



COPO BATTLE

The Chevrolet Performance COPO Camaro Shootout presented by COPO Parts Direct is the largest annual gathering of COPOs in the U.S. It takes place as part of the NMCA All-American Nationals at Summit Motorsports Park in Norwalk, Ohio, August 25-28, 2022. The Shootout includes COPO Battle and COPO NA Heads-Up class racers as well as COPOs competing in Factory Super Cars.

Pre-Purchase Required Click Link Below:

<https://tickets.theboat.com/NMRANMCA/COPO+CAMARO+SHOOTOUT+%40+NMCA+ALL-AMERICAN+NATIONALS/tickets/event-38977/>

Special Event Features Include: Up-Front Reserved Pit Parking; Early Wednesday Parking (not required); Thursday Test & Tune (additional fee at NMCA registration trailer); Thursday Evening Happy Hour & Free Parts Raffle; Friday & Saturday Luncheons; Custom Winners Circle; Fastest Street Car Magazine Event Coverage...and More!

COPO Battle & COPO NA Heads-Up racers may double enter into either Stock Eliminator or Super Stock Eliminator (additional fee at NMCA registration trailer / must adhere to class rules).

Win: \$3,000 + NMCA Victor Award

R/U: \$1,500 + Plaque

Semis: \$500

Qtrs: \$250

COPO BATTLE RULES

General Description

COPO BATTLE is open to any modern or vintage COPO (tributes & clones welcome) and it runs on an Open Comp Format.

Qualifying Information, Ladder Type, & Tree

All Run, NHRA Sportsman Ladder, .500 Full Tree, Handicap Start. Courtesy Stage.

Laddered first round, paired according to qualifying positions, and then advance to eliminations.

The class will be qualified by positive reaction time in the qualifying sessions. Positive reaction time (r/t) closest to “.000” based on a Pro .500 Tree. “.000” is considered perfect. Any negative r/t (-.001, -1.231, etc.) will be placed at the bottom of the qualifying ladder, the more negative the r/t is, the farther down the ladder the run will be placed. For cases in which identical

reaction times are made, qualifying position will be based on a first-come first served: the first occurring r/t will be placed #1, the second occurrence of said r/t will be placed #2, and so on.

If weather has caused the loss of one or more rounds of qualifying sessions, any entrants not qualified will be required to choose an index of their choice, between 7.40 – 15.70.

Competitor must submit their index to the race director on the last day of qualifying.

Competitors will compete with their chosen index through eliminations.

Any competitors who fail to submit their index on the qualifying day will automatically be assigned a 15.70 index.

SUSPENSION / TIRES / ENGINE / MODIFICATIONS

Copo Tributes / Clones permitted.

Appropriate NHRA Stock / Super Stock Rules apply for each entry.

CHASSIS

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 a NHRA member track.

ET LIMITS

The quickest qualifying ET permitted in this class is 7.50.

The slowest qualifying ET permitted in this class is 15.70.

Any qualifying pass quicker than 7.49 or slower than 15.701 will be disqualified and will not be counted. Competitor will be permitted to re-qualify if additional qualifying rounds are left.

If a competitor makes all Qualifying attempts under the class minimum of 7.50, that competitor will be placed at the bottom of the qualifying sheet and his index will be 7.60 for eliminations.

If a competitor makes all Qualifying attempts over the class maximum of 15.701, that competitor will be placed at the bottom of the qualifying order and his index will be 15.70 for eliminations.

LANE CHOICE

During qualifying and eliminations, it is the responsibility of the competitors to determine lane choice. If the competitors are unable to establish lane choice, a staging official will make the determination in the manner he/she chooses (i.e., coin flip, random choice, faster car, etc.)

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMCA official contingency program, all contingency sponsors' decals must be easily visible and located on the outside of the vehicle, on the rear quarter windows or rear window in a clear and organized fashion. Contingency decals may not be overlapped or modified. Other decals and sponsors may appear on bodywork, front end and on windows. Failure to do so can result in the driver forfeiting all claimed contingencies for that particular event. The NMCA does require all entries to run the following decals:

1. NMCA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMCA Drag Racing Series: Decals (2) must be located on each side of vehicle. Either on the side windows or decals can be located on the body right beside the side windows.
3. Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
4. VP Racing Fuels: Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
5. Aerospace Winners Circle: Decals (2) must be prominently displayed on each side of vehicle. Failure to do so can result in the winning driver forfeiting his/hers Winner's Trophy & Payout.
6. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

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 NMCA 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.