2016

OFFICIAL RULES & REGULATIONS

NOTE: This is a new rulebook in 2016 – please read very carefully to note changes from prior years!

Devil's Bowl Speedway
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1. WARRANTY DISCLAIMER

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct or 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.
2. All participants are subject to Devil's Bowl Speedway and/or NASCAR rules and regulations.
3. The interpretation and invoking of the rules published herein shall be determined by the officials at their professional discretion.
4. No driver, owner, or mechanic shall have any claim for damages, expenses, or otherwise against any speedway personnel, by reason of disqualification, damage to car, or injury. It is assumed and agreed that the facility is in a safe and usable condition, and entering the premises is at each person's own free will. The facility is open for inspection at any time prior to events.
5. It is the responsibility of the competitors 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 car owner, and it shall be the responsibility of each to know which parts are used in the racecar that he or she owns and/or may be driving.
6. The safety of participants and spectators, and 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 member to make every possible effort to obey the safety rules both written and unwritten to assure the safety of all involved. Upon submitting application for membership and entering onto the grounds of Devil's Bowl Speedway you assume this responsibility personally.
7. 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, novice, and/or new drivers will be evaluated on an individual 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. Furthermore, a driver may be excused from competition until he/she displays the ability to control his or her car and be able to keep pace with the field. Any driver may be asked to file a résumé showing their motorsports experience (if any) prior to competing.
8. Devil's Bowl Speedway management 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.
9. Technical Director and/or Track Manager will have final say on all rules, procedures, regulations, and/or technical authorities.
10. Any item not covered in these rules must be submitted in writing for approval by Devil's Bowl Speedway management. If any item being considered by a competitor is not addressed here, the competitor must contact Devil's Bowl Speedway management for a judgment as to its acceptability.

2. GENERAL RULES

1. The decision of race officials on interpretation of rules pertaining to racing or race procedure is final.
2. The scorer's decision on race position is final.
3. The race director is empowered to permit deviation from any of the rules or specifications set forth herein if, in their opinion, safety is not compromised.
4. Only the driver and/or car owner may represent his or her team in any and all matters with officials, and each is responsible for the actions of all members of his or her team.
5. There shall be no drinking of alcoholic beverages in the pit area at any time before or during race events. There shall be no drinking of alcoholic beverages in the grandstand area except for designated areas. All persons with a pit pass may be subject to a breathalyzer test at any time.

6. At no time shall anyone subject any track official to abuse or use improper language at any time. No one shall participate in physical confrontations on track premises at any time. Violators of these rules may be fined or suspended or both. See Section 11: Violations, Suspensions, Fines.
7. Devil's Bowl Speedway reserves the right to subject any car to mechanical inspection at any time.

3. SAFETY

1. Helmet required for driver. Full-face helmet (with minimum certification of Snell SA 2010, SFI 31.1/2005, or FIA 8860-2010) highly recommended. Compatible head-and-neck restraint system highly recommended.
2. Fire retardant suits required for driver, minimum SFI specification 3.2A/5. Multi-layer suits, gloves, shoes, socks, and underwear highly recommended.
3. All cars must have a full roll cage with four (4) vertical uprights and driver protection door bars. Cage must be constructed of round steel tubing, minimum 1-3/4" diameter, and minimum .095" wall thickness. All welds must be professional, strong, and complete with no cracks. Roll bars must have professional bends with no kinks or cracks.
4. All cars must have an aluminum racing seat that must be fastened to roll cage, NOT bolted to the floorboard. Full containment seat (SFI 39.1) recommended. No fiberglass allowed. Seat must be bolted in a minimum of six (6) spots to the roll cage using no less than 3/8" Grade 5 bolts.
5. Quick-release racing seat belts required, minimum three-inch width, SFI 16.5-approved. Belts must be no more than three (3) years old from date of manufacture. Stock passenger seat belts not permitted. Seat belts must be properly bolted (not welded) to roll cage (see diagram in divisional rulebooks). No cam lock seat belts allowed.
6. Approved driver window net mandatory in Late Model, Renegade, and Mini Stock divisions. Must be mounted on 3/8" steel rod, top and bottom. Must be attached at top front and bottom front by quick-release or seat belt-type latching device. Net must be taut when latched.
7. Fuel splash guard recommended behind driver's head and shoulders – Lexan recommended.
8. Fully charged on-board fire extinguisher or suppression system with working gauge required. Extinguisher must be mounted on crossbar on driver's right side with quick release (no taping), within reach of driver and accessible to safety crew from both left and right side windows.
9. Safety cut-off switch required on crossbar on driver's right side, within reach of driver and accessible to safety crew from both left and right side windows.
10. Battery must be mounted under hood and encased to prevent terminals from shorting out.
11. Fuel cell mandatory, mounted in center of trunk area.
12. No plastic fuel filters allowed.
13. Driveshaft must be steel only and painted white. No aluminum driveshafts allowed.
14. Two 360° driveshaft loops are required. Must be constructed of at least 1/4" x 2" steel.

4. NASCAR MEMBERSHIP & PIT ADMITTANCE

1. All drivers must have a valid NASCAR Whelen All-American Series (NWAAS) membership prior to competing, unless otherwise noted. NWAAS license and membership is valid at Devil's Bowl Speedway and all other NWAAS-sanctioned facilities.
2. NWAAS membership license fees:

License Type	*Full Membership*	*15-Day Membership*
Feature/Div. I Driver	$200.00	$50.00
Feature/Div. I Owner	$200.00	$50.00
Charger/Div. II-IV Driver	$100.00	$25.00
Charger/Div. II-IV Owner	$100.00	$25.00
Crew Member	$100.00	$25.00

   a. Temporary 15-day membership may be purchased up to four (4) times; fees will be applied toward upgrade to full membership license. Drivers must be fully-licensed NWAAS members in order to receive post-season point funds and special awards from NASCAR.
3. NASCAR membership benefits include reduced pit admission at most Devil's Bowl Speedway events, post-season point fund and/or bonus award eligibility, and accident insurance covering up to

$1,050,000.00 per incident. (All injuries must be reported to a Devil's Bowl Speedway official at the time of the incident in order to be eligible for coverage.)

4. All persons entering pit area as non-members must sign the non-membership form and release statement. Other sanctioning body memberships may be honored at certain events.
5. All persons entering pit area under 18 years of age must have a signed minor's release from a legal guardian and provide a copy of their birth certificate prior to entering pit area.
6. All competing DRIVERS under 20 years of age must have a signed NASCAR minor's release from a legal guardian and provide a copy of their birth certificate prior to competing.
7. Pit and entry fees may vary depending on event. No refunds of pit and/or entry fees unless noted.
8. Devil's Bowl Speedway and/or NASCAR reserves the right to reject any membership application, the right to decline admittance to the pit or grandstand areas, and/or the right to refuse entry to speedway grounds at any time.
9. No person or company shall sell or solicit products or services without permission in writing from Devil's Bowl Speedway management.

5. PIT AREA PROCEDURE

1. All members and non-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. Any driver who travels into or through the pit area at a high rate of speed or in a reckless manner may be penalized, disqualified, fined, and/or suspended.
3. All drivers must be present at the pit meeting unless otherwise noted. The race director alone shall have the option of determining when or if a pit meeting will be held.
4. All excess oil shall be deposited into the waste oil drum provided. There will be no dumping of oil or any other fluids on the ground. The speedway shall charge all violators a cleanup fee to correct the violation, which may be deducted from any prize money won. Repeat violations may lead to harsher penalties.

6. TRACK PROCEDURE

1. No cars shall be allowed on the track without permission or directive from a track official.
2. At no time will any persons be allowed on the track unless authorized. Violators may be subject to fines and/or suspensions.
3. No repairs to race vehicles will be made on the track, at the track entrance area, or in the infield at any time. All repairs must be made in designated pit stalls.
4. In the event of an accident or cleanup period, it shall be the responsibility of officials and safety crews to clear the speedway as quickly as possible. Any person who interferes may be penalized, disqualified, fined, and/or suspended.
5. Any driver who drives in a reckless manner may be penalized, disqualified, fined, and/or suspended.
6. Devil's Bowl Speedway will adhere strictly to NASCAR's "On-Track Incident Procedure" rules (NASCAR Whelen All-American Series rulebook, section 9-16), as follows:

NWAAS Section 9-16: On-Track Incident Procedure

During an Event, if a racecar is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the racecar (i.e. fire, smoke in cockpit, etc.) the driver should take the following steps:

a. Shut off electrical power and, if driver is uninjured, lower window net.
b. Do not loosen, disconnect or remove any driver personal safety equipment until directed to do so by safety personnel or a NASCAR/Track Official.
c. After being directed to exit the racecar, the driver should proceed to either the ambulance, other vehicle, or as otherwise directed by safety personnel or a NASCAR/Track Official.
d. At no time should a driver or crew member(s) approach any portion of the racing surface or apron.
e. At no time should a driver or crew member(s) approach another moving vehicle.

All vehicles not involved in the incident or that are able to continue afterwards should slow down to a cautious speed … use extreme care as they approach an incident scene, and follow any directions given by safety personnel or NASCAR/Track Officials. Cars in line behind the safety car should not weave or otherwise stray from the line in the vicinity of the incident.

7. RACE PROCEDURE

1. The first pace lap off of pit road shall be considered the official start of a race; however, a car must take the initial green flag of a race in order to be eligible to compete in the race. Any car that goes to the pit area before the initial green flag must return prior to the initial green flag or it will not be permitted to race and will be placed last in the official finish.
2. A race may be stopped at any time by the race director, if, in his or her discretion, conditions are considered unsafe. If the race is stopped and is one or more laps past the halfway point, the race will be considered officially finished.
3. In the event of a yellow flag caution period and/or a red flag stoppage, any subsequent restart order will be determined by the running order of the last fully completed lap. Any car(s) determined by the race director to have been involved in the incident that caused the caution/stoppage will be placed at the rear of the running order in the order that it/they emerge from the incident and/or pit road. A car that loses its position during an accident may not return to its original position if one or more cars have passed, but may pick up the position behind the last car to pass (race director has the authority to waive this rule). In the event that the race is deemed complete and the race is not restarted, the official finish will be based on the restart order.
4. If caution laps are being counted and a red flag condition occurs, the race may resume under the yellow flag and laps will continue to be counted.
5. Races will end under a green flag condition, even if the leader has taken the white flag to begin the final lap before the yellow flag/light is displayed. Yellow flag/light will be displayed and the race will be restarted for up to a maximum of three (3) attempts at a two-lap "green-white-checkered" finish.
6. All cars that pit for repairs must go to the rear of the running order upon returning to the track. Any car directed to stop and/or report to pits by a race official for safety inspection may be allowed to get its position back if no subsequent repairs are required on car.
7. Any car exiting pit road to join or rejoin the field under green flag racing conditions will be scored and credited with having completed the full lap. This rule is in place due to the location of the pit entrance/exit in relation to the start/finish line, so as not to penalize drivers. (Please note that his rule may be different with other tracks and series.)
8. Any car requiring assistance to start for any reason must go to the rear; however, any car requiring assistance to start after being stopped by an official directive may assume its position held before being stopped unless instructed otherwise.
9. Any driver who does not drive in single-file formation during a caution period may be penalized, disqualified, fined, and/or suspended.
10. Any driver refusing to heed a flag, signal, or any other direction from an official may be penalized, disqualified, fined, and/or suspended.
11. Any driver who, in the judgment of the race director, deliberately causes a race to be halted or delayed may be penalized, disqualified, fined, and/or suspended.
12. When the checkered flag has been given to the leader/winner, the balance of the field receives the checkered flag in the same lap and the race is finished.
13. In the event of a delay in the display of the checkered flag, the race will be considered officially finished at the completion of the advertised distance.
14. Top-finishing cars (number to be determined by race director) running at the end of each race must report directly to the technical inspection area before returning to pit stall. Violators may be penalized and/or disqualified.
15. If no protest is filed within ten (10) minutes after the checkered flag, the finish shall be considered official. All protests must be made in writing on an official protest form and delivered to a track official. No protest of any other kind or at any other time will be considered under any circumstance.

8. OFFICIAL FLAG/LIGHT RULES

1. Any driver who deliberately disobeys the flag and/or safety light rules may be subject to disqualification, fine, and/or suspension.
2. Any signal from the chief starter, whether it is a flag, a light, or both, will be considered official.
3. **GREEN FLAG/LIGHT** – Start of race.
4. **YELLOW FLAG/LIGHT** – Caution, slow down, remain single file, hold position, no passing.
5. **RED FLAG/LIGHT** – 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.
6. **BLUE FLAG WITH DIAGONAL STRIPE** – Safely move to the inside lane and let the leaders pass. (Also referred to as the "Lap Flag.")
7. **BLACK FLAG** – Pull off track for consultation. This does not necessarily indicate a disqualification.
8. **X – TWO CROSSED FLAGS** – The race has reached the halfway point.
9. **=** OR **II – TWO PARALLEL FLAGS** – There are two laps remaining in the race.
10. **WHITE FLAG** – One lap remaining.
11. **CHECKERED FLAG** – End of race.

9. HANDICAPPING, POINTS, SCORING

1. Handicapping is based on points earned by drivers (not cars) during the previous three feature races at the track holding the event. If the driver has not competed at the track previously, he/she will be assigned maximum handicap points for each of the events missed.
2. All cars in all divisions will be required to have a working electronic scoring transponder for use with the MYLAPS computer scoring system, unless otherwise noted. The MYLAPS website is located at www.mylaps.com. It is each race team's responsibility to have the transponder on and operational at all times. If the transponder is not operational, the car may not be scored. Race officials will attempt to notify teams during practice sessions if their transponder is not working.
3. Each car and driver must be checked in with the designated official immediately upon arrival at the track. Either the owner or driver will be responsible for checking the car in. Late arrivals will not be handicapped without notification to officials.
4. The number of cars to be qualified through heats into a handicapped starting position in features will be posted before each event. The number of cars to start the feature event may vary.
5. In order to be handicapped or allowed to draw for position, driver must be present at the pit meeting prior to the start of the event. It is the responsibility of the driver or car owner to notify the handicapper of driver and/or car changes.
6. Once a driver/car qualifies for a race, any driver/car changes shall result in all affected drivers and/or cars starting in the rear. Drivers may not attempt to qualify with multiple cars.
7. Relief drivers are allowed once the original driver has completed the initial pace lap. The original driver who drove in the pace lap will be the driver officially scored. The relief driver must retain a license and pit pass for the event. No drivers may earn "substitute points" in place of another driver who is not in attendance.
8. Officials have the right to position any car at the rear of the starting lineup if it is for the betterment and/or safety of the race and competitors. Officials may also place cars that are late to the starting grid at the rear of the starting lineup.
9. Finishing positions shall be determined according to number of laps completed and running position, regardless of whether the car is running at the end of the race or not.

10. Points and point fund values shall be announced at the beginning of each racing season. All NASCAR point fund money will be paid according to NASCAR 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 and/or NASCAR requirements.
11. Any driver receiving additional (non-NASCAR) point fund money or awards must attend the annual awards banquet (date and location to be announced each year) in order to receive prizes.
12. Payoff will be distributed according to each team's completed Devil's Bowl Speedway "Team Registration" form and/or NASCAR license information.
13. 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.
14. Drivers who are disqualified from a finish are disqualified from that particular race only, unless otherwise noted. Disqualification from a feature race does not necessarily mean total disqualification from an entire event.
15. Championship Point Structure:
    a. *Heat Races:*

1st – 5 pts	3rd – 3 pts	5th – 1 pt	7th – 1 pt	9th – 1 pt
2nd – 4 pts	4th – 2 pts	6th – 1 pt	8th – 1 pt	10th – 1 pt

All other starters receive 1 point. Drivers not attempting to take the initial green flag will receive 0 points.

    b. *Semi-Feature Races:*

1st – 10 pts	4th – 7 pts	7th – 4 pts	10th – 1 pt
2nd – 9 pts	5th – 6 pts	8th – 3 pts	11th – 1 pt
3rd – 8 pts	6th – 5 pts	9th – 2 pts	12th – 1 pt

All other starters receive 1 point. Drivers not attempting to take the initial green flag will receive 0 points.

    c. *Consolation/B-Main Races:* No points awarded.

    d. *Feature/A-Main Races:*

1st – 50 pts	6th – 40 pts	11th – 30 pts	16th – 20 pts	21st – 10 pts
2nd – 48 pts	7th – 38 pts	12th – 28 pts	17th – 18 pts	22nd – 10 pts
3rd – 46 pts	8th – 36 pts	13th – 26 pts	18th – 16 pts	23rd – 10 pts
4th – 44 pts	9th – 34 pts	14th – 24 pts	19th – 14 pts	24th – 10 pts
5th – 42 pts	10th – 32 pts	15th – 22 pts	20th – 12 pts	

All other starters receive 10 points. Drivers not qualifying for feature will receive 10 "tow" points. Drivers qualified but unable to start feature may be added to the rear of the official finishing order and receive points for the position(s) behind the last-place finisher. In the case of multiple qualified drivers, ranking will be based on qualifying race finishes and/or order of event entry.

16. Handicap Procedure:
    a. Handicap value will be the 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. Events that award double championship points will continue to use a regular 50-point maximum handicap scale.
    b. Handicap will be average of three (3) most recent events.
    c. Missed event or feature disqualification = 50 handicap points.
    d. The previous feature winner (PFW) will retain his/her handicap value for the next event's heat race only. If the PFW finishes in a "transfer" position during qualifying, the PFW will be required to start last among all qualified drivers in the feature race. (Example: If 12 cars qualify through heat races and the PFW qualifies, the PFW will start 12th.) If the PFW does not

finish in a "transfer" position during qualifying, the PFW will line up in the position he/she earns in the feature race.

e. Rookies and novice drivers will be required to start at the rear for a minimum of three (3) events before being granted their earned handicap value, and may be required to forfeit handicap value until able to display the ability to control his or her car and keep the pace with the field under race conditions. All rookies and novice drivers will be evaluated on a case-by-case basis.
f. Experienced drivers without a prior handicap value will be required to start at the rear for a minimum of two (2) events before being granted their earned handicap value.
g. Management reserves the right to make changes to handicap procedure in the interest of fair competition.

10. 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 no more than 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 be subject to the same inspection and/or review.
4. Officials may enact their own rules for the conduct of the hearing and prescribe the manner in which either track-mandated or protest inspections/reviews may be executed. All decisions made by track officials and/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, promoters, employees, sponsors, or any 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.
5. In the event that the car under protest is not compliant, the protest fee will be returned to protestor. If the car is compliant, 80% of the protest fee will go to the protested car's owner and 20% will go to the inspector(s) who performed the protest inspection.
6. Visual protests made after the start of a race will not be investigated. (A visual protest is one that does not require any type of measuring device to establish the compliance 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 ten (10) minutes of those results being posted.
9. Devil's Bowl Speedway reserves the right to reject any and all protests at any time for any reason.

11. VIOLATIONS, SUSPENSIONS, FINES

1. Any person entering restricted pit or technical inspection areas are subject to disciplinary action. Penalties for violations include disqualification, suspension, fine and/or loss of points and/or prize monies. The nature of the penalty will be determined by the gravity of the harm to the good reputation of stock car racing.
2. Any person who participates in physical confrontations on the premises may be disqualified, suspended, fined, and/or lose all points and/or prize monies for race meet, and/or may lose all accumulated points for the season to the date of the incident, and/or may have the privilege of attending events revoked indefinitely.
3. Any car that is found with unapproved parts or in violation of rules may 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 to date, 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 on the premises 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 may be subject to a mandatory fine of not less than $500 and automatic suspension. Anyone who refuses to be tested may have the privilege of attending events revoked indefinitely.
5. Any person who fails to obtain a competitor's permit and/or sign release forms for that particular meet may be subject to fines, disqualification of driver and car associated with the violation, and/or suspension.
6. Any person who permits someone else to use his or her membership license may be subject to fines, disqualification of driver and car associated with the violation, suspension, and/or 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/or photo ID must be shown to gain entry into the pits as a member. Non-member fees will be charged without proof of membership.
7. Any person who causes the racing program to be halted for any reason such as personal grievances may be subject to fines, disqualification of driver and car associated with the violation, and/or suspension.
8. 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 each 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.
9. All fines shall be paid before offending person will be allowed into the pit area or premises.
10. Any member who attempts to bring any grievance to the main control tower may be fined, the member's race team may lose all accumulated points for the event and/or the season to date, and the member may be suspended.
11. 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 approved engine shops perform random technical inspections.

    Devil's Bowl Speedway Approved Engine Builders:

    - RPM Racing Engines, 331 Carpenter Hill Road, Georgia, Vt. 05748. Phone: (802) 524-7406. Website: www.rpmenginesvt.com
    - DMO Motors, 83 Bridge Street, Plattsburgh, N.Y. 12901. Phone: (518) 563-2749.
    - Hunt's Machine, 102 Weaver Street Schenectady, N.Y. 12305. Phone: (518) 372-7273. Website: www.huntsmachine.com
    - The only goal is for parity for all race teams that compete weekly at Devil's Bowl Speedway. Management receives no compensation from engine builders, only technical support. Every engine will be recorded and records kept by Devil's Bowl Speedway.
    - Engines may be removed for inspection at any time; the engine will be inspected and dynamometer tested. Unsealed engines may be removed and inspected. If the engine is compliant the race team will have the option of sealing the engine for $425. If the engine is compliant and the race team does not want the engine sealed, then tech costs the first time will be covered by Devil's Bowl. 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 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 compliant or not.
12. 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.

12. PAINTING AND NUMBERING

1. 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 15. After that date numbers are reserved on a first-come, first-served basis. Car numbers that are reserved require participation on or before June 1, or they may be reissued to another competitor.
2. Management reserves the right to approve or deny any car number request. No more than three-digit letter/number combinations allowed. No more than one letter in combination with one or two numbers allowed.
3. Numbers must be at least 18" tall and no less than 3" thick. Numbers must be as large as possible to facilitate scoring, and letters must be no smaller than one-third the size of the number.
4. Number color must be in contrast to car body color; if the body color is light, the number must be dark, and vice versa. Reflective material will NOT be allowed.
5. Numbers shall be located on each side of the car (door or rear quarter panel), on the roof, and on the upper right (passenger) corner of windshield. The number on the roof should face the scoring tower, with the bottom above the passenger door area.
6. The use of clear Lexan door protectors is recommended for Late Models, Renegades and Mini Stocks.
7. Scorers have final say on how numbers must 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 and/or scorers. Owner or driver will have no claim against race management over this matter.

ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. EIRI 03/01/16
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