



2015

OFFICIAL RULES & REGULATIONS MODIFIED DIVISION

NOTE: THIS IS A NEW RULEBOOK IN 2015 – PLEASE READ VERY CAREFULLY TO NOTE CHANGES FROM PRIOR YEARS!

REVISED 03-16-15

All cars **MUST** be equipped with a working *RACEceiver*-type one-way scanner unit and a working *MYLAPS/AMB* timing transponder.

RACEceiver website: www.raceceiver.com

MYLAPS website: www.mylaps.com



Airborne Park Speedway

Mailing Address: P.O. Box 786, AuSable Forks, NY 12912

Physical/GPS Address: 70 Broderick Road, Plattsburgh, NY 12901

Phone: (518) 647-4444 | Email: info@airborneparkspeedway.com

Website: www.AirborneParkSpeedway.com

Devil's Bowl Speedway

Mailing Address: 261 Randbury Rd., Rutland, VT 05701

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Phone: (802) 265-3112 | Email: devilsbowlspeedway@gmail.com

Website: www.DevilsBowlSpeedwayVT.com

1. GENERAL RULES

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, understood, and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS;** they are intended as a guide for the conduct of the sport and are in no way a guarantee against injury and/or death to a participant, spectator, or official. The interpretation and invoking of the rules published herein shall be determined by the officials at their professional discretion.
2. 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. The driver is as responsible as the owner, and it shall be the responsibility of both to know which parts are used in the race car that he/she owns and/or may be driving.
3. Any item not covered in these rules must remain stock or be approved in writing by Airborne Park Speedway/Devil's Bowl Speedway management. If any item being considered by a competitor is not addressed in these rules, the competitor is required to contact Airborne Park Speedway/Devil's Bowl Speedway management for a judgment as to its acceptability.
4. Technical Director and/or Track Manager will have final say on all rules, procedures, regulations, and/or technical authorities.
5. The safety of all drivers is paramount. A driver must display the ability to control his or her car and be able to keep pace with the field in order to maintain their regular handicap. All rookie and/or 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. It is the objective of Airborne Park Speedway/Devil's Bowl Speedway management to keep the Modified division as close to a dirt-style racecar as possible. Any new modifications or designs to suspension, chassis, driveline, body, or any other component that deviate from a normal DIRTcar-style racecar must be approved by Airborne Park Speedway/Devil's Bowl Speedway management.
7. Management reserves the right to add weight to any car at any time to ensure a level playing field.

2. ENGINE

1. **REGISTRATION:** All teams are required to complete and submit an official Engine Registration form prior to competition. It is the responsibility of the driver and/or car owner to report any subsequent engine changes prior to competition. It is also the responsibility of the driver and/or car owner to report any engines or seals not already approved prior to competing.
2. **PENALTIES:** Violation of these rules will result in the following penalties:
 - a. Failure to report an engine or engine part change prior to competition – Minimum penalty: Disqualification from event; \$500 fine; driver suspended from competition until fine is paid.
 - b. Tampering with "spec" engine, fuel, or seals – Minimum penalties: Disqualification from event; \$1,000 fine; driver and/or car owner will lose all points accumulated in current season; driver and/or car owner will be suspended for one calendar or until fine is paid, whichever comes last.
 - c. Upon second offense, driver and/or car owner will be suspended for minimum of one calendar year and fined \$2,000. Multi-time violators may be suspended indefinitely.
3. All teams must be prepared at any time to remove engines to be inspected and/or Dynamometer checked at an independent site. Refusal to do so will result in disqualification. Any car winning three (3) feature races in the same season will have its engine removed for a mandatory inspection.
4. The only engine approved for use in the Modified division at Airborne Park Speedway and Devil's Bowl Speedway in 2015 is the General Motors "602" crate engine (Part # 88958602) with approved seals.
 - a. The following are approved engine builders for 2015:
 - RPM Racing Engines, 331 Carpenter Hill Road, Georgia, Vt. 05748. Phone: (802) 524-7406.
 - DMO Motors, 83 Bridge Street, Plattsburgh, N.Y. 12901. Phone: (518) 563-2749.
 - b. Only engines that have been logged into service and inspected by the approved engine builders will be eligible for competition. Any and all engine work **MUST** be performed by the approved engine rebuilders listed.
 - c. OEM factory stock valve springs only – GM replacement Part # 19154761.
 - d. Any parts not listed in these rules **MUST** be factory stock.
 - e. All cars with engines not sealed by approved builders must add 100 lbs. There will be a three (3) event **MAXIMUM** grandfather clause for these engines before they must be resealed by an approved builder.
5. **"358" ENGINES ARE NO LONGER APPROVED FOR COMPETITION!**
6. Oil coolers are allowed.

7. No dry sump oiling systems allowed.
8. Oil pan must remain stock from factory for GM 602 crate engine.
9. Overbores will not be permitted. If a cylinder has scoring and/or needs repair it must be communicated to officials before being sleeved to maintain the original bore size. Standard bore only.
10. Valve jobs will not be permitted on new engines. ~~Valves may be lapped.~~
11. If the cylinder head requires resurfacing, it may only be resurfaced to the maximum CC set forth by GM. Machine work of any other type will not be permitted to the cylinder heads.
12. Bead blasting and/or any polishing and/or any alteration to the intake manifold and/or cylinder heads will not be permitted.
13. Radiator must be minimum 22" high and vertical. Electric or conventional-style fans allowed. Late Model-style radiator and fan allowed.

3. CARBURETOR

1. Only one (1) 650 cfm Holley carburetor, Part # 4777 or # 80777 or Holley HP carburetor Part # 80541-1 or # 80541-2 will be permitted.
2. Holley # 4777 and # 80777 Option:
 - a) The carburetor must maintain the stock venturi and throttle bore dimensions; the primary venturi 1-1/4" and the secondary venturi will be 1-5/16".
 - b) The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
 - c) The booster height must remain stock OEM from Holley. Cutting, tumbling and/or polishing will not be permitted.
 - d) Visible modifications will not be permitted.
 - e) The maximum height of the carburetor when measured from the bottom of the carburetor and/or the throttle plate to the machined horizontal surface of block will be in 7" in both the front and rear of the block.
 - f) The following alterations will be permitted:
 - 1.) Holes drilled in the throttle plate for proper idle.
 - 2.) Drilling, tapping and plugging of unused vacuum ports.
 - 3.) Welding of throttle shaft to linkage arm.
 - 4.) Drilling of idle and/or high speed air correction jets.
 - 5.) Milling of center carburetor body metering block surface, maximum of .015" on each side.
 - 6.) Removal of choke plate and shaft.
 - 7.) The jets may be changed as needed.
 - g) Gauge measurements (go/no-go) must be met at all times, regardless of carburetor temperature.
3. Holley HP # 80541-1 or # 80541-2 Option:
 - a) The carburetor must remain stock retaining all Holley measurements and dimensions. The carburetor may be adjusted utilizing only specified Holley replacement parts.
 - b) Jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pumps nozzles and accelerator pump cam adjustments will be permitted.
 - c) Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted.
4. Heat shield devices of any type, around the carburetor and/or under the hood or cowl that encompass and/or cover the entire engine or carburetor will not be permitted. A shield may be used under the air filter base and must remain on top of the carburetor main body (venturi opening) in an attempt to seal off the air cleaner area. Any type of shield that covers the engine compartment area will not be permitted. A shield may be attached to the hood or air filter base plate for the purpose preventing dust and/or exterior elements being introduced into the air breather. Any shields new in design must be submitted for approval.
5. Carburetor Spacer Plates: No spacer plates will be allowed to be tapered in any way. All spacer plates will be required to have either one opening or four openings for the fuel to flow through from top to bottom. Maximum 1" thick carburetor spacer plate with one (1) 1/8" maximum thickness intake gasket and one (1) 1/8" maximum thickness carburetor gasket.
6. No other carburetors or part numbers are approved.
7. Only a single conventional round type air cleaner housing will be permitted. Ram air, air box and/or heat shield type devices will not be permitted. The air cleaner must remain in place when the hood is removed.
8. Air cleaners that provide ventilation through the top cover (such as the K&N brand) will be permitted, however, K&N air filter Part # KNN-61-4000 series are NOT approved. No plastic inserts. Flow control air filters or inserts to direct the airflow into the carburetor will not be allowed. Air diffusers will not be permitted.

4. EXHAUST

1. Muffler and exhaust systems are required. All cars must register under 95 DBA.

2. Only Schoenfeld headers Part # 1122B or # 1122BCM will be permitted. Exhaust headers must not exceed 1-5/8" in outside diameter. Tri-Y, step headers, stainless steel, coated, ceramic and/or otherwise, and/or merge collectors will not be permitted.
3. Primary pipes must remain 1-5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8". No powder coated or exotic type headers allowed, with the exception of regular paint.
4. No exhaust pieces may be welded. All pieces must be removable and able to be inspected.
5. Six-inch (6") mufflers allowed.
6. All exhaust pipe ends must be angled straight down to ground or may exit doors, flush with body panels.
7. No baffles or metal welded inside headers or exhaust pipes. All exhaust components must be open throughout.

5. IGNITION

1. Stock HEI ignition coil only. No dual point ignition. Must remain stock as purchased from GM.
2. All 602 crate engines must use MSD Part # 87286 (6,000 rpm) Ignition Box. Must use 6,000 rpm rev chip. Box and rev chip must remain operable and working condition prior to, during, and after all racing events. Rev chip must face up and be securely fastened (taped in) in the "rev box".
3. GM factory distributor ONLY – Part # 93440806. The ONLY modification allowed is the removal of the vacuum adjustment.
4. The distributor advance curve and/or all parts must remain stock as manufactured.
5. Rev box and coil must be mounted under the hood out of reach of driver. Black wire must be grounded to engine. When the hood is removed, rev box must be clearly visible and not covered.

6. STARTER/BATTERY

1. All cars must have working starters and batteries that are fully charged; every car must be able to start under its own power. Cars that spin out and cannot start under their own power will receive one (1) push start per event. The second time that a car delays the racing program it may be parked.
2. ~~Dry-cell batteries are mandatory.~~ Battery MUST be mounted inside frame rails and behind front axle.

7. TRANSMISSION

1. All transmissions must be approved prior to competition.
2. Only approved North American and/or Canadian manufactured manual shift transmissions will be permitted. Automatic and/or automatic-type transmissions will not be permitted.
3. Overdrive and/or under-drive transmissions will not be permitted.
4. Running through reduction gears will not be permitted. The transmission must be direct drive to the rear end.
5. The transmission must have working gears. Forward, neutral and reverse must be working. From the neutral position and with the motor running, the car must be able to go forward and/or backward in a smooth manner. The car must start and move under its own power.
6. The transmission must bolt to the bell housing.
7. A maximum of two (2) universal joints per driveline will be permitted.

8. DRIVESHAFT

1. Only one (1) magnetic steel driveshaft connected from the transmission to the center section of the rear end will be permitted. Carbon fiber, titanium, aluminum, and/or other exotic (non-steel) materials will not be permitted in any part of the driveline. **No ball spline driveshafts allowed.**
2. Two (2) driveshaft hoops / rings a minimum 1/4"-inch thick x 2"-inch wide magnetic steel must be positively fastened by two (2) 3/8"-inch grade 5 bolts to the frame and/or torque arm side plates installed around each universal joint.
3. The drive shaft must have some type of drive shaft cover/shield. Cars with open drive shafts must have a drive shaft tunnel a minimum of 1/8"-inch thick magnetic steel extending from 2"-inches under the front edge of the seat to the back of the transmission covering the shaft and the universal joint(s) and output flange on top and both sides. The tunnel must extend down to the floorboards. The cover must be positively fastened with a minimum of four (4) 3/8"-inch diameter bolts at the bottom connected to a cross-member. The cover must be a solid unit with no cuts and/or holes and/or removed material for the purpose of weight reduction. The only hole may be for the gear shift control.
4. Closed drive type cars, torque tubes and/or bells that already have a 360 degree cover from the universal joint back to the seat will be permitted.

9. REAR END

1. Must use traditional big housing-style quick change rear ends. The use of a non-quick change rear end will not be allowed.
2. All rear ends must be driven with solid drive flange plates. **NO TITANIUM PARTS ALLOWED. NO ALUMINUM YOKES.**
3. All running gear drainage plugs must be safety wired.
4. No rear axle tube toe-in or toe-out allowed. No cambered rear ends allowed.
5. No live axle rears allowed. No "high dollar" lightweight rears. No V8 midget-style rears allowed. No lockers.
6. No sway bars or Watts links allowed on rear of car.
7. No torque tubes allowed.
8. Conventional torque arms only. Two torque arms (one mounted on each side of the rear) going forward connected together at the front with a heim mounted to the floor of the car with rubber biscuit and traditional dirt slider. Maximum length 34" measured from center of rear mounting bolt to center of front mounting bolt (see diagram). Radius rods must be mounted below the rear axle centerline in conventional dirt mounts. No three-point rears. J-bars are allowed.
9. Rear offset is measured from centerline of rear to the inside of the wheel. The difference between the two measurements can be no larger than 10" with 1/2" maximum tolerance up to 10.5".

10. SUSPENSION

1. ~~The chassis may be offset a maximum of 4" from the center of the inside tire width measured from the inside of the left front tire to the inside of the right front tire at axle height.~~
2. Split axles and/or dropped axles and/or independent front suspension(s) will not be permitted.
3. Independent front and/or rear suspensions will not be permitted.
4. Carbon fiber and/or titanium springs will not be permitted.
5. The maximum front tread width will be 86" with a minimum of 74". The maximum rear tread width will be 86" with a minimum of 80". These measurements will be taken from the outside edge of the sidewall of the tires on each side.

11. SHOCKS/SHOCK MOUNTS

1. Shocks limited to \$175.00 (list price) per shock. Shocks must be steel body only. All steel body shocks must remain in stock configuration, and all internal parts must remain stock. Only valving may be altered. Schrader valves are allowed.
2. Only one (1) shock per wheel allowed.
3. Maximum shock tower width is 32", measured outside to outside.
4. Center of right-front shock mount bolt must be within a maximum of 19-1/4" of centerline of chassis. Center of left-front shock mount bolt must be within a maximum of 17-1/4" of centerline of chassis (see diagram).
5. Maximum allowable angle on right-front shock is ten (10) degrees. Maximum allowable angle of left-front shock is five (5) degrees (see diagram).

12. TIRES/WHEELS/BRAKES

1. Track-issued "spec" tires are mandatory.

Left Front: Hoosier *D400 or H70

Right Front: Hoosier H70

Left Rear: Hoosier H60

Right Rear: Hoosier H70

** Hoosier D400 tire (11.0" x 82.0" ONLY) or Hoosier H70 tire (13.0" x 82.0" ONLY) will be permitted for use on the left-front corner. Note that D400 tires WILL NOT be sold at the tracks in 2015.*

2. Bleed-off/bleeder valves allowed.
3. Wheel offsets must be no more than 5" offset and no less than 3" offset on any corner.
4. No spacers allowed on right-front wheel hub if running 3" offset wheel.
5. Brakes maximum rotor width .810".
6. Carbon fiber, carbon, titanium, ceramic, aluminum pads and/or rotors will not be permitted.
7. All four brakes must be in good working condition at all times. Manual brake shutoffs will ~~not~~ be permitted
8. Traction control of any type, including within the braking system is not permitted.
9. Only a single brake bias and single rear panhard adjustment will be permitted in the cockpit. Any other type of adjustment will not be permitted in the cockpit.

13. CHASSIS

1. All frames must be fabricated utilizing 2" x 4" rectangular magnetic steel tubing with a .120" wall thickness. Only 2" x 4" rectangular box frames between the front and rear axle centers will be permitted. The 4" side of the rectangular tubing must remain in the vertical position. For the purpose of inspection one 3/16" diameter hole may be drilled in each frame rail. Other holes will not be permitted. Round tubing must be either 1-1/2" outside diameter and/or 1-3/4" outside diameter with wall thickness of .095".
2. Frame width will be as follows; At the front shock towers a minimum 24" and a maximum of 35". Rear of the car is a minimum of 26" with a maximum of 35". The minimum frame width at the rear roll bar must be 26". All measurements will be taken from the outside of the frame rails, at the top and bottom of the frame rails and its longest length. Clips, sub-frames, etc., will be considered a part of the frame.
3. The minimum length of the 2" x 4" frame rails begins 14" in front of the centerline of the rear axle and extends to the front of the radiator. The left and right rails (both top and bottom) must be equal in distance from the driveline centerline along the total length of the frame. Offset frame rails will not be permitted. A maximum 4" indent in the lower left rear frame rail for suspension clearance will be permitted. The two (2) upper frame rails in the engine compartment may be altered for engine clearance only.
4. No raised frame rails.
5. Minimum ground clearance 4". Must clear all points of car including frame, cross members, door panels, and body skirts.
6. Minimum wheelbase 106", maximum wheelbase 110".
7. Maximum front axle width allowed is 52", measured at center of kingpin (see attached diagram). Front axle must be straight one-piece steel tubing only. Fast axle offset bushings allowed. No other camber adjustments allowed. No split or dropped axles allowed. All brackets on front axle must be bolted or welded. No birdcages or slide brackets allowed. No Watts linkage. Must run traditional dirt-style Panhard bar.
8. Engine must be centered in the front of the chassis. Location must be a minimum 58" from centerline of front axle to rear engine plate. Crankshaft height from bottom of frame to centerline of crank must be a minimum of 8", NO TOLERANCE. Engine tilt back no more than 3 degrees.
9. Seat must be centered in car.
10. No right side steering. Must have conventional steering box mounted on driver's compartment, with one (1) drag link connecting steering box to steering arm.
11. No inboard springs on front end. Springs/shocks must be mounted on outside of frame rails on axle mount. Top of shocks/springs must not cross the vertical plane of the 2x4 frame rail.
12. No on-board adjustable jacking bolts or shocks. May use adjustable Panhard bar or brake bias only.
13. No new chassis may have rear torsion racks removed. Existing chassis without rear torsion racks may be subject to weight penalty in the future.

14. ROLL CAGE

1. Only round magnetic steel tubing 1-1/2" and/or 1-3/4" in outside diameter with a material thickness of 1-3/4" x .095" wall and/or 1-1/2" x .120" wall will be permitted.
2. The roll cage must be an integral and structural part of the frame. All frames built in 2005 and after must have a manufacturer's unique serial number plate visible and positively fastened on the left front roll cage upright. The letters and/or numbers shall not exceed 8 digits and be 1/2" in height.
3. Front and rear roll bars must be positively fastened in a cage-type configuration. Two (2) round horizontal side bars on each side are required. The top side bar must be a maximum of 22" below the top roll bar.
4. Proper bracing and triangulation on the front and rear roll bars is required. All roll bar bracing material must be 1-1/2" outside diameter with a material wall thickness of .095". A minimum of one (1) diagonal bar across the top of the roll cage is required.
5. Roll cage height: Minimum 47" for front hoop and minimum 52" for rear hoop, measured from bottom of 2x4.
6. The front roll bar hoop must be a minimum of 26" when measured across the outside-to-outside of the hoop and maintain that measurement from the top to the bottom of the cage, with the exception of the allowable frame taper. Outriggers will not be permitted.
7. The rear main roll bar hoop must be a minimum of 26" when measured across the outside-to-outside of the hoop and maintain that measurement from the top to the bottom of the cage. The bottom of the rear main roll bar hoop must be positively fastened (welded) to the 2x4 frame rails. Outriggers will not be permitted.
8. Rear hoop behind driver must not lay back more than 5 degrees.
9. MANDATORY Frame/Roll Cage update (See attached diagram for suggestion): A piece of tubing, a minimum of 1-1/2" in outside diameter and .095" in thickness, must be installed vertically or at a 45-degree angle to support the top (roof) bars of the roll cage. If the tubing is installed vertically, it must be done in a manner that does not impede the driver exiting the cockpit.

15. FUEL CELL

1. Fuel cell mandatory, maximum 22 gallons. Fuel cell must be mounted behind driver, centered in rear of car.
2. Fuel cell minimum height is 12" from ground. Fuel cell must be centered between frame rails and in line with engine centerline. Fuel cell must be mounted with a minimum of two (2) 0.125" thick steel straps a minimum of 1" wide. The straps must over the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 5/16" Grade 8 bolts must be used to mount the fuel cell to the frame.
3. ~~The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge magnetic steel. An aluminum container may be used as an option and must be a minimum of .060" in thickness. On the bottom of the fuel cell, a piece of .090-gauge material (aluminum and/or magnetic steel—in addition to the existing container) must be used at the bottom of the fuel cell container to prevent bowing and/or deflection. The .090-gauge material must have an inspection hole drilled near the center of the piece to measure the thickness of the material. A 1" x 1" x .0625" thick magnetic steel square tubing rack must be fabricated on the top, front and rear sides of the fuel cell container. The square tubing must be a minimum of 5" from the outside edge of the fuel cell on either side. The rack may be fastened to the bottom of the fuel cell can utilizing a piece of magnetic steel angle material that is a minimum of 1" x 1" with a minimum material thickness of .065" magnetic angle steel that is on all four (4) sides of the container. Drilling multiple holes and/or any attempt to lighten any piece within the fuel cell container and/or rack will not be permitted. The measurements taken in regard to the fuel cell container will be measured on an inside-to-inside basis. A tolerance for material thickness will be calculated and permitted for dimensions, however there will be no tolerance for expansion and/or containers that are larger than the minimum.~~

16. BODY

1. GENERAL RULES:
 - a. Any standard Modified-type, conventional DIRTcar style racing body may be used. No high wing backs. Door panels that impede side vision and/or access to cockpit are not allowed. Left-side inner stone guards must be hinged and Velcroed on the rear of stone guard to allow driver an emergency escape route.
 - b. No "freaks" or offset bodies allowed. Body must remain centered on chassis. No yaw mounts.
 - c. No internal or external mirrors allowed.
 - d. Cars must be kept clean and must be painted and carry legible numbers on both sides and roof. Car numbers must appear on roof, nose, rear deck, and both doors. Numbers must be minimum 18" high on roof and doors, and minimum 8" high on nose and rear deck.
 - e. No wings or sail panels will be allowed.
 - f. No sheet metal may enclose any part of the front suspension.
 - g. No skirting or air deflectors allowed on front nose piece. No skirts hanging below frame rails to deflect air in any way. Metal, Lexan, rubber air dams, fins, spoilers, skirts and/or air directional devices underneath the car will not be permitted.
 - h. Belly pans mandatory, and must be made of .050" aluminum only.
 - i. All bumpers must have a center measured 10" from the ground. The maximum the front bumper may extend from the centerline of the front axle is 24" and a minimum of 20". Front bumper no more than 8" in front of tire and may not extend past leading edge of nosepiece.
 - j. All bumpers and rub rail sockets must have fasteners, pins and/or bolts with a minimum diameter of 5/16"-inch.
 - k. Rub rails must be outside body panels. 1" diameter door bars only and 1-1/2" max diameter rub rail and hoops only. Solid bars and/or bars with ballast added will not be permitted.
2. FRONT:
 - a. The nose-piece must not extend rearward of the front shock towers.
 - b. The front spoiler must be a separate piece.
 - c. The maximum the spoiler may extend in front of the front axle centerline will be 20".
 - d. Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36" maximum width.
 - e. Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted.
 - f. The maximum width for the hood, nose and front spoiler will be 36" with a minimum width of 24". Louvers will be permitted on the sides of the hood.
3. DOORS:
 - a. The body width, when measured at any point along the body line from front to back will be a maximum of 68" and a minimum of 64".
 - b. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other from side-to-side (symmetrical).

- c. The front door(s) extensions will be a maximum of 20" behind the front axle centerline.
 - d. The top front corner of the door when measured from the ground will be a maximum of 38" and a minimum of 30" when measured 60" from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42" to the top of the door when measured 16" from the center of the rear axle centerline of the rear forward.
4. ROOF:
- a. Only a single piece fiberglass roof will be permitted. Maximum length of roof 60", minimum 48".
 - b. Roof angle no more than 10 degrees.
 - c. Width of roof 52" maximum, 48" minimum. Any proposed roof design that deviates from the preceding rules must be approved prior to competition.
5. REAR:
- a. Only clear Lexan will be permitted for the rear spoiler and rear wing windows. Rear wing windows MUST be kept clear to allow placement of official track sponsor decals.
 - b. The maximum rear spoiler height, regardless of ride height, may not exceed 50". The rear spoiler must be able to provide the driver following a view of the track ahead.
 - c. The maximum overall height of the car is 61" with a minimum of 52" measured from the ground.
 - d. The rear quarter panels must be symmetrical in height, with or without plastic.
 - e. The rear quarter panels must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with the top of the door.
 - f. A maximum 2" fender flare may be used, but the overall body width must maintain a maximum of 68".
 - g. The rear quarter panels may extend rearward a maximum of 48" at the top and a maximum of 44" at the bottom when measured from the center of the rear axle to the rear of the car.
 - h. A maximum of 16" and a minimum of 8" of ground clearance, when measured from the ground to the bottom of the rear quarter, will be permitted.
 - i. The plastic/rubber material utilized on the rear of the car may extend a maximum of 16" from the ground to a minimum of 8" from the ground on either side of the car (symmetrical). The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.
 - j. Maximum height of rear deck measured from ground will be 47" maximum and 40" minimum.
 - k. Rear deck lid must be fully enclosed from side to side, maximum height 14", minimum height 9", vertically behind the fuel tank.
 - l. The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
 - m. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
 - n. The fuel cell must have both sides completely covered in sheet metal in addition the container it is enclosed in. Openings of any type will not be permitted.
 - o. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted.
6. INTERIOR:
- a. Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.
 - b. All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
 - c. Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance.
 - d. Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
 - e. Louvers will be permitted for cooling purposes only, including the radiator, engine and/or a working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
 - f. The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. The under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .090"-inches in material thickness.
 - g. Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.
 - h. All cars must be equipped with a quick-release type steering wheel.

- i. The driver compartment must have a starting switch and/or button within reach of the driver.
- j. A clearly labeled electrical on/off 'kill' switch must be within reach of the driver.
- k. Mirrors of any-type will not be permitted.
- l. Two-way radios and/or electronic and/or data communication devices will not be permitted.

17. WEIGHT

- 1. Minimum weight 2,400 lbs. with driver in seat.
- 2. All cars with engines not sealed by approved builders must add 100 lbs. There will be a three (3) event MAXIMUM grandfather clause for these engines before they must be resealed by an approved builder.
- 3. Left side maximum weight 55% with driver.
- 4. Rear weight minimum (must have) 58% with driver.
- 5. Management reserves the right to add weight to any car at any time to ensure a level playing field.
- 6. Ballast can be mounted outside of frame rail. Ballast tray must be welded to 2x4 and be no wider than 6". Ballast may also be mounted using minimum of 2 (ea.) 1/2" bolts through the 2x4 frame rails. The 1/2" bolts must pass through the 2x4 frame rail in a slug welded inside the 2x4. Slug material must be minimum 3/4" o.d. with 1/8" wall thickness. All ballast must be securely mounted with 2 (ea.) 1/2" bolts (Grade 5 or better) and must be painted white with car number on it.
- 7. Ballast is not to be mounted outside or inside of door bars or rub rails.

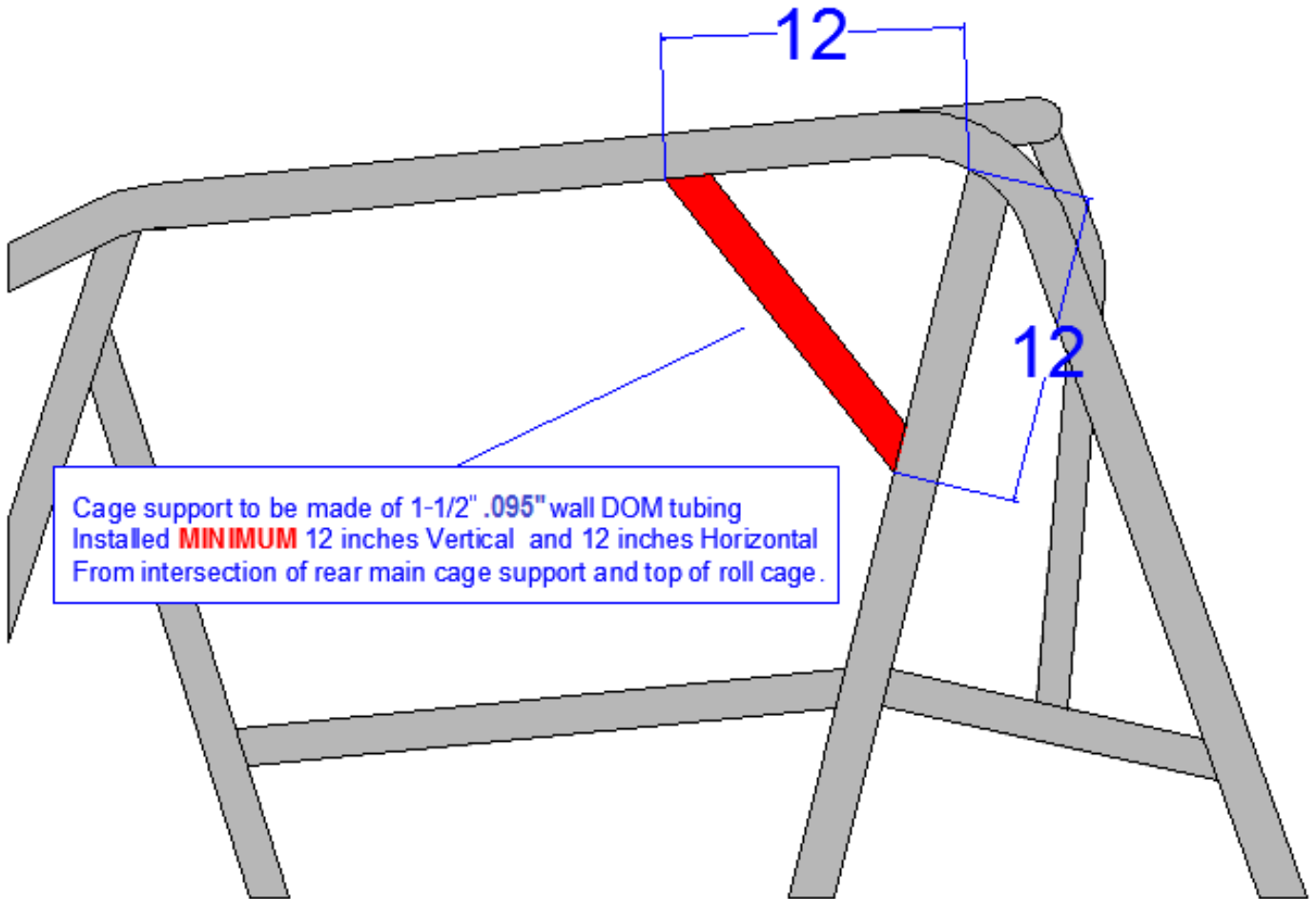
18. MISCELLANEOUS

- 1. All fuel lines, power steering lines, and/or fitting running through the driver's compartment must be made from an approved braided-type line.
- 2. Plastic and/or glass fuel filters will not be permitted.
- 3. Switches are mandatory for fuel and battery, and must be clearly labeled on and off. Switches must be within reach of the driver when strapped in car.
- 4. All drivers are required to have a one-way radio (RACEceiver or similar) for contact with Race Control. Radio must be working and active prior to any on-track activity. Two-way radios, crew-member-to-driver and/or any other means of electronic communication, other than the one-way radio will not be permitted.
- 5. Radios and/or devices for transmitting voice and/or data will not be permitted. Data acquisition systems will not be permitted.
- 6. NO TRACTION CONTROL DEVICES OF ANY KIND ALLOWED. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted. Adjustable ping control devices, dial-a-chip controls, timing controls and/or automated throttle controls will not be permitted. Remote control components of any type will not be permitted.

**ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. EIRI 12-03-14
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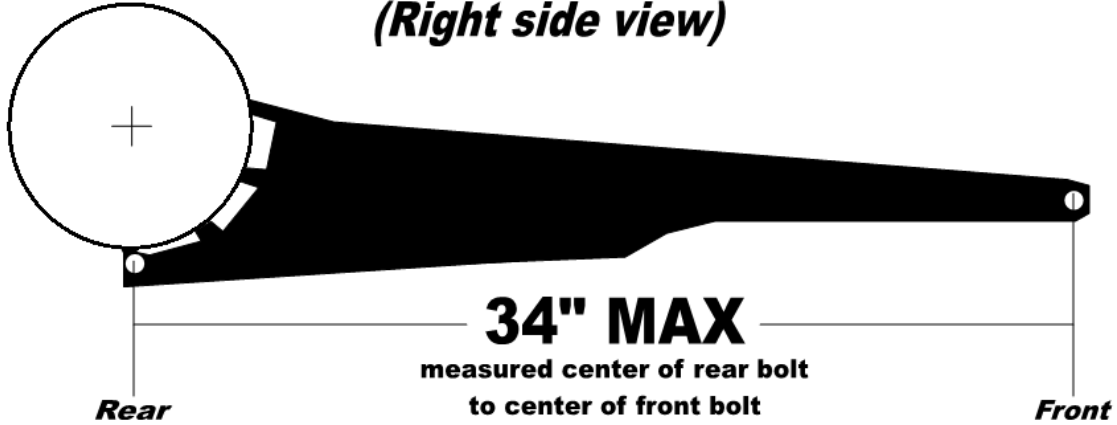
REVISED 03-16-15

Section 14.9 – Roll Cage (diagram)



Rear Torque Arm Diagram

(Right side view)

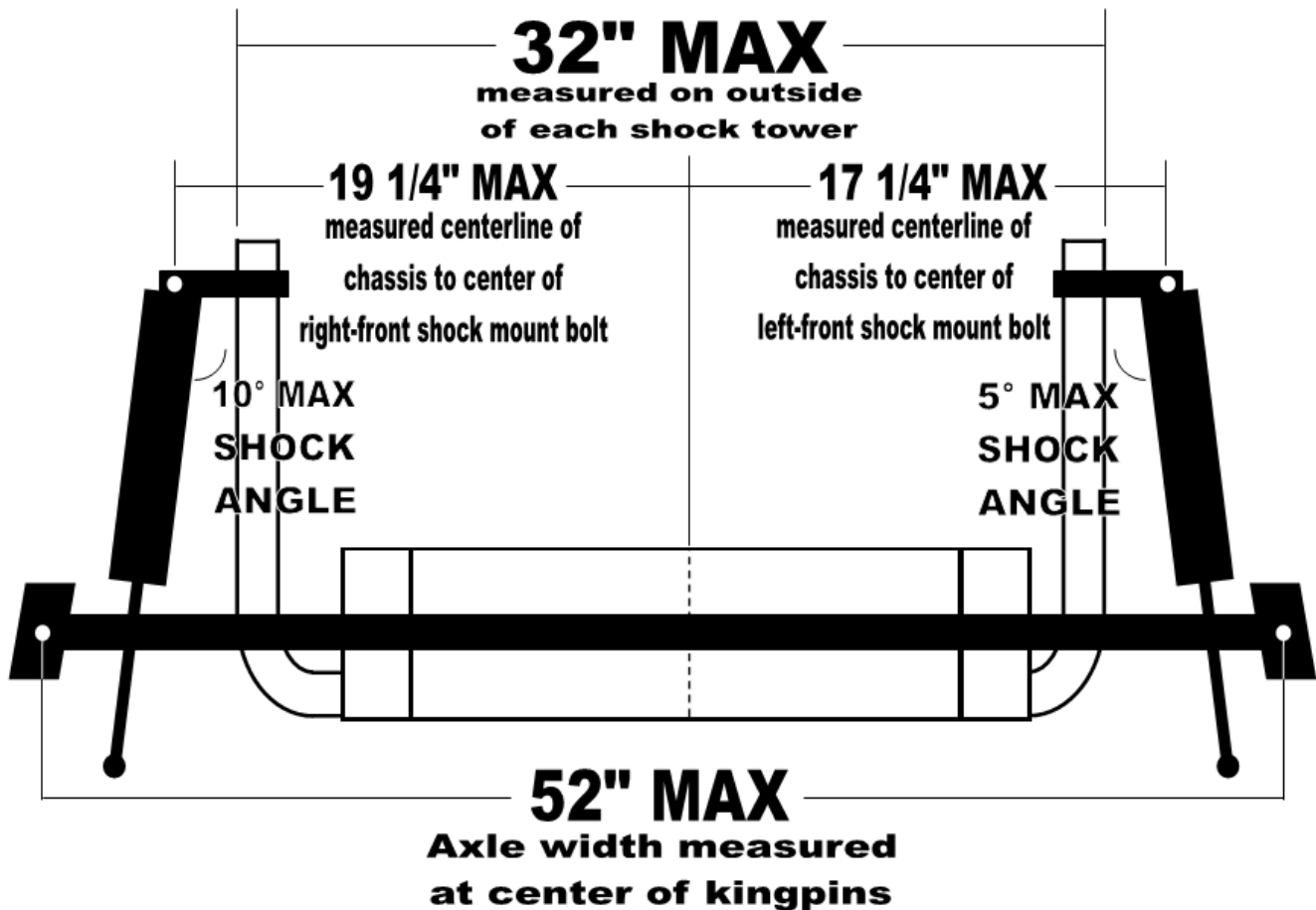


Front Chassis Diagram

Right

(Front view)

Left



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