



## 2017 Fall Classic

### “Bombers 20 seconds Break-out Race”

For the 2017 Fall Classic, the LVMS Bomber class will institute a 20.0 second break out rule. All vehicles competing in this event must have a working transponder and RACEceiver or they will not be scored and disqualified for the event (s). At any time in any event, if a LEADER of the race goes under the 20.0 second mark on MyLaps scoring, they will be black flagged and sent to the infield for

a “Stop and Go Penalty”. The vehicle will enter into the infield in turn 4, once the vehicle makes the “Stop and Go Penalty” it will then proceed back to the racing surface prior to turn 1.

For the first and second offence, competitors may re-enter the track when allowed by the track official administering the “Stop and Go Penalty”. In the occurrence of a third break out violation in the same event, the competitor will be black flagged, the vehicle will then enter the infield and park out of harm’s way and scoring will stop. This rule is subject to change at the discretion of LVMS officials.

It will be the sole responsibility of the driver, not LVMS, their officials or corporate officers to ensure that his or her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation on usage guidelines and adhere to them.

- Eligibility: Any front or rear wheel drive passenger car or pickup truck with a minimum wheelbase of 108 inches. Pickups must be a maximum of 2 doors, no 3<sup>rd</sup> door or crew type cabs. No convertibles, SUVs, limos, hearses or Jeeps. Vehicles with T-tops or sun roofs must have the roof openings filled with sheet metal thickness equivalent to that of the body. Coupe utility vehicles such as El Caminos and Rancheros are legal to compete.
- Body must be complete and stock-appearing. The stock floor pan, front and rear firewalls, rear wheel wells or interior pick up bed and tailgate must remain intact. No cutting, shortening, channeling or chopping allowed. Removal of front fender wells is optional, but cars must have crush panels in place. The top of truck beds may be filled in with steel or aluminum metal material only. Doors must be chained, welded or bolted shut. Added holes or scoops in the hood are not permitted.
- All flammable interior and exterior upholstery material must be removed. Removal of dashboard, gauges and wiring is optional. Aftermarket gauges/tachometer allowed. Heater box assembly may be removed. All holes in the front and rear firewall must be covered with minimum 20-gauge sheet metal. Fire retardant sealant is recommended around any gaps or pin holes.
- Exterior body molding, antennas, trim and lighting must be removed. All sharp edges outside or inside the car must be flattened. Fenders may be trimmed for minimum tire clearance to compensate for racing damage.
- Vehicles with stock hood scoops or any holes must have the opening completely sealed off – no exceptions. Vehicles must have the hood and trunk or tailgate secured shut either by hood pins or equivalent. The hood and trunk must be easily opened from the outside of the vehicle by the safety crew. Tail gates may be welded or bolted shut. Stock, OEM bumpers are required, do not have to be specific to vehicle. Bumpers must be safety strapped or chained to the body or frame of the vehicle.
- All glass must be removed except for the windshield. Lexan windshields of a minimum of 1/8 inch are allowed. Mesh screens with an opening of no more than 1/2 inch allowed. A minimum of one securely mounted metal strap 1 inch x 1/8 inch minimum must run from the top of the windshield to the firewall on the outside of the window, no more than 15 inches from the driver-side A-pillar. Cars with the “Earnhardt bar” are excluded. Drivers of vehicles running mesh type windshields must use a full face helmet and gloves.

- Vehicles must run a NASCAR-style four (4) or six (6) point roll cage constructed out of a minimum of 1.75 inch O.D. tubing with a minimum wall thickness of 0.095 inch. Low carbon or mild steel recommended. A minimum of three (3) complete driver door bars and two (2) complete passenger door bars are required. 1/8 inch plate minimum is recommended between the driver door bars. A windshield bar (Earnhardt Bar) from halo to dash bar is recommended. All roll bars tying into the vehicle, including kickers must connect to the frame. Added bars or plating for the drivers foot box area recommended. All installations are subject to tech approval. Any bar that the driver may come into contact with must be padded.
- No antifreeze allowed in the radiator. An overflow bottle of half-gallon capacity minimum is mandatory. No external cooling devices are permitted.
- Battery must be secured in a leak-proof box in either the trunk or located behind the driver's seat.
- All vehicles must have a clearly-marked kill switch. Must be accessible from either side of the car by the safety crew.
- **Steering column must have a collapsible shaft.**
- Stock fuel tank must be removed and replaced with an approved fuel cell, encased in a 20 gauge minimum steel can. Bladder type fuel cells with steel can permitted. Fuel cells must have a ground strap from the filler neck to the car chassis. Fuel vents must exit the confines of the trunk/bed area. Roll over valves required **on all lines exiting the fuel cell**, all lines must exit the top of the cell. The fuel cell must be located as far forward as possible and centered in trunk compartment. Fuel tank must be secured with a minimum of two (2) steel straps, each direction, no less than 1 inch wide by 1/8 inch thick. Fuel cell cages allowed. Station wagons must install a sheet metal barrier between the fuel tank and the driver's compartment. Pickups and coupe utility vehicles must mount the fuel cell centered side to side, centered over the rear axle. No fuel lines in the driver's compartment.
- Electric fuel pumps must be wired so that the fuel pump is shut off with the kill switch. Metal fuel filters only, no glass or plastic.
- Helmets are required and must be Snell SA2000, Snell M2005, or newer. Helmets must be worn at all times while on the track surface. Helmet must accompany vehicle at time of inspection. Eye protection is mandatory.
- Polyester or nylon clothing is not permitted. **It will be mandatory that all drivers wear a minimum of a SFI 3.2A/1 fire suit jacket.** Gloves are HIGHLY recommended.
- Five point racing safety belts required. Metal to metal buckles are required with 3" shoulder and 3" lap belts. Seat belts must be mounted securely to the roll cage with a 3 years old maximum.
- The use of the OEM seat **is permitted but not recommend.** An approved aluminum racing seat is **"HIGHLY"** recommend for the driver. All seats no matter what type of seat being used must be securely bolted to the cage.
- It is mandatory that all vehicles have a 2-lb. fully charged fire extinguisher. Gauge must be complete and in good operating condition, extinguisher must be securely mounted and accessible within the reach of the driver while fully seat belted in the vehicle.
- A driver's side window net is mandatory. Net must be securely fastened at both the top and bottom, subject to tech approval. Must also have a quick release accessible by track safety crew.
- The use of the factory OEM rear view mirror is permitted; wink type 3 dimensional mirrors are permitted. An additional left side mirror may be used; however it must remain inside the body lines of the vehicle. Subject to tech approval.
- Transponders will be required. Transponder must be mounted on the right rear frame rail 182" back from the front trailing edge of the front bumper. Transponders that are mounted closer than 182" will be docked 2 positions for the race that the infraction accrued.
- No 2-way radio communication for this division is permitted. **RACEceiver is required in all cars.** Cars will not be allowed to compete if the driver does not have a properly functioning RACEceiver. Drivers failing to have correctly functioning RACEceiver during an event are subject to penalties, not limited to loss of points and fines.

#### **Bombers Pay-outs**

1).	\$500
2).	\$250
3).	\$200
4).	\$150
5).	\$100
6).	\$90
7).	\$80
8).	\$70
9).	\$60
10-15).	\$50

#### **Entry Fees**

Car and Driver	\$50
One day crew pass	\$50
Weekend crews pass	\$95