

**PENTON RACEWAY
2016 BANDIT TECHNICAL RULES**

Rules new for 2016 will be highlighted in Blue.

Please note that rule changes or corrections during the season will be in Red.

This division is open to any 1955 or newer sedan. NO station wagons or pick-up trucks.

DRIVER ELIGIBILITY:

A. Anyone with prior racing experience must be approved by Penton Raceway to compete in the Bomber division.

WEIGHT:

- A. Any Vortec Head 3300lbs with driver.
- B. Stock OEM Heads 3250lbs with driver.
- C. 602 Rebuilt Crate Engine 3150lbs with driver.
- D. 602 Stock Crate Engine 3100lbs with driver.
- E. Cars with 112" and longer wheelbase deduct 100lbs

CRATE ENGINE:

A. Crate engine 602. GM crate engine must have factory GM or Crate USA seals. Any tampering above the seal bolts will result in a 30 day suspension from Penton Raceway. Any tampering inside the sealing system will result in a 1 year suspension from Penton Raceway and engine will be confiscated.

BUILT ENGINE:

- A. ONLY stock factory street production V-8 or V-6 engines permitted.
- B. GM (Buick, Olds, Pontiac, or Chevy) 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.
- C. NO big blocks permitted.
- D. Block may be surfaced.
- E. Any steel wet sump racing oil pan permitted. NO Aluminum oil pans. NO power pouch kick out oil pans.
- F. NO engine interchanging. Car and engine must be same manufacturer. G. Engine balancing permitted.

CRANKSHAFT:

- A. Stock factory production steel or cast iron cranks ok. No knife edging or lightening of cranks. Crankshafts must be stock stroke to size of engine. NO stroking or D-stroking. Must weigh minimum of 48 lbs. Aftermarket Scat or Eagle cranks OK. NO billet cranks.
- B. Must have harmonic balancer.

CONNECTING RODS:

A. Stock steel rods or stock appearing I-beam Eagle or Scat replacement rods. NO High End Sportsman rods, must have 3/8 rod bolt may be bushed on small end. MUST be stock length to the engine. No H-beam rods. Example, 350 Chevrolet 5.7" maximum.

PISTONS:

A. Pistons: Cast or forged flat top pistons ONLY. 2 or 4 eyebrow pistons required. No gas porting, No dome pistons. Ring thickness minimum 1.5 x 1.5 x 3mm.

CAMSHAFT & LIFTERS:

A. Hydraulic flat tappet camshafts ONLY. .450" maximum lift for Chevrolets. .450" maximum lift for Chrysler. .458" maximum lift Ford Windsor. .468" maximum lift Ford Cleveland. Maximum lift applied to intake and exhaust & includes rocker ratio. Measure at push rod.

B. NO solid lift cams. Lifters must be stock diameter to make of engine. Example .842" Chevrolet, or .875" Ford.

C. Timing chains only. No gear drives.

CYLINDER HEADS:

A. Factory production cast iron heads. Vortec 062, 906, Racing Head Service Vortec replacement #12402 & #12407 allowed. Engine Quest #CH350C & #CH350F allowed. Vortec 062 & 906 cylinder heads permitted with following specs: 175cc intake runner volume max, 64cc maximum exhaust runner volume. NO bowtie, dart or angle plug heads.

B. Multi angle valve job permitted. NO porting, polishing, squaring, or epoxying of ports

C. Milling of heads allowed.

D. Screw in studs or guide plates permitted. Rocker studs may be pinned,

E. NO roller or roller tip rocker arms. NO stud girdles. Poly locks allowed.

F. Stainless steel valves allowed. Valve sized Chevrolet 350 1.94" maximum intake & 1.5" maximum exhaust. Ford, Chrysler, and other GM products must be stock sizes. Stock diameter valve stems. Undercut valves ok.

G. Steel valve retainers & keepers ONLY. NO aluminum, titanium, or other exotic material retainer. Any valve spring.

H. No mismatching of Cleveland or Windsor heads.

INTAKE:

A. Cast iron or aluminum factory production low profile intakes permitted.

B. May run aftermarket aluminum dual plane intake manifold. ONLY intakes permitted to use are Edelbrock 2101, 2701, 5001 or 7101. Weiland 8120 or 8150. Summit Racing 226008, 226012 or 226014.

C. Vortec Heads may run Edelbrock #7116 or 2116 or GM # 12366573 (same as on 602 crate engine), Weiland 8120 or 8150, Pro Comp 22007. These are the ONLY intakes allowed with Vortec Heads.

D. NO porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. NO milling or hogging out plenum.

E. One 1" carburetor spacer or one 1" adapter plate permitted on all engines.

F. Ford Motorsport low profile aluminum intake permitted.

CARBURETOR:

A. 1 stock dual or single line, single pump, vacuum secondary 4 barrel Holley carburetor ONLY .600 cfm maximum. No down leg boosters.

B. EAMS dual line spec 600cfm carburetor OK.

- C. Air horn may NOT be removed.
- D. NO porting, polishing, or modifying of venturies. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
- E. NO double pumpers permitted. Carbs checked with no-go gauges made to Holley specs.
- F. No Quadrajets.
- G. Crate motor must run above carburetor.

FUEL SYSTEM:

- A. Stock type fuel pumps allowed. No electric pumps.
- B. Fuel cell required must be securely mounted.
- C. Fuel must not check above +5 on electric fuel checker when calibrated with EAMS track racing fuel.
- D. Sunoco racing fuel available at track.
- E. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE, GAS ONLY.
- F. Approved fire extinguisher with gauge required and must be securely installed in reach of driver.

IGNITION SYSTEM:

- A. Stock electronic ignition system permitted.
- B. HEI style distributor with coil in cap permitted. NO MSD 6A or 6AL ignition boxes.
- C. Stock appearing coil and ignition module permitted. D. Ford allowed HEI type aftermarket distributor.

COOLING SYSTEM:

- A. Cast iron or aluminum water pump.
- B. Stock or aftermarket pulley systems allowed.
- C. Aluminum radiator allowed.

EXHAUST SYSTEM:

- A. Collector type headers only. NO 180, zoomies, Tri-Y or merged collector headers. Headers must turn under firewall and have collectors

TRANSMISSION AND REAR END:

- A. Stock factory production manual, or automatic transmissions ONLY. Automatic's MUST have stock type, and size torque converters. NO lock ups or shut off valves allowed.
- B. Stock factory production rear ends. Floater rear end allowed.
- C. GM cars may run Ford 9".

CLUTCH:

- A. 10" or 10 1/2" single disc clutches only. Must have diaphragm or finger type pressure plates only.
- B. Puck style clutch disc allowed.
- C. Steel flywheels only, 15lb minimum, Pressure plate 13lb minimum.
- D. No aluminum flywheels, multi-disc clutches, or RAM couplers allowed.
- E. Ford may run 11" 15lb aluminum flywheel.

ENGINE POSITION:

A. Engine must be mounted in center of chassis, #1 spark plug must be in line with or in front of upper ball joint.

BRAKES & HUBS:

A. 4 wheel brakes mandatory.

B. 4 wheel disc OEM style single piston cast iron calipers permitted.

C. No aluminum rotors. Rotor hats must be stock steel. No aluminum or aftermarket rotor hats.

D. Dual master cylinders permitted. Brake adjusters permitted.

E. Stock hubs. No wide 5 hubs.

F. ½" wheel studs minimum and 1" lug nuts mandatory.

STEERING:

A. Stock steering only. Quick steers permitted. No Rack-N-Pinion Steering. Aftermarket tie rods permitted.

FRAME:

A. Minimum wheel base 108".

B. All frames must be completely stock from front clip to rear clip. No altering, shortening, or interchanging of any kind.

C. Uni-body cars may not be connected. Stock shape of uni-body may not be altered in any way.

FRONT SUSPENSION:

A. Stock spindles only.

B. Tubular upper control arms permitted.

C. Lower control arms must be stock factory production control arms and must be mounted in original locations with no cutting, lengthening, shortening of any kind.

D. No Coil-overs.

E. Steel body racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only. No bulb shocks.

F. Jack bolts permitted.

G. All coil springs must be minimum of 5" diameter.

REAR SUSPENSION:

A. Stock type rear suspension only. Leaf spring cars must have leaf springs only mounted in original position. Lowering blocks permitted.

B. Coil spring cars must have springs mounted in stock location.

C. Jack bolts permitted.

D. Stock trailing arms only. Bushings permitted.

E. Steel body racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only. No bulb shocks.

F. No reese bars, J-bars, torque links or any other traction-enhancing device allowed.

BODY:

A. Top 6" of body sides must be original steel factory body, sides below 6" may be steel or aluminum. Hood may be fiberglass or aluminum. 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.

B. Doors must be welded or bolted shut. After market nose and rear bumper pieces permitted.

C. Quarter panels must remain in original position. Cars with raised quarter panels or deck lids will be ruled illegal.

D. 6" spoiler allowed, 6" total material, spoiler 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.

E. Stock bumpers ONLY. No heavy pipe reinforcements behind bumper, lightweight tube bracing ONLY allowed. NO push bars allowed in front of bumper.

F. Stock unaltered floor pan & firewall must be retained. Dashboard may be replaced with sheet metal. All holes in floorboard and firewalls must be covered 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.

G. Rear of car must be closed in the width of the deck lid. No open rears.

H. No flared out body sides.

I. Any bodies that don't meet body rules may be subject to a weight penalty or moved out of the class until problem is corrected at tech director's discretion.

WHEELS AND TIRES:

A. Track tire Spec 500 or D30 Hoosier Racing Tires only.

B. No tire softeners permitted. Tires will be subject to sniffer & durometer hardness test at any time to determine legality.

C. Steel wheels ONLY. 10" maximum width. NO aluminum wheels. NO wide 5 wheels or adapters. 10" steel bead lock allowed on right front & right rear ONLY.

SAFETY:

A. Approved helmet and full fire resistant driver's suit required.

B. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.

C. Racing seat mandatory. Seat must be bolted with a minimum of 6 3/8" bolts to bars that are welded to roll cage. Must have 5-point quick release type racing seat belt with shoulder harness 3" wide. Must be bolted to roll cage with minimum of 3/8" bolt.

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

E. Additional safety requirements are outlined in Section D of General Rules for all Divisions.

PROTEST:

A. Built Engine: Top End \$300 - track retains \$50. Top & Bottom End \$600 - track retains \$100.

B. Crate Engine: Top End \$450 - track retains \$50. Top & Bottom End \$900 - track retains \$100. Crate engine camshaft will be checked only if bottom end is protested. Additional fee of \$250 for NeSmith Tech Inspector Tim Sims to conduct inspection with cam doctor.

C. Must protest Top End to protest Bottom End.

D. Crate motors may be protested.

- E. Visual protest \$25- \$25 will be retained by track.
- F. Fuel protest \$50 - \$50 will be retained by track.
- G. Clutch \$150 - \$75 will be retained by track.