

Quick 16 Shootout

Class Overview:

Quick 16 Shootout is a Fast, Loud and Wild class designed to show case the GM LS/LLT Engine, in extreme Door Cars, Dragsters and Altereds all in one Shootout. With Top Sportsman, Top Dragster and Altered type vehicles in a Qualified field with competition conducted in a dial-in et format.

Designation:

Q16 – Or TS, TD.

Racing Format:

16 Car Field - 1/8 mile, Dial-in, staggered start format. Utilizing a .500 FULL sportsman tree. Cross talk will be enabled. Sportsman Ladder, Auto start is in effect. Courtesy staging will be enforced. Dial must be plainly visible from both sides of car.

Competition Lane Choice: Will be awarded to the quicker car in qualifying and all subsequent rounds of eliminations. First round laddered based upon qualifying order.

Weights: No Minimum Weight

1: ENGINE

Engine:

Any GM LS/LLT internal combustion engine allowed with any modification. Only one engine may be used. No cubic-inch limit. Harmonic balancer meeting SFI Spec 18.1 mandatory.

Fuel:

Any Allowed except Nitromethane (M5 Allowed), polypropylene, and/or hydrazine.

Induction:

Carburetors, fuel injection or electronic fuel injection permitted. Two return springs mandatory. Throttle stops prohibited.

Oil Retention System:

All cars must utilize a lower engine oil-retention device

Supercharger:

All supercharged entries may utilize a 14-71 (or smaller) standard or hi-helix supercharger. Screw supercharger prohibited. All cars using 12-71 or 14-71 superchargers must have a SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require a SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Belt guards shielding both fuel and oil lines are mandatory. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Aluminum studs (supercharger-to-manifold) mandatory. Combinations running the OEM supercharger/manifold on the OEM engine blower restraints, burst panels, and aluminum studs are not applicable.

Turbocharger:

The use of single or dual turbochargers is permitted.

Intercoolers:

Intercoolers permitted

Nitrous Oxide:

Permitted on non-supercharged or non-turbocharged entries only.

Throttle Stop:

The use of throttle stops, stutter boxes, etc., to control down track engine rpm is prohibited. Throttle stops are defined as being mechanical, electronic or pneumatic. Throttle stop may be present on vehicle but must be disconnected from all controls.

Throttle linkage:

Throttle must be manually operated by the driver's foot. Starting line controller is permitted.

2: DRIVETRAIN**Clutch, Flywheel, Flywheel Shield:**

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 mandatory. Flywheel shield meeting SFI 6.1, 6.2, or 6.3 mandatory on clutch equipped cars. Engine combination determines the appropriate specifications. See the appropriate SFI specification or NHRA General Regulations for the motor plate and bolting requirements.

Flexplate:

Automatic transmission flexplate meeting SFI Spec 29.1 mandatory.

Flexplate Shield: Flexplate shield meeting SFI Spec 30.1 mandatory. A SFI 6.1 bellhousing is permitted on torque converter assisted planetary transmissions.

Rear End:

Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly mandatory on any vehicle that runs 5.99 and quicker or 240 mph and faster. Independent rear suspension prohibited.

Transmission:

Any transmission may be used. All automatic transmissions must have a neutral safety start switch and reverse lockout device.

Transmission Shield:

A one piece transmission shield meeting SFI Spec 4.1 is mandatory on all automatic and planetary transmissions.

3: BRAKES, STEERING & SUSPENSION**Brakes:**

Four-wheel brakes mandatory with dual master cylinder mounted above frame rails on all entries. Steel brake lines mandatory.

Steering:

If removable steering wheel is used, commercially available quick-disconnect steering wheel adapter meeting SFI Spec 42.1 is mandatory.

Wheelie Bars:

Permitted. Wheels must be non-metallic.

4: FRAME

Chassis:

All cars must use a full frame that meets SFI Spec. 25.1E or SFI Spec. 25.2 that run 7.499 and quicker. Cars running 7.50 and slower must meet applicable SFI Specification (25.1E, 25.2, 25.4, or 25.5) for body/chassis design. Must have current NHRA serialized sticker affixed to the cage before participation.

Ground clearance:

Minimum three inches required from the front of the car to 12 inches behind axle centerline.

Parachute:

Required. Cars running in excess of 200 mph must use dual parachutes with two separate shroud line mounting points using sleeved 1/2-inch bolts. Safety pins must be red-flagged and removed prior to burnout.

5: TIRES AND WHEELS**Tires:**

Must be automotive type, designed for racing.

Wheels:

Each car in competition must be equipped with automotive-type wheels, designed for racing. SFI Spec 15.1 rear wheels with bead locks or liners mandatory on any vehicle that runs 6.50 and quicker or 210 mph and faster.

6: INTERIOR**Window Net:**

Window Net meeting SFI Spec 27.1 mandatory

8: ELECTRICAL**Master cutoff:**

An external master electrical cutoff switch required. If the switch is the "push/pull" type "push" must be the action for shutting off the electrical system, "pull" to turn it on. The off position must be clearly indicated on all cars. See NHRA General Regulations 8:4.

Starter:

All entries must be self-starting with an onboard starter and battery.

9: SUPPORT GROUP**COMPUTER/DATA RECORDERS:**

Computer/data recorders are permitted and must standalone. Only to be used for information gathering purposes.

10: DRIVER**DRIVER**

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level mandatory for cars running 10.00 or slower.

A Valid NHRA competition license is mandatory for cars running 9.99 or quicker, at an NHRA Member Track.
NHRA/IHRA competition license mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the LS FEST class requirements as well as all NHRA safety requirements. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the NMCA and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.