



LATE MODEL HEADS-UP 10.00 INDEX

GENERAL OVERVIEW

Late Model Heads-Up is the quickest Late Model LS, LT(Current Generation), LLT and LQ powered cars in recent production. This class has been developed to give Late Model owners a place to showcase their cars and builds. The rules are simple, each entry must be 2008 and newer. Must be LS, LT(Current Generation), LLT or LQ powered, run on 15 inch or greater diameter wheel and 235 mm or greater DOT tire.

CLASS DESIGNATION = LM

QUALIFYING INFORMATION, LADDER TYPE and TREE

All Run, 1/4 mile, .500 Pro Tree, Heads Up Start, 10.00 Index, Breakout rule applies, Auto Start, Courtesy Stage, Deep Staging permitted.

Class will qualify on elapsed time closest to 10.00 index recorded in the qualifying sessions. The Number One Qualifier will have the first round potential by.

NHRA Pro ladder. If 32 or less car count, class will be laddered first round, paired according to qualifying positions, and then advance to eliminations. If car count is 33+, first round will be random pair with the number one qualifier receiving the potential bye, then laddered for second round off of first round winners positive reaction times.

REQUIREMENTS & SPECIFICATIONS

ENGINE

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Must be powered by a GM 2008 year model or newer LS, LT(Current Generation), LTT or LQ power plant. Any internal modifications are permitted

FUEL

All fuels permitted. Nitro or Polypropylene prohibited.

OIL RETENTION DEVICE:

Diapers Required on 9.99 ET (6.39 = 1/8 mile) and Faster Entries.

POWER ADDERS

Any power adder or combination of multiple power adders permitted.

DRIVETRAIN

AUTOMATIC TRANSMISSION

Any OEM or aftermarket automatic transmission is permitted. The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted.

MANUAL TRANSMISSION

Any OEM or aftermarket manual transmission is permitted.

BRAKES, SUSPENSION & FRAME

BALLAST:

Only 100 lbs. of removable ballast permitted including Weight Box. Must be LS Fest/NHRA accepted type and installed meeting LS Fest/ NHRA Requirements. Loose or Disguised Ballast will result in Disqualification from the Event, regardless of whether the infraction occurs during time trials, qualifying or eliminations. **Laptops in car, are prohibited during eliminations.**

CHASSIS

Stock-type chassis permitted. Stock location firewall required. Stock front frame rails must extend from the firewall to forward suspension mounting points. Starting at firewall rearward, floor and chassis may be replaced with aftermarket components. Full tube-type chassis vehicles prohibited.

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at an NHRA member track.

SUSPENSION

FRONT SUSPENSION:

Stock-type front suspension or stock bolt-in-type replacement front suspension required. Tubular bolt-in front K-members and A-arm kits are permitted. Tubular front suspension components permitted. Coil-over shocks/struts are permitted. Bolt-in front suspension retrofit kits (ex. Heidt's, Fatman, etc) are permitted.

REAR SUSPENSION:

Coil-over shocks and springs permitted for both front and rear suspension. Shocks and spring may be re-located. Standard bolt-on replacement suspension and chassis components are permitted. Ladder bars and/or aftermarket 4-links are permitted. Wheelie bars are prohibited.

TIRES & WHEELS

TIRES

Any 235 mm or greater DOT tire is mandatory.

WHEELS

Any 15 inch or greater diameter wheel is mandatory. Spindle-mount front wheels prohibited.

BODY

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Any domestic or foreign body permitted. Hood required. Lightweight components are limited to hood, front fenders, doors, deck lid, hatches, sunroofs/t-tops/targa tops, wings, ground effects, and bumpers only. Quarter panels must remain as originally manufactured.

ELECTRICAL

BRACET RACING AIDES

Delay boxes, cross-over boxes, or and “react ion-time related” electronic bracket racing aids prohibited in this class. All Electronic Throttle Stops are related throttle-stop type accessories prohibited.

Electronically controlled pneumatic, electric, hydraulic, etc. shifters prohibited.

TWO STEPS

Two-Step Permitted. Two-Step must be foot activated through brake pedal, clutch pedal, or pressure switch. Hand Released Two-Step prohibited.

SUPPORT GROUP

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

- LS Fest Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
- Class Sponsor: Decal must be located on the passenger’s side lower portion of the windshield.
- Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

DRIVER

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.

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

PROTECTIVE EQUIPMENT

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

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 LS FEST 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.