



CORVETTE SHOOTOUT

The Corvette Class is a heads-up class developed for LS powered C1 through C6 Corvettes. Single power adder allowed with weight penalty. Suspension modifications allowed with weight penalty.

All races are on a .500 Sportsman tree. This will be an ALL RUN qualifying format. Vehicles are required to be stock appearing and stock bodied. All vehicles MUST pass NHRA/IHRA safety inspection for ET and speed. A Sportsman ladder will determine running order. Vehicles may be towed to the staging lanes and from the scales.

WEIGHT BREAKS

All minimum weights are with driver. Base weight: c2, c3, c4, c5 is 3200 lbs. c1 is 3000 lbs. Cubic inch: 346-417ci-no added weight, 417-435ci +25 lbs., 436-469ci +50, 470-510ci +75 lbs. Displacement will be verified by using the P&G method.

WEIGHT ADDER/DEDUCTS

- four (4) bolt per cylinder OEM blocks - 50 lbs.
- OEM of aftermarket composite manifold - 25 lbs.
- Hydraulic roller cam - 25 lbs. (inspect after race end)
- Aluminum cast manifolds + 25 lbs. Sheet metal + 50 lbs. -
- Canted valve heads +100 lbs.
- Turbocharged exhaust exiting in front of rear axle + 75 lbs.
- Single stage nitrous + 150 lbs., multiple stage nitrous + 275 lbs. -
- Street supercharger + 150 lbs. -
- Single 88mm with T4 hotside + 250, Twin 61.4 mm +300. -
- Intercoolers: Air to Air + 25 lbs. Air to water + 50 lb.
- +50 lbs for 2 or 3 speed automatics or 4L80-based transmission in c5-c6. -
- Lexan windows permitted + 35 lbs.
- Solid axle (mini-tubs and max tire remain limited) + 75 lbs. in c2-c6. -
- Turbocharged exhaust exiting in front of rear axle + 75 lbs.

ENGINE: Must be a GM LS style block. Aftermarket cast aluminum blocks permitted. Billet blocks prohibited. - 50 lbs. for 4 bolt cylinder head type.

SINGLE TURBO: Maximum size 88.0mm/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. T4 turbine housing. +200 lbs.

TWIN TURBO: 61.4 MM inducer: maximum 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. Up to 61mm +300.

HEADS: Must be GM LS based and readily available. OEM or aftermarket cast aluminum head. Billet heads prohibited. Canted valve heads +100 lbs.

INTAKE MANIFOLD: OEM or aftermarket composite - 25 lbs. Cast aluminum carburetor style intakes permitted +25 lbs. Intake must be generally available and mass produced. Sheet metal intakes permitted + 50 lbs.

NITROUS OXIDE: Nitrous oxide entries with one (1) stage fogger system or one (1) stage plate system + 150 lbs. Multiple stages, add +275 lbs. Progressive controllers permitted. Push systems permitted.

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

- ZR1, LSA, 1900 AND TVS 2300 type Eaton 1900 and 2300 based supercharger. - Magnuson 112 and 2300
 - Harrop 112, 1900 and 2300
 - Edelbrock 2300
 - Whipple 2300
 - Procharger- D1, D1X, D1R, P600, D1-sc, P1
 - Vortech- V1, V2,V3
 - Paxton Novi 2000, SN, VR4, 1000
- +150 lbs.

INTERCOOLER: Air to Air +25 lbs. Air to water +50 lbs.

FUEL INJECTION: Fuel injection only. A maximum of one throttle body permitted. Any size fuel injector permitted. Maximum of 16 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.

OILING SYSTEM: Dry sumps permitted.

EXHAUST: Naturally aspirated must run in accordance with track requirements. Nitrous and Supercharged combinations must run baffled mufflers exiting behind rear axle. Turbocharged exhaust exiting behind rear axle - no weight penalty. Turbocharged exhaust exiting in front of rear axle +75 lbs.

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

AUTOMATIC TRANSMISSION: c1,c2,c3,c4: any OEM American automatic transmission allowed. Converter driven planetary transmissions are prohibited. Electric shifters or air shifters are prohibited. Trans Brakes are permitted. Any Torque converter permitted. c5, c6: GM 4L60/65 no weight penalty, +50 lbs. for 2 or 3 speed automatics or 4L80-based transmission. External transmission braces allowed.

SUSPENSION: Mini tubs are allowed. Stock frame rails required. 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. 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. Transmission, engine, and torque tube braces allowed. C1 Corvette allowed back half, solid rear axle, and any suspension without weight penalty. C2-C6 allowed back half, solid rear axle, and any rear suspension with added weight penalty +75 lbs. Wheelie bars are prohibited.

BODY: The car must retain its original appearance, profiles, and dimensions. Factory roof, quarter panels and doors, must be used. Aftermarket lightweight replacement panels are limited to hood. Aftermarket front and rear bumpers may be used, but must weigh the same as or more than OEM. Aftermarket wings and spoilers are permitted. Only OEM style forward facing hood scoops are permitted. Bumper mounted air intakes allowed.

INTERIOR: Factory style dash and interior/must have carpeting, door panels, headliner if applicable.

WINDSHIELD/WINDOWS: OEM safety glass or Lexan permitted. Lexan +35 lbs.

STREET EQUIPMENT: 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: - FRONT - Front tires must have a minimum tread width of 4.5 inches. Any wheel.

TIRES: - REAR - Rear: a True 28.0" x 10.5 wide slick (no "W" tires permitted) or DOT 275 drag radial tire. Actual measured tread of tire is limited to 10.75 inches. Actual measured tread of all racing slick-type tire is limited to 10.75 inches. For D.O.T. radial tires, maximum sidewall designation permitted is 345mm. 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. Any size wheel and Bead-locks permitted.

BALLAST: Must be NHRA/IHRA approved mounting - Maximum 100 lbs. 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.

ELECTRICAL: Two-step, trans-brakes and line-locks are permitted.

POWER ADDERS: Only one style of power adder permitted.

REAR END: Replacing stock parts (axles, ring/pinion etc.) for strength and safety permitted. C4 c-beam braces and C5/6 torque tube and transmission braces allowed.

EVENT DECALS: Holley LS Fest event decals will be run on all racing entries.

* Event organizers retain the right to modify these rules at any time to promote safety and fairness.

Payouts

Winner \$500 + Plaque

Runner-up \$150

Semi-finalist \$75