



2020

OFFICIAL RULES & REGULATIONS

NOTE: CHANGES FROM PREVIOUS YEAR *WRITTEN IN RED*

Devil's Bowl Speedway
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Website: www.DevilsBowlSpeedwayVT.com

1. WARRANTY DISCLAIMER

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 loss, injury, and/or death to a participant, spectator, or official.
2. Devil's Bowl Speedway management specifically states that it has not tested any equipment or the use of equipment that it refers to in this rule book and makes no warranties, specific or implied, with regard thereto, and any use thereof must look to the manufacturer thereof regarding said warranties.
3. No one shall have any claim for damages, expenses, or otherwise against Devil's Bowl Speedway or its personnel by reason of disqualification, loss of or damage to property, injury, or any other claim. 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.

2. GENERAL RULES

1. All participants are subject to Devil's Bowl Speedway rules and regulations.
2. Decisions regarding interpretation and method of enforcement of the rules published herein shall be determined by Officials at their sole professional discretion.
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. Safety is paramount. 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, and to use a degree of common sense in all decisions. Upon submitting application for membership and/or entering onto the grounds of Devil's Bowl Speedway, all persons assume this responsibility personally.
5. It is the responsibility of all 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. Only the licensed driver and/or licensed 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.
7. Devil's Bowl Speedway reserves the right to subject any car to mechanical inspection at any time.
8. Any item not covered in these rules must be submitted in writing for approval.

3. CONDUCT

1. No one shall subject any track official to abuse or use improper language at any time.
2. No one shall participate in physical confrontations on track premises at any time.
3. 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 in designated areas. All persons with a pit pass may be subject to a breathalyzer test at any time.
4. There shall be no use of drugs – legal or illegal – on speedway property at any time.
5. Weapons of any kind are not permitted on Devil's Bowl Speedway property at any time.
6. Participants shall use common sense on social media. There shall be no direct attacks on Devil's Bowl Speedway, its officials, rules, or competition. All matters of dispute are to be resolved in private discussions with officials. Drivers and/or car owners are responsible for the conduct of team members. **Penalties may include, but not be limited to, loss of points and purse for the most recent event, loss of all points for the season to date, loss of eligibility for post-season awards, and/or suspension from competition.**

4. 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. **NOTE: Beginning in 2021 season, approved head-and-neck restraint system will be**

mandatory for all drivers age 17 and under, regardless of division, and for ALL drivers in open-wheel divisions, regardless of age.

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, either 1-3/4" diameter with .095" wall thickness, or 1-1/2" diameter with .120" 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. Approved quick-release or cam-lock racing seat belts required, minimum two-inch (2") 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 diagrams in divisional rulebooks).
6. Approved driver window net mandatory in Super Stock 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. Fully charged on-board fire extinguisher or suppression system **highly recommended** in all cars. Extinguisher, if used, must be mounted in center of car with quick release (no taping, **no plastic brackets**), within reach of driver and accessible to safety crew from both left- and right-side windows. **Suppression system activation switch must be clearly visible.**
8. 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.
9. Driveshaft must be steel only and painted white. No aluminum driveshafts allowed.
10. Two 360° driveshaft loops are required. Must be constructed of at least 1/4" x 2" steel.

5. MEMBERSHIP & PIT ADMITTANCE

1. All drivers must have a valid membership license prior to competing, unless otherwise noted. Licenses are available for full-season or single-day membership.
2. Membership benefits include reduced pit admission at most events, eligibility for post-season point fund and/or bonus awards, and supplemental accident insurance. (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.)
3. All persons entering pit area as non-members must sign the release statement.
4. 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.
5. Pit and entry fees may vary depending on event. No refunds of pit and/or entry fees unless noted.
6. Devil's Bowl Speedway reserves the rights to reject any membership application, to decline admittance to the pit or grandstand areas, and/or to refuse entry to speedway grounds at any time.
7. No person or company shall sell or solicit products or services without permission in writing from Devil's Bowl Speedway management.

6. PIT AREA PROCEDURE








1. No one shall be allowed in the pit area without proper registration, including signing of necessary waiver and/or release form(s) and purchasing of 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 or will forfeit their starting position in qualifying. The race director alone shall have the option of determining when or if a pit meeting will be held.
4. All excess fluids shall be deposited into the waste 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 prize money. Repeat violations may lead to harsher penalties.

7. TRACK PROCEDURE

1. No persons or vehicles shall be allowed on the track without permission or directive from a track official. Violators may be subject to fines and/or suspensions.
2. 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.
3. 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.
4. Any driver who drives in a reckless manner may be penalized, disqualified, fined, and/or suspended.
5. If a racecar is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue, 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 track official.
 - c. After being directed to exit the racecar, driver shall proceed to ambulance, another official vehicle, or remain with racecar unless otherwise directed by safety personnel or a track official.
 - d. At no time should a driver approach any portion of the racing surface or apron.
 - e. At no time should a driver approach another moving vehicle.
 - f. Failure to adhere to these policies will result in automatic disqualification from the race.

Furthermore, 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 track officials. Cars in line behind the pace car should not weave or otherwise stray from the line while in the vicinity of the incident.

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 director 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 ||** – **TWO PARALLEL FLAGS** – There are two laps remaining in the race.
10.  **WHITE FLAG** – One lap remaining.
11.  **CHECKERED FLAG** – End of race.

9. RACE PROCEDURE

1. The first pace lap off pit road shall be considered the official start of a race, and all cars able to start and drive on the track for the initial pace lap off pit road will be given credit for an official “start” in the race. However, a car must be running on the track and 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 under its own power 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 one or more laps past the halfway point of the advertised race distance, the race will be considered officially finished.
3. Races may have predetermined time limits, which may or may not be enforced by the race director. If a time limit is reached, even before the halfway point of the race, the race director may indicate an adjustment in the official race distance, which will be communicated to drivers via one-way radio. The race director may allow for a maximum of three (3) attempts at a two-lap “green-white-checkered” finish. The finish order will be considered official upon the completion of the time-adjusted distance.
4. In the event of a yellow flag caution period and/or a red flag stoppage, any subsequent restart order(s) 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 from 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 **and/or place the car at the rear of the order**). If the race is deemed complete and the race is not restarted, the official finish will be based on the **original** restart order, **regardless of the number of subsequent restart attempts**.
5. If caution laps are being counted and a red flag condition occurs, the lap count will not resume until the next green flag.
6. Races will typically finish under a green flag condition, even if the leader has taken the white flag to begin the final lap before the yellow flag or light is displayed. Yellow flag and/or 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; the race distance may be extended to accommodate the green-white-checkered finish. *(Please note that his rule may be different with other tracks and series.)* This rule may be waived in the interest of safety, time constraints, and/or other extenuating circumstances.
7. 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.
8. 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.)*
9. Any car requiring assistance to start for any reason must go to the rear including those required to be pushed while on pit road prior to the start of the race; however, any car requiring assistance to start after being stopped by an official directive or a red flag may assume its position held before being stopped unless instructed otherwise. *(Exception: Mini Sprint cars that do not have starters.)*
10. Any driver who does not drive in single-file formation during a caution period may be penalized.
11. Any driver refusing to heed a flag, signal, or any other direction from an official may be penalized.
12. Any driver who, in the judgment of the race director, deliberately causes a race to be halted or delayed may be penalized.
13. 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.
14. 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.
15. 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.
16. If no protest is filed within fifteen (15) minutes after the checkered flag, the finish shall be considered official. All protests must be made in writing on 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.

10. HANDICAPPING, POINTS, SCORING, PAYOFF

1. All cars in all divisions will be required to have a compatible, working electronic scoring transponder for use with the MYLAPS (formerly AMB) computer scoring system, unless otherwise noted. It is each race team’s responsibility to have the transponder fully charged and operational with a valid subscription. If the transponder is not operational, the car may not be scored. Race officials will attempt to notify teams

as soon as possible if their transponder is not working. Transponders and subscriptions may be obtained on the MYLAPS website at www.mylaps.com.

2. Each car and driver must be checked in with the designated official immediately upon arrival at the track. Late arrivals will not be handicapped without prior notification to officials.
3. In order to be handicapped and/or permitted to draw for position, driver must be checked-in and present at the drivers' 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.
4. Handicapping is based on points earned by drivers (not cars) during the previous three feature races in each racing division. If the driver has not competed at the track previously, driver will be assigned maximum handicap points for each of the events missed (*see Rule 10.18*).
5. Drivers must display the ability to control their vehicles and be able to keep pace with the field. Drivers unable to do so may not receive their regular handicapped starting position and/or may be excused from competition. Drivers may be asked to file a résumé showing their motorsports experience (if any) prior to competing. 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.
6. 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.
7. 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.
8. 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, must be from the same division or a lower-ranked division, and must be approved by Devil's Bowl Speedway officials prior to competition.
9. Drivers may designate an approved "substitute" driver to earn championship points in their place, no more than once per season. The absence of the regular competitor must be for a legitimate reason, such as for work or health, and must be approved by Devil's Bowl Speedway officials. Substitute driver must drive the same car regularly driven by absent driver and may not use a different car. Substitute drivers must be from the same division or a lower-ranked division and must be approved by Devil's Bowl Speedway officials prior to competition. Substitute drivers will not receive a regular handicap and must start last in qualifying heats, and/or last among qualified drivers (if qualified in a handicapped position) in feature races.
10. Finishing positions shall be determined by number of laps completed and running position, whether the car is running at the end of the race or not. The Chief Scorer's decision on race position is final.
11. Championship points and point fund monies shall be announced at the beginning of each racing season. Point fund money will be paid only to licensed members who attempt to compete in 100% of all available events, and who attend the annual awards banquet.
12. All drivers receive monetary payoff following each event, via check, one week following the completion of the event. Payoff will be distributed to the party named in each team's completed Devil's Bowl Speedway Registration forms. All designated "pay to" parties must complete proper registration forms including a W-9 Tax Form. It is the sole responsibility of the race teams to collect checks, which are available at the speedway pit area sign-in window after the driver's meeting at each event.
13. Points will be gained in qualifying heat races and feature races, unless otherwise announced. If a semi-feature or dash race is held, points will be gained in that race as well. Time trials only award points when qualified drivers are not required to race in a heat; qualified drivers will earn five (5) points each.
14. Drivers who are disqualified from a finish are penalized for that particular race only, unless otherwise noted. Disqualification from a feature race does not necessarily mean total disqualification from qualifying races, and vice versa.
15. Championship Point Structure:
 - a. **Heat Races:**
1st – 5 pts 2nd – 4 pts 3rd – 3 pts 4th – 2 pts 5th – 1 pt
All others receive 1 point. Drivers not attempting to take initial green flag receive 0 points.
 - b. **Time Trials:** Five (5) points awarded to all drivers who transfer through time trial qualifying.
 - c. **Semi-Feature/Dash Races:**
1st – 10 pts 2nd – 9 pts 3rd – 8 pts 4th – 7 pts 5th – 6 pts 6th – 5 pts
7th – 4 pts 8th – 3 pts 9th – 2 pts 10th – 1 pt All others receive 1 point.
Drivers not attempting to take initial green flag receive 0 points.

- d. **Consolation Races:** No points awarded.
- e. **Feature/A-Main Races:**
- | | | | | | |
|---------------------------|---------------------------|---------------------------|---------------------------------------|---------------------------|---------------------------|
| 1 st – 50 pts | 2 nd – 48 pts | 3 rd – 46 pts | 4 th – 44 pts | 5 th – 42 pts | 6 th – 40 pts |
| 7 th – 38 pts | 8 th – 36 pts | 9 th – 34 pts | 10 th – 32 pts | 11 th – 30 pts | 12 th – 28 pts |
| 13 th – 26 pts | 14 th – 24 pts | 15 th – 22 pts | 16 th – 20 pts | 17 th – 18 pts | 18 th – 16 pts |
| 19 th – 14 pts | 20 th – 12 pts | 21 st – 10 pts | All other starters receive 10 points. | | |
- Drivers not qualifying for feature will receive 10 “tow” points. Drivers who are qualified but unable to start feature may be added to the rear of the official finishing order and/or 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 (check-in).**
- f. Cars do not accumulate points. Drivers may use multiple cars during season. Substitute drivers are allowed no more than once per season (*see Rule 10.9*).
- g. The driver with the most points after the final race of the season will be declared the champion. Ties for final overall position will not be broken, except for the championship. In the event of a tie for a championship, the tie will be broken based on the following criteria:
1. Number of feature event wins during season.
 2. Number of feature 2nd-place finishes, 3rd-place finishes, etc., during season.
 3. If all finishes between tied drivers are identical, the highest finishing driver in the final completed event will earn the tiebreaker.

18. Handicap Procedure:

- a. All qualifying procedures including number of heat races, lap count, number of transfer positions, and the presence or absence of consolation races, last-chance races, semi-features, dash races, and/or time trials, is subject to change dependent upon car count at each event.
- b. Handicap value will be the sum of all feature race points accumulated at event (regular event maximum = 50 points). Qualifying (heat, semi/dash, and time trial) 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.
- c. Handicap will be average of three (3) most recent events.
- d. Missed event or feature disqualification = 50 handicap points.
- e. The previous feature winner (PFW) will retain their handicap value for 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 18 cars qualify through heat races and the PFW qualifies among them, the PFW will start 18th.) If the PFW does not finish in a transfer position during qualifying, driver will start feature in the position earned.
- f. Rookies and/or 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 a handicap value until they display the ability to control their car and keep the pace with the field under race conditions. Rookies and/or novice drivers will be evaluated on a case-by-case basis.
- g. 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.
- h. Management may make changes to handicap procedure in the interest of fair competition.
- i. **The first two (2) events of each season will be handicapped by random draw. The handicap at the third event will be an average of the first two events. The handicap at the fourth event will be an average of the first three events.**
- j. **Events with double features may have varying handicap procedures, which will be announced at the drivers meeting prior to competition.**
- k. **Handicap, lineup, and scoring procedures for events with scored segment races will be announced at the drivers meeting prior to competition.**

11. PROTESTS

1. Devil’s Bowl Speedway reserves the right to reject any and all protests at any time for any reason.
2. NO protests will be considered or allowed while the race is in progress.
3. A protest regarding any matters pertaining to mechanical specifications must be made no more than fifteen (15) minutes after the finish of the race. Protest must be made in writing with a \$500 cash bond.

4. A protest may be made by a driver or car owner only, who must be a licensed member in good standing, who is participating in the event. The person filing the protest may be subject to the same inspection and/or review.
5. 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 Devil's Bowl 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.
6. If the car under protest is found to be not in compliance, 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 driver and/or owner and 20% will go to Devil's Bowl Speedway.
7. Visual protests made after the start of a race and/or the start of post-race technical inspection 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.)
8. 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 or to the Race Director. Only protests made on the official Protest Form will be considered valid. These are available only from the Pit Steward at the pit tower.
9. Protests regarding posted race results must be made within fifteen (15) minutes of those results being posted. There is no fee for requesting a scoring review.

12. VIOLATIONS, SUSPENSIONS, FINES

1. Any person entering restricted pit or technical inspection areas unauthorized is subject to disciplinary action. Penalties for violations include disqualification, suspension, fine and/or loss of points and/or prize monies. Penalties will be determined on a case-by-case basis.
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 be suspended indefinitely.
3. Any car or driver 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. Any and all unapproved parts may become property of Devil's Bowl Speedway 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 other associated party.
4. Any person on the premises may be subject to random drug and/or alcohol testing, and any person with a pit pass who partakes of any alcoholic beverage or drugs – legal or illegal – shall immediately be ejected from the racing premises and may be subject to a fine of not less than \$500 and automatic indefinite suspension. Anyone who refuses to be tested is also subject to these penalties.
5. Any person who fails to obtain a pit pass, a license, and/or sign release forms for a race meet may be subject to fines, suspension, and/or disqualification of driver and car associated with the violator(s).
6. Membership licenses are non-transferrable. Any person who violates this rule may be subject to fines, suspension, disqualification of driver and car associated with the violator(s), and/or may lose accumulated championship points. Membership license and/or photo ID may be required to enter the pit area. 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, 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 and car owner are equally responsible, and it shall be the responsibility of each to know what is approved and what is unapproved, and which parts are used in the racecar that he or she owns and/or may be driving.
9. All fines shall be paid before offender will be allowed into the pit area or premises.

10. Any person who attempts to bring any grievance to the main control tower may be fined, the person's race team may lose all accumulated points for the event and/or the season to date, and the person may be suspended.
11. Any competitor refusing technical inspection or the impounding of a car or parts, may be suspended for one calendar year; other members of said team and the car itself may also be subject to suspension. Race team may forfeit all accumulated points to date. By signing release sheets and upon entering speedway grounds and agreeing to abide by these rules, it is agreed that Devil's Bowl Speedway has the right to remove any engine or any other part in order to perform a full technical inspection.

13. PAINTING AND NUMBERING

1. Car numbers must be applied for and approved by Devil's Bowl Speedway each year. Car numbers from the previous season will receive preference, though numbers are available on a first-come, first-served basis. Numbers that are reserved require participation and use on or before June 15, 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.
3. All cars must be neatly painted and lettered.
4. **No political signage, paid or otherwise, will be allowed on any racecar or driver uniform at any time.**
5. Side and roof numbers must be at least 18" tall with no less than 3" stroke, and letters must be at least 8" tall and clearly visible. Fluorescent material encouraged; reflective material not allowed.
6. Number colors must contrast with body color; if body color is light, number must be dark, and vice versa. Numbers may be required to use a contrasting outline. Examples of color combinations NOT to use without a contrasting outline: Red/Blue, Blue/Black, Red/Black, Purple/Black, White/Yellow, White/Silver. If in doubt, please contact officials prior to applying paint and graphics.
7. On Modifieds, numbers shall be located on each side of the car (door or rear quarter panel), on the roof, and on the front area between the bumper and the hood. The number on the roof should face the scoring tower, with the bottom above the passenger door area.
8. On Super Stocks and Mini Stocks, numbers shall be located on each side (door) of the car, on the roof, and in the general vicinity of the right-front headlight area. The number on the roof should face the scoring tower, with the bottom above the passenger window area.
9. On Mini Sprints, numbers shall be located on each side panel of the top wing, in the center of the front wing airfoil (or body if no front wing is used), and on each side of the tail tank. (*See diagram in Mini Sprint rulebook.*)
10. Scorers have final say on how numbers must appear on cars. Car numbers are to be treated as if they are a 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. If in doubt, please contact officials prior to applying paint and graphics.

***ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. "EIRI" 2/28/20
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DEVIL'S BOWL SPEEDWAY

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