



GM High Tech Performance Magazine & NOS - Shut Your Face Race

WEIGHT BREAKS

All minimum weights are with driver.

Nitrous 2900 lbs

Single YSI / F1A/6-71 Supercharger 3050 lbs

Single F1C/8-71 Supercharger 3150 lbs

Single F1R / Xi/10-71 Supercharger 3250 lbs

Single 76mm T6 Turbocharger 2950 lbs.

Single 80mm T6 Turbocharger 3050 lbs.

Single 85mm T6 Turbocharger 3100 lbs.

Single 88mm T6 Turbocharger (Y2K or GT47-88) 3150 lbs

Single 88mm T6 Turbocharger (GT55-88, Pro Mod 88 or =) 3250 lb

Single 88mm T6 Turbocharger (Large Frame 88) 3300 lbs

WEIGHT ADDER/DEDUCTS

Nitrous combinations with more than 1 stage add 100 pounds

4-bolt heads deduct 100 pounds

Single throttle body or carb deduct 50 pounds

Billet block add 50 pounds

Air to Air intercooler entries deduct 50 pounds

Aftermarket rear suspension (Ladder bar) add 50 lbs.

Bias-ply slicks add 50 lbs.

*If one combination appears to have an advantage rules may be changed at the race director's discretion in order to keep a level playing field for all competitors.

ENGINE: Must be a GM LS style block. Aftermarket cast iron or cast aluminum blocks permitted. Billet blocks permitted (using stock LS bore spacing) with weight adder.

HEADS: Must be GM LS Based OEM or readily available aftermarket cast aluminum head. Billet heads prohibited.

CARB/INDUCTION: Any style carburetor permitted. Any EFI system permitted. Any intake manifold allowed, including sheet metal/fabricated manifolds. Any modifications permitted, manifold must be identifiable.

NITROUS OXIDE: Any single or multiple stage permitted. Progressive controllers permitted. Push systems permitted. See weight adder/deducts.

SUPERCHARGERS: Single Cog or gear driven superchargers are permitted. Entries may use forward facing units, vehicles may source air from hole in front bumper or

valance. The Vortech Xi and Procharger F1 are the largest centrifugal superchargers permitted. Can not combine with nitrous.

SINGLE 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; e, g,. The contours must be continuous features from the inducer to the wheel exducer. Exotic material wheels Prohibited. Reducers prohibited. Can not combine with nitrous.

SINGLE TURBOCHARGER: maximum size 85mm/3.346"(-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 3.426" 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; e, g,. The contours must be continuous features from the inducer to the wheel exducer. Exotic material wheels Prohibited. Reducers prohibited. Can not combine with nitrous.

SINGLE TURBOCHARGER: maximum size 88mm/3.465"-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 3.545" 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; e, g,. The contours must be continuous features from the inducer to the wheel exducer. Exotic material wheels Prohibited. Reducers prohibited. Can not combine with nitrous.

INTERCOOLER: Intercooler may be air to air or air to water. Intercooler may not obstruct driver from exiting vehicle. Air to Air intercooler entries deduct 50 pounds.

OILING SYSTEM: Dry sumps permitted.

EXHAUST: Mufflers are not required. Exhaust may exit underneath car away from driver.

FUEL: Gasoline is the only accepted fuel. Methanol/Alcohol is prohibited.

AUTOMATIC TRANSMISSION: Only OEM American automatic transmission allowed. Converter driven planetary transmissions are prohibited. Electric shifters or air shifters are permitted. Trans Brakes are permitted.

MANUAL TRANSMISSION: Factory-style clutch assisted transmissions such as the Tremec T56 or 6060 are permitted. Clutchless transmissions such as the Liberty or Jericho are prohibited.

SUSPENSION: Stock style suspension cars only. Aftermarket bolt-on replacement front K-members are allowed (if front shocks bolt to K-member then they must be in factory location). 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. Torque arms are only permitted on cars that came originally equipped from the factory.

WHEELIE BARS: Prohibited

BODY: The car must retain its original appearance, profiles, and dimensions. Factory quarter panels must be used. Aftermarket fiberglass replacement panels are limited to hood, front fenders, doors, decklids, and bumpers only*. All front ends must be of factory dimensions and cannot be stretched. Aftermarket wings and spoilers are permitted. Complete stock appearing front and rear bumpers are required. A hood must cover the entire induction system. Forward facing hood scoops/ turbo or supercharger inlets are permitted.

*T-top cars may convert to a fiberglass or carbon fiber top.

INTERIOR: Must maintain stock appearance; including factory appearing style dashboard,. 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

STREET EQUIPMENT: Functional headlights, taillights and brake lights required. All headlights, brake lights, marker lights, etc must be on car and not removed for any reason. All vehicles must be driven to the staging lanes, but may be towed back after crossing the scales.

TIRES: All vehicles must compete on a Drag Radial type tire with no larger than the following sidewall designation 275/60/15 or a bias-ply measuring 28x10.5-inches.

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. All vehicles may be towed back after leaving the scales.

GM High Tech Performance Magazine & NOS - Shut Your Face Race Purses:

- Winner: \$2,000 + Plaque + NOS Nitrous Kit + GM High Tech Magazine Feature
- Runner-up: \$1,000 + Plaque
- Semi-finalist: \$400
- Quarter-finalist: \$100 Certificate Good For Any Holley Family of Brands Product