

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FOR PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

Management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.



2019 ECONOMY BOMBER

Transponder & 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 experience and/or performance level.

BODY:

- A.** Standard dirt style aluminum bodies allowed.
 - Top of rear deck to ground max. 38"
 - Maximum width top of rear deck 72"
 - Maximum width of rear end at the widest point max. 76"
 - Window opening must be a min.14" front & rear of window.
- B.** 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.
- C.** RaceCeiver Required, no other radios or communication equipment or mirrors allowed in car at any time.
- D.** Snout car spoiler may have a maximum size of 8" height, by 72" width.
 - Jig car spoiler may have a maximum size of 4" height, by 72" width with 8"sides.

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.

- E. Three spoiler braces allowed, braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.
- F. A metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.

SNOUT CHASSIS FRAME & RAILS:

- A. Frame from snout to the rear of car with a minimum of 2"x 3" or 2"x2" or 1-3/4 round material, and must be .083-wall thickness.
- B. 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.

SHOCK CLAIM SNOUT & JIG CHASSIS:

- A. Shock claim \$200.00 per shock must finish in the top 3 and be on the lead lap. Refusal to allow shocks to be claimed will result in driver automatically forfeit the win, all prize money and points for that race.
- B. No reverse shock claims, can not claim shocks from cars that finishing behind you.

SNOUT CHASSIS FRONT SUSPENSION & STEERING:

- A. Tubular upper control arms and mounts allowed.
- B. OEM Lower control arms for make & model required.
- C. 5" minimum O.D. on coil springs one spring per wheel.
- D. OEM steering boxes only.
- E. One shock per wheel, No air shocks, no adjustable or canister shocks.
- F. No progressive springs or stacked springs one spring per wheel.
- G. Flat wire take-up springs allowed, 0.150 maximum wire thickness.
- H. Non adjustable gas shock with schrader valve will be allowed.
- I. No bump stops internal or external, bump springs or spring rubbers of any kind.
- J. 7" shock must collapse and extend 7" & 9" shock must collapse and extend 9".
- K. No shock covers.

SNOUT CHASSIS REAR SUSPENSION

SNOUT CHASSIS LEAF SPRING CARS:

- A. Slide boxes on leaf spring cars allowed.
- B. Coil overs or coil over eliminators one per wheel allowed.
- C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.
- D. One shock per wheel, No air shocks, no adjustable or canister shocks.
- E. No progressive springs or stacked springs one spring per wheel.
- F. Flat wire take-up springs allowed, 0.150 maximum wire thickness.
- G. Non adjustable gas shock with schrader valve will be allowed.
- H. No bump stops internal or external, bump springs or spring rubbers of any kind.
- I. 7" shock must collapse and extend 7" & 9" shock must collapse and extend 9".
- J. No shock covers.

SNOUT CHASSIS COIL SPRING CAR:

- A.** Must use a three link set up.
- B.** Rear lower control arms must be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes. No spring loaded or shock type lower control arms.
- C.** Top bar of the three link set up can be spring bar or rubber bushing torque links, lift bar, pull bar or Reese bar, etc.
- D.** In addition to the top bar a 90-10 shock will be allowed.
- E.** Panhard bar or J-bar allowed.
- F.** Coil over eliminators or coil over shocks allowed on rear only.
- G.** One shock per wheel, No air shocks, no adjustable or canister shocks.
- H.** No progressive springs or stacked springs one spring per wheel.
- I.** Flat wire take-up springs allowed, 0.150 maximum wire thickness.
- J.** Non adjustable gas shock with schrader valve will be allowed.
- K.** No bump stops internal or external, bump springs or spring rubbers of any kind.
- L.** 7" shock must collapse and extend 7" & 9" shock must collapse and extend 9".
- M.** No shock covers.

OPTIONAL JIG CHASSIS WITH GM 602 ENGINE ONLY

After a driver wins eight (8) races with jig/602 car in Economy Bomber he or she will automatically be required to move up to the 602 Sportsman class.

- A.** All frames must be of steel construction, square or rectangular frame must have a min. of 2"x2" material and .083 wall thicknesses, Round tube frame must be min. of 1-3/4 O.D. .083 wall thicknesses.
- B.** Standard 4 bar rear suspension, No spring loaded or shock type 4 bar rods must be standard solid 4 bar rods.
- C.** Standard one piece bird cages, No split bird cages.
- D.** One mechanical traction device allowed, either 5th coil or torque link, not both.
- E.** Left rear shock must be mounted in front rear end.
- F.** One shock per wheel, No air shocks, no adjustable or canister shocks.
- G.** Non adjustable gas shock with schrader valve will be allowed.
- H.** Coil overs front and rear, No stacked springs , no progressive springs, only one spring and shock per wheel.
- I.** Flat wire take-up springs allowed, 0.150 maximum wire thickness.
- J.** No bump stops internal or external, bump springs or spring rubbers of any kind.
- K.** 7" shock must collapse and extend 7" & 9" shock must collapse and extend 9".
- L.** No shock covers.
- M.** Jig car spoiler may have a maximum size of 4" height, by 72" width with 8"sides.
- N.** GM P/N # 19258602 – 350 CID / 350 HP
- O.** GM engines may be purchased at any GM dealer.
- P.** 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.
- Q.** 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.
- R.** No vacuum pumps or evac system of any type.

- S. All crate engines must be sealed with factory bolts or seals from some other series. We will allow other series seals if we can verify the seal system of the other series. NO R/M bolts.

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.

DRIVER COMPARTMENT / SAFETY:

- A. A full metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.
- B. Driver's seat must be of a proper racing seat design, located on left side of car and securely attached to frame.
- C. A full racing seat belt harness must be used, harness must be secured to frame, not seat.
- D. All cars must have a quick release type steering wheel.
- E. All cars must have a working starter, operated from inside car.
- F. Battery must not be located in driver's compartment.
- G. We strongly recommend that all cars have an approved fire extinguisher system, securely mounted, within easy reach of the driver. A 5 lb. Halon System is recommended.
- H. All drivers must wear full fire resistant uniforms.
- I. No electronic or computer controlled devices or data acquisition systems allowed.
- J. No Bluetooth or wireless driven devices allowed.

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" nch steel straps.
- B. Pump gas or racing gas. Pump gas may contain up to 10% ethanol as allowed by law.
- C. E85 Fuel is allowed, Fuel must water test and check within 1% at any time checked, (ETHANOL- MAX 86% - MIN 84%).
- D. No alcohol, No methanol, nitrous oxide, or chemical additives including but not limited to Propylene Oxide, Nitro Methane, Nitro Propane or any Nitrate additives.
- E. Gas must pass acid test.

REAR END:

- A. Quick change rear ends with steel or aluminum tubes allowed.

WHEELS:

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

TIRES:

- A. Dixie Speedway tire rule for ECONOMY BOMBER Hoosier DRS-1350 or DRS-1600 only.
- B. All Dixie Speedway tires must be the DRS BRAND and must be purchased at track.
- C. Rome Speedway tire rule for ECONOMY BOMBER any Hoosier 21 / 55 / 1350 / 1600.
- D. Grooving, siping and buffing tires permitted.
- E. 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.
- F. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, hazardous or nonhazardous components or chemicals which alter the factory set baseline-settings of a given tire. ALL competitors are subject to tire inspections.
- G. Tires available on race night or call in advance to arrange pick up.
Chase Swims @ 678-923-9691 Track @ 770-926-5315

EXHAUST / MUFFLERS: MUFFLERS REQUIRED AT DIXIE AND ROME

- A. Any commercially manufactured muffler that registers under 100 decibels.
- B. No modifications and/or alterations to mufflers will be allowed.
- C. Collector type headers required 4 tubes into one collector.
- D. No Tri-y, merged or 180 headers.
- E. All cars must register under 100 decibels.
- F. No deliberate air leaks, vents, holes, etc.
- G. Any car that loses a muffler will automatically be disqualified.
- H. Any car that is judged to be too loud, by the track Officials, under race conditions, will be black-flagged.

TRANSMISSION:

- A. Must have at least one forward and one reverse gear in working order.
- B. No straight drives or in-and-out boxes.

POWER STEERING:

- A. Reverse mount power steering pumps allowed.

STARTER:

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

ENGINE SETBACK:

- A. Snout Chassis front most forward spark plug must be in line with or in front of top ball joint. (1" tolerance).
- B. Jig Chassis 6" inches from number one spark plug (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.
- C. No vacuum pumps or evac system of any type.

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.
(NO STEEL CRANKS ALLOWED)
- 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, No lightening or knife-edging crank.
- D. No turning down counter weights or drilling crank pins.
- E. 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.
- F. May balance engine.

RODS:

- A. Stock length OEM or Stock appearing replacement rods.
- B. Press pins only, No floating pins allowed.
- C. No polishing rods.
- D. 3/8 Rod bolts or cap screws only, NO 7/16.
- E. No 6" rods allowed.
- F. No sportsman type rods.

PISTONS:

- A. Ford and Chevrolet must have Four (4)-eyebrow cast or hypereutectic pistons only.
- B. Chrysler must have a dish piston with a 8cc effective dish, cast or hypereutectic only.
- C. No two (2)-eyebrow pistons allowed.
- D. No dome pistons.

CAM:

- A. Hydraulic flat tappet only.
- 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 & stock replacement cast iron heads permitted, All heads must have casting numbers and numbers must be readable at the time of a cylinder head check. And remain AS - CAST .
- B.** Combustion Chamber cc limit minimum.
Chevrolet 60cc
Chrysler 62cc
Ford 58cc
- C.** Chevrolet straight plug heads only.
- D.** Engine Quest CH350I IMCA head & CH350C VORTEC head permitted.
- E.** Chevrolet Vortec heads casting # 062 & 906 permitted.
- F.** World Products (Stock Replacement) Chevrolet heads casting # I-052, Ford heads Casting # I-056 permitted.
- G.** Chrysler standard production and Engine Quest #318A & B cast iron heads permitted.
- H.** No Chevrolet Bow Tie, Bow Tie Vortec and No Chrysler W2 or Ford SVO heads.
- I.** Steel valves only, No titanium,
- J.** Maximum size for Chevrolet Int. 1.940, Exh. 1.500
Maximum size for Chrysler Int. 1.940, Exh. 1.624
Maximum size for Ford Int. 1.940, Exh. 1.600
- 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 stud girdles allowed.
- Q.** Guide plates allowed.
- R.** Screw in studs permitted 3/8 Maximum diameter.
- S.** Stamped steel rocker arms only.
- T.** No roller tip or roller rocker arms allowed.
- U.** No after-market shaft or pedestal mount rocker arms allowed on Chevrolet.
- V.** If standard production head came with shaft or pedestal mount rockers they will be allowed.
- W.** Racing valve job permitted, Machine cuts only.
- X.** No porting or polishing, all heads must remain AS-CAST.
- Y.** No port matching or deburring intake or exhaust runners.
- Z.** No blending valve job to casting.

HARMONIC BALANCER:

- A.** Fluid damper allowed.

OIL SYSTEM:

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

WATER PUMP:

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

FUEL PUMP:

- A.** Stock location block mounted mechanical pump only.
- B.** No cam driven, belt driven or electric fuel pumps.

DISTRIBUTOR:

- A.** Any electronic distributor type ignition system allowed.
- B.** No crank trigger or distributor less multi-coil or magneto ignition systems.
- C.** MSD box 6AL and 6ALN will be allowed this is the only box's allowed.
- D.** Only one ignition allowed, no duel box setups.
- E.** There is a \$300.00 claim rule on ignition box.
(See Claim Rule Section for more info.)

INTAKE & SPACER:

- A.** Any single four-barrel intake allowed.
- B.** Snout Chassis any size carburetor spacer allowed.
- C.** Jig Chassis with 602 may use a 1 inch total thickness + .040 tolerance and two standard one-piece paper gaskets (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between spacer to carburetor. (No part of spacer may enter intake plenum)

CARBURETOR:

- A.** One single 4 barrel carburetor only.
- B.** No Dominators, Predator or Super Bowl type carburetors allowed.
- C.** No turbo-chargers, blowers or fuel injections. All engines must be naturally aspirated.
- D.** Carburetor must have standard float bowls, floats and needle & seat.

ECONOMY BOMBER OPTIONAL 602 CRATE ENGINE:

- A.** GM P/N # 19258602 – 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 or seals from some other series. We will allow other series seals if we can verify the seal system of the other series. NO R/M bolts

WEIGHT:

- A.** Economy Bomber Snout chassis with built engine **2600 lbs.**
- B.** Economy Bomber Snout chassis with 602 crate engine **2600 lbs.**
- C.** Economy Bomber Jig chassis with 602 crate engine **2600 lbs.**
- D.** All cars must have specified weight posted on top right side of roof.
- E.** One pound per lap weight allowance after race.
- F.** All weight must be bolted on.
- G.** Track reserves the right to adjust weights in interest of competition should it deem necessary.
- H.** Track reserves the right to delete, change, or amend rules in the interest of competition.

ECONOMY 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	Wheel (Tire must be removed)
\$100.00	Mufflers

NOTE: THE 8 RULE / we will allow .008 thousandths on the bore, stroke and valve size of built engines.

1st place Economy Bomber finisher in the feature will start no further up than 4th place in the following weeks Feature races, this will not apply to championship races: therefore the driver of race prior to championship will be handicapped the week after a championship.

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.



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