



## 2019 LPS BOMBER RULES

**NOTICE:** No insurance coverage available if driver info card is not on file with complete and accurate information (i.e. social security number, address, zip code, etc.) Driver information cards must be on file before competing and before prize money and points will be awarded. All prize money must be picked up the date of the event. All cars must be stock and in original condition unless otherwise stated below. All cars must start, move forward, and reverse on their own. In case of an accident, refusal of blood test by medical personnel will render track insurance – NULL and VOID.

**All cars are required to have a working RACEceiver.**

The previous weeks feature winner can start no better than 10th place of the following weeks feature.

ASSUMING HE/SHE TRANSFERS THROUGH THE HEATS OR SEMI. *Special events may exclude this rule.*

MINIMUM WEIGHT AFTER RACE 3200 LBS.

**Engine placement is to be not less than 2 1/2" from front of crossmember to centerline of fuel pump.**

**BODY:** American made vehicles with minimum wheelbase of 108". No station wagons, Novas, convertibles, Camaros, Firebirds, Mustangs, or any sports-car type vehicle allowed. No adding to or altering floor pan allowed. Firewalls and floorpans that are pieced together WILL NOT BE ALLOWED. Tying front clip to rear suspension or any added tie-ins to floor pan to build a frame is not allowed. **Stock, steel bodies only. Body must match year and make of chassis. Panel repair must be steel and no higher than horizontal with top of wheel cut out.** No interior decking allowed. No filler panels allowed. No spoilers allowed. Aftermarket plastic noses that

match body type will be permitted. Frame mounted four point roll cage with 3 or more driver's side door bars and 2 or more passenger door side bars with minimum of 1 1/2" diameter and .095" thickness is required. Front roll cage bracing through firewall will be allowed. It is recommended to have 2 rear down braces. Rear roll cage bracing may extend to front of rear bumper. All bars and bracing must be inside body panels. All horizontal roll-cage bracing must be at least 3" above floor pan. All butt welds must be gusseted. All doors must be bolted or welded shut. Stock type bumpers only, unless using aftermarket nose and/or tail. Ends must remain intact. A minimum of 3 driver protection bars of 3/8" is required in windshield in front of driver. No radios allowed. Cars must have stock front & rear firewall. All open holes must be closed with steel, or aluminum. Stock steel unaltered floor pan, firewall, trunk; trunk floor and rear inner fenders must remain. Trunk area may be cut out for frame repair (behind rear axle) and for fuel cell mounting, but MUST have sheet metal from framerail to framerail under the fuel cell. No sectioning, channeling or chopping allowed. Hood must remain in place at all times. No holes in hood allowed. Hood must be stock. A driveshaft safety loop must be mounted within 12" behind front u-joint. Driveshaft must be painted white.

All cars must have chain loops on front and rear bumpers for tow trucks.

**All are required:** Competition type seat and belts. Aluminum racing seat is MANDATORY. Shoulder harness should be at least 3" belt, lap belt at least 3", and a crotch strap (5 point belt assembly) required (BELTS MUST BE DATED 2016 OR NEWER); approved helmet (Snell 2010 or newer). Firesuit and flame retardant gloves are required. Safety equipment must be worn anytime car is on track. Fuel cells only. Fuel tank/cell must be mounted in trunk securely to pit steward's satisfaction. . No lowering of tank/cell below trunk floor, 22 gallon maximum. Firewall between cell and driver is required. If battery is in driver's compartment, it must be completely enclosed in marine-type box with lid.

Car must be clearly and neatly numbered with numbers at least 20" in height on both sides and on roof of car. Numbers must be legible against body colors from passenger side under lights. If scorer's cannot read your number, you will not be scored. This rule will be strongly enforced. No Duplicate Numbers!

**SUSPENSION:** No modifying of suspension or frame. Stock steering components only. No coil racing shocks. No changing of coil suspension to leaf or leaf to coil. No lift bars, pull bars, etc. allowed. No weight jacks. Only one shock per wheel. Shock mount and location optional. Steering quickening devices are optional.

#### **TRAILING ARMS / BUSHINGS**

Original OEM or stock OEM replacement trailing arms that are manufactured to fit the year and make of the frame may be used. Bracing or straps may only be used to add integrity and or longevity to the arm. No other modifications allowed.

Only OEM, stock replacement, or OEM type polyurethane bushings may be used. Altering any part of the bushing is not allowed.

**ENGINE: Must be in original location. Front edge of crossframe to fuel pump centerline is a minimum of 2 1/2".** (GM to GM, Ford to Ford, etc.) No engine plates or torque plates allowed. One carburetor with no more than four barrels. No double pumpers or dual lines. No Predators, etc. Gasoline or E-85 only, no alcohol. No roller cams, no roller rockers or roller tips.



Factory cast iron OEM heads, intake and blocks only. Headers optional (under chassis type only). All oil must remain inside of oil pan, no dry sumps or oil tanks. No electric fuel pumps. No magnetos. MSD type ignition systems are allowed.

Radiator must be in front of engine. All other coolers must be in original location.

**ENGINE CLAIM:** The claim is \$2000.00 + exchange of engine. Claims do not include: flywheel, torque converter, headers, carburetor, starter, fan & pulleys, motor mounts, sending units and switches for oil pressure and water temperature, carburetor adaptor, water pump, distributor, plug wires, fuel pump, or power steering pump. Any driver wishing to make a claim must have taken the checkered flag in the feature and be in the top 5. The claim must be made in cash to the director within 5 (five) minutes after the completion of the feature. The driver must have the claim payment and his/her LPS current/valid license for the bomber class available - a third party cannot provide these items to the claiming driver. No driver can make over 2 (two) claims in the same year. A driver can claim another driver's engine only once during the year. Only the engine of the event winner can be claimed. In case of multiple claims on the same engine, the engine will go to a qualified driver who finished the furthest back in the field on the lead lap.

The motivation behind claiming is to keep the prices affordable and create competitive racing. Any driver making a claim must drive his/her car immediately after the finish of the feature, under its own power, directly to the claiming area. Only drivers and officials are allowed in the claiming area. The feature winner must go to the claiming area immediately following the finish of the feature event. If no driver comes immediately to the claiming area, the winner may proceed to the pits. The claimed engine must be completely removed within 1(one) hour from the time the claim is made. The first sell/no sell or trade of the engine by the driver being claimed is considered binding. Only a qualified driver may claim an engine and only the winning driver may agree to sell. Refusal to sell forfeits all cash, trophies, and points for that night. Any driver refusing to sell his/her engine the first time is suspended from racing at LPS for 1 (one) race. The second infraction for a driver refusing to sell their engine is suspended from racing at LPS for 4 (four) races. Rained out or cancelled races do not count toward suspension time. All claimed engines must be removed from the car at the track. The buyer must examine the engine before removal. Once removal has started, the sale is final. To claim an engine, the claiming driver must have raced at least 1/2 (one-half) of the events at the track where the claim is made or at least the last 4 (four) consecutive feature events at that track. A driver can have his/her engine claimed at any time. No claim can be made against a driver on his/her first night at LPS. LPS officials may claim any engine for inspection at any time.

**TRANSMISSIONS, REARENDS AND BRAKES :** 9" Ford floater rear ends optional. Rear ends may be locked. Rear disc brakes optional, steel calipers and rotors only. Calipers must be produced by American auto manufacturer. After market brake hats will be allowed (rear brakes only). Racing pedals, master cylinders and brake bias adjusters are allowed.

Any OEM transmission will be allowed. Any coupler, converter, or clutch is allowed. Safety blanket, housing, or shield is highly recommended. Race only 2 speed transmissions such as Bert, Brinn, or Race Gator are allowed with a stock style bell housing.

**TIRES AND WHEELS:** Steel wheels only. White spoke or racing wheels is strongly recommended. Bead locks optional. All wheels must have 1" lug nuts for safety. THE ONLY

tires allowed are Hoosier E-MOD, Hoosier Dirt or Super Dirt Stocker or any 70 series DOT stamped tire must pass through a 10 1/2" Hoop. 8" wide wheel max.

All cars are subject to weekly inspection. Illegal cars will not be allowed to run that event. Decision of pit steward and/or officials will be final. Track officials will act upon any situation not specifically covered.

Their decisions are final. All inspections at owners expense. Drivers must take green flag in competition to earn show-up points (exception: see management). Driver will lose all points earned to date if car is found illegal after competing in an event. THERE WILL BE NO PIT FEE REFUNDS. Track insurance carrier accepts and writes our insurance policy under these existing rules. Any deviation of these rules by any team will result in no insurance coverage for that team.