



2014

OFFICIAL RULES & REGULATIONS

SK LIGHT MODIFIED DIVISION

All cars participating in Devil's Bowl Speedway events **MUST** be equipped with a working *RACEceiver* one-way scanner unit and a working *MYLAPS* timing transponder.

RACEceiver website: www.raceceiver.com

MYLAPS website: www.mylaps.com

Track Address: 2743 Route 22A, West Haven, VT 05743
Mailing Address: 261 Randbury Rd., Rutland, VT 05701
Phone: (802) 265-3112 | Email: devilsbowlspeedway@gmail.com
Website: www.devilsbowlspeedwayvt.com

WARRANTY DISCLAIMER

The rules promulgated in this rule book are intended as guidelines for the sport of stock car, auto racing or such racing competition, and the rules relating to the safety of equipment are the responsibility of each car owner, driver and crew member who participates in the sport of auto racing under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, by-standers or spectators.

Specifications and rules set forth in this rule book are based upon the recommendations of competing members of other organizations and other participants in the sport of auto racing.

Devil's Bowl Speedway specifically states that it has not tested any equipment or use of equipment that it refers to in this rule book and makes no warranties either specific or implied with regard thereto and any use thereof must look to the manufacturer thereof with regard to said warranties.

To aid in the safety of participants in automobile stock car racing, as well as that of the spectators, and to provide for the orderly conduct of stock car racing events, requires close adherence to the rules and regulations set forth. It is the responsibility of each participant, car owner, driver and crew to make every possible effort to obey the safety rules both written and unwritten to assure the safety of all involved. Upon submitting your application for membership and your entering onto the grounds of Devil's Bowl Speedway you assume this responsibility personally.

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DEVIL'S BOWL SPEEDWAY MEMBERSHIP & PIT ADMITTANCE

1. All persons under 18 years of age **MUST** have a signed minor's release from a legal guardian and provide a copy of their birth certificate.
2. Any competitor (driver) under the age of 18 that has not competed in a prior year at Devil's Bowl Speedway, **MUST** file a resume showing their racing experience (if any) with the main office prior to competing. In addition, **ALL** drivers must have a valid NASCAR membership.
3. All persons going into pit area as non-members must sign the non-membership form and release statement.
4. All applications must be filled out in full. Discounted member pit fee rate will not be honored without a NASCAR membership license card and valid photo ID. Other sanctioning body memberships may be honored at certain events.

5. Devil's Bowl Speedway reserves the right to reject any membership. Devil's Bowl Speedway also reserves the right to decline any non-member admittance to the pits. Devil's Bowl Speedway reserves the right to refuse entry to speedway grounds at any time.

6. No person *or* company shall be allowed to sell or solicit products *or* services without permission from speedway management *in writing*.

7. No car will be allowed to compete without a proper number cleared by the Devil's Bowl Speedway office. *No duplicate numbers allowed. No more than three digits. See PAINTING AND NUMBERING.*

FEES

1. NASCAR WHELEN ALL-AMERICAN SERIES LICENSE:

- Division I / Feature (Modified) Driver or Owner: \$200 (15-Day: \$50*)
- Division II-IV / Charger (L.M., Renegade, Mini) Driver or Owner: \$100 (15-Day: \$25*)
- Crew Member: \$100 (15-Day: \$25*)

* 15-Day license may be purchased multiple times. Fees can be applied to full license upgrade. Must be fully licensed member to receive point funds and special awards from NASCAR.

Note to car owners: Car number from prior year will only be reserved until February 15, all cars must be registered with Devil's Bowl Speedway Car Registration Form.

Pit & Entry Fees may vary depending on event.

Members agree to abide by all rules set forth by Devil's Bowl Speedway and/or NASCAR. No refunds of pit and/or entry fees.

GENERAL RULES

1. The track official in charge has the right to reject the entry of any car or driver.
2. The decision of the race officials on interpretation of rules pertaining to racing or race procedure shall be final.
3. The scorer's decision on position is final.
4. Anyone involved in an accident while on the racing premises and who does not report to the official in charge before leaving the premises (provided they are able to make such a report) will not be eligible for benefits prescribed under the Benefit plan.
5. The race director is empowered to permit deviation from any of the rules or specifications herein set forth if, in their opinion, the safety factor is not lowered.
6. **The owner and driver only may represent their team in any and all matters pertaining to the race.**

7. At no time shall anyone subject any Devil's Bowl Speedway official to abuse or use improper language at any time. No one shall participate in fights on race premises at any time. Violators of these rules may be fined or suspended or both. See item #2 under "VIOLATIONS, SUSPENSIONS, FINES."

8. Devil's Bowl Speedway reserves the right to subject any car to mechanical inspection at any time.

PIT PROCEDURE

1. All members shall properly sign into pit area in accordance with track policy, and no one shall be allowed in without proper registration and pit pass.

2. Each car must be checked in with the official at the designated area immediately upon arrival at the track. Either the owner *or* driver will be responsible for checking the car in. If a car arrives late *or* officials have not been properly notified of its presence, the car **will not be handicapped**. Any new car **MUST** be checked in and a number assigned before entering the pits.

3. All excess oil shall be deposited into the waste oil drum provided by the speedway. **THERE WILL BE NO DUMPING OF OIL ON THE GROUND!** This oil dump station will be located at a pre-announced spot. If the day after the race a race team's pit is found to be in violation of the above, the speedway shall charge the car owner a reasonable fee to correct the violations. This money shall be deducted from any prize money the car has won. Continual violation may mean suspension.

4. It is mandatory that all car owners and drivers be present at the pit meeting. The pit steward shall have the option of determining when or if a pit meeting will be held.

5. THERE SHALL BE NO DRINKING OF ALCOHOLIC BEVERAGES IN THE PIT AREA AT ANY TIME – BEFORE OR DURING THE RACES.

TRACK PROCEDURE

1. No car or cars shall be allowed on the track unless the official starter is on duty and he has given permission.

2. At no time will a pit crew or car owner be allowed on the track. Violators may be subject to fines and/or suspensions.

3. **NO** repairs will be made on the track, at the track gate, or the infield *at any time*. All repairs must be made in designated pit stalls.

4. If a member of the pit crew touches the car for any reason the car must start in scratch position, and any time a car must go to the pit area for repairs, the car must go to the rear of the field. Any car asked to report to pits by a race official for safety

inspection during a race will be allowed to get their position back if no work was needed on car.

5. Any driver who – in the judgment of the officials in charge – causes the race to be halted, *shall be penalized a minimum of one lap.*

6. No driver, owner or mechanic shall have any claim for damages, expenses or otherwise against the track owners or promoters or track operators, by reason of disqualifications or damage to car or driver or both. *They agree that the track is in a safe and usable condition when they take part in the racing activities, and that they enter the course on their own free will. The race course is open for inspection at any time prior to practice time.*

7. All participants are subject to Devil's Bowl Speedway/NASCAR rules and regulations when on the racing premises. The first warm-up lap shall be considered the start of an event.

8. A race may be stopped at any time at the discretion of the starter or officials if they consider it dangerous or unsafe to continue. If race is stopped under these conditions, and is past the halfway point, the race will be considered officially finished.

9. In case of an accident in the first lap we will go back to original restart minus the cars involved who will fall to the rear as they emerge from the accident. All accidents shall be cleared under the yellow flag (if possible). If the red flag is displayed after a caution flag it means a caution stop, and all cars will keep in line in the position that they are running. If caution laps are being counted and a red flag condition occurs, the race may resume under yellow and laps will continue to be counted.

10. In the event of a red flag that stops the race, cars will line up in the order that they were running at the last completed lap.

11. Restart order after a caution will be the last fully completed lap. In the event that enough laps have been completed to call the event official, the drivers shall be scored and paid on the position they would have had on the restart.

12. When the checkered flag has been given the leader or winner, the balance of the field receives the checkered flag in the same lap and the race is finished.

13. Finishing positions shall be paid off according to the distance traveled regardless of whether the car is running or not.

14. It shall be the responsibility of the safety crews to clear the speedway as quickly as possible so the race can restart. Any driver who shall interfere with this shall automatically be suspended for one week.

15. No race shall be considered official until the official declaration of the winning position is made and posted by the track officials in charge. **If no protest is filed within 10 minutes after finishing positions are posted, the finish shall be considered official.** All protests must be made in writing to the pit steward on official protest form.

16. Any driver who drives through the infield in a reckless manner may be placed one lap down or black flagged from that event at the Race Director's discretion, and may be suspended, fined or both.

17. Any driver who drives into or through the pit area while at a high rate of speed or in a reckless manner while making a pit stop shall be held at the pit gate for one lap when he returns to the speedway, or may be disqualified, and/or may be fined a monetary amount at the discretion of officials.

18. Drivers who do not fall in line on restarts may be put to the rear of the field, may be black flagged, or may be disqualified.

19. A car that loses its position during an accident may not return to its original position if a car or cars have passed him, but may pick up the position behind the last car to pass him. Race Director has the ability to waive this rule.

20. After all the cars in the pack have passed the scene of the accident, the remaining cars that have not assumed a position will go to the rear of the pack in the order they leave the accident.

RACE PROCEDURE

1. Cars must take the original green flag in any race to qualify to finish that race.

2. Any car requiring assistance to start for any reason must go to the rear and may be black flagged. Exception – if stopped by flagger.

3. Any car requiring assistance to start after being stopped by the flagger can assume its position held before being stopped unless instructed otherwise by the flagger.

4. Once a race has started driver switches are not allowed.

5. Any driver refusing to go to the rear shall be penalized a minimum of one lap, and possible disqualification from event with no money paid or points earned.

6. Any driver refusing to take the black flag may be suspended at least one week.

7. Once the car qualifies for the event any driver changes shall result in the car starting in the rear!

8. Cars who drop out of the race for any reason during a qualifying event must go to the pit area or infield, unless announced otherwise.

9. The top five cars in all divisions running at the end of the feature must report directly to the scales before going to his or her pit area. There will be no exceptions.

HANDICAP & SCORING RULES

1. To be handicapped or allowed to draw for position a **car** (not just a crew member) must be in the pits prior to the first scheduled race of the program. It is the responsibility of the driver or car owner to notify the handicapper of driver changes.

2. Handicapping is based on points earned by driver during the previous three races at that track. If the driver hasn't been at the track with a car for any of the three previous races he is assigned winner's points for the races missed.

3. The number of cars to be qualified in each heat will be posted before each race meet.

4. The number of cars to start the main event may vary, depending on the total number of cars entered in that division on that particular night.

5. It is the driver's responsibility to notify the track handicapper one half hour before the heat races if he is driving a different car than he last drove at that track. If he does not notify the handicapper any points and money won will be forfeited.

6. It is the driver's responsibility to notify the track handicapper if he is driving a car in the consolation race he did not drive in a heat. Failure to do so will disqualify him from the feature. He will start last in the consolation race. Driver will receive last place points if he/she cannot find an approved car to compete in. When substituting cars in an attempt to qualify, both car and driver must be in pit area.

7. It is the driver's responsibility to notify the track handicapper if he is driving a car in the feature that he did not qualify. Failure to do so will disqualify him from any points or money. He will start last in the feature.

8. If a driver drives a car in the feature that he did not qualify, both he and the driver who qualified the car will be assigned the points earned for handicapping purposes.

9. Only cars that are in the pits during heat races will be allowed to race in the feature, unless handicapper has been notified that the car will be late.

10. If a DRIVER misses his posted heat or goes in the wrong heat the car may be placed last in the consolation or start in the rear of his or her posted heat race.

11. Officials have the right to position a qualified car further back in the lineup if it is for the betterment of the race.

12. If a driver qualifies two (2) or more cars, he must drive the last car that he qualified in the feature race, and the first car he qualified must re-qualify.

13. NEW FOR 2014: In all divisions, the previous event's feature winner will be required to start in the last position in the next feature.

14. If any division has less cars entered for the night's racing event than it normally starts in the night's feature, officials have the option of not running a consolation event. If heat races are run and any car entered fails to make the starting field in the qualifying race that car will be allowed to start the feature race in last place. **To qualify you must take the original green flag.**

15. A new driver shall start from the scratch position in the heat race for three (3) weeks. **No exceptions.**

16. All cars in all divisions racing at Devil's Bowl Speedway will be required to have a working transponder for use with the MYLAPS computer scoring system. The MYLAPS website is located at www.mylaps.com. No duplicate car numbers will be allowed! Three digit numbers are allowed. Failing to notify the track handicapper of a transponder change prior to the start of the first race of the night will be cause for automatic disqualification. No points or monies will be paid. It is the driver's responsibility to have the transponder on at all times. If transponder is not on, car will not be scored! Race officials shall attempt to notify cars during warm ups if their transponder is not working.

POINTS / PAYOFF / HANDICAP

1. Points and point funds shall be established on a current basis and will be pre-announced at the beginning of each racing season as to value, etc. All NASCAR point fund money will be paid according to their rules. No point fund money will be paid to any driver who does not have a valid NASCAR license or to any driver who has not fulfilled Devil's Bowl Speedway/NASCAR requirements.

2. Any driver receiving additional (non-NASCAR) point fund money or awards must attend the annual banquet in order to receive prizes.

3. The owner may designate someone to pick up payoff by written request only. Owner will be required to show valid proof of ID in order to receive any purse/payoff money.

4. Points will be gained in heat and feature races, unless otherwise announced. At events where a semi-feature is held, points will be gained in that race as well.

2014 Point Structure:

Heat Races

1. 5 pts.
2. 4
3. 3
4. 2
5. 1

All others receive 1 point.

Semi-Features

1. 10 pts.
2. 9
3. 8
4. 7
5. 6
6. 5
7. 4
8. 3
9. 2
10. 1

All others receive 1 point.

Feature Races

| | | |
|------------|-------|-------|
| 1. 50 pts. | 11.30 | 21.10 |
| 2. 48 | 12.28 | 22.10 |
| 3. 46 | 13.26 | 23.10 |
| 4. 44 | 14.24 | 24.10 |
| 5. 42 | 15.22 | 25.10 |
| 6. 40 | 16.20 | 26.10 |
| 7. 38 | 17.18 | 27.10 |
| 8. 36 | 18.16 | 28.10 |
| 9. 34 | 19.14 | 29.10 |
| 10. 32 | 20.12 | 30.10 |

All others receive 10 points.

1. Drivers not starting heat race will receive 0 heat points.
2. Drivers not starting semi-feature will receive 0 semi points.
3. Drivers qualified but unable to start feature may receive last-place points.
4. Drivers not qualifying for feature will receive 10 points.
5. Consolation races do not award points.
6. Tow points (minimum pts. per event) = 10 points.

2014 Handicap Procedure

1. Weekly handicap value will be sum of all **feature race points** accumulated at event (**regular event maximum = 50 points**). **Heat and semi-feature points will not be included in handicap value.**

2. Handicap will be average of three (3) most recent events.
3. **Missed event = 55 handicap points. (Max. 50 points, plus 5-point penalty)**
4. **Event disqualification = 55 handicap points. (Max. 50 points, plus 5-point penalty)**
5. Rookie/novice drivers may be required to forfeit handicap until able to display the ability to control his or her car and keep the pace with the field under race conditions. All rookie/novice drivers will be evaluated on a case-by case-basis. Any driver that cannot keep pace with the field may be assigned a starting position at the rear of the field until he or she can display enough control and speed to compete and maintain a regular handicapped position.
6. Devil's Bowl Speedway reserves the right to make changes to handicap procedure in the interest of fair competition.

PROTESTS

1. NO protests will be considered or allowed while the race is in progress.
2. A protest regarding any matters pertaining to mechanical specifications must be made within ten (10) minutes after the finish of the race. Protest must be made in writing with a \$500 cash bond.
3. A protest may be made by a driver or car owner *only*, who must be a member in good standing, participating in that event. Person filing protest may also have to tear down.
4. The officials may enact their own rules for the conduct of the hearing and prescribe the manner in which either track-mandated or protest teardowns may be executed. All decisions made by track officials or inspectors shall be final. It is further stated that no driver, owner or any person or parties shall have any legal claim for damages, expenses or otherwise against track owners or promoters or track operators, its employees, sponsors or any party or parties involved with speedway management regarding any and all decisions involving race procedures, finishes or technical inspection decisions. By entering any race meet you agree to this and waive any rights to any legal claims against the above mentioned entities. Furthermore, speedway management shall have the right to seek reimbursement of any legal fees incurred from any such claims. All decisions of the race director are final.
5. In the event that the car under protest is not legal, the money will be returned. If the car is legal, 80% of the money paid will go to the car owner and 20% will go to cover the cost of the tear down.

6. Any visual protests made *after* the start of the feature race will not be investigated. (A visual protest is one that doesn't require any type of measuring device to establish the legality of any part of a car.)

7. All protests shall be in writing and presented to the pit steward only. At no time shall anyone take a grievance to the main office. **Only protests made on the official Inspection/Protest/Claim Form will be considered valid!** These are available *only* from the pit steward at the pit tower.

8. Protests regarding official race results must be made within 10 minutes of those results being posted.

9. Devil's Bowl Speedway reserves the right to reject any and all protests.

VIOLATIONS, SUSPENSIONS, FINES

All teams or anyone entering restricted pit or technical inspection areas are subject to disciplinary action for violation of these rules. Penalties for violations include disqualification, suspension, fine and/or loss of points. The nature of the penalty is determined by the gravity of the harm to the safety and good reputation of stock car racing.

1. Anyone who assaults or threatens to do bodily harm to any official, track employee, or persons serving under his direction may be suspended, fined not less than \$500 and shall lose all points for race meet and may lose all accumulated points.

2. Anyone who participates in fights in pits, on track or race premises, will be fined a minimum of \$500, may be suspended, and may not return until the fine is paid. Anyone involved in fighting while on speedway grounds will not be covered by track and pit benefits and may have the privilege of attending sanctioned events revoked indefinitely.

3. Any car that is found with unapproved parts or in violation of rules will lose all points for the event, and at the discretion of the race director and/or technical inspector may lose all points accumulated for the season, depending on the severity of the infraction. **It is further stated that any and all unapproved parts may become property of Devil's Bowl Speedway without claim and will not be returned.** Race teams that have unapproved parts confiscated will have no legal claim against Devil's Bowl Speedway, its employees, sponsors or any party involved with Devil's Bowl Speedway events.

4. Any person, while participating in a sanctioned event or who signs into the pits on race day, may be subject to random drug and/or alcohol testing, and any person who partakes of any alcoholic beverage or illegal drugs shall immediately be ejected from the racing premises, and shall be subjected to a mandatory fine of not less than \$500 and automatic suspension. Anyone who refuses to be tested will have the privilege of attending sanctioned events revoked indefinitely.

5. Any person who fails to obtain a competitor's permit and/or sign release forms for that particular meet will be subject to a mandatory fine of not less than \$100 and/or disqualification of driver and car associated with the violation.

6. Any person who permits someone else to use his or her membership license will be subject to a fine of not less than \$100 and may be suspended indefinitely; any driver permitting another person to use his or her membership license may lose accumulated track and/or NASCAR points. Any person who attempts to use a membership license other than his or her own shall also be subject to the same. Membership license and photo ID MUST be shown to gain entry into the pits as a member. Non-member fees *will be charged* without proof of membership. NO EXCEPTIONS.

7. Any member who signs the release sheets or competitor's permit for someone other than himself or herself shall be subject to a fine of not less than \$100.

8. Any member who causes the racing program to be halted for any reason such as personal grievances may be subject to a fine of not less than \$200 and/or loss of all accumulated points.

9. Any member, car owner, or driver in violation of any spec engine rules or found to be tampering with gasoline will lose all accumulated points to date. Driver and car owner will be suspended for **one calendar year** from the date of infraction. The driver is as responsible as the car owner, and it shall be the responsibility of both the car owner and driver to know what is approved and what is unapproved, and which parts are used in the race car that he or she owns and/or may be driving.

10. All fines shall be paid before offending person will be allowed into the pit area or premises.

11. **Any member who attempts to bring any grievance to the main control tower may be fined not less than \$500, the member's race team may lose all accumulated points for the year, and the member may be suspended.** The race team involved may also lose all points for that event.

12. By signing release sheets and upon entering speedway grounds and agreeing to abide by the rules of the organization, it is agreed that **Devil's Bowl Speedway has the right to remove any engine** and have Devil's Bowl Speedway-approved engine shops only perform random technical inspections.

Devil's Bowl Speedway Approved Engine Builders:

- RPM Racing Engines, 331 Carpenter Hill Road Georgia, VT, phone 802-524-7406, www.rpmenginesvt.com
- Hunt's Machine, 102 Weaver Street Schenectady, NY, phone 518-372-7273, www.huntsmachine.com

The only goal is for parity for all race teams that compete weekly at Devil's Bowl Speedway. Devil's Bowl Speedway receives NO monies from RPM Racing Engines or Hunt's Machine, only technical support for speedway management. Every engine will be recorded and records kept by Devil's Bowl Speedway and the engine shop.

Engines will be removed from time to time and shipped to RPM Racing Engines for inspection; the engine will be inspected and dynamometer tested. Any unsealed engines will be removed and inspected sooner rather than later. If the engine is approved the race team will have the option of sealing the engine for \$425. If the engine is approved and the race team does not want the engine sealed, then tech costs the first time will be covered by Devil's Bowl Speedway. The unsealed engine will still be considered an "open" engine. The cost for tech on an "open" engine that has to be removed and inspected once from the car and shipped to RPM Racing Engines will cost the race team \$425 in delivery and labor costs to inspect the engine. Each subsequent time after the first time an engine is removed for inspection, the cost of \$425 for shipping and shop labor will be borne by the race team, whether the engine is determined to be approved or not.

13. If any race team refuses technical inspections on its car, the car itself, the car owner, and the driver may be suspended for **one calendar year**. Crew members of said car may also be subject to suspension. Race team may forfeit all accumulated points to date.

OFFICIAL FLAG RULES

Any driver who does not obey the flag rules will be subject to disqualification. Where light signals are used, a definite understanding concerning these signals in relation to the flags shall be made before the race.

GREEN FLAG – Start of race.

BLUE FLAG/YELLOW STRIPE – For passing, and will be displayed only when you are being lapped.

YELLOW FLAG – Caution, go slow, single file, hold position, *no passing!*

RED FLAG – Danger, all cars must come to a safe and controlled stop. Driver may proceed only after race official permits and it is safe to proceed.

BLACK FLAG – Pull off track for consultation.

WHITE FLAG – One lap to go.

CHECKERED FLAG – End of race.

PAINTING AND NUMBERING

All cars must be neatly painted and lettered. Numbers must be approved by Devil's Bowl Speedway when owner registers them *each year*. Prior year's numbers have preference if reserved by February 15th. After that date they are reserved on a first-come, first-served basis. Car numbers that are reserved require participation. Numbers that are reserved and not used will be given to someone else upon request. We may notify you if there is a request for a reserved number that has not been used. No more than three-digit letter/number combinations allowed. No more than one letter in

combination with one or two numbers allowed. No fractions allowed. Numbers must be **at least 18" tall and no less than 3" thick**. Numbers must be as large as possible to facilitate scoring. Numbers must be in *contrast to car body color*. Any silver, gold or chrome numbers will not be allowed, nor will the use of "color chrome" on numbers or lettering be allowed. If the body is light, the number must be dark, and if the body is dark, the number must be light. Numbers shall be on each side of the car *and* on the roof. The number on the roof should face the scoring tower, with the bottom above the passenger door area.

All letters must be NO SMALLER than one-third the size of the car number, and letters must be the same color as numbers. If there is a three digit number used, then the size and the color of all three digits must be the same.

Devil's Bowl Speedway reserves the right to approve or disapprove any car number request.

All side bars must be painted bright white, yellow, orange or any fluorescent color. The use of clear Lexan door protectors is strongly recommended for Late Models, Renegades and Bombers.

Scorers have final say on how numbers appear on car. Car numbers are part of technical inspections. The main determining factor in allowing a number to remain as is, will be the ability to read the number from the main control tower. All monies, points or awards may be withheld until car numbers are deemed readable by race director. Owner or driver will have no claim against race management over this matter.

SCORING TRANSPONDERS

Transponders are required on the cars at all times. Any car not registering a transponder signal during practice will be black-flagged to be made aware of their scoring transponder failure and is required to remedy it before proceeding further in the event. All teams must be equipped with transponders fit to detect MYLAPS Timing & Scoring system. Model Tran X 260 recommended. Transponders will be for rent on a night-by-night basis at the speedway at \$20/each with a \$400 crash clause. Devil's Bowl Speedway holds the right to withhold any and all winnings until rented unit is returned or (in an event of a damaged unit) the crash clause is paid. If transponder is not returned, whether damaged or not, the driver will be responsible for full retail cost of the unit, at \$400. Failure to mount transponder in specified location may result in disqualification from race meet. Race team will not receive any points or prize monies for event.

SAFETY RULES

The following safety rules shall be in effect for all divisions of Devil's Bowl Speedway competition – any variation from said rules in a particular division shall be noted in that division's own rules section. ALL CARS ARE SUBJECT TO SAFETY INSPECTION BEFORE THEY ARE ALLOWED IN COMPETITION.

Roll Bars

1. Steel roll bars are compulsory, and must be approved by Devil's Bowl Speedway. Aluminum and other soft metals are not permitted. Front and rear roll bars must be connected at the top (cage type) and bottom on both sides at seat height. Side roll bars

are compulsory and must extend inside into the door panels, (minimum of three on left and right side) with additional support on the back of the roll bars. Side door bars should be convex in shape, with some arch. An additional bar must be installed across the bottom of the dashboard, extending from the left roll bar leg to the right roll bar leg. All full-fendered cars will be required to install an additional "windshield safety bar" to the roll cage. Dimensions of safety bar shall follow recommended sizes below.

2. All pipes and bars must be professionally welded all the way around at every joint, and must be 1 $\frac{3}{4}$ " o.d. recommended minimum and walls not less than .095 steel recommended minimum **or** 1 $\frac{1}{2}$ " o.d. recommended minimum and walls not less than .120 steel recommended minimum. No pipe fittings allowed. It is recommended that all welds have gussets. Pipe must be seamless, drawn over mandrel.

3. Roll bars in the driver's area must be padded with polystyrene or similar fireproof material.

Safety Belts

1. No aircraft surplus belts allowed.

2. A quick release belt no less than 3" wide is compulsory. Seat belts must be within three (3) years old.

3. Shoulder harness and additional V-type seat belt compulsory.

4. A sub belt must also be used. It must be bolted to the floor in such a manner that it can be hooked into the seat and shoulder belts.

5. Both ends must be fastened to the roll bar cage of the car with aircraft quality bolts, not less than $\frac{3}{8}$ " in diameter.

6. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will keep the driver from sliding from side to side under the belt.

7. The belts must come from behind the driver.

Firesuits/Driver Safety Gear

It is recommended that all drivers wear a SFI certified firesuit with at least a 32A-1 rating, but a 32A-5 suit is recommended. Fire retardant underwear, arm restraints, gloves, racing shoes, and brace or padded strap "horse type" collar neck support highly recommended! Use of HANS or Hutchins device strongly recommended.

Helmets

All helmets must have full head coverage. Devil's Bowl Speedway recommends but does not require all helmets to carry a Snell 2000 or newer certification.

Seats & Headrest

One piece high back aluminum racing seat only. Seat must be welded and bolted to the frame with minimum $\frac{3}{8}$ " bolts and washer with lock nuts. Headrest must be of adequate size so as not to allow the driver's head to pass on either side.

Fire Extinguishers

Fire extinguishers recommended in all cars. Each team **MUST** have fully-charged fire extinguisher at the rear of their trailer at each event. **(THIS WILL BE CHECKED!)**

Switches

1. Switches must be within reach of the driver after he is strapped into the car.
2. Switches are mandatory for fuel and battery and must be clearly labeled on and off.

Fuel Tank

1. Fuel tanks (22 gallon max.) must be secured with steel straps, not less than two lengthwise and two crossways. Fuel cells must be properly bolted into place. *Fuel cells are mandatory in NASCAR Modified, Late Model, and Renegade divisions, and a fuel cell is recommended for Bombers.* Only approved safety ball shut off assembly allowed.
2. Steel floors and firewalls are compulsory and must separate the driver from the engine and gas tank. Firewalls must be not less than 20 gauge steel, securely welded and sealed on the top, bottom and sides. Where the stock floor and firewalls are used all the holes must be covered with steel and welded or riveted.
3. All bodies must be installed on the frame in a safe approved manner.
4. No external filler connections. Filler tube neck must remain totally inside the trunk area. No access holes for filler neck are allowed. The trunk cover must have to be opened to add fuel.

Gas Lines/Fuel Pumps

Gas lines should run under bottom of car or properly encased if run through the body. Neoprene tubing recommended. **NO ELECTRIC FUEL PUMPS ALLOWED.** No pressure systems allowed. Bombers may use OEM factory stock-type fuel pumps.

Cooling Systems

Positively no antifreeze / engine coolant or other glycol based liquids allowed. Water and only approved waterwettters allowed. Any driver found using such fluids will be subject to a \$250 fine.

Brakes

Only hydraulic four-wheel brakes allowed, and must be in excellent working condition at all times.

Miscellaneous Safety

1. A steel scattershield, not less than $\frac{3}{8}$ " thick must be installed over and around flywheel and clutch. Special production clutch housings are permitted in lieu of separate shields.
2. NO DOG CLUTCHES ALLOWED. The car must be able to shift into forward and reverse gear with motor running.
3. All Modified cars must have a protective shield over the drive line to protect the driver in the event the drive shaft comes unhooked. The protective shield must be at least 180° and cover the drive shaft. Steel of no less than $\frac{1}{8}$ " thickness must be used and must extend from transmission to rear of the driver seat (top to floor).
4. **All driveshafts must be painted WHITE in ALL divisions.** All divisions must have a loop attached to bottom of car to hold up driveshaft in the event it comes loose from transmission.
5. All bolt-on weights must be fastened with no less than $\frac{3}{8}$ " Grade 8 bolts. Inspectors may require additional fastening of weights if deemed necessary. **All added weight MUST be painted white and labeled with car number and division.**

Starters/Batteries

Required in all divisions and must be in working order at all times.

Tow Hooks/Chains

Tow hooks are required for front and back of cars in all divisions. No less than 5/16" chain required.

Window Screen / Lexan Windshields

All vehicles must have a full window screen. This screen must have a maximum individual hole diameter of no more than 2"x1", no chicken wire or aluminum mesh. Use 1/16" thick steel screen.

~ **OR** ~

All vehicles must have a full windshield of Lexan type material. Must be clear and supported by one upright brace in center, with minimum thickness of 1/8". B-pillar window openings may be covered with clear Lexan only!

ALL RULES NOT COVERED HEREIN SHALL BE AT THE DISCRETION OF THE SAFETY INSPECTOR AND IF HE FEELS HE SHOULD PUT FORTH RULES ON SAFETY HE MAY DO SO AT ANY TIME.

SK LIGHT MODIFIED SPECIFICATIONS

It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate. Any item not covered in the rules section must be stock or approved in writing by Devil's Bowl Speedway. If any item being considered by a competitor in this division is not addressed in these rules, competitor is required to contact Devil's Bowl Speedway for a judgment as to its acceptability. Track promoter will have final say on rules, procedures and regulations. Tech Director and/or Race Promoter will have final say on all technical authorities of the event upon its completion.

Rookies / Novices

It should be understood that the safety of all the drivers is paramount. A driver must display the ability to control his or her car and be able to keep the pace with the field in order to maintain his or her regular SK Light Modified division handicap. All rookie/novice drivers will be evaluated on a case-by case-basis. Any driver that cannot keep pace with the field may be assigned a starting position at the rear of the field until he or she can display enough control and speed to compete and maintain a regular handicapped position.

Engine Registration

All SK Light Modified teams will be required to disclose to tech officials the engine type. Tech staff will then log the engine type and serial numbers. It is the responsibility of the car owner and driver to report any engine changes BEFORE car enters into competition.

Failure to report any engine changes to Devil's Bowl Speedway will result in the following penalties. Failure to report an engine or engine part change before car enters into competition for night, or any "team" found tampering with "spec engine" will be disqualified from event and fined \$1,000 before they are allowed to return. Competitor will lose all points accumulated to date, and will be suspended for **one calendar year**. This will be a minimum penalty for this violation. Upon second offense team will be suspended for **one calendar year** and fined \$2,000. Teams that are multi-time violators of tech rules may be suspended indefinitely. Any team found tampering with Devil's Bowl Speedway-approved engine seals **WILL** be suspended for a minimum of **one calendar year** and will be fined a minimum of \$2,000.

It is the responsibility of the competitor to notify Devil's Bowl Speedway technical inspectors of any engines or seals not already approved by Devil's Bowl Speedway **PRIOR to competing.**

Engines

Any member, car owner or driver in violation of any spec engine rules or found to be tampering with gasoline will result in loss of all accumulated points to date. Driver and car owner will be suspended for the remainder of the racing season. The driver is as responsible as the car owner, and it shall be the responsibility of both the car owner

and driver to know what is legal and what is illegal, and what parts are used in the race car that he or she owns and/or may be driving.

Crate Engine Policy

1. Crate engine must be used as manufactured by General Motors. The only modifications allowed to crate engines will be the changing of the oil pan; oil pump pickup tube; welding the mechanical advance in the distributor; and the changing of the carburetor.
2. Any work that requires breaking an engine seal must be authorized by Devil's Bowl Speedway. DBS will work with all competitors to get engines approved for competition. Engines with work done at a non-approved builder, or engines with cut seals, must be inspected (and corrected, if necessary) by a DBS-approved builder at the competitor's cost prior to competition at Devil's Bowl Speedway.
3. Devil's Bowl Speedway will pay all costs incurred during a post-race crate engine inspection, so long as the engine passes inspection at an approved engine builder. Any cost incurred during a failed inspection becomes the responsibility of the engine's owner. Any failed post-race inspection may result in seals being cut off engine and destroyed, with seal numbers and other inspection findings filed for a report shared with other speedways.

Crate engines must be sealed by one of the following engine builders:

| | |
|---------------------------|-------------------------------|
| RPM Racing Engines (VT) | Butler & MacMaster (ME) |
| Hunt's Machine (NY) | Nat's Racing Engines (MA) |
| Larry's Auto Machine (CT) | West Carleton Automotive (ON) |
| Yves Goyette (QC) | Stefko (ON) |

OPTION #1 – Devil's Bowl Speedway Approved Sealed General Motors "602"

1. Must be General Motors "602" crate engine (Part # 88958602 or Part # 1925-8602).
2. The only carburetor approved on the GM 602 crate engine is the Holley 650 cfm (Part # 80541-1) with no prefixes or suffixes added to the part number. The only modifications allowed to the carburetors are the changing of the fuel jets in the metering block; power valves; squirters; accelerator pump cam; and external linkages to make the carburetor work. A one-inch (1") spacer will be allowed. One .075" gasket will be allowed on the top and the bottom of the spacer.
3. Fuel pump may be upgraded to a conventional performance pump.
4. Starter must mount in the OEM location.

5. Alternator, if used, must be mounted on the front of the engine in the OEM location.
6. Water pump must be mounted in OEM location.
7. The only oil pan allowed is a wet sump. The pump must be in the oil pan.
8. No engine oil coolers allowed.
9. Oil filter must be in OEM location on the block.
10. GM 602 crate engines must use OEM GM Part # 10212811 valve springs. Maximum assembled height valve spring seat pressure is 50 lbs., maximum open pressure is 195 lbs.
11. All valve spring assembled heights, measurements, ratings, retainers, and keepers must be GM parts and meet GM specifications.
12. Rocker arms must be OEM GM Part # 10089648 on both 602 and 603 crates engines (not roller or aluminum).
13. Rocker arm nuts must be OEM GM Part # 25534352.
14. Push rods must be OEM GM Part # 14095256 on the 602 crate engines.
15. Distributor must be OEM GM Part # 93440806 or an aftermarket OEM replacement HEI. All distributors must operate off a standard 12 volt system. The only modification allowed is the welding of the mechanical advance and the elimination of the vacuum canister.
16. Harmonic balancer must be minimum 6-3/4" made of magnetic steel, GM Part # 6272221. No aluminum.
17. Engine location: The centerline of the crankshaft when measured to the center of the lower ball joint, left and right, must be within two inches (2") in distance.
18. Engine ground clearance will be measured at the oil pan with the driver in the car, and must maintain a minimum height of two inches (2") from the bottom of the oil pan to the ground.

OPTION #2 – Devil’s Bowl Speedway Approved Sealed General Motors “603”

1. Must be General Motors “603” crate engine (Part # 88958603). Engines must be sealed by one of the following engine builders:
2. The only carburetor approved on the GM 603 crate engine is the Holley 4412. A one-inch (1”) Canton (Part # 85060) or Moroso (Part # 64964) carburetor spacer is allowed. These are the only spacer options allowed. No modifications allowed to be made to spacers. One .075” gasket will be allowed on the top and the bottom of the spacer.
3. Fuel pump may be upgraded to a conventional performance pump.
4. Starter must mount in the OEM location.
5. Alternator, if used, must be mounted on the front of the engine in the OEM location.
6. Water pump must be mounted in OEM location.
7. The only oil pan allowed is a wet sump. The pump must be in the oil pan.
8. No engine oil coolers allowed.
9. Oil filter must be in OEM location on the block.
10. GM 603 crate engine must use OEM GM Part # 12551483 valve spring. Maximum assembled valve spring seat pressure is 101 lbs., maximum open pressure is 260 lbs.
11. All valve spring assembled heights, measurements, ratings, retainers, and keepers must be GM parts and meet GM specifications.
12. Rocker arms must be OEM GM Part # 10089648 on both 602 and 603 crates engines (not roller or aluminum).
13. Rocker arm nuts must be OEM GM Part # 25534352.
14. Push rods must be OEM GM Part # 10046173 for the 603 crate engine.
15. Distributor must be OEM GM Part # 93440806 or an aftermarket OEM replacement HEI. All distributors must operate off a standard 12 volt system.

The only modification allowed is the welding of the mechanical advance and the elimination of the vacuum canister.

16. Harmonic balancer must be minimum 6-3/4" made of magnetic steel, GM Part # 6272221. No aluminum.
17. Engine location: The centerline of the crankshaft when measured to the center of the lower ball joint, left and right, must be within two inches (2") in distance.
18. Engine ground clearance will be measured at the oil pan with the driver in the car, and must maintain a minimum height of two inches (2") from the bottom of the oil pan to the ground.

OPTION #3 – "Homebuilt" Engine

1. All non-crate engines will be required to use a 1-1/2" restrictor plate. In the interest of parity, restrictor plate size may be amended.
2. Stock cast iron OEM production blocks up to and including 351 cubic inches. Maximum overbore .030". No flashing, abrasive cleaning, or welding allowed on block, head, or intake. No deburring of block except for oil return holes. Screens may be put in oil return holes for protection.
3. Maximum carburetor size is 500cfm, 2-bbl Holley 4412.
4. Only stock production OEM crankshafts allowed. No aftermarket crankshafts. Stock must remain stock, no stroking allowed. Minimum weight 52 lbs. No machining or polishing of the crankshaft counterweights allowed. Normal engine balancing will be the only modification allowed.
5. Connecting rods must be stock OEM or aftermarket stock type sportsman steel rods in production condition only. Rods must be solid beam type, no hollow beam rods. No rod may weigh less than 515 grams. The only modifications allowed will be normal balancing. No deburring, deflashing, polishing, abrasive cleaning, or lightening. GM rods must be 5.7".
6. Any flat top, two or four eyebrow piston allowed. Stock ring and pinion location must be maintained. No part of the piston shall extend above the block deck. No modifications to pistons allowed. Piston and rod assembly may not weigh less than 1,200 grams.
7. Wristpin – No modifications allowed.

8. Solid or hydraulic camshaft allowed with a .460" maximum lift at both intake and exhaust valves with no lash. Cam lobe measurements shall not exceed .30666". No mushroom or roller type allowed – flat tappet only.
9. Lifters must be hydraulic or solid flat tappet only with stock diameter for block being used.
10. Any timing chain allowed. No gear drives.
11. Factory cast iron cylinder heads only, with the exception of World Product S/R series cylinder head. All cylinder heads must be straight plug only, with a minimum 70cc combustion chamber. 1.5 rocker arm ratio; roller type rockers allowed.

General Motors: Intake Valves – 1.94 maximum; Exhaust Valves – 1.50 maximum; Chamber – 70cc minimum

Chrysler: Intake Valves – 1.88 maximum; Exhaust Valves – 1.60 maximum; Chamber – 74cc minimum

Ford 351M: Intake Valves – 2.40 maximum; Exhaust Valves – 1.60 maximum; Chamber – 74cc minimum

Ford 351C: Intake Valves – 2.19 maximum; Exhaust Valves – 1.70 maximum; Chamber – 74cc minimum

Ford 351W: Intake Valves – 1.84 maximum; Exhaust Valves – 1.54 maximum; Chamber – 63cc minimum

12. Valves must be stock or stock replacement valves that meet OEM specifications. Stainless valves that meet OEM dimensions allowed.
13. Any valve job allowed, providing that the top cut is not more than 3/8" larger than the valve (head) diameter, and the bottom cut does not exceed 3/8" into the valve pocket. Any more than 3/8" for both top and bottom cut will be considered illegal.
14. Valve Springs – Machining of spring seats to accept larger spring allowed.
15. Valve Spring Retainers – Any type allowed.
16. Rocker Arms – Any type with stock ratio only. GM – 1.5 / Mopar – 1.5 / Ford 1.7
17. Any intake manifold allowed. No porting, flow work, polishing, acid dipping, deburring, deflashing, abrasive cleaning, laser drilling, internal painting, cutting,

or drilling of holes. Manifold must remain as manufactured – NO modifications of any kind.

Air Filter/Housing

1. Only one round air filter element allowed. All air filter elements must maintain a maximum of 14” in diameter.
2. All air must be filtered through the element.
3. Only round air filter housings allowed. Top and bottom of air filter housing must be solid. Air filter housing carburetor mounting ring must have one round hole. Tubes, funnels, spacers, or any other device that may control the flow of air will not be permitted.

Exhaust/Headers/Mufflers/Turnouts

1. Minimum muffler inlet and outlet allowed is three inches (3”). Body must be round and 12” long. All mufflers must be approved by Devil’s Bowl Speedway. Minimum turnout diameter is 3”. No devices allowed inside or outside muffler or header to increase flow.
2. *Suggested* headers are as follows:

| <u>Chassis</u> | <u>Manufacturer/Part No.</u> |
|------------------|---|
| Troyer | Kooks Headers Part # TSS 1033 Flowrite Part # TSS 25 |
| Chassis Dynamics | Kooks Headers Part # TSS 1435 Flowrite Part # TSS 35 |
| Spafco | Flowrite Part # TSS 55 |
| Raceworks | Kooks Headers Part # TSS 1233 Flowrite Part # TSS 45 |

For questions, call Richie at United Exhaust – (631) 474-0010.

3. Other headers that are compatible in performance and price will be allowed. Headers will be reviewed on an individual basis. Mufflers must be able to be removed for inspection. Header flange must bolt directly to the cylinder head. Tapered shim with same bolt pattern as header flange may be used to allow headers to clear chassis. Minimum collector outlet will be 3”.

Frame/Roll Cage Requirements

1. Roll cage must be 1-3/4" o.d. x 0.095" wall magnetic steel tubing.
2. A minimum ground clearance of two inches (2") must be maintained at all points of the frame and body.
3. All frame components must be made of magnetic steel measuring 2" x 3". The distance from the centerline of the driveline to the left side frame rail, measured anywhere along the frame, must be within eight inches (8") of the distance from the centerline of the driveline to the right frame rail.
4. A minimum width of 34 inches, and a maximum width of 45 inches, measured from the center of the left frame rail to the center of the right frame rail, must be maintained in the driver's compartment.
5. The fuel cell reinforcement bar must be a minimum of 1-1/2" magnetic steel tubing and must be installed behind the fuel cell. Bar must be as wide as the fuel cell and as low to the ground as the fuel cell with a minimum of two (2) uprights from the bar to the crossmember, evenly spaced behind the fuel cell. An "X" crossmember made of one-inch (1") magnetic steel tubing must be installed beneath the fuel cell from corner to corner. The X crossmember must be welded or bolted to the rear frame rails in a secure manner. Two (2) additional support bars, one at each corner of the reinforcement bar, must extend forward and be welded to the rear frame assembly.
6. The front sub-frame assembly must be constructed using 2" x 3" magnetic steel tubing. All front sub-frame assemblies must maintain a minimum of a 30-degree angle from the side frame rails to the top of the sub-frame.
7. The rear sub-frame assembly must be a minimum width of 31" and a maximum width of 46", measured from the center of the left frame rail to the center of the right frame rail, with the exception for suspension and tire clearance. All rear sub-frame assemblies must maintain a minimum angle of 18-degrees from the rear axle housing to the top of the sub-frame assembly.

Weights

1. All cars will be weighed before competing. The driver must be race ready and sitting in normal race position with helmet on head or in lap and both hands on the steering wheel. All tires must be at race pressures.
2. Minimum weight before any race is 2,593 lbs. Maximum left side weight before any race is 56% of total weight.
3. All ballast weight must be steel or lead in block form. All ballast weight must be securely bolted to the frame with two 7/16" grade-eight bolts or in a box welded

to the frame. All ballast must be painted white with the car number clearly written in black.

4. All ballast must be outside of the driver's compartment and must not be below the bottom of any frame rail.

Clutch/Flywheel/Pressure Plate/Bellhousing

1. Clutch disc must have a steel center. Minimum 10" clutch disc mandatory.
2. All cars must use an approved safety bellhousing.
3. Flywheel must be steel.
4. Pressure plate must be 10" minimum and magnetic steel.
5. Minimum weight for clutch/pressure plate/flywheel/bolt assembly is 30 lbs.

Transmission

1. Must be a standard General Motors production transmission.
2. Must have two working forward gears.
3. Must have a high gear ratio of 1:1.
4. Must have working reverse gear.

Driveshaft

1. Driveshaft tube, universal joints, and yokes must be magnetic steel and similar in design to the standard production type.
2. Only a one-piece magnetic steel driveshaft will be permitted.
3. Two 360-degree solid magnetic steel brackets, without holes or slots, not less than two inches (2") wide and 1/4" thick, must be placed around the driveshaft and torque arm and must be welded or securely fastened to the crossmember of the car.
4. Driveshaft must be painted white.

Rear Axle

1. Only aluminum or magnesium quick changes and straight rears allowed with a minimum of a 10" ring gear allowed. All cars with a straight rear will be monitored to keep the competition equal.
2. All spur gears must be on the backside of the center section.
3. All spur gears, jackshafts, and axles must be magnetic steel.
4. Full floating magnetic steel axle assemblies must be used.
5. Only locked rear drive axle assemblies will be allowed. Spools mandatory.

Wheels/Lug Bolts/Lug Nuts

1. Only 15" diameter, five-lug, reinforced magnetic steel wheels with a maximum width of 15" will be permitted.
2. Only solid, one-piece, heavy duty 5/8" magnetic steel lug bolts and standard one-inch (1") magnetic steel hex lug nuts will be permitted. The first thread on each lug bolt must be visible when the lug nut is installed.
3. Bead locks will not be permitted.

Tires

1. All race teams will be allowed to purchase eight (8) race tires prior to the start of the season for inventory. Teams may purchase two tires at every other event, and newly-purchased tires **MUST** be used at event purchased. This rule will be monitored by Race Director and technical staff, and may be changed in the interest of parity and fairness.
2. Practice tires may be purchased in any quantity at any time, but **WILL NOT** be authorized to be added to race inventory.
3. Tires must be used as manufactured by American Racer.
4. Left side tires: 25.5 x 13.5 x 15
Right side tires: 26.0 x 13.5 x 15

Shocks/Springs

1. Shock absorbers may be 5", 7", and 9" stroke.
2. No shock will cost more than \$195.00 new, retail price. This price includes ends.

3. Aluminum threaded body shocks allowed.
4. All shocks must be used as manufactured. No modifications, internal or external.
5. No Schrader valves.
6. No Nitrogen filled shocks.
7. No external adjustments or reservoirs.
8. No adjustable canisters.
9. No gas filled shocks.
10. Conventional compression and rebound must be maintained in all shocks.
11. All coil springs must be constructed using round magnetic steel wire.
12. No coil bind allowed.

Suspension

1. Non nonferrous suspension parts allowed.
2. Only magnetic steel sway bars allowed. Sway bar must be used for the purpose of anti-roll.
3. No rear sway bars.
4. All A-frames must be made of magnetic steel.
5. Only standard-type caster/camber shims or washers will be permitted when attaching A-frame to mounting plate.
6. Heavy duty magnetic steel spindles must be used.
7. Wheel bearings must be magnetic steel.
8. Aluminum, magnesium, and magnetic steel hubs allowed. No billet hubs. No machining of any hubs to reduce weight.
9. All front spindles must be attached to the frame using one tether per wheel.

Tread width

1. All cars will have a maximum of 84" tread width measured from the left outside bead seat to the right outside bead seat, measured at the spindle pin height. This is the same for front and rear.
2. Wheel spacers allowed.

Wheelbase

1. Minimum wheelbase is 104".
2. When measuring the wheelbase, the maximum allowable tolerance must not exceed one inch, plus or minus (1" +/-) on the opposite side.

Body Height Details

(NOTE: Any older body style that does not fit the rules listed below must be approved by Devil's Bowl Speedway.)

1. The body height will be determined with the tired at race-ready air pressure. The driver must be sitting in normal driving position with helmet on head or in lap, with both hands on the steering wheel in normal driving position. The minimum height, measured six inches (6") behind the top of the windshield on the roof centerline, is forty inches (40"). The rear of the roof at its highest point must not be more than three inches (3") higher than the front measurement.
2. An approved air dam may be mounted to the front underside of the car. The nose panel and air dam must not extend past the outer edge of the frame rails. The air dams must have a ground clearance of two inches (2").
3. A solid rear spoiler of a minimum of ¼" thick clear polycarbonate must be installed at the rear deck lid and meet the following requirements:
 - a) Rear spoiler must be eight inches (8") high by forty inches (40") wide.
 - b) Rear spoiler must be installed in the center at the rear of the quarter panels where the rear panel meets the interior sheet metal.
 - c) Rear spoiler must not extend past the rear edge of the rear bumper.
 - d) Decals and/or logos not permitted on rear spoiler.
4. A maximum of two (2) one-inch (1") wide adjusting supports permitted on front of rear spoiler. A maximum of three (3) supports may be attached to the rear of the spoiler. The supports may be attached to the spoiler using a piece of 1" x 1" aluminum angle, one inch (1") long, mounted one inch (1") down from the top of the spoiler.

5. A maximum of 35", measured from the ground to the spoiler mounting point, will be permitted.

Windshield

1. A complete steel windshield screen with a maximum opening of one inch by two inches (1" x 2") may be installed in the windshield area.
2. A single one-piece flat or radius-type polycarbonate windshield may be used on the driver's side. Steel windshield screen with maximum opening of one inch by two inches (1" x 2") must be installed on the right side.

Firewalls

1. A front and rear firewall of not less than 22-gauge, 0.031"-thick magnetic sheet steel or a minimum of 0.125"-thick aluminum must separate the driver from the engine and fuel cell.
2. Front firewall must be positioned below the leading edge of the windshield.
3. Floor pan under driver must be a minimum of 0.125" magnetic steel.

Roof/Hood

1. Roof may be steel, aluminum, or fiberglass. Roof support posts must maintain the same angles as a stock production car. The front "A" posts must be mounted to the top front of the door panel.
2. All cars must be equipped with a hood.
3. Hood must be manufactured so that it will completely cover the engine compartment from left to right, and turn down a minimum of 4" on each side. The only openings allowed in the hood will be for the carburetor, air filter housing, air filter, and distributor. Hood must be fastened with positive pin fasteners.

Doors

1. Door must be magnetic sheet steel or aluminum.
2. All seams, creases, or accent lines fabricated in door must be made parallel with the top of the door.
3. A minimum distance of 72" up to a maximum distance of 78" will be permitted when measured from the center of the rear axle housing forward to the front of the door. A minimum distance of 43" and a maximum distance of 45" will be

permitted when measured across the car at the front outside edge of the door panels.

Quarter Panels

1. The top of the quarter panels and door panels must maintain the same degree of rake (within $\frac{3}{4}$ ") from the front of the rear window "C" post to the rear of the front windshield "A" post. All quarter panels must be magnetic sheet steel or aluminum.
2. All cars must have rear wheel openings on the right side, with a minimum of 11" and a maximum of 14" radius, measured from the center of the rear axle housing.
3. Quarter window openings must maintain the same shape as the make and model of car being used. The minimum size for any quarter window opening will be 9" high by 14" wide.
4. A minimum distance of 34", measured any place at the rear of the quarter panels, and a maximum distance of 42", measured from the center of the rear axle to the rear of the body will be permitted.
5. A minimum distance of 49" and a maximum distance of 60" will be permitted between the top of the quarter panels, measured across the body at the rear axle housing.
6. A minimum distance of 58" and a maximum distance of 60" will be permitted between the outer edges of the quarter panels.
7. The maximum height of the rear quarter panels measure from the ground to the rear of the quarter panel will be 35".
8. The rear quarter panels must maintain a minimum of 8" ground clearance behind the rear wheels.
9. The rear body panel located between the quarter panels must maintain a minimum of 32" and a maximum of 35" when measured from the ground to the top of the panel at the rear spoiler mounting point. The panel must not be higher than the top of the rear quarter panels.
10. The rear roof quarter panel must be made from a single piece. The top of the rear quarter window panel must not be higher than a straight line when measured from the most rearward point of the roof down to the rear top of the quarter panel at the spoiler mounting point.

Bumper/Side Rails

1. All bumper, side rails, and rear corner rails must be equivalent to the standard type that is used on the typical asphalt modified in New England. No side rail will extend out past the rear tires any more than two inches (2"). Rear bumper is to be no wider than 50" without corner rails.

Steering Components

1. Rack and pinion steering will be permitted.
2. All cars must have a magnetic steel steering shaft.
3. A quick release magnetic steel steering wheel hub must be used.
4. The power steering pump must be mounted and driven off the front of the engine.

Brakes and Components

1. Four-wheel disc brakes must be used. Only magnetic cast iron or cast steel rotors will be permitted.
2. Inboard brakes will not be allowed.

Fuel Cell

1. All cars must have a bladder-type fuel cell.
2. The fuel cell vent must be one inch (1") maximum and vent to the outside of the left-rear taillight area only.
3. The fuel cell container must be installed as far forward as possible in the trunk compartment behind the rear axle and maintain a minimum ground clearance of six inches (6").

Battery

1. Only a single 12 volt conventional battery will be permitted. The battery must be located between the frame rails.
2. Battery cannot be forward of the radiator or rear of the rear end housing.
3. Battery must be covered.

Overflow Tanks/Surge Tank Vents

1. All overflow tank and surge tank vents must exit out of the rear panel where the right-rear quarter panel is attached to the rear panel.

ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. FOR ALL QUESTIONS, CONTACT DEVIL'S BOWL SPEEDWAY.



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