

Bombers:

1. BODY:

- a) Only American manufactured cars and/or full size "uni-body" type cars will be permitted. Sports car chassis for the Chevrolet Camaro / Pontiac Firebird and/or the Ford Mustang will be permitted.
- b) All vehicles must maintain a minimum of one hundred eight (108) inch wheelbase.
- c) Frames may be patched with flat stock four (4) inches beyond repaired area only. Frame between rear bumper and rear spring pocket may be replaced with a piece of tube.
- d) No boxing of frames.
- e) No skinning of sheet metal other than driver's door, front passenger's door, hood, and trunk lid. Hole may be cut in hood to allow for air breather clearance.
- f) May run mud deflector or rear opening hood scoop for air cleaner no more than two (2) inches high. Air cleaner cannot be higher than mud deflector.
- g) All skinned doors must have door bars.
- h) Dash may be removed if replaced with a bar 1 ½ inches .090 wall tubing tied in with roll cage.
- i) May cut hole in trunk pan so fuel can get away from interior of vehicle in case of fuel cell rupture. Hole can be no larger than eight (8) inches over the width and length of fuel cell.
- j) Front wheel wells may be removed. If it unbolts, removal is permitted.
- k) Fender, door panel, and quarter panel can be replaced with sheet metal beginning four inches (4") from top body line. No flat panel.
- l) Stock appearing body line required.
- m) No other metal can be cut from body.
- n) No fuel cells allowed in interior of vehicle. Stock floorpan and trunkpan must remain intact except as mentioned above.
- o) Outer fenders may be trimmed for tire clearance only. No skinning of rear wheel wells. Tires must fit under vehicle.
- p) Front grill area, both fiberglass and plastic, may be replaced with flat plastic/sheet metal or aftermarket nose pieces. Both body and

frame must be completely stock other than the above mentioned areas.

- q) No frame alterations of any kind. No cutting, no notching, no sectioning, etc. No grafting other make and model front stubs allowed. No exceptions!
- r) Stock front and rear bumpers for make and model only.
- s) Bumpers may be replaced with round or square tubing no more than two (2) inches OD and .125 wall. Replacement bumpers must be in stock location and end of bumper must curve toward the tire. End of bumper cannot curl back and connect to the side of the frame. Side support is allowed on tube bumper if connected to tube in front of frame horn. Tube end must remain open for measuring purposes. Support tubing from the roll cage to the bumper is not allowed.
- t) All glass, window regulators and flammable materials such as seat, head liners, plastics, carpeting, etc. must be removed. Doors, hoods, and trunk lids must be secured so they will not open on impact. Hood pins permitted on hoods and trunks.
- u) Stock firewall must be unaltered and in stock location. Must have rear firewall of aluminum or steel the full width of vehicle.
- v) Car and pick up interior must be open. No cockpits allowed. Hood pins allowed.
- w) No moving of body forward, backward or side to side allowed.
- x) May run rear spoiler no more than four (4) inches high and no more than forty five (45) degree angle measured from rear deck. No rear scoops allowed. No exceptions!

2. ROLL CAGE:

- a) Roll cage must be at least four (4) point 1 ½ inch .090 wall tubing with driver side door protection. Refer to general rules for side door protection.
- b) Roll cage must be built in such a way so as not to collapse in the event of a rollover.
- c) Rear hoops required for protection of fuel cell and must be tied in with main cage.
- d) Front hoop tied to main cage is highly recommended or one bar for radiator protection tied to chassis. Front hoop or bar and rear hoop must be inside of grill and trunk panel and not visible on outside of

car.

3. **SPRINGS AND SUSPENSION:**

- a) Must be stock type spring for make and model vehicle. No alteration of springs allowed.
- b) Springs and suspension must be mounted in original stock location.
- c) No lowering blocks, weight jacks, spacers, etc. allowed. Only one spring per wheel.
- d) No traction devices of any kind allowed. No lift bars, pull bars, traction bars, track bars, panard bars, ladder bars, etc. stock or otherwise allowed.
- e) No torque link between transmission and rear end. No torque link bars of any kind allowed, stock or otherwise.
- f) Only stock OEM-type bolt-in upper ball joints will be permitted. Must be stock dimension and stock location.
- g) Aftermarket upper "A" frames allowed. Lower "A" frames must be stock. Front spindles must be stock for cars.

4. **SHOCKS:**

- a) Aftermarket shocks allowed, no more than 50/50 ratio.
- b) No coilovers, sliders, or adjustable, etc. allowed.
- c) No aluminum shocks allowed.
- d) Only one shock per wheel mounted in original stock location for make and model of vehicle.

5. **BRAKES:**

- a) Stock brake pedal or aftermarket brake pedal with one master cylinder allowed.
- b) All pedals must remain in original stock locations.
- c) No aluminum component allowed other than OEM master cylinder. Only one master cylinder allowed.
- d) No drilling of brake rotors and no single disc rotors allowed.
- e) Right front brake can have a shut off valve if shut off valve is located under the hood.
- f) No controls of any kind in vehicle interior.

6. **STEERING:**

- a) Must be stock for make and model of vehicle.

- b) No aluminum allowed. No alteration of any kind allowed. Must be located in original stock location.
- c) No tilt steering columns allowed.
- d) May be replaced with straight steering column or steering shaft with a minimum of two (2) universal joints in steering shaft between firewall and steering box.
- e) Quick disconnect steering wheels allowed.
- f) Must be stock tie rods and ball joints.
- g) No tube tie rod, heim joints or aftermarket drag links allowed.
- h) No rack and pinion, no center point, etc. allowed. No exceptions!
- i) Steering quickeners allowed.

7. REAR END:

- a) Stock production rear end or Ford nine inch (9") rear ends.
- b) Floaters allowed.
- c) Tires must remain inside fenders and quarter panels.
- d) Rear end must be locked or spool.

8. WHEELS AND TIRES:

- a) Aftermarket steel wheels, stock steel wheels, or wagon wheels allowed and must be no wider than eight (8) inches.
- b) Wheels can be reinforced. 60- series tires allowed.
- c) DOT street tires only.
- d) No screwing tires to wheels, no racing tires, no studded tires, or recaps. No off-road tires of any kind allowed.
- e) Grinding and any other alterations not allowed.
- f) All wheel weights must be removed.
- g) Wheel studs on right side must be 1/2" minimum and must have oversized nuts on all four (4) wheels.
- h) Beadlock allowed on right rear only.

9. ENGINES:

- a) Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc.
- b) Stock production cast iron engine and heads only.
- c) Engines must be mounted in stock location. Solid mounts or tie down chains acceptable.
- d) No setbacks allowed.

- e) No factory performance heads such as Chevrolet small block angle plug heads, bowtie, double hump heads, Ford SVO, etc. allowed.
- f) Guide plates for push rods allowed.
- g) Aluminum valve covers and aluminum water pumps allowed. Steel or aluminum pulleys allowed.
- h) No aftermarket heads of any kind.
- i) No porting, polishing or pocket porting.
- j) No deburring of any kind on heads or manifolds.
- k) Screw-in or pinned studs allowed.
- l) No racing engines or parts, super chargers, turbo chargers, nitrous oxide, alcohol, nitro, etc.
- m) All engines must be stock stroke.
- n) Chevy engines must use 5.7 rods only.
- o) No fuel injection or computers allowed.
- p) Engine must be naturally aspirated. Stock mechanical fuel pump only and must be block mounted and in stock location. No roller cams, roller rockers, or roller tip rockers. Rockers must be stamped steel only.
- q) No stud girdles allowed.
- r) Raised crank case breathers allowed. Screw in studs, aftermarket rod bolts, lifter valley pan allowed.
- s) Stock or aftermarket starters allowed. No solid lift cams allowed.
- t) Valves can be no larger than 1.94 intake and 1.50 exhaust.
- u) Flat top pistons only with a minimum of two (2) valve reliefs will be allowed in all engines. No dish or dome pistons allowed.
- v) All Chevrolet 400 motors and all big block motors are not allowed.
- w) No machining beyond valve seat.
- x) No factory high- performance engines allowed.
- y) No mini starters allowed.
- z) Factory stock harmonic balancer only. No aftermarket of any kind.

10. INTAKE AND EXHAUST MANIFOLDS:

- a) Stock production cast iron 2-barrel or 4-barrel intake manifold only. No high rise manifolds, stock or otherwise allowed.
- b) No bowtie, aftermarket, etc. allowed.
- c) No porting, polishing or deburring of intake manifold allowed.
- d) Stock production cast iron exhaust manifolds allowed.

- e) Must run exhaust pipe off each manifold or behind Y pipe a minimum of two (2) feet long and maximum of two (2) inches in diameter.
- f) Over-frame or under-frame headers allowed.
- g) No frame alterations for headers.

11. CARBURETOR:

- a) Holley 4412 carburetor on all cars is mandatory.
- b) Must be gauge legal.
- c) Must remove choke plate and shaft.
- d) One (1) air filter element with a maximum height of four (4) inches may be used.

12. IGNITION:

- a) Must be stock HEI production distributor ignition only.
- b) No capacitive discharge ignition systems.
- c) No racing ignition systems including ignition modules and ignition coil.
- d) No MSD, Accel, Mallory, etc. ignition components except spark plug wires.

13. TRANSMISSION:

- a) Only stock production OEM manual or automatic transmissions allowed.
- b) No powerglide transmission allowed.

Manual transmissions: Must have a stock single disc clutch inside an explosion-proof bell housing or scattershield of at least one eighth by six (1/8 x 6) inches steel covering clutch area from top down both sides one hundred eighty (180) degrees total and be securely fastened. Aftermarket clutch pedal assembly may be used.

Automatic transmissions: Stock production OEM automatic transmission with torque converter only. No couplers, racing transmissions, powerglide transmissions, etc. allowed. Stock torque converters for transmission must be used. No transmission cooler in driver's compartment.

Both automatic and manual transmissions: All bell housings must have one and one half (1½) inch minimum inspection hole top right side of bell housing. Inspection plate must be removable to view inspection hole of bell housing.

14. RADIATOR:

- a) Aluminum radiator allowed.
- b) No other cooling devices other than radiator in front of engine.
- c) Only one radiator allowed.

15. DRIVESHAFT:

- a) Stock steel driveshaft must be painted white with driveshaft hoop no further back than six (6) inches behind front universal joint.

16. WEIGHT:

- b) Must weigh three thousand two hundred (3,200) pounds minimum with driver in vehicle on track scales after feature race.

17. BATTERY:

- a) Must be securely mounted in trunk, under hood, or behind driver's seat in all classes.
- b) Must be bolted in secured metal or marine box.
- c) Metal box must have some type of insulation surrounding battery.
- d) Lid must be sealed to box with rubber seal.

18. MISCELLANEOUS:

- e) No driver adjustable controls of any kind inside driver's compartment.

19. SAFETY: Personal Safety Equipment:

- a) It is the sole responsibility of each competitor for the effectiveness and proper installation, per the manufacturer's specifications to be adequate for competition at every event.
- b) Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

Seat Belt/Restraint System:

- a) Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years).
- b) Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- c) Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push-on grip vinyl trim.
- d) Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their

specifications.

- e) It is the responsibility of the driver, not the track officials or promoter, to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

Protective Clothing:

- a) Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- b) Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body.
- c) Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI .3 label.

Seats:

- a) An aluminum seat built specifically for the purpose of competition in auto racing events will be required.
- b) High-back aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer.
- c) Head rest (behind the head) should include padding.
- d) All areas surrounding the head should have padding.
- e) The seat must be mounted a minimum of thirty (30) inches from the center of the rear end, measured at the bottom of the seat.

Helmets:

- a) Driver must wear a full face helmet, with at least a valid SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2, or SFI 31.1 2000 label.
- b) If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.
- c) Neck collars are mandatory.

Other:

- a) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- b) Windshield screens with a minimum of .090 inch screens must be securely fastened.
- c) An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.
- d) A fuel shut-off valve is highly recommended.
- e) The valve must be clearly labeled and within reach of the driver.
- f) Flame retardant seat, roll bar, knee and steering pads or padding are

recommended.

20. NUMBERING / IDENTIFICATION:

- a) Car number must be at least twenty (20) inches tall and be in a contrasting color on doors and roof.
- b) No duplicate numbers.
- c) No metallic paint or duct tape. All numbers and decals must look professional.

21. NOTE FROM TRACK PROMOTOR:

- a) The Pure Street class is meant to be a competitive, low cost class in which to race.
- b) Please do not make racing more expensive than it has to be by using parts not allowed in the Pure Street Class or the vehicle will be disqualified.