



# 2021

**OFFICIAL RULES & REGULATIONS  
SPORTSMAN MODIFIED  
& LIMITED SPORTSMAN**

***NOTE: CHANGES FROM PREVIOUS YEAR WRITTEN IN RED***

Devil's Bowl Speedway  
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## 1. GENERAL RULES

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. 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, **as well as the additional "Official Rules & Regulations" rulebook for all divisions and participants.** 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 Devil's Bowl Speedway. If any item being considered by a competitor is not addressed in these rules, the competitor is required to contact management for a judgment of its acceptability.
4. Technical Director and/or Track Manager will have final say on all rules, procedures, regulations, and/or technical authorities.
5. Safety 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. Management reserves the right to add weight and/or change percentages to any car at any time, and/or to adjust other rules governing any car to ensure a level playing field.

## 2. LIMITED SPORTSMAN DRIVER ELIGIBILITY

1. All drivers will be evaluated on an individual, case-by-case basis. Devil's Bowl Speedway officials will have final discretion with all drivers.
2. Drivers who have competed in two (2) or more Big Block Modified events during their career are not eligible to compete.
3. Drivers who have won a feature race on dirt in a Small Block "358" Modified or a top-level Sportsman Modified during their career prior to the 2021 season are not eligible to compete.
4. Drivers who have won five (5) or more total feature races during their career in a Limited Sportsman (or similar) division prior to the 2021 season may not be eligible.
5. Drivers who compete regularly in a top-level Sportsman Modified division at a weekly track are not eligible to compete. (Exception: Drivers may be eligible if their weekly track has not offered a Limited Sportsman or similar division.)
6. Drivers who compete regularly on a top-level Sportsman Modified touring series are not eligible to compete.
7. Drivers with experience in similar or other higher-ranking divisions (i.e.: Sprint Cars, Late Models, asphalt Modifieds, etc.) on dirt or asphalt may apply for approval.
8. All drivers will be evaluated following the completion of the current season and may be required to advance in the next season.

## 3. 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 year 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 expelled.
3. All teams, regardless of engine type, must be prepared at any time to remove engines to be inspected and/or dynamometer checked at an independent site designated by Devil’s Bowl Speedway. Refusal to do so will result in disqualification and/or additional penalties. Management reserves the right to impound any engine at any time for inspection.
  4. The only engine approved for use in the Sportsman Modified division at Devil’s Bowl Speedway is the General Motors “602” crate engine (Part #88958602, #19258602, or #88869602) with factory GM seals and/or approved engine seals.
    - a. **NO REBUILT CRATE ENGINES ALLOWED. NO MACHINING ALLOWED.**
    - b. ***NOTE: Beginning in the 2022 season, GM “bottle cap” sealed engines ONLY will be allowed. (This has been extended by one year due to the pandemic.)***
    - c. OEM factory stock valve springs only – GM replacement Part #19154761.
    - d. Any parts not listed in these rules MUST be factory stock as prepared and installed by General Motors.
    - e. In the event of a blown head gasket, race team must deliver engine to track-approved engine builder location. The only work permitted will be to clean surfaces with emery paper and to replace head gasket. No resurfacing of cylinder head or engine block. Engine then must be resealed by the track-approved engine builder.
  5. “Open” Sportsman engines are not allowed.
  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. Radiator must be minimum 22” high and vertical. Electric or conventional-style fans allowed. Late Model-style radiator and fan allowed.

#### 4. 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 will be 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 OEM stock 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. Carburetor and all parts and components must remain stock with no alterations whatsoever. 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) to seal off 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. Spacer Plates: No spacer plates will be allowed to be tapered in any way. All spacer plates will be required to have only one opening 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 will be permitted, however, K&N Part #61-4000 flow control 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. Air cleaner base plate may NOT be formed to fit snugly around top of carburetor. Base plate opening must be round and wider than top of carburetor air horn inlet (similar to K&N Part #01988). R2C brand bases not allowed. Competitors are encouraged to check with officials prior to purchasing and/or installing air cleaner housing.

## 5. EXHAUST

1. Muffler and exhaust systems are required. All cars must register under 95 DBA.
2. Schoenfeld Headers part #1122BCM, #1122BUCM2, and #1122BCM2 allowed. Beyea Headers part #NEDM602 and #NEDM602US allowed. Exhaust headers must be 1-5/8" in outside diameter. Tri-Y, step headers, stainless steel, coated, ceramic and/or otherwise, and/or merge collectors not permitted.
3. Permitted mufflers will be Dynomax part #17223 and #17296; Extreme Muller part #31530 and #31230; Beyea part #MUF3DM; Henry's part #DMMS3.
4. The header collector extension pipe and tail pipe must not be inserted past the muffler inlet or outlet flange and must exit behind the driver. Maximum of 3" exhaust pipe allowed throughout the exhaust system. No stainless steel allowed anywhere in exhaust system.
5. No exhaust pieces may be welded. All pieces must be removable and able to be inspected.
6. The complete exhaust system must be sealed. Any type of add on, return system and/or exhaust evacuation system will not be permitted.
7. Exhaust pipe ends may be angled straight down to ground or may exit above rear tires. Pipes may dump out of doors but must be flush with body panels.
8. No baffles or metal welded inside headers or exhaust pipes. All exhaust components must be open throughout.

## **6. IGNITION**

1. Stock HEI ignition coil only. No dual point ignition. Must remain stock from GM.
2. All 602 crate engines must use MSD Part #8727CT Ignition Box ONLY, limited to 6,200 rpm. Box must be functional and in operation at all times.
3. Rev box and coil must be mounted in engine compartment, under hood, out of reach of driver. Ground wire must be mounted to back of intake manifold. When hood is removed, rev box and all wires must be uncovered and clearly visible. (See diagram.)
4. GM factory distributor ONLY – Part #93440806. The ONLY modification allowed is the removal of the vacuum adjustment.
5. The distributor advance curve and/or all parts must remain stock as manufactured. Exception: Distributor advance lock plate may be added.

## **7. 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. Battery MUST be mounted inside frame rails and behind front axle.

## **8. 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. Reduction gears not permitted. Transmission must be direct drive to 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 a 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.

## **9. DRIVESHAFT**

1. Only one (1) magnetic steel driveshaft connected from transmission to center section of the rear end will be permitted. Carbon fiber, titanium, aluminum, and/or other exotic (non-steel) materials not permitted in any part of driveline. No ball spline driveshafts allowed.
2. Two (2) driveshaft loops/rings, a minimum ¼"-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. Driveshaft must have cover or shield. Cars with open driveshafts must have tunnel made of minimum 1/8" magnetic steel extending from 2" under front edge of seat to back of transmission covering driveshaft and the universal joint(s) and output flange on top and both sides. The tunnel must extend down to the floorboards. Cover must be securely fastened with minimum of four (4) 3/8" diameter bolts at bottom connected to a crossmember. Cover must be 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 universal joint back to the seat will be permitted.

## **10. 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. Rear end must be driven with solid drive flange plates. No aluminum yokes. No titanium.
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 V8 midget-style rears allowed. No lockers.
6. No torque tubes allowed.

## 11. SUSPENSION

1. Independent front and/or rear suspensions are not permitted. No Cantilever suspensions.
2. A-Frames and/or ball joints will not be permitted for steering axis (kingpin only).
3. Four-wheel steering of any type will not be permitted.
4. All suspension (including travel limiters) must be mechanical. No hydraulic, pneumatic, electronic, radio, and/or computer assisted systems.
5. Conventional torque arms only – two (2) torque arms, one mounted on each side of rear, going forward connected together at front with heim mounted to floor of 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).
6. Only a single rear Panhard adjustment (and a single brake bias) will be permitted in the cockpit. No other type of adjustments will be permitted in the cockpit.
7. Carbon fiber and/or titanium springs not permitted.
8. Only conventional-type birdcages. Aluminum only – no other materials allowed. Birdcages must be clamped or fixed to rear end tubes and cannot move. Maximum bracket thickness 1”. Any new birdcage designs must be approved.
9. Only one radius rod per side will be permitted to locate rear end to chassis. No 4-Link style suspension will be permitted. No sway bars or Watts links allowed on rear of car. Radius rod must be mounted in a fixed position front and rear.
10. Radius rods must be tubular magnetic steel or tubular aluminum only. Steel maximum wall thickness will be 3/16”.
11. Spring rods allowed on right rear radius rod only. Must be a conventional approved spring rod. No externally mounted shocks attached to radius rod. No Rubber biscuits allowed on the left rear radius rod.
12. One spring per corner, no helper springs will be permitted. Stacked coils are not allowed. No progressive springs allowed. No bump stops. Spring rubbers will be allowed – **only one 360° spring rubber per spring**. Only one take up spring allowed per corner – maximum rate 5 lbs.
13. 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.

## 12. SHOCKS & SHOCK MOUNTS

1. Shocks limited to \$225.00 (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. **No bump stops.**

## 13. TIRES & WHEELS

1. Tires must be Hoosier D300 compound or harder.
2. Bleed-off/bleeder valves allowed.
3. Maximum wheel width is 14”.
4. Any wheel offsets allowed.
5. No wheel covers held on by Dzus buttons or similar fasteners permitted. Only wheel covers that are bolted to beadlock or are a part of beadlock permitted. Foam inserts are permitted.

## 14. BRAKES

1. Maximum brake rotor width permitted is .810”.
2. Carbon fiber, carbon, titanium, ceramic, aluminum pads and/or rotors will not be permitted.
3. All four brakes must always be in good working condition. Manual brake shutoffs permitted.

4. Traction control of any type, including within the braking system, is not permitted.
5. Only a single brake bias (and a single rear Panhard adjustment) will be permitted in the cockpit. No other types of adjustment will be permitted in the cockpit.

## **15. 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. Minimum wheelbase 106", maximum wheelbase 110".
5. Maximum front axle width allowed is 52", measured at center of kingpin. Front axle must be straight one-piece steel tubing only. Fast axle offset bushings allowed. No split or dropped axles allowed. All brackets on front axle must be bolted or welded. No birdcages or slide brackets allowed. Must run traditional dirt-style Panhard bar.
6. Cambered front spindles are permitted.
7. Engine must be centered in front of chassis. Location must be 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 5 degrees.
8. Seat must be centered in car.
9. 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.
10. No inboard springs on front end. Springs/shocks must be mounted outside of frame rails on axle mount. Top of shocks/springs must not cross the vertical plane of the 2x4 frame rail.
11. No on-board adjustable jacking bolts or shocks. Adjustable Panhard bar or brake bias only.

## **16. 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. Roll cage must be an integral and structural part of frame. Frames built in 2005 and later must have serial number plate visible on left front roll cage upright.
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 diagram): 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.

## **17. FUEL & FUELING SYSTEM**

1. Maximum octane allowed is 98. No additives or mixing of fuels.
2. Plastic and/or glass fuel filters will not be permitted.
3. Fuel cell mandatory, maximum 24 gallons. Must be mounted behind driver.
4. Fuel cell minimum height is 12" from ground.
5. Fuel cell must be centered between frame rails and in line with engine centerline.
6. Fuel cell must be mounted with a minimum of two (2) 0.125" thick steel straps a minimum of 1" wide. The straps must cover the entire cell.
7. 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.
8. Only one mechanical fuel pump in the stock location will be permitted. Fuel must be delivered through the fuel system from the fuel cell to the mechanical fuel pump. Fuel systems that require a return line, a pressure regulator of any type, and/or other volume and/or pressure altering device will not be permitted.

## **18. BODY & INTERIOR**

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. Must be centered on chassis. No yaw mounts.
  - c. No internal or external mirrors allowed.
  - d. Cars must be kept clean and must have legible numbers on both sides and roof. Numbers must appear on roof, and both doors (or rear quarters). 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. Metal, Lexan, rubber air dams, fins, spoilers, skirts and/or air directional devices underneath the car will not be permitted, except to direct air to radiator – maximum 2" skirt.
  - h. Belly pans mandatory and must be 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".
  - k. Rub rails must be outside body panels. 1" diameter door bars only and 1-1/2" max diameter rub rail and hoops only. Rub rails must not extend beyond width of rear tires. Right side rub rail must be a single bar only. Double-bar rub rails only allowed on left side. Solid bars and/or bars with ballast added will not be permitted.
2. FRONT:
  - a. The nosepiece must not extend rearward of the front shock towers.



- b. The front spoiler must be a separate piece.
  - c. Front spoiler may extend in front of the front axle centerline a maximum of 20”.
  - d. Shock 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. Front door 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 permitted. Maximum length 60”, minimum 48”.
  - b. Roof angle no more than 5 degrees. Will be measured with a level and angle finder.
  - 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 permitted for 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”. Rear spoiler must be able to provide the driver following a view of the track ahead.
  - c. Maximum overall height of car is 61” and minimum of 52”, measured from 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. 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.

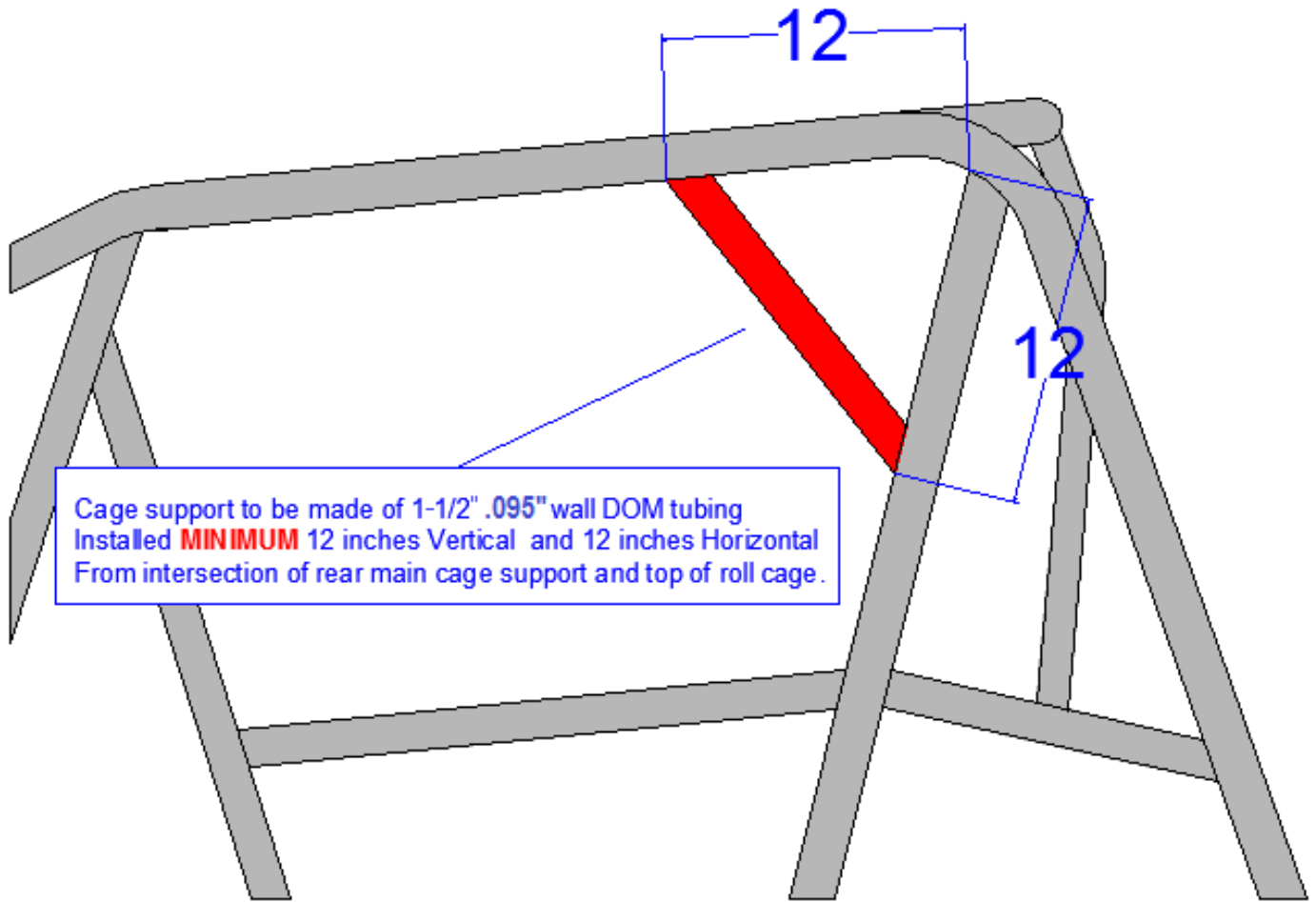
- o. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted.
6. INTERIOR:
- a. Inside and/or outside wings, spoilers, air foils, and/or deflectors not permitted.
  - b. Interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter 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 roll cage not permitted.
  - e. Louvers will be permitted for cooling purposes only, for radiator, engine, and/or oil cooler. Louvers and/or holes in interior or exterior sheet metal not permitted.
  - f. Floor and/or belly pan may not be any wider than frame. Lips, fins, and/or air directional devices on floor and/or belly pan not permitted. Belly pan must not extend in length past rear of seat. Panels under the rear end and/or fuel tank not permitted. Belly pan must be aluminum only.
  - g. All cars must be equipped with a quick-release type steering wheel.
  - h. Driver compartment must have switches clearly labelled for on/off, fuel, and battery, all within reach of driver while strapped in.
  - i. No mirrors allowed.
  - j. All fuel lines, power steering lines, and/or fittings running through driver's compartment must be made from an approved braided-type line.
  - k. All cars must have a working MYLAPS-brand (or AMB) transponder mounted according to the diagram below. Any car without a working transponder is subject to being omitted from finish order. (Visit [www.MYLAPS.com](http://www.MYLAPS.com) for more information.)

## 19. WEIGHT & BALLAST

1. Management reserves the right to add weight to any car at any time in the interest of parity.
2. Minimum weight 2,400 lbs. with driver race-ready in seat. No tolerance.
3. Ballast must be solid lead only, painted white with car number in black.
4. Ballast may be mounted outside frame rail. Ballast must be mounted using minimum two (2) 1/2" Grade 5 bolts through 2x4 frame rails. Bolts must pass through 2x4 frame rail in a slug welded inside the 2x4. Slug material must be minimum 3/4" o.d. with 1/8" wall thickness.
5. Ballast is not to be mounted outside or inside rub rails.

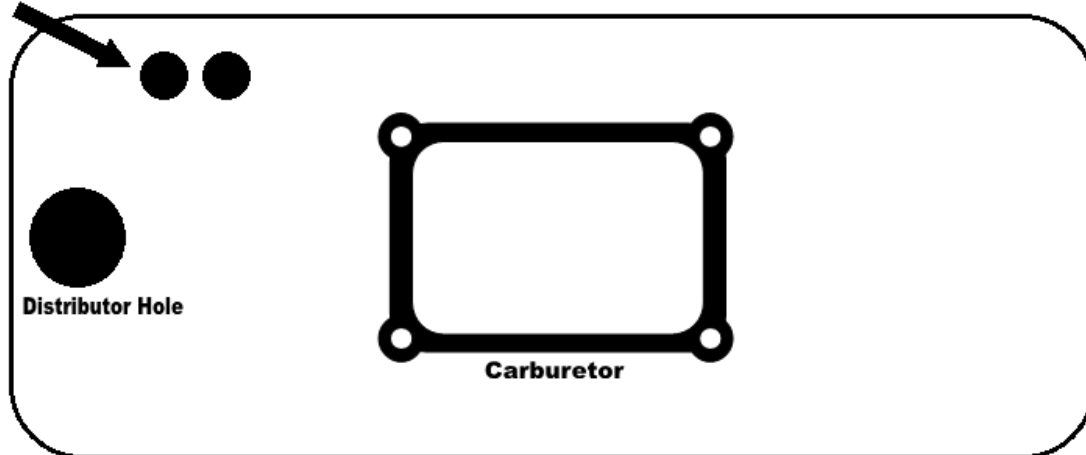
## 20. MISCELLANEOUS

1. Fire suppression systems are highly recommended but not mandatory.
2. ***Beginning in 2021 season, approved head-and-neck restraint system will be mandatory for all drivers in Sportsman Modified and Limited Sportsman divisions.***
3. Driver required to have one-way radio (RACEceiver or similar) for contact with Race Control. Radio must be working and active prior to any on-track activity.
4. Two-way radios, other audio or digital devices, and/or any other means of communication other than required one-way Race Control radio not permitted. **No cell phones. No Bluetooth.**
5. Devices for transmitting data not permitted. Data acquisition systems not 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 not permitted. Adjustable ping control devices, dial-a-chip controls, timing controls and/or automated throttle controls not permitted. Remote control components of any type not permitted.
7. No political signage, paid or otherwise, will be allowed on any racecar or driver uniform at any time.



## REV BOX WIRE DIAGRAM

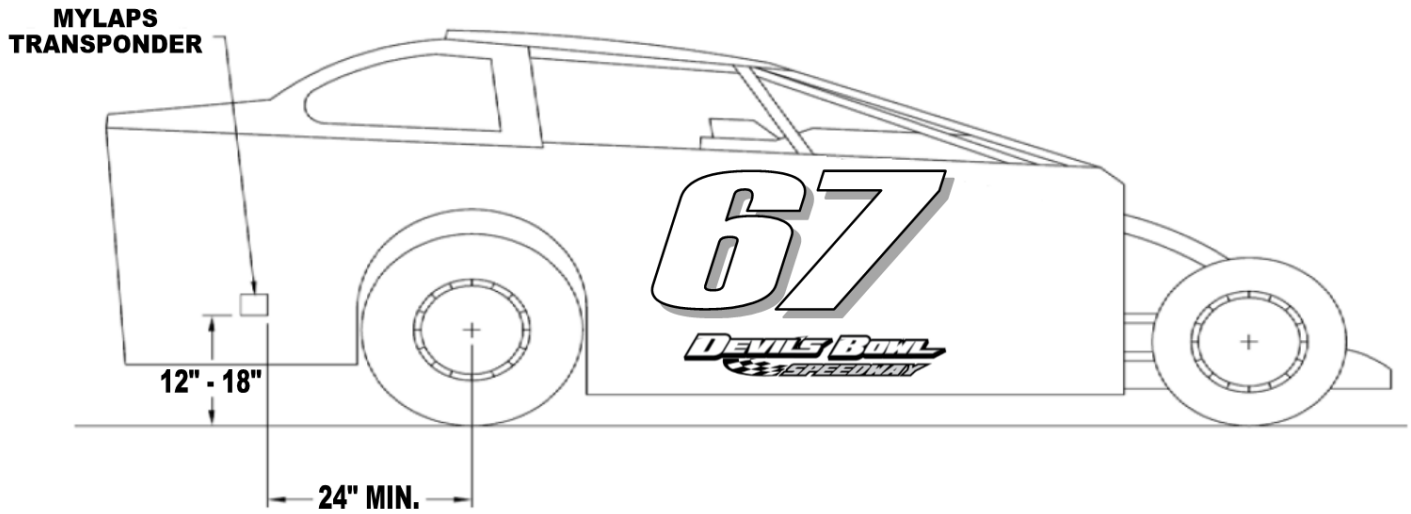
*Must mount ground wire to rear hole here*



**REAR**

**FRONT**

# TRANSPONDER MOUNTING LOCATION SPORTSMAN MODIFIED & LIMITED SPORTSMAN



MYLAPS transponders must be mounted on the inner right-side sheet metal surrounding the fuel cell, no less than 24" behind the rear axle centerline, at a height of 12" to 18" from the ground. For optimum function, the transponder should be mounted as close to the ground as possible. Transponder must be mounted vertically with no obstruction between the transponder and the ground. It is recommended that a shield be installed in front of the transponder for protection from debris. The shield can not be made of metal or carbon fiber. If using a rechargeable transponder with a mounting bracket, it is recommended that additional support be used (i.e.: tie wraps, etc.) - do not rely solely on the cotter pin. Contact technical inspection staff with questions.

## ***IF QUESTIONS, CONTACT:***

***John Cummings, Technical Inspector - (802) 265-3408 - Only 6 p.m. to 8 p.m.***

***Promoter - Mike Bruno - (802) 236-9141***

***ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. "EIRI" 2/19/21  
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