

2017 BOMBER RULES

CARS/BODIES: Any year or model rear wheel drive American production car. All cars to remain stock in all aspects and must have complete stock body. Must have factory front and rear bumpers or manufactured bumper comparable to stock. Can run aftermarket nose and hood, but must be stock appearing. No mirrors or reflecting devices of any kind. All glass, chrome, trim molding, etc. that may fall off must be removed. Front windshield must be removed and replaced with a gravel screen with minimum 3 support bars. Gutting of inside panels and front inner fenders will be allowed. Must have stock floor pan, fire wall in stock location and complete from bumper to bumper. All doors must be bolted or welded shut. Rear firewall is required between driver compartment and fuel tank. Trunk must be secured down. Seat must be mounted in front of the original door post. Cars must be numbered with large legible numbers on both sides and top. Numbers should be in contrasting colors. Spoilers 5" high, max 60" wide allowed.

ENGINE - External parts must be OEM & stock in all aspects. Stock steel blocks only. Cast iron heads only (see head number rules). May use OEM intake manifold or Edelbrock Performer 4 barrel intake manifold. Chevrolet part #2101 or #2116, Ford part #2121 or #2181 or Chrysler part #2176. No Performer RPM or air gap manifolds. Headers allowed. Engine must remain in stock location second spark plug even or in front of ball joint. Oil pump in stock location and OEM. No roller cams. 602 Crate motor with 4 barrel carb is allowed. Racing harmonic balancer allowed.

Heads - GM: Any stock GM head except bowtie vortec heads allowed.

Dart - 10320010 or 10311112

World Products - 011250 or 012150

RHS 12319 or 12320

EQ CC200BA

Bowtie 034

Standard Vortec

FORD: Any stock Ford Head

World Products - 053040 or E351 or Roush 200

RHS- 35302

SVO- N351 or N352

CHRYSLER: Any OEM factory production Chrysler heads allowed with inline valves (no canted valves) no larger than 2.04-inch intake and 1.70-inch exhaust. No W-2 or aftermarket heads allowed. Chrysler may use OEM rocker arm bars.

No aftermarket head other than listed above allowed.

FRAME - Minimum wheelbase of 108 inches and must be stock for the body. Frame must match the

body make (i.e. metric frame, metric body) must be stock in all aspects, no cutting, moving, or shortening allowed exception 1980 or newer Ford frame can be shorted to min of 108" wheel base to accept newer body. No weight jacks or weight transfer devices of any kind. Radiator brace allowed. Lead weight may be added, but must be painted white with your car number and bolted to the frame in a safe manner. Quick steers allowed. Steering components must be stock and remain in stock location.

CARBURETOR - 2 barrel or 4 bbl. with vacuum secondary.

TRANSMISSION/CLUTCH - Car must have workable OEM clutch or torque converter. No aluminum flywheels or mini-clutches. No aftermarket transmissions, no direct drives.

SUSPENSION - No traction devices of any kind, torque arms, etc. One stock type shock only per wheel and shock and spring must be in stock location. No weight jacks. Sway bars OEM and in OEM location. Aftermarket upper A-arms allowed if using aftermarket must have IMCA stamp for metric cars. Non adjustable spring spacers allowed.

TIRES - American Racer KK704 tires, 8" or 10" asphalt take offs. No street tires. One bead lock allowed on right side only.

REAR ENDS and DRIVE LINES - Rear ends may be locked. 8" or 9" Ford may be used in all car makes. GM must run GM suspension, Ford on Ford, etc. No ratchet or locker rear ends. Suspension mounts must be OEM and remain in OEM location. Rear disc brakes allowed. No Aluminum parts. Floaters allowed. All drive shafts must be painted white and numbered with your car number.

FUEL - No methanol and no electric pumps or pressure system. Racing fuel cell mandatory. Fuel cell must not hang below center of rear end housing. Must be enclosed in metal can.

STARTER - Must be in working order.

OIL PANS - Extra capacity oil pans are permitted. No dry sumps allowed. Oil pump must mount in stock position.

ROLL BARS - Four bar roll cage required and must be frame mounted, min of three bars in driver's door. Roll cage must be cross braced. Cage must be min of 1½" tubing with min. wall thickness of .095. Front and rear hoops allowed. Must have a .049 steel door plate. 2 bars in right side door. 2 down bars from top rear of roll cage to frame. Left leg door brace recommended.

IGNITION - Must be stock type, no aftermarket distributors. One 12V battery mounted in protected position and securely fastened.

EXHAUST –Headers allowed, pipes must extend behind drivers compartment. Mufflers optional.

WHEELS - Any 8" or 10" steel racing wheel. Bead lock on right rear only. No wide fives.

BRAKES - Must lock up all four wheels and may be checked for on track function by temperature gun.

Master cylinder and booster may be replaced with any single master cylinder, aftermarket or OEM.
Pedal must remain in stock location. No brake bias or proportional valves allowed. No shut off valves.

SAFETY - Driver safety is a must, must have window net, racing seat belts (in date) bolted to frame and roll cage, racing aluminum seat, fire extinguisher (dry chemical only), driver must wear racing suit, gloves, neck brace or hans system, helmet must be Snell 90 or SA 95 rating or better.

RADIATOR - Radiator and transmission coolers must be mounted under the hood, aluminum allowed.

WEIGHT - 3000 lbs min with driver.