

## **Stuart Speedway Bomber Class Rules**

### **CAR AND BODY**

1. 1960 or newer American made passenger automobile with factory steel solid tops. No station wagons, convertibles, front wheel drive or rear engine cars are allowed.
2. 108" wheelbase minimum and equal on both sides, unibodies must be tied rear frame to front frame.

NOTE: No Camaro, Firebird and Mustang allowed.

3. All bodies must be steel and strictly stock, fully in tacked and unaltered. All hoods and trunks must be securely fastened with hood pins. No gutting of hoods and trunk lids. No hood or trunk latches, no chains or bolts are allowed to secure hood or trunk. No aluminum hoods or trunk lids allowed. 6 inch maximum sun visors allowed.

4. No moving or changing windshield posts or quarter panel post. No altering or channeling of the body is allowed. Nothing is allowed to alter the stock appearance such as wings, spoilers, skirts or air scoops.

5. All chrome, glass, upholstery, front and rear seats, lights, mirrors, and chrome must be removed.

6. All doors must be secured shut.

7. Full floorboards must remain intact. Rust holes in the floorboards may not be removed but will be covered with metal. Trunk floor above rear end housing must be removed

8. A full visible metal firewall must separate the driver from the fuel cell and trunk area.

9. Firewall between engine and driver must be in stock position. Any holes in the firewall must be covered.

10. Inner wheel wells front and rear must be stock. If inner wheel wells are plastic they must be removed, if they are metal it is an option on front only.

11. All cars must have a racing seat that is fastened to the roll cage. Bolting to the floor is NOT ALLOWED.

Seat must be no farther back than "B" pillar

12. All stock gas tanks must be removed. A 22 gallon maximum fuel cell in a metal container is required. It must be mounted above the rear frame rails. Four steel straps mounted to the frame on roll cage and fuel cell must secure the tank. Check valve or rollover valve required. Flapper valve required.

13. Drive shaft loop is required and must be constructed of at least 1/4" x 2" steel and should be mounted no more than 6" back from front of the drive shaft. Drive shafts must be stock and painted white.

14. Brakes on all four wheels are required and they must work. No brake shut-off devices are allowed. No rear disc brakes or after market brake petal assemblies are allowed. No aluminum brake drums. Stock master cylinders required and in stock location. All brake components must remain stock and match frame being used.

15. No computers allowed on the car.

16. Overall weight of car must be 3200 pounds. Added ballast must be in front half of car, not in drivers compartment, painted white and mounted with 1/2 inch bolts.

17. OEM steel bumpers must be in stock locations. All bumpers must be capped to fender. No reinforcement of bumpers is allowed.

18. No pipes outside the car except for ¾" x 1 ½" square tubing maximum, length of pipe is from wheel to wheel. This is not required but allowed.

### **DRIVERS EQUIPMENT**

1. Helmet, Snell SA2000 minimum.  
Recommended:  
Snell-rated SA2005 or SA2010 helmet.  
Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage.  
Recommended: Safety belts no more than two years old.  
SFI -approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Roll barpadding is required in the driver's compartment. Recommended:  
Fire retardant padding.
2. Driver's window net mandatory and mounted to roll cage. Three ¼ inch diameter windshield bars in front of driver required.
3. Detachable steering wheel is optional.
4. Car numbers must be 24" in height and 3" wide on sides of the car, number on to proof must be at least 18" in height and 3" wide, car must have at least 4" number on front and back of car so drivers can read.
5. Steering column must be double knuckled or collapsible shaft.

### **SUSPENSION**

1. Must be OEM suspension. No add-on quick steer boxes. No altering or changing suspension or steering. All components must match frame and be in original location.
2. No racing shocks, this includes Bilstein, Afco, Pro, QA1 or any other shock brand exclusively made for racing. Racing springs allowed but must be stock appearing. Rear pigtail springs only, must have pigtails down. Shocks mounted in factory location only
3. No spacers, or chains allowed on suspension.

### **TRANSMISSION-REAR END**

1. OEM automatic transmission with OEM working 11 inch torque converter. (All torque converters will have a drain plug regardless of whether or not it came with a drain plug). Must have 270 degree scatter shield. No couplers. Must have working forward and reverse. No powerglides.
2. Manual transmission must have all gears and a minimum 10 ½ inch diameter single disc clutch.
3. Passenger car rear end only. Ford 9 inch with drum brakes is allowed but must be mounted like stock rear end. Any gear ratio is allowed. May use 10 bolt rear end in metric cars. No truck rear ends. Upper mounts on rear end must be level and lower mounts must be OEM and match frame. Center of rear lower control arm bolts can be no lower than 2.5 inches from the bottom of the axle tube and equal on both sides. No lighting or altering of rear end components. Mini spools allowed

### **WHEELS AND TIRES**

1. 205/70 or 75 passenger car tires 14 or 15 inch. All tires must be the same size.
2. No mud, racing, snow, fancy, exotic, trick gumball tires

- allowed.
3. No magnesium or stock factory wheels allowed. ½" wheel studs are recommended. One inch (1") lug nuts are required.
  4. Maximum 15" x 7" wheel. Right front wheel may be reinforced. No bead locking devices or screws allowed. 2, 3 or 4 inch offsets only
  5. Racing or spoke steel wheels allowed.

### **ENGINES AND CARBURETOR**

1. Engine Restrictions: flat top pistons only. GM cars must be 76cc heads or larger (approved head numbers are-336, 339, 388, 441, 454, 487, 624, 813, 882, 991, 993); Ford cars-no after market heads or SVO heads; Chrysler cars-no after market or W2 heads. 9:1 compression ratio.
2. The engine must appear strictly stock for that model and make and in the original stock location. Stock rubber motor and tranny mounts required. (GM to GM, Ford to Ford) Maximum 360 cubic inch limit for Chevy, 370 c.i.d. for Ford and Chrysler. No after-market ignition. No porting to heads or intake. No angle milling heads allowed. No angle plug heads allowed.
3. Hydraulic Camshaft only 1.5 ratio rocker arm. Must pull 15 inches of vacuum at 1000 rpm with engine hot or cold.(same as 2012 rules)
4. Must have stock cast iron two-barrel intakes. No headers. Must be OEM cast iron exhaust manifold (no porting). No center dump type manifolds. Exhaust must extend past drivers seat, 2 inch maximum inside diameter and remain dual exhaust. No electrical fuel pumps allowed. No pressurized systems.
5. All cars must run with an unaltered two (2) barrel Rochester carburetor with a maximum bore of 1.250 inches in diameter venturi. No spacers allowed. No Holly Carburetors allowed. May remove choke but no other alterations are allowed. No adapter plate allowed, no four-barrel manifolds allowed, no K&N or equivalent air filters. No top flow air cleaners.
6. May run aluminum lower pulley only.
7. Oil pan must be stock appearing. May be altered internally with baffles. No racing oil pans allowed. Must have a 2 inch inspection hole in the oil pan, above oil level and not obstructed to view crankshaft and connecting rods.
8. Pump gas only. racing fuel is legal. No E-85

### **ENGINE COOLING**

1. Larger capacity radiator allowed mounted in the stock position only. Aluminum radiators allowed. No onboard auxiliary systems allowed. No external coolant hoses allowed.

### **ROLL CAGE**

1. A full perimeter four post roll cage with an X-brace in rear and rear kickers must be used. A cross bar in halo required. Roll cage must be securely welded to the frame. Unibody must mount 6" x 6" steel plate to floor and the cage must be mounted to the plate.
2. Minimum 1.666" outside diameter and .095" thick tubing for cages and door bars. Three door bars on each side must be used with three braces between bars. . Steel door plates, 18 gauge or .049-inch minimum thickness metal, must be securely welded to

outside of door bars on driver's side. Plate must cover the area from the top door bar to the rocker panel and from the rear down post, to six inches in front of the seat. Must be visible for inspection.

3. Full front hoops are allowed in engine compartment. Maximum 1.75 inch tubing allowed on front hoops. Two bars can be used to protect the radiator. If bars are used for radiator protection it must be behind bumper, no wider than the frame rails and the pipes cannot be larger than 2 inch O.D. and minimum size of 1.75 inch O.D.

4. No square tubing or galvanized pipe is allowed in making roll cage.

5. Fuel cell protection bar must be mounted from frame rail to frame rail. The bar is mounted no higher than the fuel cell and inside the trunk area. The maximum size pipe is 1 3/4".

6. Inner door panels may be removed to accommodate the roll cage only.

7. "X" bracing frame is optional

Stock tranny cross member required if frame is not "X" braced No reinforcing of frame anywhere

Stock unaltered spring pockets

8. Car must have tow hooks or chains both front and rear.

### **BATTERY**

1. The battery box must be mounted to the floor behind the seat or in the trunk area.

It must be enclosed in a marine type box or a metal box if mounted in driver's compartment. Positive post of battery must be covered.

If it is not legal for an IMCA Hobby Stock it will not be legal for this class.

### **ENGINE CLAIM**

1. Must be a paid and registered member of BVR.

\$500.00 cash claim on engine, \$50.00

cash must be given to the wrecker to pull engine.

2. Must have raced three consecutive nights before a claim will be allowed.

3. The claim driver will have the option of the \$500.00 cash or an engine exchange.

4. Claim does not include the following flywheel, clutch, pressure plate, bell housing, exhaust manifolds, carburetor, starter, motor mounts, sending unit switches for water and oil pumps, fan and pulley, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, and plug wires.

5. 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.

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

7. Driver making claim must drive immediately after feature, under own power, directly to claim area located in the infield at the track.

The claiming driver must turn off his engine and be pushed to the tech area. Driver must have correct amount of cash. Driver may not claim without correct amount.

8. Claim must be made to official immediately after feature. No communication of any kind

between drivers and anyone outside claim area.

9. Only driver may claim and agree to sell or refuse. In case of multiple claims on same item, drawing will be held to determine outcome. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded claim.

10. Once claim has been made and accepted, engine should not be started and car should be pushed to where removal will occur (both cars are to be pushed with exchange claim).

Under certain circumstances, engine may be started at discretion of officials.

11. Any driver voluntarily withdrawing a legal claim will be charged with the claim. If exchange option is chosen by claimed driver, claiming driver can not withdraw claim, if so, claiming driver will be issued refusal penalty.

12. All claimed items must be removed at the track, within a reasonable amount of time (at discretion of track officials) and must leave the track under possession of claiming driver. If any driver is caught at the track claiming for another driver, both will be issued the claim refusal penalties in that division.

13. Any sabotage MUST be discovered during engine removal. Drivers are accountable for sabotage and will result in same penalty as engine claim refusal in that division. IF SABOTAGE IS DETERMINED by official, claim will be disallowed and money returned to claimer. Once engine is released to claiming driver, no sabotage penalties will be issued.

14. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.

15. Any driver that completes a legal claim must compete at the next weekly sanctioned track point event at that track or he/she will be issued the claim refusal penalties in that division.

16. NON-TRACK POINT/SPECIAL EVENTS: All engine claim cash amounts in each division increase \$500, with "OR EXCHANGE" option added.

17. Promoter may claim, for proper dollar amount, any claimable item at any time, unless that driver has made a legal claim in that event. Any promoter directly affiliated with a car in competition (at their track) forfeits right of promoter claim.

Driver claim takes precedence over promoter claim.

18. During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. If declined, claim is not charged on card. Additional penalties may apply, depending on infraction.

19. During any exchange claim, both items exchanged must be legal. If any claimed item is found illegal, driver with illegal item is disqualified. Driver with legal item has option to accept or decline claim. Additional penalties may apply, depending on infraction.

20. Stuart Speedway reserves right to revoke claiming privileges, or deny any claim if and when deemed necessary. Stuart Speedway reserves right to claim, for proper dollar amount, any claimable item at any time.

### **CLAIM REFUSAL**

1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature and all track points for the calendar year.

2. Any driver refusing a claim, when claimed within rules, regardless of reinstatement

with BVR, loses right to claim any other BVR Bomber driver for 12 calendar months from reinstatement date.

3. First refusal will also result in driver being suspended for 14calendar days from the Bomber class. Second refusal will result in driver being suspended from the Bomber class for 30 days.

5. Top four finishers must report directly to the tech area. At this time an engine claim can occur by any driver finishing in the fifth position on back in the feature. Any driver that is lapped by the fourth place car is not eligible to make an engine.

6. No driver can claim more than two engines during that racing season.

7. No driver can claim more than one engine from the same driver during that race season.

**TECH OFFICIALS WILL HAVE THE FINAL DECISION ON ALL  
INTERPRETATION OF CLASS RULES!!**