



2023 LPS BOMBER RULES

Notice: No insurance coverage available if driver information is on file with complete and accurate information (i.e. social security number, address, zip code, etc.) Driver information must be on file before competing and before prize money/points will be awarded. All prize money must be picked up the date of the event. In case of an accident, refusal of a blood test by medical personnel will render track insurance null and void.

All cars must be stock and in original condition unless otherwise stated below.

All cars must start, move forward, and reverse on their own.

All cars are required to have a working raceceiver and mylaps transponder.

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 IS 3200 LBS.

Engine location, #1 plug must not be any further back than centerline of upper ball joints.

BODY: 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 front & rear firewall. All open holes must be closed with steel. MUST have sheet steel from frame rail to frame rail under the fuel cell. No sectioning, channeling or chopping allowed. A driveshaft safety loop must be mounted within 12" behind front u-joint. Driveshaft must be painted white. Any factory body style is okay, must have matching nose and tail for body style. Rest of body can be fabricated out of sheet metal, must appear stock with matching body lines. Hood and trunk lid must remain factory size and be made of aluminum sheet. Hood may have a hole for air filter, a 8 inch tall spoiler is okay. Car may be decked from front dash bar forward and rear dash bar rearward, center must remain open. A small PC from passenger door is allowed, 10 inch max width.

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 2020 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, 16 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!

CHASSIS: (Changes implemented 2023) 108 metric frame only, must use stock metric lower control arms and metric spindles only. The 3 piece aftermarket spindles are allowed but must use stock length steering arm. Only factory style inner/outer tie rods, centerlink, idler, and pittman arms. Swedge tube adjusters ok for tie rods. Stock replacement cast iron calipers only. No aluminium calipers. Upper control arms same as before, tube IMCA spec allowed or factory unaltered ones allowed, bolt in upper ball joints only. Stock style rear control arms only. Rubber or neoprene bushings okay. No bearing style. No altering of rear control arm mounting locations. Front upper control arms mounts may be made of plate steel but must retain metric bolt pattern. "X" bracing is allowed, aftermarket floor and firewall okay, must be steel. Firewall must be straight across from frame rail to frame rail, no foot box style.

Rear firewall must go back of rear dash bar, all 4 main points of cage must land factory frame, weight jacks allowed on all 4 corners, rear springs must sit centered on rear end housing.

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.. 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 unless stated within these rules.

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

ENGINE: Engine location, #1 plug must not be any further back than centerline of upper ball joints. (GM to GM, Ford to Ford, etc.) 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. Roller tip rockers are okay, but no full roller rockers or roller cams. 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.

Any cast 23* head allowed. Aluminium intake allowed but no high rise. NO LS ENGINES/ Stock location block mount fuel pumps only, no barrell style. Mid mounts okay, but no mid plates.

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) event for that class. The second infraction for a driver refusing to sell their engine is suspended from racing at LPS for 4 (four) events of that class. Rained out or cancelled events 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 ½" 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.