



2019 Bomber Rules

These rules are in effect as of January 1, 2019. This publication supersedes all previous LVMS rule books and rule updates.

LVMS reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there

is a disagreement or dispute regarding the meaning or application of the rules, the decision of the Bullring's Chief Technical Inspector shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of LVMS short track events, and by participating in these events, all participants, guests, crew members and staff are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance, with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. In the event of a serious or fatal injury, LVMS reserves the right to impound race cars for review and evaluation, and may exercise this right at anytime. The Chief Technical Inspector shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LVMS short track events will be governed. LVMS tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules. LVMS officials can and will disqualify a race car in violation of the spirit and intent of these rules.

Note: This class is intended to be a low budget, entry-level class. All competitors must hold a current NASCAR license. No performance or after market upgrades will be allowed, except for those written within these rules. All installations and/or allowed upgrades must be approved by LVMS tech officials. All safety issues must be addressed before the car can be allowed to compete. If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. Illegal components may be confiscated and become the property of LVMS. No part is deemed to have been approved by LVMS by passing through prior technical inspections or by a verbal approval.

All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury; the participants, guest and crew members voluntarily assume these risks at all times.

11-1 BOMBER RULES

11-1.1 GENERAL RULES FOUND IN THIS SECTION OF THE BULLRING AT LVMS RULEBOOK MUST BE MET TO COMPETE IN ANY CLASS AT THE BULLRING AT LVMS UNLESS OTHERWISE NOTED.

11-2 COMPETING MODELS

- 11-2.1** Any North American made, production, passenger car sedans with a minimum wheelbase of 112". Front or rear wheel drive permitted. No rear engine cars of any type, convertibles, pick-up trucks, SUVs, limos, t-tops, sports cars, hearses or Jeeps are permitted.
- 11-2.2** All cars must remain stock for year, make and model per the manufacturer's original specifications. In these rules, OEM means stock for that vehicles production year, make and model. The only exceptions are those contained within these rules. All casting and part numbers must be legible and intact with no alteration. Vehicle Identification Numbers (V.I.N.) must remain clearly visible and unaltered in at least one of the OEM locations. Cars with missing or altered VIN #'s will not be allowed to participate.

11-3 GENERAL BODY REQUIREMENTS

- 11-3.1** Body must be complete and stock-appearing. **All body panels must remain completely stock, minimum gutting of the inner panels; including, but not limited to, the doors, roof, hood, and trunk lid are permitted to meet minimum weight. However, if LVMS officials feel that excessive gutting has taken place to circumvent the minimum weight rule, we will add a weight penalty to that vehicle.** Removal of front fender wells is optional, but cars must have crush panels in place.
- 11-3.2** All flammable interior and exterior upholstery material must be removed, with the exception of the dashboard. Dashboard pad must remain intact. Removal of dashboard gauges and wiring is optional. Aftermarket gauges/tachometer allowed.
- 11-3.3** Exterior body molding, 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.

11-4 FIREWALL

- 11-4.1** The stock floor pan, front and rear firewalls, trunk floor and rear wheel wells must remain intact. No cutting, shortening, channeling or chopping allowed. All holes in the front and rear firewall or floor pan must be covered with minimum 20-gauge sheet metal. Fire retardant sealant is required around any small gaps.
- 11-4.2** Heater box assembly may be removed and any holes left in the fire wall must be covered and sealed.

11-5 HOODS, DOORS, TRUNKS, AND BUMPERS

- 11-5.1** Cars with stock hood scoops or any holes must have the openings completely sealed off; added holes or scoops in the hood are not permitted. The hood must be steel and secured shut with a minimum of 2 hood pins on each front corner, the hood must be easily opened from the outside of the car.
- 11-5.2** Doors must be attached in a manner to prevent opening; welded or bolted shut doors recommended.
- 11-5.3** The trunk lid must be steel and secured shut with a minimum of 2 hood pins. The trunk lid must be easily opened from the outside of the car.
- 11-5.4** Spoilers of any type are not permitted on any vehicle.
- 11-5.5** Stock bumpers are required; however they do not have to match make/model of car being used. Bumpers must be strapped with steel or rubber to the fender/body and chained to the frame of the car. No added reinforcements are allowed. Bumper mounts may be made of solid steel material.

11-6 WINDSHIELD & WINDOWS

11-6.1 All glass must be removed except for the windshield. Lexan windshields of a minimum of 1/8" are allowed. Mesh screens with an opening of no more than 1/2" allowed. A minimum of one securely mounted metal strap 1" x 1/8" minimum must run from the top of the windshield to the firewall on the outside of the window, no more than 15" from the driver-side A-pillar. Cars with the "Earnhardt bar" are excluded.

11-7 CAR WEIGHT

11-7.1 Due to the variations of vehicles used for competition LVMS officials may require any car that is deemed to have a performance advantage to add weight as a penalty. All vehicles must weigh a minimum of 3400 lbs total weight, with 52.5% maximum left side weight. All added weight must be added to the vehicle in equal amounts to the front and rear and be securely bolted to factory frame with a minimum of 2 - 1/2" diameter bolts. Weights must be painted white, have amount of weight of said weight on it, and must have the car number on each piece. Weights must be mounted on the frame between the front firewall and front bumper, and rear firewall and rear bumper. Added weight will not be permitted to be mounted on the bumper. Weight may not be mounted anywhere between the front firewall and the rear firewall (drivers compartment). LVMS officials will determine if added weight is in the proper location and mounted in equal amounts to the front and the rear. (Example: If your car currently weighs 3350 lbs you will have to add 25 lbs to the front frame rail and 25 lbs to the rear frame rail for a total of 50 lbs to meet the 3400 lbs minimum weight.) LVMS officials may determine where all weight will be mounted.

11-7.2 **All vehicles weight will be taken at the conclusion of any event (ie; qualifying, heat race, or feature race), at LVMS officials' discretion. All weights will be taken with the driver, in the driving position (hands on the steering wheel). We will not allow for fuel burn-off and no added fluids to meet minimum weight.**

11-7.3 No mechanical or hydraulic devices for shifting weight permitted.

11-8 FRAME REQUIREMENTS

11-8.1 The frame must remain stock OEM, as produced, with no modifications. This includes, but not limited to, cutting, notching, lightening, moving of suspension points, or frame altering. All frame repairs must have written consent from LVMS officials, any frame rejected by LVMS officials for poor workmanship will not be approved until all necessary changes have been made.

11-8.2 All front clips must be OEM stock, match the body being used, and maintain OEM specifications. No cutting on bottom of cross member. Rear clip may not be modified or reinforced. Cross member must be stock and in stock location.

11-8.3 Added weight of ballast is not permitted unless directed by an LVMS official for penalty. Added weight must be securely mounted to the frame, painted white and clearly marked with the car number. Weight must be mounted within the confines of the engine or trunk compartment only, and must be removable for verification purposes.

11-9 ROLL BARS

11-9.1 All cars must run a minimum of a NASCAR-style 4 point roll cage constructed out of a minimum of 1 3/4" O.D. tubing with a minimum wall thickness of .095". The 4 main cage uprights must be equally centered in the cockpit of the vehicle and fastened to the frame. No offset cages. On unibodied cars; the 4 main cage uprights must be fastened to the floor with a minimum of 3/16" thick plate top and bottom. Plate must be a minimum of 4" square, with at least 4 - 1/2" grade 8 bolts at each location. A minimum of 3 complete driver door bars and 2 complete passenger door bars are required.

- 11-9.2** A windshield bar (Earnhardt Bar), from roof halo to dash bar is recommended. All roll bars, including kickers, must connect to the cars frame, but may not extend any farther forward than the front of the firewall. **It is recommended that the rear kick down bars attached to the frame as far back in the truck area as possible.** A bar to protect the drivers' foot area may be installed. All gaps or holes in floor board must be sealed.
- 11-9.3** Sub-frame (unibody) cars are allowed to have the sub frames tied together by the roll cage only. No other sub-frame connectors of any type allowed.
- 11-9.4** Roll bars must be padded anywhere the driver may come in to contact with the bars.
- 11-9.5** LVMS recommends the installation of steel door plates. When installed steel door plates must be 16 gauge or .060" thickness metal and must be securely welded to the outside of the door bars on drivers' side. Plate must cover the area from the top door bar to the bottom door bar and from the A post to the B post. The plates must be visible for inspection. **Door plates between the left side door bars are mandatory.**

11-10 GROUND CLEARANCE REQUIREMENTS

- 11-10.1** No part of the frame or body shall be lower than 6" with the exception of the cross member at all times, with the driver in the car and in the driving position. The cross member must be no lower than 5" with the frame rails at 6" of ground clearance. Ground clearance measurements will be taken prior to any race and/or after the vehicles complete their races.

11-11 WHEELBASE, WHEELS, AND TIRE

- 11-11.1** Minimum wheelbase is 112". Wheelbase must be within ½" on the opposite side of the car.
- 11-11.2** Tread width measurement can be implemented by track officials at anytime. Only LVMS official measurements are final.
- 11-11.3** 15" DOT radial street legal tires only. DOT racing street tires and recaps of any kind are not permitted. All tires are subject to tech approval. No sidewall smaller than 60 series, ex: 235/60/R15. All 4 tires on car must be the same aspect ratio and must be the same width and diameter. No altering tire by means of softening, siping, grooving, etc allowed.
- 11-11.4** The use of 7" or 8" wide steel wheels only. Reinforced centers of the wheel are recommended. All 4 wheels must have same width and offset. Racing wheels are permitted. Wheel spacers are not permitted. No bleeder type valves permitted.
- 11-11.5** Oversized lug nuts of 1" are required. Wheel studs must extend past the lug nut a minimum of 2 threads. Over sized studs are recommended for the right front minimum.

11-12 STEERING AND SUSPENSION

- 11-12.1** The use of stock OEM, as produced, suspension is mandatory. Control arm/trailing arm bushings may be replaced with a urethane type bushing. Solid bushings are not permitted. Control arms may not be altered from stock OEM in any way. All components must mount in stock location. No after market or non OEM parts designed to lower, widen, correct bump steer or geometry allowed. All cars will be allowed to weld a 2" X 5 ½" diameter extension on the top and bottom spring perch/pocket to assist in keeping the spring in place when lifting the car. No other restraint systems are allowed. The use of suspension limiting straps is prohibited.
- 11-12.2** Aftermarket, stock OEM replacement coil and leaf springs allowed, but must be made of steel. Only one coil spring or leaf pack in OEM location allowed per wheel. No progressive springs. Springs may be heated or cut. The use of adjustable steel coil spring spacers are permitted, however they must be removable. Frame may not be modified to accommodate spacer in anyway, including cutting or welding. No inner coil or load handling type springs allowed. Maximum of 2 coil spring rubbers are permitted per spring. Rear leaf springs must be securely contained and with the stock OEM mountings, leaves may be added or removed. Solid non-adjustable lowering blocks are permitted, only one block per spring.

- 11-12.3** Front sway bars permitted and must be OEM, as produced, per make model and must use stock mounting. Sway bars must be of stock diameter. Right side must be solid OEM mount on lower control arm. The use of all-thread on left side permitted. No rear sway bars permitted. Adjustable sway bars are not allowed.
- 11-12.4** Over-exaggerated camber is not permitted. Maximum of 1" in or out permitted on either side of the car. Camber will be measured on the wheel/rim with a carpenter square; with one end of the square flat on the ground, with other end of the square up against the outer edge of the tire, and then measured to the inner edge of the tire.
- 11-12.5** Magnetic, steel-bodied, sealed, non-adjustable or unaltered shocks only. Shocks may not have the ability to be re-valved, re-bebuilt or modified from its standard design. No coil over, air or remote reservoir shocks will be permitted. No Schrader or bladder type valve allowed. All shocks must use OEM mounting, only one shock per wheel.
- 11-12.6** Shock claim rule: Any competitor running in the day's event may claim all 4 shock absorbers of another competitor following the completion of the event for \$100.00. Claim must be made before the main event starts by giving the tech inspector a sealed envelope with \$100.00 cash. Failure to sell the shocks will result in disqualification from that event and a suspension of the next 3 Bullring Bomber events. The claimed driver will receive the \$100.00 upon removal and delivery of the shocks. Claims will not be accepted the final night of points racing.
- 11-12.7** The use of a stock OEM, as produced, steering system is mandatory. Power steering pumps are optional. Steering wheel must have a minimum of a 2" pad in center of steering wheel. After market steering wheels and quick release steering wheels are optional. Steering column must have a collapsible shaft. Steering must be stock and in stock location. Steering box may not be moved. Steering quickners are not allowed. OEM, as produced, for make, model, and year drag-links only. Outer tie rod ends and inner tie rod ends must be stock OEM, as produced.

11-13 GENERAL ENGINE REQUIREMENTS

- 11.13.1** Vehicles may run any engine option available for that make and must meet OEM, as produced, specs unless otherwise noted within these rules. Engine must match factory brand as produced of chassis being used (i.e.; GM to GM, Ford to Ford). Late model cars with OEM fuel injection may change the engine out to a naturally aspirated earlier model stock OEM engine or convert to a carburetor set up using stock OEM parts and/or as described within these rules. It is recommended that a 3/4" plug be installed in the oil pan for inspections, that access hole must be inline with a connecting rod journal. *If an inspection hole does not exist and an inspection is required, oil pan must be removed or disqualification will result.*
- 11-13.2** All engines are allowed a maximum .060 overbore for rebuild or wear. Any procedures associated with a common rebuild are allowed (must be approved by tech official). The heads, block, and all internal engine parts must remain within stock OEM, as produced, specifications as to size, shape, weight, finish, material, and function, **exception to this rule is the use of Scat 935010 crankshaft. The Scat 935010 crankshaft must remain no lighter than 50 lbs.** No OEM hi performance engines or parts (such as Boss, Bowtie, etc) allowed. No OEM or aftermarket performance engines or parts (such as SVO, GM Performance, Mopar, etc) allowed. All parts must have unaltered casting part numbers. Double roller timing chains are legal.
- 11-13.3** All engines must have at least 14" (inches) of steady vacuum, as checked with a gauge, with engine idling at 800 RPM's at all times. Intakes must have a vacuum port installed for tech purposes if there is not one on the carburetor. The use of an OEM vacuum crankcase ventilation system is permitted with the maximum of a 5/16" hose. **The use of Max Effort, anti pump up, high bleed rate, and/or variable valve timing lifters are not permitted.**
- 11-13.4** Maximum cubic inch/compression ratio allowed for cars with 112" to 118" wheel base are as follows: GM 350 CID .060" over bore, Ford 351 CID .060" over bore, and Dodge 440 CID .030" over bore with a 9.5:1 compression ratio. Cars with a wheelbase over 118" may run any engine CID available for that make, model and year with the cubic inch and compression ratio meeting OEM standards and any OEM carburetion system for that vehicle.

- 11-13.5 GM CYLINDER HEADS:** Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber. Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 462624, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum valve size on **GM** heads is 1.94 inch intake and 1.50 inch exhaust. **FORD CYLINDER HEADS:** Steel only. Must be unaltered OEM from factory. Maximum valve size on **FORD** heads are 1.95 inch intake and 1.55 inch exhaust. The use of roller rockers is not permitted.
- 11-13.5** Stock OEM, as produced, cast iron intake manifold only. No aftermarket units permitted. No altering of any kind allowed. If an OEM cast iron intake manifold was never produced for engine being used, the use of an OEM aluminum intake manifold will be permitted.
- 11-13.6** Engine mounts may be reinforced, strapped, or chained. Engine must be mounted in stock location. Engine cross member and frame may not be altered in anyway.
- 11-13.7** Removal of bolt on components such as smog pump and A/C compressor is optional.
- 11-13.8** LVMS now offer an engine sealing program for all Bomber engines. We will inspect your engine prior/during assembly and seal the engine with LVMS approved seals and you will only be prone to compression inspection and camshaft vacuum inspections. If you are interested in this service please contact Tim Richter. trichter@lvms.com

11-14 CARBURETOR, AIR CLEANER, FILTER, AND FUEL SYSTEM

- 11-14.1** A single Holley 4412 2-bbl carburetor must be used. Carburetor may not be altered in anyway except for the changing of jets or metering valve. Choke horn must be 100% intact and unaltered in anyway; choke plate, shaft, and all linkage must be removed for inspection purposes. Identification numbers must be legible and unaltered. No controlled vacuum leaks. Only Mr. Gasket part #1929, #1933, or #1937 carburetor adaptors are allowed. Carburetor adaptor must have the part number intact and may not be modified in any matter. Maximum thickness of gaskets and Mr. Gasket adaptor #1929, #1933, or #1937 is 1.375". No carburetor spacers allowed. All cars must have 2 throttle return springs.
- 11-14.2** Carburetor claim rule: Any competitor running in the day's event may claim another competitor's carburetor following the completion of the event for \$325.00. Claim must be made within 10 minutes of the completion of the main event by giving the tech inspector a sealed envelope with \$325.00 cash. Failure to sell the carburetor will result in disqualification from that event and a suspension of the next 3 Bullring Bomber events. The claimed driver will receive the \$325.00 upon removal and delivery of the carburetor. Claims will not be accepted the final night of points racing.
- 11-14.3** Aftermarket non-performance air cleaner assemblies allowed, subject to tech approval. All air cleaner elements must be dry paper elements.
- 11-14.4** Only dry, round paper element filters with the maximum diameter of 14" and a maximum height of 3" are permitted for use. All air shall be filtered through the filter element in an even and consistent manner without obstruction. No tubes, funnels, or any device that may control the flow of air is permitted inside of the air cleaner or between the air cleaner and carburetor. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element.
- 11-14.5** Air cleaners may not be removed during practice or competition. Air filter housing must be round and made of metal, gasket or sure seal permitted between the carburetor and the air cleaner.
- 11-14.6** Stock fuel tank must be removed and replaced with an approved fuel cell. Fuel cells must have a ground strap from the filler neck to the car chassis. Fuel vents must have a check valve and must exit the trunk compartment. Roll over valves required.

- 11-14.7** The fuel cell must be located as far forward as possible in the center (side to side) of trunk compartment. No offsetting of the fuel cell. Fuel tank must stay within the confines of the trunk, above the OEM trunk floor. Fuel tank must be secured with a minimum of 2 steel straps no less than 1" wide by 1/8" thick. Fuel cells may be caged with tubing and tied to the frame. Station wagons must install a sheet metal barrier between the fuel tank and the driver's compartment.
- 11-14.8** Fuel line must exit out of the top of the fuel tank only. Fuel lines may run through the driver's compartment, it must be contained in steel tubing and painted red for safety. Fuel line may be wrapped.
- 11-14.9** Stock OEM replacement mechanical fuel pumps only. No electrical pumps. No performance pumps. Metal fuel filters only, no glass or plastic. Only gasoline pump-type fuels only, maximum of 91 octane. No racing fuel of any type is permitted. No fuel additives allowed. No fuel cooling devices of any type.

11-15 ELECTRICAL

- 11-15.1** No aftermarket performance ignition parts allowed, including, but not limited to the coil, cap, rotor, module, spark plugs, plug wires, etc. Any OEM ignition system may be used, but must match make of the engine. Point's ignition may be converted to HEI or OEM equivalent, but is subject to tech approval.
- 11-15.2** Battery must be secured in a leak-proof box in either the trunk or located behind the driver's seat.
- 11-15.3** All cars must have key ignition or a clearly-marked kill switch.

11-16 ENGINE COOLING

- 11-16.1** Stock radiator, or aluminum equivalent, is not to exceed a single pass through core of radiator and must conform to stock specifications and mount in stock location. Mechanical fan and fan shrouds required. Electric fans are not permitted. Must have stock radiator core support intact. Ducting must be of stock OEM design. Exaggerated ducting will not be permitted.
- 11-16.2** A radiator hoop may be installed. It may not exceed past the inner limits of the front bumper, with a maximum of 2 down bars and 2 kicker bars connected to the frame, in front of the upper control arms. All bars must stay within the width of the frame rails.
- 11-16.3** No antifreeze allowed in the radiator. An overflow bottle of half-gallon capacity minimum is mandatory.
- 11-16.4** No external cooling devices are permitted.
- 11-16.5** Must use OEM mechanical water pump and pulley assembly. No aluminum pulleys of any type.

11-17 ENGINE EXHAUST SYSTEM

- 11-17.1** Stock OEM, as produced, cast iron exhaust manifold only. Unaltered log style stock cast iron exhaust manifolds allowed. No center dump type manifolds (ram horn, etc) unless on Chrysler products; or any header tube type exhaust manifolds permitted. No altering of any kind allowed. Only one gasket, maximum .075" thickness, may be used between the cylinder head and exhaust manifold.
- 11-17.2** Exhaust must extend past the driver and exit toward the rear of the car. Exhaust may be single or dual, with a maximum O.D. of 2 1/2". No crossovers, X- pipes, cones, or pyramids are permitted. Any OEM or aftermarket muffler allowed.

11-18 TRANSMISSION AND DRIVETRAIN

- 11-18.1** OEM automatics transmission only, must match make of vehicle being used. All vehicles must have a minimum of 3 forward gears and 1 functional reverse gear. Must be stock as produced OEM design, no internal performance modifications allowed. Reinforcing of mounts allowed.

- 11-18.2** All transmissions must have OEM specifications torque converter.
- 11-18.3** An aftermarket transmission cooler is allowed, must be properly secured in the engine compartment.
- 11-18.4** An aftermarket transmission shifter and linkage is allowed, but is subject to tech approval.
- 11-18.5** Stock driveline must be painted white. Two hoops, located 12" from each universal joint on both ends of the driveline made out of a minimum 2" x 1/8" steel strap are required.
- 11-18.6** Rear differential must be stock OEM. Exceptions: must be open, no locking of any means allowed. No traction control device of any type allowed.
- 11-18.7** A maximum gear ratio of 3.55 is required.

11-19 BRAKES

- 11-19.1** Stock OEM brake assembly and components for the year, make, and model of the vehicle. All 4 brakes must function properly.
- 11-19.2** All brake components must be OEM replacement. No cross-drilling of rotors.
- 11-19.3** Stock OEM proportioning valves, master cylinders and boosters only. No brake shut-off or bias adjusters allowed.

11-20 SAFETY EQUIPMENT

- 11-20.1** 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.
- 11-20.2** Full face helmets are required and must be Snell SA2000, Snell M2005, or newer. All helmets must not show any signs of damage and must remain in good condition. Helmets must be worn at all times while on the track surface. Helmet must accompany vehicle at time of inspection. Eye protection is mandatory.
- 11-20.3** Polyester or nylon clothing is not permitted. Each driver must wear a minimum of a SFI 3.2A/1 fire suit jacket and long pants made of cotton or wool. SFI approved driving gloves are mandatory for all drivers.
- 11-20.4** Five point racing safety belts required. Metal to metal buckles are required on 3" shoulder and 3" lap belts. Seat belts must be mounted securely to the roll cage with a 3 years old maximum.
- 11-20.5** The use of an approved aluminum purpose built racing seat is required for the driver. All seats no matter what type of seat being used must be securely bolted to the cage.
- 11-20.6** 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 with fully seat belted in the vehicle.
- 11-20.7** A driver's side window net is mandatory. Net must be securely fastened at both the top and bottom and must have a clearly marked quick release, subject to tech approval.

11-21 ACCESSORIES

- 11-21.1** No on-board computers, automated electronics, record keeping devices except tachometers. No digital readout gauges allowed.
- 11-21.2** The use of the factory rear view mirror is permitted; wink type 3 dimensional mirrors will be permitted. An additional left side mirror may be fitted; however it must remain inside of the body lines of the vehicle and must meet LVMS official's approval.
- 11-21.3** Transponders will be required. Transponder must be mounted on the right rear frame rail **168"** back from the front edge of the front bumper. Transponders that are mounted closer than **168"** will be docked 1 position for the race that the infraction accrued.
- 11-21.4** 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.