

2017 Bomber Rules

Because of their size, this allows for more protection for the novice driver. However, this is not a demolition derby class; cars prepared for demolition derbies will not pass the tech inspection. This class allows for a passenger to be in the car during the race. This class is intended to stay completely stock, no alteration of any kind other than stated below:

SAFETY EQUIPMENT- Driver

- Fire suits are mandatory. (Shoes and gloves must be fire resistant or leather).

Must wear an approved neck brace.

Driver must wear an approved D.O.T. safety helmet. SA 2010 or newer.

No motorcycle, 4-wheeler, or bicycle helmets.

SAFETY EQUIPMENT- Car

- Any American or foreign made automobile with front mounted engines.

No ATV's, buggies, sand-rails, etc.

You must install a race type seat, properly mounted to roll cage. Aluminum seat recommended, all joints completely welded.

SFI approved 3 inch variety - 5 point racing harness with crotch belt. Must be newer than 5 years old. All connections must be secured to roll cage. Mild steel tubing 1,75 x .095

Driver side deflector plates to fill openings between door bars highly recommended. Minimum 1/8 inch steel suggested.

All roll bars within reach of head, arm, and leg MUST have roll bar padding on them. Recommended: fire retardant padding.

Adequate foot protection, foot bars, etc is mandatory.

Safety chain or metal strap bolted or welded to underside of car to loop around drive shaft to help prevent shaft fly off.

Add TOW points, one on front and one on rear. This can be a chain welded or bolted to the frame at two points.

Must have mesh screen of some type in front window.

Must have a race approved window net with quick release. Net must be secured to roll cage.

Kill switch required within easy reach of driver and response crew. It must be clearly marked "OFF" and "ON".

Must have a charged minimum 2 1/2 pound fire extinguisher within reach of driver.

Each PIT must have a 5 pound extinguisher visible.

Number must be on both driver and passenger doors and on roof, facing toward passenger side of car.

Number must be at least 18" tall and clearly visible for scoring.

FRAME

Measured from center of the bearing in the front wheel to the center of the half-shaft in the rear wheel.

Cars or station wagons (no trucks or convertibles) with a minimum wheelbase of 101 inches. Unlimited maximum wheelbase.

The vehicles may be either front or rear wheel drive. No 4-wheel or all-wheel drive vehicles.

ROLL CAGE

Must be a four-point cage minimum (six point cage preferred), with the end points of the cage securely welded directly to the main frame rails. If unibody chassis, end points of the cage must be welded to a steel plate inside driver compartment and bolted to chassis hard point or another steel plate under the car.

The cage must be made of minimum one and three fourth inch ($1\frac{3}{4}$ " diameter) .095" wall thickness bar.

If using pipe metal for the main bar, weld joints must have a gusset of triangulation. If using one continuous main bar, no gusset or triangulation requires.

No tall-pipe bar permitted in roll cage.

Must have a minimum 3 (three) cross bars: two in the roof, one across behind the driver at the middle of the seat. If a dashboard has been removed, a fourth bar must be added in its place.

minimum 1 (one) brace, top to bottom, in front window. Must be $\frac{1}{2}$ " shaft or larger.

Must have a brace in the foot well made of minimum $1\frac{1}{3}$ inch x .095. Brace should be left of the driver's feet.

Preferred if there is a diagonal bar running from one side bottom to other side top to help with roll-over protection. If running with a passenger seat must be padded.

All bars that a driver can touch from the driver seat must be padded.

All bars that a passenger can touch from the passenger seat must be padded.

BODY

No modifications of any type to the body metal except cutting fenders for tire clearance and cutting down the windows.

- No welding of the frame joints.
- Remove all glass, plastic, lenses, door handles, mirrors, chrome trim, and moldings.
- All doors must be welded shut.
- Hood and trunk must have at least (two) pins each for ease, emergency access and fly-off security. Remove main and secondary catches from the hood; remove the lock from the trunk.
- Stock bumpers must be in place. Remove all plastic or rubber moldings from the bumpers.
- Add TOW points, one on front and one on rear. This can be a chain welded or bolted to the frame at (two) points.

DRIVER COMPARTMENT

- Remove all carpeting, head liner, rear-seat(s), mirrors, and anything else which may be flammable.
- Dashboard should be removed if it is made of plastic or composite materials. Metal dashboards may be left in place.
- Rear bulkhead must be covered to maintain a barrier between trunk and driver's compartment.
- Stock seats may be used. You may have two half inch holes in floor pan for drainage.

SPRINGS

- No weakening or cutting down coil springs.
- No removing leaf springs.

REAR SUSPENSION

- Must use stock suspension pickup point.
- No adjustable or coil-over shocks
- One shock per wheel.
- No weight jackers.
- No lowering or raising of car in any manner.

TIRES/WHEELS

- Maximum 7 inch width stock DOT- approved steel wheels.
- Maximum 7 inch width tire
- No mud-only tires. No snow-only tires. DOT- approved street tires only. Tech inspector reserves the right to reject a tire if the tread is deemed to be too aggressive.

BRAKES

- Must have four working brakes; One brake per tire.

FUEL SYSTEM

- Stock gas tank must be removed.
- Racing fuel cell required.
- Must be securely mounted with straps or bands.
- NO marine fuel tank.

FUEL

- Pump Gasoline only.
- No performance enhancing or scented additives.
- Fuel must pass both dielectric meter and chemical tests.

BATTERY/STARTER

- Battery may be secured in the original location under the hood as long as it is secured in a battery box which is secured fastened to the vehicle.
- May be moved to the rear seat area (recommended).

TRANSMISSION/DRIVESHAFT

- Safety chain or metal strap bolted or welded to underside of car to loop around drive shaft to help prevent shaft fly off.
- Transmission must have a working reverse.
- No modification to the transmission valve body or torque converter (if using an automatic).
- Rear axle gears may be changed.
- Rear axle may be welded or locked.

ENGINE SPECIFICATIONS

- Engine must be a completely stock engine, as it came from the factory, no race motors.
- No modifications of any kind to the intake manifold, valve train, heads, camshaft, pistons, bore, con rods. Crank shaft, or exhaust manifolds.
- Complete engine swap to a different displacement is permitted. However; it must be an engine that was available in that vehicle for that year.
- No turbo chargers or superchargers of any type.
- Carburetor may be re-built to correct for altitude. Choke may be removed.
- Mufflers and catalytic converters may be removed.

Any vehicle that does not fit into this category and meets the safety rules may be moved to another class or exhibition

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

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