

# Winston Speedway

## 2010 UMP Bomber Rules

-Track Bombers will receive UMP Factory Stock Regional & National Points.

-\*Driver must be 14 years old or older.

-\*NOTE: Drivers that have run in the 2009 Factory Stock class may be eligible to run the 2010 Bomber class. The car must fit the rules and the driver must have o.k. to run. Please check with the track before you build a car for this class.

### SAFETY

**-The RaceCeiver is required to compete at Winston Speedway!**

-An optional 2 ½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each race car. Extinguisher must be mounted in a quick release bracket. Duct tape is NOT an acceptable mounting device!

-Driver must wear approved: **SA 2000 or newer** Racing Helmet, SFI fire suit, unaltered neck restraint and Nomex gloves.

-\*Drivers head with helmet on Must NOT rise above the roll bars.

-\*All cars must have an aluminum racing seat and be fastened to the roll cage.

-\*Cable or tie strap must hook gas cap to fuel cell.

### APPEARANCE:

-Absolutely and completely stock appearing is mandatory. Metal only. No aluminum except for front window posts. All cars must be 1965 or newer American made passenger cars with factory steel top. No utility vehicles, sports cars or convertibles. Door and roof numbers are mandatory. Must have a 4" x 20" number on roof with solid lettering. Must be able to read from the passenger side of car. No mirrors. Keep outside appearance of the car sharp by repairing whenever necessary.

### MUFFLERS:

-Working mufflers are MANDATORY!

### BATTERY:

Must arrive at the track fully charged. May be located anywhere outside of the driver's compartment.

### BRAKES:

-All 4 – wheel disc brakes are allowed. All in working condition (all four must lock in brake test). Neal style brake pedals on original firewall is allowed. **No brake adjustment** or shut-off valves from the driver's compartment.

### BODY:

-\*All bodies must be unaltered OEM in OEM location and match frame. Unaltered OEM steel hood and trunk only. No altering or channeling of body allowed. No spoilers, wings or air scoops allowed.

-Only stock appearing. **Stock floorboards** must remain intact and visible. **Full stock firewall**, in stock position between driver and engine compartment and fuel cell/rear compartment. No boxing in of driver compartment. Fenders maybe trimmed REASONABLY for tire clearance. Area between taillights MUST be filled in with metal or approved tail piece. No reflective body panels. NO BODY PANELS BELOW THE FRAME RAIL.

-\*Bumpers must be stock and in stock location. Bumpers may be reinforced from behind only. Rear bumpers must be capped to fenders with steal. No exterior bars allowed. Rounded off rub style bars OK. Maximum one inch wide by 2 inches tall. **WRECKER HOOKS ARE MANDATORY FRONT AND REAR.**

-All bodies need a minimum of 7 inches of ground clearance.

### CARBURETOR:

-Holley 4412-500 CFM allowed. Stock carburetors must match make and manufacturer of car. Example: Ford-to-Ford, Chevy-to-Chevy, Mopar-to-Mopar. 1" carburetor spacer allowed. Absolutely no alterations or modifications to Carburetors, EXCEPT removal of choke plate. No Holley 4BL. Altered carburetors will be CONFISCATED!

**TRANSMISSION:**

- Automatic Transmission must use stock OEM converter – no direct drives. 4” wide flywheel, safety shield mandatory. Trans cooler must be shielded from driver.
- Manual Transmission: 3 or 4 Speed OK (No 5 Speeds), No Internal Clutch Transmissions (Bert, Brinn, Falcon, etc), Mini Clutch OK. No Aluminum transmissions.

**ENGINE:**

-The engine must appear to be strictly stock for that model and make of car. NO ROLLER CAMS - NO ALUMINUM INTAKES (CAST IRON ONLY) – NO BOWTIE INTAKE - NO ROLLER ROCKERS (ROLLER TIP ONLY). Engine MUST be mounted on original stock mounts or solid steel mounts and in stock location. No limit on engine cubes. No engine setback, no frame notching for fuel pump clearance.

-Clarification on intake manifold: The cast iron marine Bowtie intake will not be legal for this class. It was never installed on a vehicle from GM.

-NOTE: 73-77 Monte Carlo, Chevelle, Regal, Lemans, Grand Prix, Cutlass, will add 200 LBS. (3400) to compensate for motor set back.

-No aftermarket cylinder heads (Dart, World, etc). Must have original unaltered OEM casting number.

**DRIVE SHAFT:**

-MUST be steel drive shaft and MUST be painted white and have a metal strap or chain hooked around it. This MUST be located in the forward 1/3 of shaft to prevent the shaft from dropping onto the track.

**EXHAUST:**

-Exhaust manifold will match the OEM style that the car came with. Center dump manifold were never installed on GM intermediate body cars or Camaro-Firebird cars.

**FRAME:**

-Full frame cars have a minimum wheelbase of 107”. NO TOLERANCES. Unibody cars minimum wheelbase of 108”. NO TOLERANCES. All cars will have no fabricated or made for racing frames. Frames may be reinforced from the back of the axle housing to the rear of the car ONLY and only if it has no effect on stock suspension.

- All cars need a minimum of 7 inches of ground clearance.

**FUEL:**

-Any type regular pump gas is OK. Racing fuel is OK. No alcohol or additives.

**FUEL CELLS:**

-Fuel cells are MANDATORY and must be securely fastened and in a canister. Must have a bladder and a check ball on fill pipe. A leaking tank is grounds for disqualification. Must have approved loop behind fuel cell. MUST BE PAINTED RED. Gas caps MUST be fastened to cell with cable, chain or tie strap.

**HUBS AND WHEELS:**

-Eight (8) inch wheels, maximum. Racing wheels are recommended. Cars must be equipped with racing wheels and large safety lugs on right side. No bead-locks allowed.

**IGNITION:**

-Only stock ignitions. Steel gear on distributor – No Bronze gears. Must match make and model. NO aftermarket or dual point ignition systems. No MSD. No traction control devices allowed. Detection of traction control will result in being barred for life from all MSPA tracks.

**RADIOS:**

-None allowed except Receiver radios. Receivers are mandatory.

**RADIATORS:**

-Any radiator allowed. Must include catch can with two (2) quart minimum capacity overflow.

**REAR AXLE:**

-May use Ford rear end in GM cars as long as all mounting of rear end is fabricated in stock location. Lower trailing arms must be in stock location. All bars must be solid and non-adjustable.

**ROLL CAGE:**

-Roll bar type seamless tubing at least .095 thick tubing only. There must be a four (4) bar cage, with three (3) bars across the driver's door that must be tied together with minimum 2 uprights per loop. Driver's door must have an 18"x24"x1/8" steel plate mounted outside bars, between roll cage and door skin in such a way as to protect the driver's body. Right side cage must have at least two (2) door bars that are tied together also. All main roll cage and left side bars will be a minimum of 1 1/2" OD. ABSOLUTELY NO SQUARE TUBING OR GALVANIZED PIPE ALLOWED. Cars must be equipped with front and rear frame hoops of 1 1/2" OD minimum size ahead and behind driver's compartment. MUST HAVE HALO BAR.

**SEAT LOCATION:**

-Back of seat will be no closer to the center of the rear axle than 33". Measured from the closest point of the seat or backrest to the rear axle.

**SEAT BELTS:**

-Must be racing type quality. A 3" seat belt and a 2" or 3" shoulder harness with submarine strap are required and subject to inspection. MANDATORY all components MUST be fastened during races and all belts must be in good condition may not be any older than 3 years of age. Must be able to read dates. - Belts should not be older than 3 years!

**SHOCKS:**

-Must be stock style in stock location. Rear OEM stock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket. NO MADE FOR RACING SHOCKS will be allowed.

**STARTER:**

-Must be in good working condition. All cars must start on their own in the staging area.

**SUSPENSION:**

-Absolutely, completely and strictly stock for that make and model that you are racing. NO AFTERMARKET PARTS ALLOWED. NO ADJUSTABLE SUSPENSION OF ANY KIND ANYWHERE ON RACE CAR. May use solid cups and spacers, cups must be welded in. Racing springs OK. No front steel bushings of any kind.

**TIRES:**

-Street 70 series Radials only – No made for racing tires, No – re-caps.  
-No Grooving, Siping, or Soaking.

**WEIGHT:**

-3200 LBS. MINIMUM. 73 – 77 GM Intermediate 3400 LBS. Added weight MUST be mounted in plain sight, painted white and must have car number painted on it. No cement or liquid style weights. Weights must be securely mounted with a minimum of two (2) 1/2" bolts with nuts and lock washers. Loss of weight may be grounds for disqualification. Use of mercury will be cause for lifetime suspension from all MSPA tracks.

**WRECKER HOOKS MANDATORY FRONT & REAR:**

-Both must be accessible. If no wrecker hooks are on the car, the car will be pushed, towed or dragged to the infield until after the racing program is completed.

-NEITHER WRECKER CREWS NOR RACE TRACK WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE CAR.

NOTE: Illegal or altered parts may be confiscated.