

# **2012 ECONOMY BOMBER**

**RaceCeiver Required, No other radios or communication equipment or mirrors allowed at any time.**

Dixie & Rome Speedway reserves the right to place drivers in the division most suited for them according to their performance level.

Limited to American made cars only.

No compact, convertibles, sports cars or station wagons.

## **BODY:**

- A.** OEM stock steel bodies must maintain stock appearance.
- B.** OPTIONAL BODIES: Stock Appearing Aftermarket Steel or Aluminum bodies will be allowed. All aftermarket bodies must have plastic nose and tail pieces, Roofs must be Stock Appearing Fiberglass or Steel, No Dirt Late Model style roofs. Hood may be fiberglass, aluminum or steel. If you use a aftermarket body install it right, No flat-sided bodies, No Dirt Late Model Style Bodies allowed. All bodies must be mounted Straight-up this means your roof is mounted exactly in the center of the chassis (left to right) All bodies stock or aftermarket are subject to approval by the technical inspector.  
(Install it right the first time)  
Top of rear deck to ground max. 38"  
Width of rear deck and tail piece max. 69"  
Window opening must be a min.14" front & rear of window.  
Rear Quarterpanels must be tapered from tail piece to rear wheel.
- C.** No front push bars will be allowed. If you feel you need some protection for the radiator you may build a guard using tubing, but all tubing must be kept completely behind front bumper in the grill area. If you have a body style with a plastic nosepiece all guards must be behind nosepiece.
- D.** Rear push bars permitted.
- E.** All cars with stock bodies must have OEM type front & rear bumpers no homemade tube type bumpers. Cars with aftermarket bodies must have plastic nosepiece & tailpiece.
- F.** No glass or lexan in windows (must be open).
- G.** RaceCeiver Required, no other radios or communication equipment or mirrors allowed in car at any time.
- H.** Any plastic additions must conform to original body contour.
- I.** No home made nosepieces or body parts.
- J.** Spoilers may have a maximum size of 8" height, by 65" width. Note: Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements, Spoilers will be measured according to total length of and width of material, in any shape.
- K.** Three spoiler braces allowed, braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.
- L.** A metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.
- M.** Boxed interiors permitted.

## **FRAME & RAILS:**

- A.** Stock frame rails. Body does not have to match frame but must be OEM stock steel or one of the approved Five Star body kits. This will allow you to use a newer body style.
- B.** Tying frame rails together, reinforcing or X bracing permitted.
- C.** Weight jack area may be altered. Buckets, plates, etc.
- D.** Frame or frame rails may be replaced from snout to the rear of car with a minimum of 2" x 3" material, and must be .095-wall thickness.
- E.** Front snout, stock Camaro or the Optional Howe Racing LLM direct replacement Camaro front clip Part#358-8-01 (2x4 Rails and stock lower A arms and steering box) Howe clip must have the Howe Inspection tags in place to be legal.

## **" WARNING PLEASE READ "**

Technical Inspector must approve all cars with replaced frame or frame rails. Remember this is not late model so don't build a late model chassis to race this division!!!!

***FRONT SUSPENSION & STEERING:***

- A. Tubular upper control arms and mounts permitted.
- B. OEM Lower control arms for make & model required. After-market bushings permitted.
- C. OEM or Safety spindles and hubs permitted.
- D. 5" minimum O.D. on coil springs.
- E. Weight jacks permitted.
- F. OEM steering boxes only.
- G. Inner and Outer tie rod ends may be rod ends and any tie rod sleeves permitted.
- H. No rack & pinion steering allowed.
- I. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.

***REAR SUSPENSION******LEAF SPRING CARS:***

- A. Slide boxes on leaf spring cars permitted.
- B. No coil overs or coil springs allowed.
- C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.
- D. No 5<sup>th</sup> coil, 90-10's, lift bar, pull bar or Reese bar, etc.
- E. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.

***COIL SPRING CAR:***

- A. May use a three point set up with a solid mount upper link bar, solid bar & rod ends. No 90-10's, spring bar or rubber bushing torque links allowed.
- B. Solid Panhard Bars with rod ends permitted.
- C. Rear lower control arms may be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes.
- D. Rod ends allowed on solid panhard bar, solid upper link bar and rear lower control arms, this is the only place rod ends will be allowed on rear suspension.
- E. No 90-10's, spring bar or rubber bushing torque links. No 5<sup>th</sup> coil, lift bar, pull bar or Reese bar, etc.
- F. 5" minimum O.D. on coil springs.
- G. Coil over eliminators with 5" O.D. coil springs permitted.
- H. No coil over shocks.
- I. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.

***ROLL CAGE:***

- A. All cars must a suitable steel roll cage protecting the driver's compartment.
- B. Side roll bars are mandatory, and must extend into door panels; a minimum of three bars must be used on left side and two on right side.
- C. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall thickness.
- D. Roll cage must be welded to frame.
- E. Seat must be fastened to roll bars or rail.

***SAFETY:***

- A. All cars must have 3" inch seat belts with shoulder harness and must be attached to roll cage.
- B. We strongly recommend that all cars have an approved fire extinguisher system, securely mounted, within easy reach of the driver.
- C. A 5 lb. Halon System is recommended.
- D. All drivers must wear a complete fire suit.

***NUMBER:***

- A. Number must be at least 18" inches high and on both sides and top of car.

***FUEL CELL / FUEL:***

- A. An approved fuel cell mandatory (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" inch by 1/ 8" inch steel straps.
- B. Gas only - no alcohol - no nitrous oxide, nitro methane or other nitrate additives.
- C. No propylene oxide.

- D. Gas must not check above + 5 or - 5 on electronic fuel checker when calibrated with tracks racing gas.
- E. Gas must pass acid test.

**(RACING GAS AVAILABLE AT DIXIE ONLY)**

**REAR END:**

- A. Locked rear ends required, welded or spool or mini spool permitted.
- B. 9 inch ford floaters allowed. Housing and axle tubes must be steel.
- C. No ratchets, True-Trac or any other type locker unit allowed.
- D. Quick change rear ends with steel tubes allowed must be Locked.

**WHEELS:**

- A. Steel wheels only, 12" inch maximum width.
- B. Wide 5 wheels permitted.
- C. Bead locks permitted.

**TIRES:**

- A. Dixie Speedway tire rule Hoosier DRS-1600 only.
- B. All Dixie Speedway tires must be the DRS BRAND and must be purchased at track.
- C. Rome Speedway tire rule any Hoosier 1600.
- D. All tires must have all numbers, codes and name on the tire No grinding off of numbers, codes or names, any tire that has been altered will be illegal.
- E. No tire softener, tires will be randomly checked before and / or after race and must punch a minimum of 52 (cold or hot) on tracks durometer.
- F. Tires available at track call in advance to arrange pick up. (770) 926-5315

**BRAKES:**

- A. Four-wheel disc brakes permitted.
- B. Dual master cylinders permitted.
- C. Brake adjusters permitted.

**EXHAUST / MUFFLERS:**

**MUFFLERS REQUIRED AT DIXIE AND ROME**

- A. Dirt Pro # 3011 or # 3511 or RPM Lo-Bak 12" or 16" mufflers required.
- B. Collector type headers only.
- C. No deliberate air leaks, vents, holes, etc.

**TRANSMISSION:**

- A. OEM standard production 3 or 4 speed transmission only.
- B. Must have at least one forward and one reverse gear in working order.
- C. No special production transmissions.
- D. Automatic transmission permitted, must have OEM type torque converter (10" minimum) in working order.

**STARTER:**

- A. All cars must have starter in working order.

**ENGINE SETBACK:**

- A. Front most forward spark plug must be in line with or in front of top ball joint (1" TOLERANCE).
- B. Drive train must be in centerline of car.

**ENGINE:**

- A. All engines have a maximum bore size and must be standard stroke for engine being used.
- B. Small blocks only, No big blocks.

**BLOCK:**

- A. OEM Cast iron V-8 block only.
- B. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060
- C. OEM main caps only, No after-market main caps, No splayed, studed or strapped main caps.
- D. Deburring block and plugging deck to strengthen block permitted.
- E. Plug or vent and screen oil drain holes in lifter valley permitted.
- F. May surface deck of block.
- G. Lifter bore must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901.

**CRANK:**

- A. Standard production OEM or Stock Replacement cast crank only.
- B. (NO STEEL CRANKS ALLOWED)
- C. Must be standard production stroke for engine.  
EXAMPLE:  
327cid Chev - 3.250 / 350cid Chev - 3.480 / 302cid Ford - 3.000  
351cid Ford - 3.500 / 360cid Chrysler - 3.580
- D. No stroking or destroking, No lightening or knife-edging crank.
- E. No turning down counter weights or drilling crank pins.
- F. Eagle & Scat cast stock replacement standard weight cranks will be allowed.  
The thru holes will not be considered "drilling the crank pins" due to the cranks are manufactured with the thru holes. Standard Weight is 50lbs. and over.
- G. May balance engine.

**RODS:**

- A. Stock length OEM or Stock Replacement rods, Press pins only.
- B. All rods must have rod bolts with nuts.
- C. No 6" rods allowed.
- D. No floating pins allowed.
- E. No sportsman type rods.
- F. High performance rod bolts and nuts permitted.
- G. No polishing rods.

**PISTONS:**

- A. Four (4)-eyebrow cast or hypereutectic pistons only.
- B. No two (2)-eyebrow pistons allowed.
- C. No dome pistons.

**CAM:**

- A. Hydraulic only (.425) maximum lift at valve.
- B. No roller or mushroom or radius cams.

**LIFTERS:**

- A. Hydraulic lifters only.
- B. Anti pump-up lifters permitted.
- C. No cheater hydraulics or modified lifters.
- D. No roller or mushroom or radius lifters.
- E. No lifter-retaining tray.
- F. Lifter must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901.

**TIMING CHAIN:**

- A. Any chain and gears.
- B. No gear or belt drives.

**HEADS:**

- A. OEM standard production cast iron heads only, must have casting numbers and numbers must be readable at the time of a cylinder head check.
- B. OPEN CHAMBER STYLE HEADS ONLY. (70 cc limit on all heads.)
- C. Chevrolet straight plug heads only.
- D. No Chevrolet Vortec heads.

- E. World Products (Stock Replacement) Chevrolet heads casting # I-052 permitted.
- F. Ford and Chrysler angle plug standard production cast iron heads permitted.
- G. No Bow Tie, W2 or Ford SVO heads.
- H. Steel valves only, No titanium,
- I. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500
- J. Maximum size for Ford and Chrysler, (Consult Tech Inspector)
- K. Valve stem diameter 11/32 minimum for all engines.
- L. No under cut stem valves allowed.
- M. Any type guides permitted.
- N. Single valve springs only (No duel springs).
- O. Steel retainers required.
- P. No Guide plates or stud girdles allowed.
- Q. Screw in studs permitted 3/8 Maximum diameter.
- R. Stamped steel rocker arms only.
- S. No roller tip or roller rocker arms allowed.
- T. No after-market shaft or pedestal mount rocker arms allowed on Chevrolet.
- U. If standard production head came with shaft or pedestal mount rockers they will be allowed.
- V. Racing valve job permitted, Machine cuts only.
- W. No porting or polishing, all heads must remain AS-CAST.
- X. No port matching or deburring intake or exhaust runners.
- Y. No blending valve job to casting.

***HARMONIC BALANCER:***

- A. Standard balancer only.
- B. No fluid damper permitted.

***OIL SYSTEM:***

- A. Wet sump oil pump in pan system only.
- B. No dry sump system.
- C. Racing oil pan and \ or windage tray permitted.
- D. Remote oil filter and oil cooler permitted.

***WATER PUMP:***

- A. Cast or aluminum permitted.
- B. No electric water pump.

***FUEL PUMP:***

- A. Block mounted mechanical pump only.
- B. No electric pump.

***FLYWHEEL:***

- A. Steel flywheel only. (14 lb.) Minimum on flywheel.

***CLUTCH:***

- A. Standard stock type discs and pressure plate only.
- B. No special production clutches or clutch parts.
- C. Must use diaphragm type pressure plate, with solid face.
- D. No 3-finger pressure plates.
- E. 10" inch minimum diameter on clutch.
- F. Full circle fiber type disc with spring loaded hub only, no puck type fiber disc or solid hubs allowed.
- G. Pressure plate and disc must be steel.

***DISTRIBUTOR:***

- A. OEM factory HEI or After-market stock appearing distributor allowed.
- B. After-market coil and module will be allowed.
- C. Advance kits permitted.
- D. No ignition booster or amplifier to ignition.
- E. No dry cell battery pack to ignition.
- F. Alternator, if used must be wired to battery, no loop system wiring to distributor.

**INTAKE:**

- A. Any single four-barrel intake permitted.
- B. Any size carburetor spacer permitted.

**CARBURETOR:**

- A. Must use a Holley 600 CFM single line, single pump, and vacuum operated secondaries only.
- B. No secondary metering blocks.
- C. No center hung float bowls.
- D. No down leg boosters.
- E. No cutting of choke housing.
- F. No porting or polishing.
- G. Choke linkage and butterfly must be removed.
- H. K & N flow control air cleaner permitted.
- I. Carburetor must pass tracks tech. TRACK TECH (GO NO GO) GAUGE

**Venturi & Throttle bore specifications**

Primary Venturi	Max. size ~ 1.260
Secondary Venturi	Max. size ~ 1.322
Throttle bore Primary & Secondary	Max. size ~ 1.572

**ECONOMY BOMBER OPTIONAL CRATE ENGINE: 2600 lbs.**

- A. GM P/N # 88958602 – 350 CID / 350 HP
- B. GM Engines may be purchased at any GM dealer.
- C. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Dixie or Rome Speedway.
- D. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part /or parts on/or in the engine. Crate Engines must not be altered, modified or changed from factory specs.
- E. No vacuum pumps.
- F. All crate engines must be sealed with factory bolts, R/M bolts or Dixie’s cable seals or seals from some other series. We will allow other series seals if we can verify the seal system of the other series.

**WEIGHT:**

- A. Economy Bomber 2800 lbs. minimum with driver.
- B. Crate Engine Economy Bomber 2600 lbs. minimum with driver.
- C. All cars must have specified weight posted on top right side of roof.
- D. 20 lb. weight allowance after feature race.
- E. All weight must be bolted on.
- F. Track reserves the right to adjust weights in interest of competition should it deem necessary.

**ECONOMY BOMBER**

1<sup>st</sup> place finisher of the economy bomber race must start in the rear the following week. (Dead Last). This will not apply to championships therefore the 1<sup>st</sup> place finishers of race prior to championship will be handicapped the week after the championship.

**ECONOMY BOMBER PROTEST FEES**

\$400.00	One Head (2 valves will be pulled)
\$300.00	Oil Pan
\$300.00	Flywheel and Clutch
\$100.00	Engine Setback ( 1" Tolerance )
\$100.00	Gas
\$100.00	Each Muffler
\$200.00	Rear End must be locked

**NOTE:** THE 8 RULE / we will allow .008 thousandths on the bore, stroke and valve size. Any Crate engine protested must be reassembled and resealed by one of the Authorized Repair/ Rebuild Centers

Any item not listed in protest fees is considered a visual protest item and must be protested before race and not after.

***PENALTIES FOR CRATE ENGINE INFRACTION***

Disqualification of race, 0 points, \$0.00 in prize money won during the race and a \$300.00 fine. The \$300.00 fine must be paid before you can return to competition at Dixie or Rome.

***CRATE ENGINE REPAIR & REBUILD PROGRAM***

Dixie & Rome Speedway has in place a network of Authorized Crate Engine repair and rebuild centers. All repairs and rebuilds must be done by one of these Authorized Repair/ Rebuild Centers. The engine will be repaired or rebuilt and sealed according to the engine manufactures guidelines provided by the manufacture of the engine. For a complete list of the Authorized Repair/ Rebuild Centers call Dixie Speedway (770) 926-5315 or Tim Watters (770) 836-8152

***Track reserves the right to delete, change, or amend rules in the interest of competition.***  
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