



Central Arizona Speedway

2022 Bomber Rules

The purpose of this class is to establish a low cost, entry-level form of dirt track racing. The main object is to have a class of cars that is fun and cars that is inexpensive.

IF IT DOESN'T SAY YOU "CAN" IN THESE RULES, ASSUME YOU CANNOT!!!!!!!!!!!!!!

Tech inspector's interpretation of these rules is final!

CAR RULES: All cars must be American-made passenger sedan, hardtops or station wagons, produced within the model years of 1964 through 1987. Cars must remain stock and completely intact with no cutting, gutting, stripping, reinforcing, or modifying, except as specifically outlined in these rules. Camaros, Firebirds, El Caminos, Rancheros, and Mustangs are NOT allowed in this class. If it didn't come off the show room floor on a regular base model (in its purest form), it is NOT legal.

ALL CARS MUST HAVE: All cars MUST have a 4-point roll cage, must be minimum 1 1/2" tubing with a .095" minimum wall thickness. 1 3/4" x .095" tubing is recommended. Roll cage must be welded to frame or bolted to the floor with a minimum of a 6" x 6" plate 1/4" thick with four 1/2" bolts in each plate. All steel tubing must be bent in a manner that doesn't damage or kink the tubing. Any bend in the tubing must be done with a tubing bender and be a continuous length of tubing. No butt welding, brazing, soldering, iron pipe, or square tubing allowed. Cage must be securely supported and braced with good welds. Front & rear loops are not allowed. Cages with major damage must be repaired or replaced. (Subject to tech officials' approval). Anything in question, please ask a tech official. The cage must have three (3) driver's side door bars minimum. Must have A pillar uprights 1 1/4" minimum. 2 rear down bars are allowed and must mount behind the driver and cannot be past the center of the rear end. The rear down bars must be mounted front to back (no angling from one side to the other). The rear down bars must be welded to the frame or bolted to the floor with 6" x 6" plates. **Effective 3-1-2022 Front bars must go in front of A-frames or a full loop must be 1 1/4 x .083 or .095 or 1 1/2 x .083 or .095 Maximum-Minimum. Electric weld or seamless tubing. Rear loop must protect the fuel tank 1 1/4 x .083 or .095 or 1 1/2 x .083 or .095 Maximum-Minimum. Electric weld or seamless tubing.** The cage and welds must meet Central Arizona Speedway tech inspector's safety standards or will not be allowed to compete. Gutting of driver's door is allowed for multiple door bars (3 MINIMUM). NO other gutting allowed. Removal of the passenger side door inner sheet metal or any other metal is not allowed unless specified in these rules. Bars must be mild steel or chrome molly. No gutting, reinforcing or modifying except to mount roll cage to frame. Exception: The Core support may be reinforced with maximum 1" by .095 material. One bar from fender to fender, 2 down bars, and 2 angled back bars that must be in front of the front control arm mounts. Anything that is flammable or could possibly melt smolder etc., on the interior of the car may be removed, dashes are optional. Metal is not one of those items.

Working transponders are required!

FUEL & FUEL CELLS: Pump gas only, with an octane rating of no more than 92 octane with no additives of any kind. RACING FUELS ARE NOT ALLOWED. Racing fuel cells are mandatory, and must be "COMPLETELY" sealed off from driver's compartment with 22-gauge sheet metal. The cell must be centered on trunk floor and must be strapped with 1-inch wide x 1/8-inch-thick flat stock. Must have two straps going up and down and one side to side. Flat fender washers are to be used to mount fuel cell to the bottom of trunk floor. Fuel cell must have a safety flapper valve. Fuel cells without safety flapper valves will NOT be allowed to compete. 22-gallon fuel cell maximum. Fuel cell size will be determined by matching fuel cell dimensions with advertised fuel cell dimensions in catalog. Must have a ground strap from filler neck to a chassis ground. Boat tanks are NOT allowed. Trunk floor must have 2 holes for fire extinguisher access. The holes must be at least 5 inches wide. All stainless, plastic, glass, and die cast trim parts, lights, and moldings must be removed from the outside of the car. Door panels must be removed. Driver's door must be chained or welded shut. Rear seat must be removed. And resulting holes must be replaced by sheet metal (22gauge maximum thickness).

An aluminum racing seat is mandatory. Must use a 5-point harness seat belt (No more than 5 years old) and must be in good shape; no dry rotted / welding burned / torn / frayed etc. seat belts allowed and must be mounted in a secure way. (Subject to approval of Central Arizona Speedway officials). Numbers (16" minimum) clearly painted on both sides and on the roof facing the right-hand side of the car. Bumper straps 2" flat stock x 1/8 thick, (no thicker than 1/8 strap may be used) and must be fastened from the ends of the front and rear bumpers to the frame or rear quarter panels. (All Sharp edges must be removed.) Drive shaft must be painted white. A 360-degree 1-inch x 1/8-inch-thick driveshaft loop mounted towards the front of the driveshaft is mandatory. Battery must be securely mounted. Battery can be mounted in the driver's compartment or the trunk. Must be a dry cell or in an enclosed container when mounted in the driver's compartment. One 12-volt battery per car. Ratchet straps are not allowed to secure battery.

ALL CARS CANNOT HAVE: Exposed glass. All glass MUST be removed (windshields, door glass, rear window, head lights, and tail lights.) Mirrors of any kind are not allowed. Fuel injection, electric fuel pumps, or turbo chargers are not allowed. No modifications or reinforcements of any type. Exception: severe frame damage may be reinforced accordingly. No cattle guards on front or rear bumpers. No recapped tires, tires without tire size numbers on them, or tires with other than regular highway tread allowed. No re-grooved or siped tires allowed. No added weight/ ballast allowed.

A complete windshield screen and a 1" by .095 minimum thickness round or square tube as a vertical driver protection bar placed in the middle of the windshield area are mandatory. A radiator mud screen is recommended. No "Ram Horn" exhaust manifolds in this class. Exhaust system may be removed starting at the trans-cross member. Exhaust must be a stock "y" pipe or 2 single" dual" pipes. No "x" or "H" pipes or aftermarket 2 into 1 exhaust allowed. Headliners and carpet must be removed. Front inner fender wells may be removed. Mister systems are allowed. Maximum 5-gallon plastic tank mounted securely to the floor behind the driver's seat and as close to the driver's seat as possible.

TIRE AND WHEELS: Maximum tire size is 235-70R-15. This means no number larger than 235 in the first set of numerals, no number smaller than 70 in the second set of numerals. No LT or snow tires. "P" rated passenger tires only or must have a street/highway/ non-aggressive tread. (If you have a tire that's in question ask a tech official for clarification). Stock and aftermarket steel wheels are permitted (7"

maximum width). Aluminum wheels are not allowed. All four (4) rims must be the same diameter and have the same backspace. Only wheels with a backspacing in the range of 3" to 4" allowed. Recommend 1" lug nuts. Wheel spacers are not allowed.

TRANSMISSION AND REAR END: Transmission must be automatic and be stock with no modifications and mounted with stock cross member using stock mount. Rear end must be stock and mounted in stock location with the wheel base matching from side to side, ¼ inch tolerance, must have stock trailing arms for make and model being used. An open, locked, or posi-traction rear end will be allowed. Rear disc brakes are allowed but had to come stock on make, model, and year of car being used.

ENGINE: Must be STOCK with stock engine mounts and be in stock location. Gm to GM, Ford to Ford etc. No solid motor mounts. The largest Chevrolet motor allowed is a 360 cubic inch and must run a stock unaltered Rochester 2-barrel carburetor with a throttle bore size no larger than 1 11/16 (1.6875). And must have stock choke flap. Chevrolet motors cannot have aftermarket adapters or adapter plates and require the use of a stock 2-barrel Chevrolet intake manifold and stock unaltered 2-barrel air cleaner/filter assembly.

All other manufactures (Ford, Chrysler, Buick, Olds, Cadillac, etc.) may run up to 500 ci. All motors 400 ci and over must run a Stock unaltered 2-barrel carburetor. Stock unaltered 2-barrel intakes are recommended. A stock unaltered 4-barrel intake can be used with an aftermarket 2 to 4-barrel adapter plate. Mr. Gasket #1933 or Speedway part numbers 135-1933 or 135-1936A are legal with a maximum of 2 gaskets. Gaskets cannot be thicker than ¼ inch. Thickness of spacer and gaskets cannot exceed 1.500". Motors under 400 ci may run a stock unaltered 4-barrel carburetor, intake manifold and air cleaner/filter assembly. All carburetors must have the stock choke flap and run a stock unaltered air cleaner/filter assembly.

Aftermarket valve covers are ok. Distributor must be stock with stock components. Stock steel engine pulleys are required. Aftermarket aluminum radiators are allowed. No roller rockers or roller camshafts allowed. No machining grinding or blue printing of valve head and must have stock valve springs. No altering/ drilling of heads of any kind. No pop up / dome pistons allowed. Camshaft must pass a vacuum gage test and measure no less the 16 Inches Hg (vacuum) at 1200 rpm maximum. Drivers are responsible for having a 3/16 port in the intake manifold to hook up a vacuum gauge. Stock Stroke crankshafts only. No strokers of any kind. GM Vortec or center bolt heads and Fuelie / Camel hump heads are NOT allowed. All motors must use OEM internal parts, no light weight or knife edge crankshafts, connecting rods must be OEM I-Beam style only.

SUSPENSION: Must remain stock. Stock style springs only. Steel racing springs are allowed, front springs that have been cut down or heated to shrink. Must be a minimum height of metric cars 10" and Nova's 11", this is only for front springs. No coil shocks of any kind. No spring spacers, weight jacking devices, or spring rubbers of any kind (factory or not) allowed. No offset control arm shafts allowed. Heating or cutting of stock springs is ok. Must have all 4 brakes in working order. Brake calipers are to remain stock OEM size for make model being used. No line blocking or fluid limiting. OEM rubber suspension bushings only. No Bilstein / qa1 or other racing shocks allowed. Shocks must be unaltered, non-adjustable, stock length, and in stock location with NO modifications. No take apart or serviceable shocks and must NOT be able to disassemble the shocks in any way.

ALL DRIVERS MUST: Have a Snell approved SA2010, SA2015 or SA2020 full face helmet. Helmet Certification tag or tags must be on helmet and visible. (Motorcycle or "M" rated helmets are not allowed.) A SFI-approved full fire suit required, fire retardant gloves, shoes and neck brace (or head and neck restraint) are mandatory. A driver side window net is mandatory and must be in good condition.

Winner of previous main event must start last in his or her next main event.

Understand the track running rules and flags. Know that purposely hitting another car in the driver's door will possibly result in being suspended from this class.

Functional Raceceivers are mandatory at all times on the racetrack!

ENGINE PROTEST: Any Bomber driver competing with a completely legal car may protest an engine by posting a \$125.00 protest fee to a Central Arizona Speedway official. Protested engines will require disassembly as determined by the Tech Official to verify rule compliance.

If engine is legal the protested driver will get \$100.00 and \$25.00 to track or point fund.

If the engine is not legal or the protest is denied: \$125.00 goes back to protester.

If found illegal or protest is denied,

1st time: \$100 fine and no points for the race. And a 1 race suspension at both tracks.

2nd time: \$200 fine and no points for remainder of the season. And a 4-race suspension at both tracks.

3rd time: Driver suspended for the year and forfeits all points and point fund moneys for the season.

ENGINE CLAIMING & CLAIM PROCEDURES:

1. \$1000 and exchange for claim on engine, includes harmonic damper, flywheel, and balancing plates (\$50 goes to wrecker and \$50 to official for each engine).

2. Claim does not include - 1. Transmission 2. Torque converter 3. bellhousing 4. exhaust 5. Carburetor and spacer 6. starter 7. motor mounts 8. oil/temp. sending units 9. air cleaner 10. fan 11. pulleys 12. water pump 13. fuel pump, rod, and plate 14. distributor 15. plug wires 16. water outlet and restrictor 17. breathers

3. Claim rule will not be in effect on first TWO track point nights. Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events. Engine claim rule will not be in effect on season championship night. Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.

4. Driver can only claim one engine during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed.

5. Driver allowed only one claim per event, regardless of outcome. If multiple claims are made on same driver on the same night, the highest finishing drivers claim takes precedent.

6. Top four finishers must report directly to tech area and are subject to claim by any eligible driver finishing fifth on back in feature that is scored on the lead lap. Should any of the INITIAL top four finishers be disqualified, ANY DRIVER ADVANCED INTO TOP FOUR is NOT eligible to CLAIM or BE CLAIMED.

7. Failure to report directly to tech area will result in disqualification, loss of money and points, and the engine is still claimable. Exception: If car is involved in accident or rendered unable to report directly to tech area. Car must be taken to tech area.

8. Driver making claim must drive immediately after feature, under own power, directly to tech area, have correct amount of cash, and notify the tech official which driver's engine he wants to claim. If any of the aforementioned items are not completed properly the claim will be denied.
9. The claiming driver's engine must be in decent condition and deemed usable for racing by the track officials. Engines that smoke, are in bad shape, and are obviously subject to failure will cause the claim to be denied.
10. Only involved drivers and officials allowed in tech area. No communication of any kind between drivers and anyone outside tech area.
11. Only drivers may claim and agree to or refuse an engine claim.
12. Once claim has been made, engines involved in the claim will not be started. The cars should be pushed to where removal and exchange will occur. The exchange is to take place at the track within a reasonable amount of time, at discretion of track officials.
13. Exchanged engines will be inspected to determine legality. If either engine is found illegal, driver with illegal engine is disqualified. If claimed motor is illegal, claiming driver will be given the choice of continuing with the claim. If claiming driver withdraws the claim, he will not be charged with an engine claim and money will be returned. If claiming motor is illegal, the claimed driver will be given the choice to continue with the claim. If claimed driver denies claim, he will keep claiming driver's money and claiming driver will still be charged with the claim.
14. Claiming driver cannot voluntarily withdraw a legal claim without receiving a penalty. The penalty is a fine of \$300 and still being charged with an engine claim.
15. If any driver is caught claiming for another driver, both will be fined \$300 and charged with an engine claim.
16. Drivers are accountable for sabotage. Any sabotage discovered, and VALIDATED by a track official, prior to exchange, will affect the claim as follows: If claimed motor is sabotaged, claiming driver will be given the choice of continuing with the claim. If claiming driver withdraws the claim (due to sabotage) he will not be charged with an engine claim and money will be returned. If claiming motor is sabotaged, the claimed driver will be given the choice to continue with the claim. If claimed driver denies claim (due to sabotage), he will keep claiming driver's money and claiming driver will be charged with the claim anyway. Any sabotage by any team of any motor being exchanged will result in a \$1000.00 fine and a 1-year suspension for that driver. Once engines are exchanged, no sabotage penalties can be issued.
17. Disqualification of claimed or claiming driver will not affect legal claim.
18. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
19. Any driver that completes a legal claim must compete by the second weekly sanctioned track point event, after the claim event at that track, or he/she will be issued a \$1000 fine, a 1-year suspension, and loss of all points and points fund money for the year.
20. NON-TRACK POINT/SPECIAL EVENTS: Claiming is not allowed at these events.
21. Promoter reserves the right to refuse/revoke a claim and or claiming privileges, or deny any claim, if and when deemed necessary (Grudge claims etc. will not be allowed).

22. A driver must participate in at least 70% of Central Arizona Speedway events in order to receive Point Fund Monies and trophies.

CLAIM REFUSAL

1. Denial of engine claim, when claimed within the rules, forfeits all cash, trophies, and contingencies for feature, all points in all divisions for calendar year, loss of right to claim any other driver for 12 calendar months from reinstatement date, and \$1,000.00 cash fine.
2. All fines must be a cash, cashier's check, or money order and be received prior to driver returning to competition. Track may also suspend car for duration of penalty.