

RUMBLE

GENERAL OVERVIEW:

This is an Index style class designed to show case the GM LS/LLT Engine, for participants wishing to run slower than 11.00 second ets, with no electronics or transbrake permitted.

Any Make/Body vehicle permitted. Must be powered by a GM LS style or LLT (V-6, 5th Gen Camaro) power plant. Dragsters, Roadsters and Altered style cars prohibited. Vehicles are required to be stock appearing and stock bodied. **Rental Cars Prohibited from Competition.**

RACING FORMAT

Index format on .25 breaks from 11.00 – 15.00, .500 Pro Tree, All Run field, Nhra Sportsman Ladder, Handicap Start, Courtesy stage.

Rental cars prohibited.

TIME TRIALS

For LSX Rumble participants there will be 3 scheduled time trials that will run in conjunction with NMCA Heads up classes. During the 3rd time trial session you will be required to declare your index that you will run under during eliminations on Sunday. The Competitor running closest to their declared index in the 3rd time trial, without going under, will be awarded the wait and see bye for 1st round of Eliminations. If a Bye Run is not available in 1st round, it will not carry over to 2nd round and or additional rounds. Bye Runs are determined by the Generated ladder from 1st round winning Reaction times. Once a personal index is claimed it will not be allowed to change for the remainder of the event. LSX Rumble participants are allowed to participate with the Bracket and True Street time trial sessions as well. If you fail to declare your index you will automatically be placed in the “ZZ” index class.

QUALIFYING \ ELIMINATIONS

The class will be an all run class with vehicles randomly paired in the first round. All participants eliminated from first round will be awarded 5 qualifying points. In the second round vehicles will be qualified by positive reaction time (r/t) closest to “.000” based on a Pro .500 Tree from first round. “.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. Class will be laddered according to qualifying positions following the first round, and then advance thru eliminations.

Qualifying points will be awarded to the first round winners. Any negative reaction times will be placed at the bottom of the qualifying ladder, the more negative or faster the reaction time, the farther down the ladder the racer 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 reaction time will be placed #1, the second occurrence of said reaction time packages will be placed #2, and so on. Class will be laddered according to qualifying positions following the first round, and

then advance thru eliminations.

INDEX:

Index classes are out lined as follows:

K/LSX	11.00
L/LSX	11.25
M/LSX	11.50
N/LSX	11.75
ZZ/LSX	15.00
O/LSX	12.00
P/LSX	12.25
Q/LSX	12.50
R/LSX	12.75
S/LSX	13.00
T/LSX	13.25
U/LSX	13.50
V/LSX	13.75
X/LSX	14.25
Y/LSX	14.50
Z/LSX	14.75

BALLAST: Only 100 lbs. of removable ballast permitted including Weight Box. Weight Box must be NMCA/NHRA accepted type and installed meeting NMCA/ NHRA Requirements. Loose or Disguised Ballast will result in Disqualification from the Event, regardless of whether the infraction occurs during time trials, qualifying or eliminations.

TWO STEPS: Two-Step Permitted. Two-Step must be foot activated through brake pedal, clutch pedal, or pressure switch. Hand Released Two-Step prohibited. Transbrakes Prohibited.

BRACKET RACING AIDES:

Delay boxes, cross-over boxes, or any “reaction-time related” electronic bracket racing aids prohibited in this class. All Electronic Throttle Stops and related throttle-stop type accessories prohibited. Electronically Controlled Pneumatic, electric, hydraulic, etc. shifters prohibited.

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.

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/LSX official contingency program, all contingency sponsors’ decals must be easily visible and located on the outside of the vehicle. Failure to do

so can result in the driver **forfeiting** all claimed contingencies for that particular event. The NMCA/LSX requires that all entries 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.
7. CHEVROLET PERFORMANCE DECAL – Chevrolet Performance decal must be installed on lower right side of front windshield.
8. LS Powered Decal: Every non GM bodied car must display LS Powered Decal on both front fenders of car.

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 NMRA 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.