

2012 SUPER BOMBER

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

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.

NEW FOR 2012 JIG CHASSIS: 2800 lbs.

- A.** Square 2x2 or round 1-3/4 minimum tubing frames allowed minimum material thickness of .083".
- B.** Wheelbase a minimum of 103" inches.
- C.** Engine setback 6" inches from center of top ball joint to most forward spark plug.
(1 inch Tolerance)
- D.** Steering racks allowed.
- E.** Coil overs allowed.
- F.** 4- link or swing arm rear suspension allowed.
- G.** All rear shocks and springs must be mounted in front of rear end.
- H.** One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.
- I.** Jig chassis must weigh 2800 lbs. total, 50lbs. of total weight must be mounted in front of the rear motor plate.
- J.** All other Super Bomber rules such as Body, Motor and Wheel rules apply.
- K.** Dixie & Rome Speedways reserves the right to add or remove weight on the jig chassis in the interest of competition.

FRAME & RAILS SNOUT CAR: 2700 lbs.

- A. Body does not have to match frame but must be OEM stock steel or one of the approved aluminum 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 2" x 3", 2" x 2" or round tube material, and must be a min. of .083-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 location lower A arms and steering box) Howe clip must have the Howe Inspection tags in place to be legal.

FRONT SUSPENSION & STEERING SNOUT CARS:

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

REAR SUSPENSION FOR SNOUT CARS:

LEAF SPRING SNOUT CARS: 2700 lbs.

- 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 or 5th coil, 90-10's, lift bar, pull bar or Reese bar, etc. permitted on leaf cars.
- J. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.

COIL SPRING SNOUT CAR: 2700 lbs.

- A. May use a three point set up with the top bar being 90-10's, spring bar or rubber bushing torque links, pull bar, lift bar or reese bar 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. 5" minimum O.D. on coil springs.
- E. Coil over eliminators with 5" O.D. coil springs permitted.
- F. No coil over shocks on 3 link snout cars.
- K. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.

FOUR LINK & SWING ARM SNOUT CAR: 2800 lbs.

- A. 4- link or swing arm rear suspension allowed.
- B. All rear shocks and springs must be mounted in front of rear end.
- C. One shock per wheel, No adjustable or adjustable gas pressured or canister shocks allowed.
- D. Dixie & Rome Speedways reserves the right to add or remove weight on the 4- link snout cars in the interest of competition.

ROLL CAGE:

- A. All cars must a suitable steel roll cage protecting the drive'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 or aluminum 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. 3 or 4 speed transmissions or Bert or Brinn transmissions permitted.
- B. Must have at least one forward and one reverse gear in working order.
- C. 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 SNOUT CAR:

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

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 or steel crank.
- B. 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
- C. No stroking or destroking.
- D. No lightening or knife-edging crank.
- E. No turning down counter weights or drilling crank pins.
- F. Eagle & Scat cast stock replacement standard weight or 4340 steel 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 appearing I-beam steel rods.
- B. Rod bolts or cap screws allowed.
- C. 6-inch rods permitted.
- D. No H-beam sportsman type rods.
- E. No polishing rods.
- F. Press or floating pins permitted.

PISTONS:

- A. Any flat top pistons and pins.
- B. No dome pistons.

CAM:

- A. Hydraulic or solid cam permitted.
- B. Any lift and duration permitted.
- C. No roller or mushroom or radius cams.

LIFTERS:

- A. Hydraulic or solid lift permitted.
- B. No roller or mushroom or radius lifters.
- C. Lifter retaining tray permitted.
- D. 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, all heads must have casting numbers and numbers must be readable at the time of a cyl. head check.
- B. Chevrolet straight plug heads only.
- C. Chevrolet Vortec heads casting #10239906 & 12558062 permitted.
- D. No Chevrolet Vortec Bowtie heads.
- E. World Products S/R (stock replacement) 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. May surface heads (no cc limit).
- I. Steel valves only, No titanium,
- J. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500
- K. Maximum size for Ford and Chrysler, (Consult Tech Inspector)
- L. Valve stem diameter 11/32 minimum for all engines.
- M. Under cut stems permitted, any type guides.
- N. Any valve springs and keepers permitted.
- O. Steel retainers required.
- P. Guide plates and screw in studs permitted.
- Q. Roller rocker arms permitted any ratio.
- R. No after-market shaft or pedestal mount rocker arms allowed on Chevrolet.
- S. If standard production head came with shaft or pedestal mount rockers they will be allowed.
- T. Stud girdles permitted.
- U. Racing valve job permitted, Machine cuts only.
- V. No porting or polishing all heads must remain AS-CAST.
- W. No blending valve job to casting.
- X. No port matching or deburring intake or exhaust runners.

HARMONIC BALANCER:

- A. 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.

CLUTCH:

- A. Triple disc clutch permitted.

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. Holley 750 CFM max., dual line, dual pump allowed.
- B. No porting or polishing.
- C. K & N flow control air cleaner permitted.
- D. Carburetors must pass tracks tech. TRACK TECH (GO NO GO) GAUGE

750 CFM Venturi & Throttle bore specifications

Primary & Secondary Venturi	Max. size ~ 1.385
Throttle bore Primary & Secondary	Max. size ~ 1.698

WEIGHT:

- A. Snout car 3-link 2700 lbs. minimum with driver.
- B. Snout car 4-link 2800 lbs. minimum with driver.
- C. Jig chassis 2800 lbs. total, 50lbs. of total weight must be mounted in front of the rear motor plate.
- D. All cars must have specified weight posted on top right side of roof.
- E. 20 lb. weight allowance after feature race.
- F. All weight must be bolted on.
- G. Dixie & Rome Speedways reserves the right to add or remove weight on the snout & jig chassis in the interest of competition.

SUPER BOMBER

1st place finisher cannot start further up than 8th place the following week. This will not apply to championships therefore the 1st place finisher of race prior to championship will be handicapped the week after championship.

SUPER BOMBER PROTEST FEES

\$400.00	One Head (2 valves will be pulled)
\$300.00	Oil Pan
\$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 item not listed in protest fees is considered a visual protest item and must be protested before race and not after.

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