

2018 Senoia Raceway Rulebook – Bomber

All drivers must adhere to the general rules, in addition to the division specific rules set forth below.

BODY

- All bodies must be stock appearing bodies.
 - Aluminum sides allowed.
 - Fenders and quarter panels may be cut for wheel clearance only.
 - Five Star "Street Stock" steel replacement body panels allowed – must be the 101S body package or individual items stock replacement parts.
 - There will be a weight penalty for any unapproved bodies. (Penalty TBD on a case by case basis.)
 - All aluminum body must add 100 pounds.
- Doors must be welded or bolted shut. Aftermarket nose and rear bumper pieces permitted.
- Quarter panels must remain in original position. Cars with raised quarter panels or deck lids will be required to remove rear spoiler (per tracks discretion). 36 inches high at rear.
- 6" spoiler allowed.
 - Supports must be a maximum 6" high X 18" long, maximum of 3 spoiler supports.
 - Spoilers must be mounted rear of deck lid, and be no wider than factory deck lid.
 - Camaro's may run full factory GM spoiler.
- Stock bumpers only.
 - No heavy pipe reinforcements behind bumper – lightweight tube bracing ONLY.
 - No push bars allowed in front of bumper.
- Stock floor pan and firewall must be retained.
 - All holes in floorboard and firewall must be covered with sheet metal.
 - Firewall may be cut for distributor
 - Must have firewall from inside left fender to inside right fender, side to side, top to bottom. If not complete firewall, must add 100 pounds.
- Dashboard may be replaced with sheet metal.
- Complete bumper-to-bumper uni-body must be retained.
- Must have stock bumpers.
- No bump bars of any kind.
- May have radiator protection bar, cannot extend past front bumper.
- Rear of car must be closed in – NO open rears.

FRAME AND SUSPENSION

- Minimum wheel base 108".
 - Camaro wheelbase 105"
- All frames must be stock from clip to rear clip. No altering, shortening, or interchanging of any kind.
- May relocate top a-frame. May run tubular top a-frames. Lower a-frame must be stock and in stock location.
- Uni-body cars may be connected. Stock shape of uni-body may not be altered in any way.
- No reese bars, J-bars, torque links, or any other traction-enhancing device allowed.
- Steel shocks. No coil-over shocks. No adjustable shocks. Schrader valves ok.
- Stock type suspension for make and model only. Leaf spring cars must have leaf springs only mounted in original position. Coil spring cars must have springs mounted in stock location, and use stock trailing arms. Urethane bushings permitted.
- Stock type brake systems or dual master cylinders allowed.
- Screw jacks allowed.

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10. 6-point roll cage required – must be welded to frame rails and all connections must be fully welded.
 - a. Must be a minimum diameter of 1 1/2" and minimum .090 wall thickness.
 - b. A minimum of 3 horizontal bars is required in the driver's door and a minimum of 2 in the passenger door.
 - c. Roll bar installation and workmanship must be approved.

TRANSMISSION AND REAR END

1. Stock factory production manual or automatic transmissions only. Automatics must have stock type and size torque converters. No lock ups or shut off valves allowed.
2. Stock factory production rear ends.
3. GM cars may run Ford 9" and the floater is OK.
4. Drum brakes or rear disc brakes. Rear disc brakes must have stock single piston calipers only. NO aftermarket calipers allowed. Rotor hats must be stock steel. No aluminum or aftermarket rotor hats.

WHEELS AND TIRES

1. Hoosier 500, Crate 21, Crate 55, Hoosier 1350 or 1600 only.
2. No inner liners.
3. 1/2" wheel studs minimum and 1" lug nuts mandatory.
4. Steel wheels only. No aluminum wheels. 10" maximum width. No wide 5 wheels or adapters. 10" steel bead lock allowed on right side only.
5. Grooving, siping, and buffing tires permitted.
6. All numbers, codes, and manufacturer names must remain visible on the tire. No grinding off of numbers, codes or names. Any tire that has been altered will be illegal.
7. No tire softeners, or conditioners permitted.
 - a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous, components or chemicals that affect the factory set baseline settings of a given tire.
 - b. ALL competitors are subject to tire inspections.**
8. Tires available on race night or call 770-599-6161.

SAFETY

1. Approved helmet and full fire resistant driver's suit required.
 - a. 50 lbs. weight break for head and neck restraint and/or full containment seat.
2. All cars must have 3" inch seat belts with shoulder harness and must be attached to roll cage.
3. We strongly suggest that all cars have an approved fire extinguisher – securely mounted, within easy reach of the driver. A 5 lb. Halon System is recommended.

ENGINE

- * GM602 crate engine allowed with seals in place
1. No high performance equipment or machine work permitted unless otherwise noted here.
 2. Only stock factory street production V-8 or V-6 engines permitted.
 - a. Must be mounted in stock location center of chassis.
 - b. #1 spark plug must be in line with, or in front of, upper ball joint.

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3. GM 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. Engines must be stock bore and stroke. 0.60ths over bore permitted.
4. No big blocks permitted.
5. Deck may be surfaced but pistons may not exceed the top of the block.
6. Racing oil pans permitted – must be made of steel. NO aluminum oil pans.
7. No engine interchanging – car and engine must be same manufacturer.
8. Stock factory production steel or cast iron cranks permitted. Eagle or Scat crank acceptable.
 - a. This is the only aftermarket crankshaft allowed and must have factory numbers intact.
 - b. No knife edging or lightening of cranks.
 - c. Crankshafts must be stock stroke to size of engine.
 - d. No stroking or D-stroking.
 - e. Cranks must weigh 47 lbs. All cranks weighed with pilot bushing, cam gear, bolt and washer.
9. Engine balancing permitted.
10. Stock factory manifolds or chassis type collector headers.
 - a. Headers must turn under firewall and have collectors.
 - b. Must be economy style header.
 - c. No stepped tube headers.
 - d. Headers must be the same diameter from head flange to collector.

CYLINDER HEADS

1. Heads must be standard production factory steel or baby butt, 461, 462, 492, or 041. Vortec 062 & 906 cylinder heads permitted with the following specs – 175 cc intake runner volume max, 64cc max exhaust runner volume. No bowtie, dart, or angle plug heads.
2. No angle milling, porting, polishing, squaring or epoxying of ports. Screw in studs or guide plates permitted. Rocker studs may be pinned. No roller or roller tip rocker arms. 3 angle valve jobs permitted.
3. Stainless steel valves allowed.
 - a. Chevrolet 350 - 1.94" maximum intake & 1.5" maximum exhaust.
 - b. Ford, Chrysler and other GM products must be stock sizes. Stock diameter valve stems.
4. Steel valve retainers and keepers only. No aluminum, titanium or other exotic material retainer. Any valve spring.
5. No mismatching of Cleveland or Windsor heads.
6. Screw in studs or guide plates permitted. Rocker studs may be pinned.

PISTONS

1. Cast or forged flat top four valve relief pistons with minimum 1/16, 3/16 ring package only.
2. No dome pistons permitted.

RODS

1. Stock length forged steel I beam rods only – no H-beam rods.
2. 3/8 rod bolt maximum.
3. No billet or exotic material connecting rods.

CAMSHAFT

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1. Hydraulic flat tappet camshafts only.
2. Maximum .450 lift at valves
3. No solid lift cams. No anti-pump up or Rhoads lifters permitted.
4. Lifters must be stock diameter to make of engine.
 - a. Chevrolet – .842"
 - b. Ford – .875"

INTAKE

1. Intakes must be cast iron or aluminum factory production low profile intakes.
 - a. Adapter plates permitted on cast iron quadrajet style intake – 1" thickness maximum.
2. May use aftermarket aluminum dual plane low profile intake manifold. Only intakes permitted are:
 - a. Edelbrock 2101, 2701 or 7101;
 - b. Weiand 8120 or 8150;
 - c. Summit racing 226008 or 226012.
3. No porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. No milling or hogging out of plenum.
4. Ford Motorsports low profile aluminum intake permitted – must add 50lbs, and no spacer with this intake.
5. Vortec heads may run aluminum low profile intake – Edelbrock part# 7116 or 2116, or GM part # 12366573 (same as on 602 crate engine). No carb spacers with this intake. Only intakes allowed with vortec heads.

EXHAUST/MUFFLERS – REQUIRED AT SENOIA RACEWAY

1. Any commercially manufactured muffler – MUST register under 100 decibels.
2. Collector type headers only. No 180 degree headers, or TRI – Y headers. Header must turn under firewall.
3. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
4. Any car that loses a muffler will automatically be disqualified.
5. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

CARBURETOR

1. Holley 600 cfm, vacuum secondary, dual or single line carburetor permitted.
2. Choke horn may not be removed.
3. 600 Spec carburetor allowed.
4. Must pass track's go/no-go gauge(s).

FUEL SYSTEM

1. Fuel tank may be moved inside of trunk. Tanks must be securely mounted. Fuel cell highly recommended.
2. Pump gas or racing fuel only. (*RACING FUEL AVAILABLE AT TRACK*)
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
 - b. Gas must pass acid test.
3. E85 Fuel is allowed.
 - a. Fuel must check within 1% at any time checked, (MIN 84%ETHANOL-MAX 86%)
 - b. E85 MUST REMAIN NATURAL CLEAR COLOR, any sample taken of any other color will illegal.
4. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitro methane, nitro propane, or any nitrate additives.

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IGNITION SYSTEM

1. Stock factory production electronic or breaker type ignition systems only. Ford allowed HEI type aftermarket distributor.
2. No MSD's or aftermarket ignition systems of any kind allowed. No spark enhancing devices of any type allowed.

CLUTCH

1. Standard stock type single disc clutches only – must have diaphragm or finger type pressure plates.
2. 10" steel flywheels only.
 - a. No drilling or lightening of flywheel allowed.
 - b. 15lb minimum.
 - c. Pressure plate 13lb minimum.
3. No aluminum flywheels, multi-disc clutches or RAM couplers allowed.

WEIGHT

1. Any Vortec head engine – 3150 lbs.
2. Standard steel production head as listed above – 3100 lbs.
3. 602 Crate engine with GM or Crate USA seals – 3000 lbs.
4. Deduct 100 lbs for cars with 112" and longer wheelbase.
5. All cars must have specified weight posted on top left side of roof.
6. Minimum weight will be measured with driver in car.
7. Attached weight must be securely bolted to frame with at least 2 - ½" or larger bolts, and painted white or silver with car number clearly painted on them.
8. No weight may be attached to rear bumper.
9. No lead pellets or liquid weight.
10. No driver operated weight adjustment devices.
11. 50 lbs. weight break for head and neck restraint or full containment seat
12. One pound per lap weight allowance after race.
13. Track reserves the right to adjust weights in interest of competition should it deem necessary.

PROTEST

1. Top-end \$350 built motor – \$50 retained by track
2. Bottom end \$250 built motor – \$50 retained by track.
3. Must protest top end to protest bottom end.
4. Crate motors may be protested.
5. Claim rule of \$3500 for open motor or 602 Crate motor.

Claim Procedures

1. No driver may claim unless they have competed in at least 75% of previous weekly events at Senoia Raceway.
2. Driver can only claim one engine during current calendar year. Exception is after driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed.
3. Driver allowed only one claim per event, regardless of outcome.

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4. With claim rule in effect, top 3 finishers must report directly to tech area and are subject to claim by any eligible driver finishing 4th to 10th in feature that is scored on the lead lap. Should one (or more) of the INITIAL top 3 finishers be disqualified, ANY DRIVER ADVANCED INTO TOP 10 is NOT eligible to CLAIM or BE CLAIMED.
5. Claim must be made in writing within 5 minutes after feature ends and paid in full in cash. Only drivers and officials allowed in tech area. No exceptions!
6. Only driver may claim and agree to sell or refuse. In case of multiple claims on same engine, highest finishing driver will be awarded the claim. Claim is not charged to drivers not awarded claim.
7. Once claim has been made and accepted, engine should not be started and car should be pushed to where removal will occur. Under certain circumstances, engine may be started at discretion of officials.
8. All claimed engines must be removed at the track, within a reasonable amount of time (at discretion of track officials) and must leave the track under the possession of claiming driver.
9. Any sabotage MUST be discovered during engine removal. Drivers are accountable for sabotage and will result in same penalty as engine claim refusal. If sabotage is determined by official, claim will be disallowed and money returned to claimer. Once engine is released to claiming driver, no sabotage penalties will be issued.
10. Disqualification of claimed or claiming driver will not affect legal engine claim. Claimed engine will be removed and transferred prior to any penalties being assessed.
11. During any cash claim, all claimable engines should be inspected for legality prior to transfer of items. If claimed engine is found illegal, driver is disqualified. Claimer then has the option to accept or decline claim. If declined, claim is not charged to driver.
12. Refusal to sell claimable engine forfeits all cash, trophies and points for feature.
13. Any driver refusing a claim, when claimed within rules, loses right to claim any other driver for remainder of calendar year.
14. Claim does not include: clutch, pressure plate, bellhousing, headers, carburetor, starter, motor mounts, oil/temp sending units, carburetor spacer, fan and pulleys, clutch ball, clutch arm, throw out bearing, dipstick, water pump, fuel pump, rod and plate, distributor, plug wires, water outlet and restrictor, breathers.