



## RUMBLE

### GENERAL OVERVIEW:

This is an Dial in style class, limited to .25 dial ins between 9.00 – 15.00 designed to show case the GM LS, LT (Current Generation) or LLT Engine, with no electronics and no Trans-brake permitted. Any make/body vehicle is permitted. Must be powered by a GM LS, LT (Current Generation) or LLT style power-plant. Dragsters, roadsters and altered style cars are prohibited. Vehicles are required to be stock appearing and stock bodied. Rental cars are prohibited from competition.

### CLASS DESIGNATION = RUM

### QUALIFYING INFORMATION, LADDER TYPE and TREE

All Run, ¼ mile, NHRA Sportsman Ladder, Pro .500 Tree, Handicap Start, Courtesy Stage.

### CLASS DESIGNATIONS AND INDEX

Dial In format on .25 breaks from 9.00 – 15.00 - Dial ins Permitted as follows:

9.00  
9.25  
9.50  
9.75  
10.00  
10.25  
10.50  
10.75  
11.00  
11.25  
11.50  
11.75  
12.00  
12.25  
12.50  
12.75  
13.00  
13.25  
13.50  
13.75  
14.00  
14.25  
14.50

14.75  
15.00

### **FORMAT**

The class will be an all run class with vehicles randomly paired in the first round. 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. 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.

For Rumble participants there will be 3 scheduled time trials. The competitor running closest to their declared index in the last time trial, without going under, will be awarded the potential 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.

### **REQUIREMENTS & SPECIFICATIONS**

#### **ENGINE**

##### **ENGINE**

**Must be powered by a GM LS, LT(Current Generation) or LLT style power plant.**

##### **OIL RETENTION DEVICE**

Diapers Required on 9.99 (6.39 = 1/8 mile) ET and Faster Entries.

##### **POWER ADDERS & POWERTRAIN**

Any power adder or combination of multiple power adders permitted.

#### **DRIVETRAIN**

##### **AUTOMATIC TRANSMISSION**

Any OEM or aftermarket automatic transmission is permitted. The use of transmission-to-engine adaptors is permitted. Trans-brakes prohibited.

##### **MANUAL TRANSMISSION**

Any OEM or aftermarket manual transmission is permitted.

#### **FRAME**

##### **BALLAST**

Only 100 lbs. of removable ballast permitted including Weight Box. Must be LS Fest/NHRA accepted type and installed meeting LS Fest/ 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. **Laptops in car, are prohibited during eliminations.**

### **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.

## **ELECTRICAL**

### **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.**

### **TWO STEPS**

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

## **SUPPORT GROUP**

### **APPEARANCE**

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

- LS Fest Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
- Class Sponsor: Decal must be located on the passenger’s side lower portion of the windshield.
- Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

## **DRIVER**

### **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.

### **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

### **PROTECTIVE EQUIPMENT**

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (\*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1

head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the LS FEST 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 LS FEST 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.