CLASS AND TITLE SPONSORS:

BOMBER RULES

January 28, 2025

1.0 DISCLAIMER

1.1 Some rules apply to all classes. Some items do not apply to all classes. Read carefully.

1.2 These rules are developed in conjunction with the “General Rule Book” and are meant to govern operational and competition activities of Saratoga Speedway. At times rules from one may refer to rules from the other thus both rulebooks support each other and must be adhered to.

1.3 The rules and regulations set forth herein are designated to provide for the orderly conduct of racing events and to establish acceptable requirements for such events, and to provide racers and spectators a safe, competitive, and exciting show.

1.4 These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have read and understood these rules.

1.5 No expressed or implied warrant of safety shall result from 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 participant spectator.

1.6 The track owners and general managers may permit deviations from or modifications to any of the specifications herein or impose any further restrictions at their sole discretion.

1.7 No expressed or implied warranty of safety shall result from such alteration of specifications or rules.

1.8 Any interpretation of deviation of these rules is left to the discretion of the Race Director and General Manager(s). Their decision is final without appeal.

1.9 If there is a disagreement or dispute regarding the meaning or application of the Saratoga Speedway (SS) Rules, the interpretation and application by the track owners, general manager(s) and the appropriate SS official at the track shall prevail.

1.10 All competitors and officials expressly agree that determinations by SS officials as to the applicability and interpretation of the SS rules are non-litigable and they covenant that they will not initiate or maintain litigation of any kind against SS or anyone acting on behalf of SS, to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred.

1.11 If a member competitor or official initiates or maintains litigation in violation of this covenant, that member competitor agrees to reimburse Saratoga Speedway Ltd for the costs of such litigation, including attorneys' fees.

1.12 The Saratoga Speedway Ltd. Officials may make special rules for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, newsletter, telephone, fax, or pre-race meeting at the sole discretion of General Managers or track Owners. Saratoga Speedway Ltd who may also amend current rules as deemed necessary.

1.13 SS assumes no responsibility for damage or loss of your equipment, vehicle, or any parts by any means whatsoever.

1.14 Minor drivers (under 19 years of age) and their parents are responsible to read and understand the rules and regulations set forth in this rulebook.

1.15 COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official.

- Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory.
- If the driver does not feel that conditions are satisfactory, then the driver should not race.
- The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

1.16 All rules are subject to the interpretation of the officials; any equipment that officials consider exotic or not in the intent of the rules will be considered illegal for competition.

1.17 In the interest of competitive fairness these rules may be adjusted to create a competitive balance.

1.18 The track management has authorized the Technical Directors to decide if a modification or equipment change is an attempt to circumvent these rules. The Technical Director may disqualify a race car that they feel is in violation of the spirit or intent of these rules.

1.19 If the rulebook does not specifically state that you can alter, modify, or replace something on your car you should consider it a violation to do so without first consulting the Tech Director.

1.20 No part is deemed to have been approved by having passed through previous inspections; approved modifications will be recorded for reference.

2.0 GENERAL

2.1 All drivers are required to have a functioning RaceCeiver radio with functioning earplugs or headphones when they enter the track surface for racing or practice (during race events) or they will be dis-allowed onto the track.

2.2 The Driver of each car represents to officials and all others that his car has satisfied all applicable rules including but not limited to safety rules whenever such driver participates in any warm-up, practice, or competitive laps.

2.3 Passengers are not authorised during Bomber class competition and may only be authorised at any other time by track officials on a case-by-case basis.

2.4 Stereos, radios, personal listening devices, or any other device that emits sound or might in any way distract a driver are a safety hazard. These devices are not authorized while on the racing surface and may be confiscated by track officials upon discovery. Second infraction will result in loss of championship points for that race and may result in a 1-race suspension.

2.5 Any prohibited or illegal part found might become property of Saratoga Speedway at the discretion of the tech director or general managers.

2.6 Driver's meeting is mandatory; all drivers must attend. Any driver who misses the driver's meeting will start at the back of their respective race.

2.7 All cars must have transponder securely mounted.

- Must have an un-obstructed view of the track surface.
- Must be located on the right-rear frame or sub-frame 12 inches behind the rear axle centre line.
- Contact tech director for information or variance.

2.8 Saratoga Speedway officials will decide on all construction rules.

- Official decisions will be final and binding.
- The burden of proof regarding any concerns will be the sole responsibility of the driver/builder.
- It is recommended that you contact class tech director for approval prior to purchasing parts or carrying out modification.
- Rules may be subject to change or updating at any time to ensure a safe and fair level of competition.

2.9 Out of sequence safety/technical laps can be requested to confirm car operation; request can be made to pit boss or assistant and must be approved by race director.

2.10 Safety inspections will be regularly held during pre-season practices or by request prior to the day before the first race of the season. All cars will be safety checked prior to first race of the season and then be subject to spot-check at the discretion of track officials.

2.11 Any car unable to maintain a competitive pace and is, at the opinion of officials, creating a safety hazard will be removed from competition.

2.12 Any car repeatedly unable to start may be removed from competition at the discretion of the officials.

2.13 Any car that does not make race staging when directed to do so by an official may be directed to line up at the back or other position at the discretion of the pit boss or race director.

2.14 Rules may be subject to change or updating at any time to ensure a safe and fair level of competition.

2.15 Any part or equipment found during an inspection or any other time, that does not meet applicable Saratoga Speedway standards must be surrendered to SARATOGA SPEEDWAY Tech Officials at that time and may not be returned.

2.16 Failing to surrender the illegal part or parts will result in penalties and possible suspension.

2.17 Saratoga Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.

2.18 No equipment will be considered as having been approved by reason of passing through inspection in the past.

2.19 SARATOGA SPEEDWAY Officials recommend that you carefully study the Saratoga Speedway rulebooks to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Saratoga Speedway Tech Official before proceeding with any purchases or modifications.

2.20 If you have any questions regarding the technical rules, contact the Bomber Tech Directors.

2.21 If you have any questions about race operations contact the Race Director.

2.22 If you have any questions about speedway operations contact the General Managers.

2.23 In keeping with Saratoga Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Saratoga Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition.

3.0 PROTESTS

3.1 The General Rules Book Paragraphs 16 and 17 shall govern all protests and appeals.

3.2 Bomber car protest fees (ref: General Rules Book paragraph 16.4) are as follows:

- $300.00 to accompany each official Bomber engine or transmission protest.
- $150.00 to accompany any non-engine or transmission official Bomber protest.

4.0 ELIGIBILITY

4.1 Drivers must be 14 years of age before the first official race of the season and must be approved by the track.

4.2 Special dispensation may be available at the discretion of the General Manager or Track Owner to permit drivers younger than 14 to compete.

4.3 All drivers and crewmembers under 19 YO must present an official minor's release/waiver properly completed and signed before entering the pit or racing surface. Digital forms are available online for completion and paper forms can be obtained at the speedway office and the back gate.

4.4 Rookies must display a <u>yellow</u> ribbon on FRONT and REAR bumper for their rookie season or until authorized by the officials to remove it.

4.5 All drivers must register their car and team before entering the pits in 2022. All drivers must be registered members of Saratoga Speedway in good standing in order to compete and to collect championship points or any awards.

4.6 Driver substitutions may be authorized by track owners, general managers or race director only. Only registered substitute driver must drive that car. Unapproved driver substitutions will result in

loss of all points and forfeiture of payout and tow-dough for that night.

5.0 BOMBER TRACK RULES (see paragraph 10: "RULES OF ENGAGEMENT" in the General Rule Book for reference)

5.1 It is the responsibility of each race team to have access to a current set of rules for the division that they are participating in.

5.2 It is the responsibility of each driver, pit member, owner, or sponsor who enters the pits to have read and to abide by the Saratoga Speedway General Rules.

5.3 The list of officials and description of duties and authorities are listed in the "General Rules" Paragraph 10 "Rules Of Engagement".

5.4 Officials will establish the race event procedures, starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once a feature race has passed the halfway point, it will be considered as an official race.

5.5 The class tech director may from time to time request the removal of a part or tear down for tech inspection. Refusal to comply with such requests will result in the part in question to be deemed illegal and until it is inspected and deemed legal by tech director; the car in question will not be allowed on the track or to enter in competition until cleared to do so by the appropriate official.

5.6 With the exception of "Protests" (Paragraph 17 General Rules book), all complaints, disputes, or problems will be directed to either of the Pit Boss, Tech Director, or Race Director at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scorers, starter (flag man) or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower or flag tower at any time to dispute a call may result in removal from Saratoga Speedway and/or penalties assessed to the driver of the car they are associated with.

5.7 Any driver stopping on the racing surface to argue with an official, regarding an official's decision, will be automatically disqualified from the event and or suspended; their car removed from the racing surface.

5.8 Only 1-way track-mandatory “Receceiver” communications systems between race director and race drivers are authorized for use. Use of any unauthorised communication devices are NOT allowed and will be subject to confiscation by track officials and driver will be subject to penalties.

5.9 End of the year tie breaker procedures:

- Most first place A-Main wins; if still tied after wins the tiebreaker will continue as follows until tie is broken:
- Most A-Main second place finishes; most third place A-Main finishes; most top five finishes (all events); and highest win percentage in all events.

5.10 ROOKIE OF THE YEAR: If you run more than five (5) races in Bombers and/or an upper division in any previous season, you are not eligible to compete for Rookie of The Year in Bombers.

6.0 FLAGS (see: Saratoga Speedway General Rules paragraph 20).

7.0 BOMBER COMPETITION PROCEDURES (see paragraph 10: “RULES OF ENGAGEMENT” in the General Rule Book for reference)

7.1 Saratoga Speedway reserves the right to modify, omit, add, or otherwise make changes to all competition procedures at any time, and at the sole discretion of track owners and general managers in the interest of operations and fair competition.

7.2 Time trials will be performed at all Saratoga Speedway events unless otherwise indicated by the officials. Qualifying will consist of group qualifying or two continuous qualifying laps.

7.3 Heat Races will normally be eight (8) laps unless otherwise indicated by the officials. All heat races will be fully inverted with even numbered qualifiers in one and odd qualifiers in the other.

7.4 Officials will determine how many cars will start the Mains. All Main events will be inverted. The invert will be decided by the officials.

7.5 The officials will indicate the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting and the line ups will be displayed on the information monitor located on the “Pit Stop” concession north wall by the tech pads.

7.6 Line ups will be staged by the Pit Boss and her assistants who will indicate to drivers that staging will take place (normally) at the infield on the corner-3 pit entrance, but possibly at the front stretch pit exit, or directly on the front stretch as required by the officials. Failure to position racecar in a prompt and orderly manner at the command of the pit boss or designate may result in loss of starting position at the discretion of the pit boss and/or track officials.

7.7 In the event of a car dropping out of the staged line up for mechanical reasons, the row will move straight forward.

7.8 Any car involved in a caution will be moved to the back of the line for the re-start at the Race Director's discretion.

8.0 PERSONAL SAFETY

8.1 Drivers must utilize approved equipment in accordance with the Saratoga Speedway General Rules paragraph 7.

8.2 All drivers must use SFI certified Head and Neck Restraint Device after December 1, 2024.

- Simple "Neck Donut" alone not permitted.
- Any SFI Certified "Hans Device" or "Hybrid" style HNR is permitted.

8.3 All racers must have a charged 1.87 lb. (minimum) ABC Fire extinguisher available in the pit.

9.0 BOMBER GENERAL CONSTRUCTION RULES

9.1 Open to any 1960 to current North American full-size passenger car.

- Vans, convertibles or 4-wheel drives are not approved.
- Minimum wheelbase 101".
- Chevy Pickup approval at General Manager discretion only.

9.2 Minimum weight 3300 lbs. with driver at all times.

- Maximum 46% rear weight, 55% left side weight.
- Cars not meeting weight rules will forfeit that feature points and not be eligible for payout.
- All weights must be metal, appropriately secured, painted white, identified with car number clearly marked.

9.3 Minimum ride height 6“(inches) measured from lowest point on frame with driver seated. Tech director may mark measuring points on request for reference.

9.4 All bodies must remain in stock location and height.

9.5 After market door skins, front noses, and rear bumper covers allowed.

9.6 Fabricated or OEM replacement steel body panels are approved. Fabricated panels must generally conform to original model design at tech director’s discretion. Fiberglass, Composite /plastic body panels are not permitted unless specifically identified in these rules.

9.7 Rub rails allowed must be capped on both ends.

9.8 Front inner fender wells may be removed; wheel openings may be cut for tire clearance only.

9.9 Hoods and deck lids may be stripped, hood must be secure and have a minimum of three functioning hood pins, and deck lid must have a minimum of two hood pins.

9.10 All cars with skinned roof must add 15lb weight appropriately painted, marked, and secured to cage centre cross tube.

9.11 Rear spoiler permitted.

- If not OEM spoiler not to exceed 4 inches in height with 5 inches of material.
- Spoiler can be no wider than stock quarter panels.

9.12 Tow hooks front and rear are mandatory and must be securely mounted to take the weight of the car without breaking when towing.

9.13 All cars must retain stock unaltered front and rear firewalls, floor pan, and all other inner panels.

- All holes or severe damage in the floor-pan or front and rear firewall must be sealed using minimum 16 ga steel.
- Floor protrusions at sub-frame connectors are permitted.
- Firewall throttle linkage hole must be no larger than minimum required for safe and un-impeded operation at the tech director’s discretion.

9.14 All glass must be removed; stock glass windshield is approved.

9.15 Windshield openings must be strapped with a minimum 1 1/4" straps or tech approved substitution.

9.16 Any car without a pre-existing OEM rear firewall or with an unsafe rear firewall must install a fabricated firewall. Sheet metal must be at least 16-guage and fabrication must effectively isolate the fuel cell compartment from the driver's compartment. For questions or clarification contact Bomber Tech Director.

9.17 One securely mounted driver's side mirror no larger than 3"x3" allowed. No interior mirrors permitted.

10.0 FRAME, STEERING AND SUSPENSION

10.1 All frames must be complete and retain OEM specifications and dimensions as manufactured.

10.2 All suspension and steering components must be stock OEM for make and model unless otherwise specifically indicated in these rules.

- Stock OEM ball joint or OEM replacement ball joints permitted.
- Replacement ball joints must remain stock dimension for make and model.

10.3 Aftermarket front and rear (for G, F, and Fox body chassis) 5-inch and 5.5-inch springs are permitted.

- Left and Right springs must match however any spring-rate or spring-rate split is permitted.
- Wire diameter, coil-count, and height must be the same.
- Spring pocket spacers are permitted but must be the same height on each side and must be non-adjustable.
- Weight jacks are not permitted front or rear.

10.4 Rear leaf springs must be steel.

- Leaf length, width, thickness, and count must match.
- A maximum of one leaf on one leaf stack may be shortened.
- Lowering blocks allowed but must be the same thickness side to side.
- Leaf spring shackles must retain OEM dimensions.

- Aftermarket steel leaf springs are permitted, must retain OEM dimensions.

10.5 Jacking bolts are not permitted.

10.6 Stock sway bar must be mounted in stock location and must mount with stock mounting hardware to be of equal lengths on both sides; shimming is not approved.

10.7 Stock, steel nonadjustable, non-take apart shocks only.

10.8 Front and rear shocks must mount in stock location with OEM mounts and fasteners.

10.9 Any “OEM-Replacement” rubber or polyurethane bushing throughout the suspension including motor and transmission mounts are approved.

10.10 Strut equipped cars may re-locate upper strut mounting hardware boltholes or fabricate steel strut top-plates to tune caster/camber only. Any other modification or alteration of front or rear OEM suspension mounting points or mounting hardware is not authorized. Contact tech director for clarification.

10.11 After market A-arms or mounting systems are not authorized.

11.0 BUILT ENGINE OPTION

11.1 Maximum 360 cubic inches inches mounted in stock location using OEM or OEM replacement polyurethane mounts.

11.2 Stock unaltered 2bbl carburetors only:

- Throttle cables are not permitted, throttle linkage only and must utilize pull back lever on pedal.
- Stock unaltered 2bbl “Rochester” authorized.
- Stock unaltered “Jet” (PN: 37001) authorized.
- 1-11/16-inch max. bore size.
- Carb spacers or adapters not permitted.
- Throttle linkage can be protected however must not block or re-direct airflow to or around carb.
- An air cleaner is mandatory.
- Any round “OEM-Style” metallic air cleaner base no larger than 16 inches in diameter, flat or drop-base style are permitted.

- Not permitted: ram air induction, fresh air ducting, cowl induction, velocity stack or modified air cleaner bases, performance “OEM Replacement”.

11.3 Any other stock North American O.E.M. cast iron, carbureted produced engine may be eligible; ask Tech. Director for guidance.

11.4 OEM replacement water pumps are permitted, may be aluminum.

11.5 Maximum pully reduction 30%; serpentine or V belt only.

11.6 Make to make swap allowed (e.g., GM to GM, Ford to Ford etc.).

11.7 Engine must mount in stock location with O.E.M. stock mount assembly for that engine.

11.8 Marine blocks permitted, no other exotic or marine parts.

11.9 Engine block, pistons, rods, crank, and combination must match make and model.

11.10 Stock replacement, Eagle or Scat, rotating assemblies allowed; must be stock equivalent.

11.11 OEM steel heads permitted; Vortec heads, aluminum or racing heads are not approved. Consult tech for clarification.

- Stock or stock replacement valves are approved: maximum valve size GM 1.94 intake, 1.5 exhaust, Ford 2.04 intake, 1.66 exhaust. Chrysler 2.02 intake, 1.60 exhausts. Hardened seats allowed.
- Replacement screw in studs, guide plates are approved.
- De-burring, polishing, porting, port matching, sand blasting, acid etching etc. for any reason is not approved.
- Remainder of head must be stock.

11.12 Unaltered OEM cast iron 2-barrel manifold only.

- Bowtie or marine type manifolds are not approved.
- High-Rise Manifolds are not approved.

11.13 CAM: maximum 0.460 lift, flat tappet hydraulic cam and lifter set.

- Cam lift will be measured using standard Chevy rocker ratio of 1.5:1

11.14 Stock 1.5 ratio rocker arms only.

11.15 PISTONS: stock O.E.M configuration. Flat top maximum.

11.16 Steel fan blade only. No viscous drive, clutch type, fiberglass, or plastic.

11.17 R/H valve cover to be sealed; breather installed in L/H valve cover.

11.18 Bow Tie, SVO, MOPAR etc. performance or racing parts are not approved.

11.19 Alternator optional.

12.0 FACTORY SEALED GM CIRCLE TRACK 602 (CT350 350 HP) CRATE ENGINE OPTION:

- Engine must be mounted in stock location using OEM or OEM replacement polyurethane mounts.
- Carburetor must be stock unaltered 4bbl 650 cfm maximum.
- Restrictor plate is mandatory; 0.875” maximum bore and 1” maximum plate height (contact tech for more information if using this option).
- Restrictor plate is to be unaltered; no oval or grinding of edges will be allowed.
- Engine must remain factory sealed.

13.0 FORD ENGINE BUILDS

Refer to rule 11 plus the following Ford specific. All engine inquiries to be directed to the engine tech director.

13.1 All parts to be OEM unless explicitly indicated in these rules.

13.2 Ford 302 or 351 WINDSOR engines only. 351 CLEAVLAND engines are not permitted.

13.3 Stroked engines are not permitted.

13.4 OEM Carb to intake adaptor applicable to model is permitted.

13.5 OEM to year/model as 1.6:1 or 1.7:1 rocker ratio only.

13.6 Maximum 0.460 cam lift at the valve using OEM rocker ratio formula (1.6 or 1.7) in keeping with rule 13.5.

14.0 **BRAKES**

14.1 Must have stock OEM operational four-wheel brake system.

14.2 Brake proportioning valve systems are authorised however any sort of dual-cylinder balance bar control systems are prohibited.

15.0 **REAR ENDS**

15.1 Stock OEM rear ends only, must be stock for make model and year.

15.2 Open rear ends only; no locked, posi-trak, or gov-lock rear ends are authorized.

16.0 **TRANSMISSIONS & CLUTCHES**

16.1 Transmission must be OEM production, manual or automatic.

- All gears must be in working order.
- All transmissions must have a reverse gear.

16.2 Automatic transmissions must have a fully operational torque converter.

- Torque converter must be 10” or larger.

16.3 “Direct lockup” transmissions not approved.

16.4 Stock OEM type clutch assembly’s only, minimum 10 1/2” single disc clutch.

16.5 Stock OEM steel flywheels only.

16.6 Transmission cooler and oil lines must be enclosed in a steel casing if run through the drivers’ compartment.

16.7 A steel aftermarket scatter shield (recommended) or a fabricated 3/16” steel 180-degree shield around a cast bell housing is approved.

17.0 **DRIVESHAFTS**

17.1 One-piece steel drive shafts only.

- 1/4-inch x 1 1/2-inch steel drive shaft hoops; one each in front and rear of shaft securely mounted are mandatory; chain may be used.
- All drive shafts must be painted white.

18.0 WHEELS AND LUGS

18.1 7” x 15” steel wheels ONLY; racing wheels recommended.
18.2 Minimum backspace: 2 inches on any corner.

18.3 Wheel studs must protrude past lug nuts by 2-threads.

18.4 1-inch lug nuts mandatory; 5/8” studs recommended.

18.5 Air-bleeder valves are not authorized.

19.0 TIRES

19.1 The Hoosier 970 is the only permitted tire in the class.

19.2 Tire management rules:

- Saratoga Speedway tire sales availability days and times to be posted.
- All cars arriving at the tech pad for post-race inspection must have only officially recorded tires mounted; any other tire will be deemed illegal and are grounds for DQ or other penalty at the discretion of officials.
- Tech officials will have discretion regarding what is and what is not a “used” tire, their decision is final.
- All teams are permitted 2 *new*, and unlimited *used* tires to be recorded to start the season before first race.
- Teams are permitted to have used tires recorded throughout the season as needed (this permits use of take-offs from other classes).
- Due to the time it takes to brand and record so many tires, initial recording should be done at one of the season’s two opening practice dates in April. Alternative arrangements can be made however time is limited; contact Lead Tech Director Gord Wheeler for more information.
- **Following opening night races, all Bomber Car teams will be permitted one new recorded tire *per every second race* for the remainder of the season (excluding invitational events).**

- **All tires will be recorded at point of sale and checked on the tech pad.**
- **All cut-down tires must be replaced with a recorded used tire only, no exceptions.**
- **<u>Invitational Events</u>:**
- **Off Island cars may run their track rules tire (provided they are similar compound confirmed by tech officials) or may purchase Hoosier 970s from Saratoga Speedway.**
- **Bomber Cars will be permitted to register a maximum of two-new tires for invitationals (in addition to their normal class allotment) and as many used tires as desired.**
- **All tires must be recorded and marked prior to qualifying.**
- **Cars must run the tires they qualified on for the duration of the event.**
- **Cut down tire must be replaced with only recorded used tire so that all tires on a post-race tech pad are recorded; any other tire will be deemed illegal.**

19.3 Tech Director will keep a log of tires and will brand them as they are registered in tech logbook; any unbranded unrecorded tire used in competition is illegal and will result in DQ.

19.4 Tire softening or soaking is not permitted; penalty for tire soaking will be loss of points and money/fine and or suspension.

19.5 Tech Director has final authority regarding admissibility of all tires.

20.0 IGNITION AND BATTERY

20.1 Stock OEM Ignitions only.

20.2 Battery must be mounted in a sealed covered and vented battery box that is located in a safe manner with protection for the driver and others; angle iron box frame or equivalent required.

20.3 All electrical switches must be located within easy reach of the driver.

20.4 A labeled on/off master switch is required and must be connected to the battery cable in such manner that would cut all electrical power to the car and be located in the drivers compartment so that it is accessible from both sides of the car.

21.0 EXHAUST

21.1 Noise rules will be strictly enforced. Cars registering sound levels greater than 95 Db @ 100 ft at any point on the track will be provided a 1-race grace. Excessive sound must be appropriately corrected to meet the standard prior to being authorized to compete.

21.2 Stock cast iron exhaust manifolds or 1 5/8” maximum tube size headers.

21.3 Stepped, crossover, or 180-degree headers are not approved.

21.4 Must run dual exhaust; 2 into 1 exhaust systems are not approved.

21.5 Mufflers mandatory, exhaust must extend past the driver’s compartment.

21.6 “X” pipe not permitted, “H” pipe are permitted.

22.0 RADIATOR

22.1 Radiator must be stock appearing and remain in stock position.

22.2 Aluminum radiators are approved.

22.3 A fan shroud must be installed.

22.4 Electric fans are permitted.

22.5 All cars must utilize either a radiator catch-can or a “overheat warning” tube routed to an appropriate position on the windscreen that does not impede visibility or have possibility of reaching driver. No other configuration such as direct dump under car etc. is authorized.

23.0 ROLL CAGE

23.1 For all safety devices it is the responsibility of the driver, not Saratoga Speedway, its officers, or its agents to ensure safety device systems are correctly installed, maintained, and properly used at all times. As with all safety items, it is highly recommended that the driver fully reviews and complies with all manufacture’s installation and usage guidelines.

23.2 OPTION 1-UPRIGHT CAGE

- All welds must be proper, and Tech Director/Safety Director must approve cages.
- All cage bolts will be a minimum 1/2″ bolts with suitable nuts and washers.
- All cage tubes will be a minimum of 2″ outside diameter steel Tube, 3/16″ minimum wall thickness.
- Drivers side upright to be minimum 3″ x 3/16″.
- All tubes that are joined will be welded.
- Must have two uprights welded together with one cross tube.
- One upright will be directly behind the driver's seat and the other upright will be in the passenger seat area.
- The cross tube needs to be level and a maximum of 4″ from the roof.
- Uprights must be flanged and bolted to the floor and the roof with a minimum 6″ x 6″ x 3/16″ steel plate.
- A minimum 3 bolts per flange with suitable nuts and washers are required.
- Both uprights must be back braced by steel tube.
- The back brace is to be welded to the upright near the cross bar and welded to the frame at the other end.
- Instead of welding to the frame you may use a minimum 6" x 6" flange and bolt the back brace to the rear floorboards or the base of the rear firewall within the interior compartment; a minimum of two 1/2″ bolts per flange with suitable nuts and washers is required.
- A cross brace must be installed from the driver's side to the passenger's side behind the driver's upright.
- This cross brace must be flanged and bolted through the door bar and the passenger side door (And quarter panel if applicable).
- Flanges are to contact both doorposts. Minimum two 3/4″ bolts with suitable nuts and washers on each flange.
- A dash bar must be installed from the driver's doorpost to the passenger's doorpost, above the steering column. This dash bar must be flanged and secured on both ends. The steering column must be chained securely to the dash bar.
- Drivers side door must have minimum 8" C-channel. Ends must be angled.
- All bars within possible contact of driver must be padded.

23.3 OPTION 2-FULL CAGE

- Standard roll cage required.
- All roll cage bars must be a minimum of 1 3/4 inch outside diameter tubing of a minimum .095 wall thickness.

- Gussets are recommended on all roll cage and door bar joints.
- Main Hoop and window posts to be gusseted at lower attachment points to frame rails.
- All bar joints must be electric welded.
- Galvanized or Aluminum material is NOT approved.
- The roll cage must have a minimum of three evenly spaced door bars on the left side; contact Bomber tech director for clarification.
- The roll cage must have a minimum of two door bars on the right side of the car or triangulated bracing.
- All bars within possible contact of driver must be padded.

23.4 Front and rear bay/bracing bar design must be approved by tech director prior to installation. Contact tech Director for details. Bay bars must be designed and installed so as to create crush-zone integrity and must not present possible safety hazard. Contact tech Director for details. Cars arriving with bay-bars that are deemed unsafe by Tech Director will not be approved to compete.

24.0 FUEL CELL AND FUEL LINE

24.1 Fuel cell shall be securely mounted behind rear axle in the trunk area.

24.2 Fuel cell must be mounted no lower than the lowest point of the stock trunk pan. Minimum 12” off ground.

24.3 All Fuel Cells must be vented with tech approved rollover valve or triple spiral pigtail installed.

24.4 A steel framework, welded to the frame or cage, must be used to mount the fuel cell.

- The framework must be fabricated from a minimum of 1”x 1” .083 square tubing.
- Two straps longwise and two straps crosswise across the top of the fuel cell.
- The material for these straps must be a minimum 1”x 1” .083 square tubing or 1-1/2” x 1/8” steel strapping.
- Fuel cells must be bolted to the framework.

24.5 Fuel lines must be enclosed in a protected conduit (steel tubing), if run through the driver’s compartment.

24.6 Any fuel pump is approved; cars running electric pumps must have a very visible “E” or “e” designation attached to their number at all numbering points as well as at main power-switch.

24.7 Glass fuel filters are not approved.

24.8 If using an electric fuel pump car-number must be modified with an “e” (doing so on initial registration form and on the car is required).

24.9 Electric fuel pumps must be energised through the kill switch so as to be de-energised when switch is turned off.

25.0 DRIVER PROTECTIVE EQUIPMENT (see Saratoga Speedway General Rule Book para. 7 for reference).

25.1 Driver must wear a minimum specified driving suit and gloves of fire-resistant material that effectively covers the body.

25.2 Fire resistant shoes, socks, head sock and underwear are highly recommended.

25.3 Driver’s suits with rips, tears and holes are not approved.

25.4 Minimum suit standard is: SF3.2A/5. (example: Zamp ZR-30 Race Suit Black [racedaysafety.com]) NOTE: Marks Work Warehouse fire protection overalls do not meet insurance standard and are not permitted.

25.5 Mandatory that driver wears a full-faced helmet carrying a least a valid SA 2015 standard Snell, SFI 31.1 or 31.2 . M rated helmets are not permitted.

25.6 It is recommended that all drivers wear a neck and head restraint system (Hans or equivalent).

25.7 All drivers must utilize SFI Certified Head and Neck Restraint (HNR) device after December 1, 2024.

- Simple “neck-donut” alone will not be permitted after this date.
- Any SFI Certified “Hans Device” or “Hybrid” style HNR is permitted.

25.8 Neck brace (doughnut) mandatory if not using Hans or equivalent.

26.0 SEAT BELTS

26.1 It is highly recommended that the driver carefully review the seat belts manufacture’s installation.

26.2 Seat belts must be a five-point system; 4-point seatbelts are not approved.

26.3 A Quick Release seatbelt no less than 3-inches in width is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8-inch in diameter.

26.4 Shoulder harness must be no less than 3-inches in width and must come from behind and below the top of the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage in a manner that will prevent the harness from sliding side to side.

26.5 Inertia reels are not approved.

26.6 A "anti-submarine" 5th belt must be used. It must be a minimum of 2-inches wide and mount to the roll cage seat mount.

26.7 Wherever the belts pass through the seat edges the edge must have a grommet or be rolled to prevent the belt from being cut.

26.8 Belts older than 5 years must be approved by tech

- Belts older than 10 years are not authorized.
- Belt with manufacturer date stamp removed are illegal.

27.0 SEATS

27.1 Manufactured aluminum-racing seat is mandatory.

27.2 Seat must be mounted with a minimum of 3/8-inch grade 5 bolts with large washers; two bolts must be located at the top of the seat and two on bottom.

27.3 It is recommended that the seat also offer rib protection and have leg extensions.

27.4 Headrests recommended on both sides.

28.0 WINDOW NET

28.1 A net or rib-style window net is mandatory.

28.2 Window net must be permanently mounted at the bottom and have an approved quick release at the top.

28.3 Window net must be in good repair and display manufacturer date stamp tag unaltered; nets older than 5 years will be inspected by safety or tech director for suitability (no cuts or obvious wear degrading effectiveness) and not be older than 10 years old.

29.0 APPEARANCE & NUMBERS

29.1 All cars must be bright in appearance with contrasting numbers.

29.2 Numbers must be least 18 inches high and 3 inches wide and be legible from sides of car and roof.

29.3 Roof numbers to be read form the passenger side of the car.

29.4 Numbers will only be issued by Saratoga Speedway.

29.5 If using an electric fuel pump car-number must be modified with an “e” (doing so on initial registration form and on the car is required).

29.6 Submit your registration to reserve your number.

29.7 Cars must display a 4” number on upper right-hand windshield and on body at rear left hand back corner (to be visible to following drivers) for staging and positioning.