

# Redwood Speedway Outlaw Bombers

The Outlaw Bomber class is meant to be a fun and entry level class of racing for drivers 14 years of age and older. Drivers under the age of 18 are required to have parental or guardian signed release before racing is allowed. Safety is the main focus when we started working on these rules and we want that to be your main priority when you are building your car also.

Redwood Speedway has the right to disqualify any driver or car for safety reasons.

Racing will be held on infield track. Points will be received on heat and feature races. Point numbers to be determined later. The field will be inverted every week by highest points.

**Racing direction** will be decided before the race. A coin toss will decide clockwise or counter clockwise direction. Heat and feature may be different.

**Safety Equipment** rules will apply any time car is on the track. Snell rated helmet required, roll bar padding required in driver compartment, SFI-approved fire suit required, Fire retardant gloves, shoes and neck brace required. Driver side window net required, 16" by 20" ribbon or mesh style with latch mounted front top of window. SFI-approved fivepoint safety belt assembly mounted securely to main roll cage. Kill switch within easy reach of driver and safety crew clearly marked "ON" and "OFF".

**CAR and BODY** passenger automobile with steel factory roof, T tops, or sunroofs must be filled in, NO convertible. NO fullsize pickups or suvs, NO rear engine cars allowed. Front Wheel Driver(FWD) cars and mini vans allowed, V6 and 4 cyl. allowed, Small and mid sized pickups allowed, 4 wheel drive and all wheel drive cars, trucks, and vans must be converted to 2 wheel drive by removing a drive shafts. All bodies must be steel and stock per OEM, fully intact. All hoods, and trunks must be securely fastened, no gutting of hoods and trunk lids. Aftermarket nose pieces allowed, 6" max sunvisor allowed. All glass, upholstery and flammable interior must be removed. Dash may be removed and replaced with flat style dash no more than 24" from lower center of windshield frame. Must have full firewall and floorboards in stock location, all holes covered with sheetmetal. All doors must be secured shut. Aluminum racing seat fastened to roll cage required, bolting to floor is NOT ALLOWED. Seat must not be farther back than B pillar unless it is a 4dr. then driver side door pillar may be moved back for driver to exit

car in case of emergency. Brake, clutch, and gas pedals must be in stock location. OEM steel bumper or fabricated bumpers allowed must be in stock location, can be capped to fenders. Compression bumpers must be welded, all bumpers and rub rails must not have sharp edges and be tight to body.

## **Roll Cage** full frame cars and trucks,

Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers (down bars) and engine hoop required, and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing. All bars must be inside body.

**DOOR BARS:** All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

## **Roll Cage** FWD cars and vans

Six-point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers required. Recommended: front brace bar from main halo to front cowl. Forward brace bar allowed from main cage to front strut tower. Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.250 inch). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.

**DOOR BARS:** Minimum three horizontal door bars on driver side and two horizontal

door bars on passenger side. Drivers side must have a vent window bar. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

**Driver compartment** minimum three windshield bars and protecting screen in front of driver, driver must be sealed off from track, engine, trans and fuel tank / or cell , all flammable materials and air bags removed ,all holes in firewall and rear seat area must be covered, interior must be open. No cockpit type interiors. Fuel cells and trans coolers in wagons, vans, etc... must be shielded from driver. If fuel lines are run through interior they must be in a steel pipe or conduit from rear firewall to front firewall. Quick release steering wheel allowed. No Batteries in driver compartment, either secured in factory location under the hood or secured and covered in the trunk.

**Brakes** must work on all 4 wheels, no shut off devices or adjusters allowed. Master cylinders must be mounted in stock location.

**Suspension** must be OEM location and mounts. One shock per wheel mounted in stock location. No spacers or chains allowed on suspension. No add on quick steer boxes, all components must match frame and in original location. Tubular upper control arms allowed with stock mounts. 9" rear end stock and floater style allowed using stock type mounts for chassis used. Welded differential or mini spools allowed , no racing type suspension allowed.

**Transmission** OEM automatic with OEM working torque converter and scatter shield or a manual transmission with all gears and with minimum 10.5" clutch and steel bell housing.

**Wheels and Tires** no double sidewall tires allowed , no racing tires allowed , no snow and mud tires allowed, passenger car tires only, Tire size must match side to side but not front to rear. no wheel spacers , racing and spoke steel rims will be allowed. 8" maximum rim width. Rear wheel drive cars and trucks will require a 1" lug nut , FWD cars and vans running OEM wheels may use OEM lug nuts , FWD cars and vans running racing or spoke rims will require 1" lug nuts.

**Fuel System** Gasoline only, maximum 93 octane. No E85. No performance additives. Racing type fuel cell required on rear wheel drive cars and trucks. FWD cars and vans with tank behind rear axle must be replaced with racing fuel cell and relocated to trunk area. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Metal firewall or cell cover must be between driver and cell. All fuel

cell mounts must be steel and securely mounted in trunk area above floor. FWD cars and vans with OEM fuel tank in front of rear axle must have complete, unaltered, OEM fuel system for year, make and model of car used. Gas tank ahead of rear axle allowed but must install shield under it. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans. Aftermarket fresh air pipe and air filter allowed, but no ram air.

**Engine and Carb** Engine mounted in stock location, GM TO GM, FORD TO FORD, CHRYSLER TO CHRYSLER, NISSAN TO NISSAN, etc..... Stock appearing engine with OEM part numbers, Factory intakes with OEM part numbers, An HEI distributor with stock OEM cap, coil, and module is allowed. Stock computers on fuel injected cars and trucks. Headers allowed, exhaust must be directed away from driver compartment. No aftermarket steering pumps. Racing oil pans allowed. V8 cars must run 2 barrel carbs., can use adaptor plates, Holley 4412, 2 barrel allowed, no Vortex heads allowed. fuel injected cars and trucks must run stock throttle bodys. **NO SUPERCHARGERS OR TURBOS ALLOWED !**

**General Rules** all cars will run numbers on both sides of car , roof , rear of car , and front if possible , at least 20" tall and readable from scoring tower on doors and roof. NO drinking or drug use while racing. Rough driving will not be tollerated , **Redwood Speedway and employees reserve the right to disqualify drivers and cars for not following rules set forth by the track and its officials. Track officails have final call.**

If you have any questions please call my self or Shane wee.

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