



## 2012 Bomber Rules

**DRIVER RULE:** Any driver driving in a higher class than Street Stock may not drive in the Bomber class. Any exceptions must be approved by officials.

No drivers may change cars during the race program without the approval of track officials. Car changes and driver changes cannot be made during a race or once the feature race begins. Any drivers who are approved to change cars must start at the rear of the feature.

Same car may NOT be driven in multiple classes in the same night.

### I. General Requirements

- A. Car must be stock street-type passenger car, station wagon, El Camino, or Ranchero. No commercial vehicles, convertibles, or sports cars allowed. Minimum wheelbase of 108". Novas allowed. NO CAMAROS ALLOWED.
- B. Option for full size truck body with V-8 or S-10 with V-8 but must weigh the min. 3400#'s and must run same engine rules as Small Metric Bomber with 2 rochester or 4 BBL quadrajert carb.
- C. Option for S-10 pickups and Rangers with V-6 or 4 cylinder with factory fuel injection with a weight break with a min. weight of 3000#'s, if a 4 or 6 cylinder truck dominates driver will be ask to add weight to that truck. NO BLAZERS OR EXPLORERS.
- D. Option for Late model rear wheel drive OEM Stock fuel injected sedans wheelbase must be a minimum 113 inches.

### II. Body

- A. Car must be strictly stock with a complete steel body. No cutting on body, no holes in hood, and hood may be hulled and must be in place at all times.
- B. All glass, chrome (except bumpers) and interior must be removed. All molding and glass, both inside and outside, must be removed; as well as head lamps, tail lamps, and park lamp assemblies.
- C. Windshield bars and screen – front windshield should have a minimum of four (4) bars 1/4" in diameter, securely mounted 4" on center in front of driver required. Highly recommended: bars across entire front windshield area with a heavy wire screen attached. Screen may be added also. Rear windshield must remain open and unobstructed. Bars must be securely mounted to body; not to any aluminum.
- D. Floor boards and trunk floor must be complete (except for drain holes for fuel-see Fuel Tank).
- E. Doors, trunks and hoods must be bolted, welded or pinned shut in a manner as to not allow the panel to become loose or fall off during the race. Trunks may not be hulled.
- F. Rear fenders must remain in car, but may be cut for tire clearance – maximum 16" from center of rear axle.
- G. Racing seats allowed. All seats will be inspected for mounting and installation. Aluminum (required) seats must be securely mounted. It is recommended that a minimum of 6 3/8" bolts with a steel flat washer of not less than 1 1/2" in diameter be used, and be installed between the head of the bolt and seat. All six (6) bolts should be attached to an approved frame with a minimum of four (4) bolts in the bottom of the seat and a minimum of two (2) bolts in the back of the seat.
- H. Track reserves the right to request any body panel to be replaced should it become a safety hazard.

### III. Weight

- A. Minimum weight – 3400 pounds, with driver, after race. Added weight must be bolted or welded to car, painted white, with car number on weight.

#### **IV. Suspension and Steering**

- A. Suspension parts must remain absolutely stock for that make and model of car. **NO MODIFYING ALLOWED – NO RACING PARTS.** May use aftermarket top a-frame stock replacement tube type only – no offsets. Coil Spring Cars may use any spring, single or dual pigtail spring in the stock location or flat on both end racing springs min. 4 1/2" dia., centered over the rear end housing tube and in the stock upper location with no frame modifications to accommodate springs. No spring spacers fixed or adjustable, no spring shims. Leaf Spring cars must run same number of leafs on both sides, shackles must be OEM length and the same on both sides, no lowering blocks allowed.
- B. Steering system must be complete stock steering for year, make and model, from the steering box to the spindles. May use Sweet type pump with separate reservoir.
- C. After-market steering shaft and quick release steering wheel is allowed.
- D. Quick steer allowed.

#### **V. Bumpers**

- A. Front bumper may be stock, no wider than frame horns. Front bumper may be constructed of 1 1/2" O.D. x .095 tubing, no wider than frame horns. Uprights no wider than the frame horns. Must be maximum of 1 1/2" x .095, 12" overall height, including bumper.
- B. Leading edge of bumper may not extend forward more than stock bumper.
- C. Complete unaltered OEM Rear Bumper, capped to quarter panels with up to 1/4 thick x 6 inch wide plate steel, welded or bolted (optional but recommended). Nerf bars permitted; must be flush with body, **DO NOT** extend past your tires, and capped with no sharp edges. **NO WRAP AROUND BUMPERS.**
- D. Must not have any sharp edges.
- E. Bumpers may be reinforced with two braces between bumper.
  - 1. One (1) single upright loop may be added, between front bumper, for radiator protection. Maximum 1 1/2" O.D. No wider than frame horns, with a maximum height of 12", one brace on each side from the loop to frame in front of core supports.
  - 2. One (1) single upright loop may be added between the rear bumper and trunk, for protection. Maximum 1 1/2" O.D. No wider than the frame horns, with a maximum height above the frame of 8", one (1) brace on each side from the back of the loop to the back of the brace.

#### **VI. Drivetrain**

##### **A. Engine**

- 1. Stock engine for that make only, and in original location. Maximum cubic inches 368. Stock bore and stroke combination.
- 2. Stock cast iron intake manifold only. No aftermarket manifolds. No high rise.
- 3. Stock cast iron exhaust manifolds. Header pipe must be retained.
- 4. Must vacuum check at a minimum vacuum of 15" at 1000 rpm at manifold with track's gauge.
- 5. OEM cylinder heads with open chambers only. No closed chambered heads. No double hump heads. No partial closed chamber. No Vortec heads. No aluminum heads. No special order heads or factory special order heads. Any open chamber, cast iron, OEM factory production, straight plug head is allowed that fits the above and below requirements. Heads may be flat-milled. No angle milling.
- 6. On all GM engines, heads are limited to 1.94" intake and 1.50" exhaust valves.
- 7. Pistons – Flat top or Dish, cast only. No forged pistons.
- 8. Hydraulic camshaft and lifters only. No racing cams allowed.
- 9. Screw-in studs are not allowed. Studs may be pinned. Push rod guide plates are not allowed.
- 10. No porting, polishing, or port matching allowed.

11. Full roller rocker arms are not allowed. Roller tip rocker arms are not allowed. Only stock-type rocker arms are allowed. Poly-locks are not allowed. Stud girdles are not allowed.
12. Stock carburetor for that make only. No double pumpers or dual line. No Holly carburetor on GM cars.
13. No adapter plates.
14. No headers.
15. Muffler and tail pipe may be removed.
16. Stock oil pan or claimer oil pan.
17. No aluminum or titanium components are allowed.
18. Minimum 1" sight plug in the side of the oil pan with a clear line of sight to the crankshaft and rods.

#### **B. Transmission**

1. No standard transmissions.
2. Any OEM automatic transmission is allowed. Unit must be stock and have a full working torque converter; minimum of 11". No direct drivers, valves pumps or bleeder style valve bodies. All forward, neutral and reverse gears must be in working order for all automatics. No powerglides. Car must be able to shift from neutral to forward and reverse while car is idling.
3. Transmission fluid coolers are allowed, but must be mounted in front of radiator or under hood; not inside driver compartment.
4. Driveshafts must be steel and must be painted white. Must have a steel driveshaft loop (360) degrees connected to the frame located within 6" of the front driveshaft u-joint. Minimum size is 2" x 1/4" or Min 1" round tubing. No chain loops allowed as front loops.

#### **C. Rear End**

1. NO 9 INCH FORD unless it came in the car from the factory.
2. Stock for make and model. Any gear ratio allowed (except if running a Ford car and it came factory with a 9 inch the lowest gear can only be 4.56) as long as no altering of housing is required.
3. Axles may be locked together at all times with mini-spool or welded. No posi-trac, limited slip, Detroit locker, full spool, etc.

#### **D. Brakes**

1. All cars must have O.E. M. hubs and brakes, with a minimum of three (3) wheels in working order, four (4) wheel brakes are recommended. Rear disc brakes optional..... with a OEM type rotor like from the front of 96 or so Camaro rotor and a OEM caliper with a bolt on or weld on caliper bracket... (not a racing hat and separate bolt on rotor).
2. Brake test may be held throughout the year.

### **VII. Roll Cage**

- A. Steel roll cage mandatory with a minimum of 1 1/2" O.D. x .120 wall thickness tubing required. Steel plate minimum of 1/4" thick by 12" high outside of doors for driver protection or welded to door bars, at least three (3) side door bars running from the front upright to the rear upright in each door are required (both recommended).
- B. Front and rear roll bars must connect at top. Proper bracing and triangulation on front and rear roll bars is required.
- C. Top bars must be 2" above driver's head.
- D. Must have two (2) braces to front and rear. Bracing can go through the front and rear firewall.

### **VIII. Wheels and Tires**

- A. Steel wheels only 8" wide minimum. Maximum 1" lug nuts on all wheels. Oversized wheel studs recommended.
- B. Tires 60 Series Street tires with D.O.T. numbers.

- C. Asphalt Pulloffs may be used. Grooving Pull-offs O.K. No grooving any other tires (Optional-IMCA Modified Tire with I.M.C.A. Stamp may be used, SSM IMCA or SIMS Hoosier 500's, AR 500's are legal.
- D. Wheel spacers are not allowed with stock studs. Wheel adapters are not allowed.
- E. No beadlocks allowed. No screwing of tires to rims allowed.

**IX. Fuel Tank and Fuel**

- A. Fuel cell is allowed – only one (1) per car. Fuel cells must have a rollover check valve and flapper valve.
- B. Fuel tank must be mounted in trunk. Trunk floor may not be removed, but must have a way of letting gas escape, such as drain holes, in case of a rollover.
- C. Tank must be painted white and have a screw on cap required.
- D. Gasoline only.

**X. Radiator**

- A. Only one (1) radiator. Must be centered in front of engine, in a vertical position with no body modifications.
- B. May add 1 1/2" angle iron from frame to top of radiator with cross bar to fender. Must be behind core support.

**XI. Battery**

- A. Must be securely mounted in a marine-type battery box and covered with sheet rubber or mounted in battery box to prevent acid spilling.
- B. Battery must be able to start car at all times.

**XII. Driver's Restraint System, Helmet, and Clothing**

**A. Seat belts**

- 1. Racing type 5-point seat belts mandatory. All 5-points must be used. Must be securely mounted with 2" bolts and tabs welded to the cage or frame. Must be less than three (3) years old. If the SFI tag is not present or legible, the belts are not legal.

**B. Window Net**

- 1. Window net with quick release is recommended. Nets may be required at a later date.

**C. Helmet**

- 1. Approved helmets only. Full-face Snell 90 or newer and must have Snell sticker clearly visible inside the helmet. M90, M95, M00, SA90, SA95 and SA00 are legal. If the Snell rating is not visible, the helmet is not approved for racing at this track. SA90 or newer is recommended.

**D. Protective Clothing**

- 1. All drivers are required to wear driving suits that are made of fire retardant material, that effectively covers the driver's body (multi-layered recommended). Suit must be in good condition with no holes or tears in suit. Driving gloves and shoes are recommended, but may be mandatory at a later date.

**E. Passenger**

- 1. Passengers will be allowed, but must be outfitted the same as the driver. Passenger restraint, clothing, as well as seating must meet the same requirements as driver.

**XIII. Protest**

NOTE: Protest forms may be picked up and completed at the Front Office.

- A. Engine protest must be presented in writing prior to the start of the A-Feature. Completed protest form must be accompanied with a \$200 cash (only) tear-down fee.
- B. Tear-down fee of \$200 will require the removal of one (1) cylinder head and related components so as to allow measurement of bore and stroke and see piston dome type.
- C. \$50 of protest fee goes to the track, no matter the results of the protest.
- D. Person protesting must take the green flag in the A-Feature that night and be signed into the pits that night.
- E. Only registered car owner in Bomber class with a current registration at this track may protest.

- F. Owners may protest one (1) time in a four (4) week time span on the same car.
- G. First refusal to remove the head for testing will result in the loss of all points and money won that night. Second refusal results in that night's money and all points for the season being lost.
- H. Tear down must be performed within one (1) hour after the completion of the A-Feature for Bomber class.
- I. Track may tear down or inspect any car, anytime, for any rule violation without money or protest fees posted. Violation of ANY rule is subject to disqualification.
- J. Protest Fees:
  - 1. Engine C.I.D.: \$200
  - 2. Wheel Base: \$50
  - 3. Engine Location: \$50
  - 4. Suspension: \$50
  - 5. Drive Train: \$50
  - 6. Carb/Intake: \$50
  - 7. General Rule: \$35 (not disqualifiable)
  - 8. Tire or Wheel: \$35

#### **XIV. Race Rule**

- A. Cars may race in either direction at any given time. Speedway Officials, at the start of each race, will determine the direction of the race.

**NOTE:** Policy rules governing fighting, disorderly conduct, and consumption of alcoholic beverages in Pit Area - See General and Policy Rules. If a fight or altercation takes place, do not go to that pit spot or area. All drivers, pit crew, wives, and or relatives that are in this pit spot will be held responsible for their actions. You may be removed from the entire pit area. **STAY IN YOUR PIT SPOT!**

#### **Disclaimer**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR 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 a participant, spectator or official.

The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.