 100 pounds. Air to Air intercooler entries deduct 50 pounds.

CARBURETOR:

A single 4150or 4500 style carburetor permitted on all combinations.

FUEL INJECTION:

Fuel injection must be electronic. A maximum of one throttle body permitted. Any size fuel injector permitted. Maximum of 8 injectors permitted. Commercially available plug in chips and stock type add on systems accepted. Aftermarket EFI systems such as Holley, DFI, FAST, etc., are permitted. Laptops of any type are not permitted in vehicle during competition. Methanol Injection Prohibited.

OILING SYSTEM:

Dry sumps permitted, Add 50 pounds..

OIL RETENTION DEVICE : mandatory

EXHAUST:

Exhaust must exit away from the Driver. Fender Exit Exhaust permitted.

FUEL:

Gasoline is the only accepted fuel. Methanol is prohibited.

AUTOMATIC TRANSMISSION:

Only OEM Style automatic transmission allowed. Converter driven planetary transmissions are prohibited. Electric shifters or air shifters are prohibited. Trans Brakes are permitted. The use of

bolt together style Convertors is permitted. The use of exotic materials inside or outside of any style convertor is prohibited.

MANUAL TRANSMISSION: Only T56 and TR6060 manual transmissions permitted. Clutchless models prohibited. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. All transmissions must use either a). As produced, as supplied (unmodified) OEM gears and/or gear sets for transmission used). Gears and/or gear sets may not be utilized from other models. Transmission used is required to have a gear ratio in all gears as offered by the transmission used. Welding or grafting part of one countershaft to part of another counter shaft will not be accepted.

PERMITTED MANUAL TRANSMISSIONS:

Tremec T56-

Tremec TR6060-

SUSPENSION:

Stock style suspension cars only.

Suspension Front: Aftermarket bolt-on replacement front K-members are allowed (if front shocks bolt to K-member then they must be in factory location). For 1974 and earlier model years, OEM strut tower/shock tower may be removed in lieu of installing/using commercially available suspension kit. (IE Heidt, Fat Man, Alston, Smith Racecraft etc) with a 50 pound weight adder. Stock front frame rail required. Front frame rails may be modified or removed 10in forward of the OEM K-member attachment point.

Suspension rear: Mini tubs are allowed. Stock unaltered frame rails required in front sub frame. Stock rear sub frames are required, but outer frame rail portion only may be notched for tire clearance only. When notching stock inboard section of rear frame rails must remain stock, unaltered, and in stock location. Rear frame rails must remain in OEM stock condition in all areas. Four links and back half cars are prohibited. Aftermarket direct replacement components such as: front control arms, rear control arms, front coil over shocks, and rear coil over shocks are permitted. Aftermarket rack and pinion steering permitted. Bolt-on or welded sub-frame connectors, rear sway bars, are permitted on all cars. Ladder Bar suspension permitted. Torque arms are only permitted on cars that came originally equipped from factory (with exception of IRS conversion cars). Cars originally equipped with rear wheel drive Independent rear suspension will be permitted to convert to solid axle and OEM design torque arm i.e., Corvette, GTO, 5th Gen Camaro.

CHASSIS: ALL CARS RUNNING FASTER THAN 8.50 ET MUST MEET APPLICABLE SFI CHASSIS SPEC. Example (SFI 25.5)

WHEELIE BARS: Not allowed. Prohibited.

BODY:

The car must retain its original appearance, profiles, and dimensions.

Factory roof and quarter panels must be used.

Aftermarket fiberglass/carbon replacement panels are limited to hood.

Aftermarket wings and spoilers are permitted.

Complete stock appearing front and rear bumpers are required.

A hood must cover the entire induction system.

Only OEM style Forward facing hood scoops are permitted.

One piece Front Ends, Prohibited.

INTERIOR:

Must maintain stock appearance; including factory OEM Style dashboard, headliner & steering column cover. Floor and tunnel where visible must be upholstered or carpeted. Seats must be upholstered OEM or aftermarket seats in stock location. Rear seat may be removed when roll bar/roll cage are installed; area must be carpeted or upholstered.

WINDSHIELD/WINDOWS:

OEM safety glass or Lexan permitted. Window tint is prohibited forward of the "B" pillar.

STREET EQUIPMENT:

Headlights, taillights and brake lights required. All headlights, brake lights, etc must be on car and not removed for any reason.

TIRES:

275 DOT Drag radial or a 28.0" x 10.5" Bias Ply slick, (no "W" tires permitted) only. Actual measured tread of tire is limited to 10.75 inches. Tire width will be measured by a "go-no go" gauge. Tire width will be measured after conclusion of run at scale area. Tire shaving is prohibited.

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. Vehicles are required to cross scales after each qualifying run and eliminations rounds. Vehicles must be driven to the lanes. Vehicle cannot be towed until it passes the scales.

CLASS SPONSOR DEACAL- GM Performance Parts decal must be installed on lower right side of front windshield.

CONTINGENCY DECALS: Decals are required to appear only on the rear quarter windows or rear window in a clear and orderly fashion. Contingency decals may not be overlapped or modified