

2022 ROAD WARRIOR RULES

(BOMBER / ENDURO)

SECTION A PROTEST RULES / CLAIM RULES/ FEES

1. Engine protest fee will be \$500 For top end and \$500 for bottom end, protesting driver must be in top 3 and on lead lap. Top end inspection to include heads, intake, bore, stroke, and full carburetor inspection.
2. Crate engine claim fee will be \$4500. Claiming driver must finish in the top 3 and on the lead lap. Engine removal will be overseen by tech officials and turned over to claiming team as it comes from GM. Whatever distributor is in the engine will go with the engine.
3. Shock claim rule will be \$100. per shock. Claiming party must finish in top 3 and on lead lap.
4. In the event that the team whose engine or shocks are being claimed damages the part being claimed either accidentally or intentionally, the result will be automatic disqualification. They will retain ownership of damaged equipment and claiming team will be refunded their money.
5. Tire protest fee will be \$100. Any driver in the field may protest the tires of any driver in the field after qualifying, heat races, or feature.
6. A total car protest will be \$1600 and includes complete engine, transmission, rear end, and all suspension components.
7. Any protest or claim must be turned in to tech officials within 10 minutes of completion of protesting party's feature race.
8. If either protesting party backs out of protest after paying protest fee, \$100 will be retained by track.
9. Any driver that refuses any claim or protest will be automatically disqualified

SECTION B SAFETY RULES

1. Racing helmet (not motorcycle or DOT)
SA 2005 or newer
2. Full racing fire suit required.
3. Fire rated racing gloves required.
4. 4 – 5 point racing harness mounted per manufacturers specifications required.
5. Two pound fire extinguisher mounted within drivers reach is required. (gauge must be good)
6. Racing seat properly mounted per manufacturers specifications required. (Full containment seat strongly recommend)
7. Properly mounted racing fuel cell required.
8. If fuel line runs inside car, it must either be in metal tubing (conduit), or be braided line.

9. All weight and driveshaft must be painted white.
10. A 10 pound fire extinguisher is required at the trailer of each car competing in competition.
11. Racing (fire rated) shoes required.
12. Window net not required but recommended.
13. If battery is in driver compartment, it must be mounted properly and inside a battery box.

SECTION C WEIGHT RULES

1. Total weight required is 3300 lbs.
2. A one (1) pound per lap weight break will be given for feature race only.
3. Any lead or ballast must be painted white and have car number on it.
4. There is no longer a weight break for a hans device or full containment seat, but both are highly recommended.
5. Rebuilt crate engines must add 50 lbs.
6. No weight or ballast may be placed on rearend or suspension components.
7. No weight will be allowed to be mounted above the firewall decking anywhere on car.

SECTION D BODY RULES

1. All body panels must be fabricated from steel or aluminum only, no fiberglass.
2. Body must be stock appearing for the make, model, and year of car.
3. No flat decking, decking must taper downward from trunk hinge area to rear of car.
4. Must have stock steel firewall in stock location from frame rail to frame rail.
5. Must have factory steel or fabricated steel floor pan and must run from front firewall to rear of drivers seat. If floor pan is fabricated, it must be same thickness or thicker as factory and retain factory shape.
6. An aluminum or steel firewall is required from frame rail to frame rail behind driver seat. Rear firewall must extend from frame rail to decking.
7. Rear of car may be open.
8. Aftermarket plastic front and rear covers permitted, but must be stock appearing. (No Dominator Camaro style nose pieces)
9. Rear spoilers are permitted, but must be a maximum of 4" high.
10. Spoiler sides are permitted, but can be no larger than 18 1/2" long and 4 1/2" high.

11. Driver compartment may be boxed in, but must have an inspection panel that can be removed or opened for inspection of passenger side.
12. No flat side bodies, doors, and quarters must taper inward at bottom towards the center of car.
13. No flat roofs, roof must have a roll front to rear to resemble stock roof.
14. No sharp bends in hood or fenders. Both must gradually roll towards nosepiece.
15. No raised lips or sharp edges on body.

SECTION E BRAKES

1. Dual master cylinders with hanging pedals are permitted.
2. No brake adjuster inside cockpit, may be mounted under hood on firewall.
3. No cut offs of any kind on any corner of car.
4. Must have four wheel working brakes. (If car is jacked up, and wheels spun, all 4 corners must stop)
5. Must be stock type, single piston, steel calipers.
6. Steel rotors only, no exotic metals.
7. No gun drilled or scalloped rotors.
8. Disc or drum brakes ok.

SECTION F STEERING

1. All steering components must be stock for year, make, and model unless otherwise noted.
2. May run aftermarket steering box, but must be cast iron and in stock location.
3. No heim end components.
4. Center link must be stock size for year, make, and model of car.
5. Stock type head or block mounted power steering pump only.
6. Steering quickener is allowed.
7. Collapsible steering shaft allowed.
8. Heim joint steering shaft guide allowed.

SECTION G FRONT SUSPENSION

1. All factory mounts on frame must be in stock location.
2. Upper A frames may be tubular aftermarket, but must have cross shaft and be a maximum of 1" difference LF and RF. (No heim joint type A frames)

3. Upper A frames must be in stock holes on tower, no slotting of factory holes.
4. Spindles must match year, make, and model of car being raced. (No 3 piece spindles)
5. Lower control arms must match year, make, and model of car being raced, no modifications to length of A frame. (Ball joint placement must be stock)
6. Aftermarket steel or rubber bushings are allowed in lower A frames.
7. Adjustable cups allowed.
8. No bump stops or bump springs, no internal bump stops.
9. No chains, cables, or droop limiting devices of any kind.
10. No notching of frame for steering arm clearance.
11. No shimming of shocks, shocks must mount flat against factory location at bottom and in stock location at top.
12. Spring rubbers allowed.
13. Racing springs allowed.
14. Screw in ball joints allowed, no adjustable height ball joints allowed. Ball joint must be in stock location on lower A frame.
15. Any length ball joint is ok.
16. Five inch diameter springs required.

SECTION H REAR SUSPENSION

1. No spring buckets, upper spring perch must be in factory location.
2. Adjustable cups allowed.
3. Racing springs allowed.
4. Spring rubbers allowed.
5. No bump stops or bump springs.
6. Lower springs perches must be centered on top of axle tube.
7. Upper shock mount must be in stock location and shock must be mounted flat against mount. No shimming shock down.
8. Lower end of shock must be mounted at same height, angle, and location on rearend. Lower mount must be behind and below bottom of axle tube.
9. Aftermarket tubular trailing arms allowed, but must be non-adjustable and stock length.
10. Trailing arms must have stock type rubber bushings, no monoballs or heims.
11. Lower trailing arms must be $2 \frac{3}{4}$ " \pm $\frac{1}{2}$ " from bottom of axle tube and must be the same measurement (no offsetting)
12. Lower trailing arm mount at frame must be the stock mount and in stock location.

13. Upper trailing arms to be 3" +/- 1/2" from center of mounting bolt to top of rearend, must be same on both sides.
14. Center of axle tube to center of mounting bolt to be 7 3/4" +/- 1/2", must be the same on both sides.
15. Upper trailing arm mount must be in stock location and trailing arm must be mounted in factory holes on chassis.
16. Trailing arm mounts on rearend may not be adjustable by means of twisting the mount on rearend, mount must be in a fixed position.
17. No bump stops/bump springs on rear suspension.
18. Lowering blocks are ok, must not be adjustable.
19. Adjustable shackles are ok, does not have to be in same hole on both sides.
20. Leaf spring rear suspension "only" may run shock extensions or shock spacers on rear of car only. If running extensions/spacers, both sides must be the same. If running spacers, they must bolt through factory holes.
21. No sliders on leaf springs.
22. Front leaf spring mount must be factory stock and be bolted in factory holes.
23. Leaf spring cars may run stock style "stud" mounted shocks or rubber bushing type shocks.
24. No chains, cables, or droop limiting devices.
25. 9" Ford, 9" Ford floater, or GM rearend ok.

SECTION I SHOCKS

1. Shocks must be magnetic steel.
2. No Schrader valve or piercing valves.
3. Shocks must be non-adjustable.
4. No heim end shocks, must be stock mount shocks.
5. Must be smooth body, no threaded body shocks allowed.
6. No shock extensions, except on rear of leaf spring cars.
7. No internal bump stops or bump springs.

SECTION J CHASSIS/FRAME/ROLL CAGE

1. 101" minimum wheelbase, but must match factory wheel base of car being claimed.
2. Camaro must retain unibody.
3. X bracing ok.
4. Must have (4) bars minimum in front of drive's window.
5. No offset cages, down tubes must sit on or be in line with frame rails.
6. Camaros are the only chassis that will be allowed underslung under rear end.

7. Seat must be properly mounted to roll cage.
8. A minimum of three door bars on driver side and two door bars on passenger side required.
9. Must have chains front/rear for wrecker.
10. Six point cage required.
11. All cage tubing is to have minimum diameter of 1 ½" and .090 of wall thickness.

SECTION K ENGINE/TRANSMISSION/EXHAUST

ENGINE COMBINATIONS

602 CRATE ENGINE. REBUILDS BY LICENSED REBUILDERS WILL BE ALLOWED, BUT MUST MEET ALL DURRENCE-LAYNE SPECS.

ENGINE LOCATION

CENTER OF CHASSIS. #1 SPARK PLUG MUST BE IN FRONT OF OR IN LINE WITH UPPER BALL JOINT.

BORE

.060 = .010 FOR WEAR MAXIMUM

ROTATING ASSEMBLY

RODS TO BE PRESS FITTED OEM, SCAT OR EAGLE WITH 3/8" ROD BOLTS ONLY. CAP SCREWS AND AFTERMARKET ROD BOLTS OK.

FLAT TOP 4 EYEBROW OR DISH TOP PISTONS OK, BUT EYEBROWS MUST BE SAME SIZE AND SHAPE.

PISTON MUST BE .020 IN HOLE (+ / - .002)

STOCK STROKE OEM, SCAT OR EAGLE CAST CRANK ONLY

BALANCING OK.

CRANKSHAFT MUST WEIGH 49 LBS. MINIMUM, WEIGHED WITH PILOT BUSHING, GEAR, BOLT AND WASHER.

CAMSHAFT

.390 / .410 HYDRAULIC FLAT TAPPED CAMSHAFT

VALVE LASH ZERO

NO 4/7 SWAP CAMSHAFTS

NO ASSYMETRICAL CAMSHAFTS

OK TO DEGREE CAMSHAFT

STOCK TYPE LIFTERS WITH WIRE RING CLIP ONLY

DOUBLE ROLLER/ TRUE ROLLER TIMING CHAIN OK.

CYLINDER HEADS

OEM OPEN CHAMBER HEADS ONLY. 487X, 487, 993, 882, 441, ECT.

3 ANGLE VALVE JOB OK.

1.94 INTAKE AND 1.5 EXHAUST VALVES ONLY, STAINLESS STEEL VALVES OK.

.010 VALVE STEM STEP DOWN OK.

1.250 STOCK TYPE SPRINGS ONLY

100 LB. VALVE SPRING PRESSURE MAX

3/8" SCREW IN STUDS/ GUIDE PLATES OK.

70cc MINIMUM

1.5 STOCK STYLE ROCKERS ONLY (LONG SLOT OK)

BOWL CUT 1" MAXIMUM, MUST RETAIN LIP

INTAKE

GM, QUADRAJET OR HOLLEY STYLE CAST IRON INTAKE ONLY. NO BOW TIE OR MARINE INTAKES

EDELBROCK 2701 IS THE ONLY ALUMINUM INTAKE THAT IS LEGAL.

CARBURETOR

602 CRATE ENGINE MUST RUN 1850 600 CFM CARB OR LESS, DUAL LINE OK

BUILT ENGINES MAY RUN QUADRAJET, 1850, OR LESS. DUAL LINE OK

MAY REMOVE CHOKE BUTTERFLY

MUST RETAIN AIR HORN

MAY HAVE SIGHT GLASSES INSTALLED FOR FLOAT ADJUSTMENT

METERING PLATES OR BLOCKS OK

1" SPACER OR 1" ADAPTER, NOT BOTH.

SPACER/ ADAPTER WITH 2 GASKETS MAY NOT EXCEED 1.350 (NO TOLERANCE)

ALL CARBURETORS MUST PASS ALL GAUGES

EXHAUST

CAST IRON STOCK TYPE EXHAUST MANIFOLDS OK

OUTLET CANNOT EXCEED 3"

PIPES MUST BE PARALLEL WITH GROUND

HEADERS OK. MUST BE INSIDE FRAMERAIL. NO STAINLESS, TRI-Y, OR SQUARE TUBE HEADERS

IGNITION

ANY STOCK STYLE ONE WIRE HEI IGNITION (NO BOX)

NO SOFT TOUCH REV CONTROL

NO TRACTION CONTROL DEVICES

TRANSMISSION/ DRIVESHAFT

FACTORY STOCK MANUAL OR AUTOMATIC ONLY

NO RACING TRANSMISSIONS

NO STRAIGHT CUT GEARS

NO SHIFTING ON STARTS & RESTARTS

MUST HAVE WORKING FORWARD & WORKING REVERSE

NO POWER GLIDE TRANSMISSIONS

NO DUMMY TORQUE CONVERTERS FOR AUTOMATICS, 10" CONVERTER MINIMUM

STEEL DRIVESHAFT ONLY

MUST HAVE SAFETY LOOP AROUND DRIVESHAFT

CLUTCH

STEEL FLYWHEEL ONLY

STOCK SYPE CLUTCH AND PRESSURE PLATE 10" MINIMUM

MAY RUN STOCK TYPE NON-SPRING CLUTCH DISC

FLYWHEEL, CLUTCH AND PRESSURE PLATE MUST HAVE A COMBINED WEIGHT OF 30 LBS MINIMUM WEIGHED WITHOUT BOLTS.

SECTION L WHEELS/ TIRES

8" STEEL WHEELS ONLY (BEADLOCKS OK)

HOOSIER H500

AMERICAN RACER AR 500 EXTRA OR AMERICAN RACER STOCKER HARD

GROOVING AND SIPING OK

NO ALUMINUM

Attention racers, after speaking with many racers, tracks, and sanctioning bodies Swainsboro Raceway has made the decision to amend our current tire rule effective immediately. The same compounds we currently allow will still be allowed, but there will absolutely no tire treatment or conditioners of any kind. We will reserve the right to test any tire in any class at any time we see fit. There will also be a 100.00 tire protest fee implemented for fairness of competition.

SECTION M FUEL CELL/ FUEL

RACING TYPE FUEL CELL MANDATORY

RACING OR PUMP GAS ONLY, E-85 OK.

NO ALCOHOL, METHANOL OR ANY TYPE OF FUEL ADDITIVE.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION.