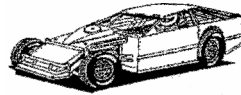




**DEVIL'S BOWL**  
SPEEDWAY



**Devil's Bowl Speedway**

**1711 Lawson Road**

**Mesquite, TX 75181**

**Web: [www.devilsbowl.com](http://www.devilsbowl.com)**

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**(972) 222-2421**

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## **Devil's Bowl Speedway**

### **2008 Racing Season USA Modified Rules**

***IF it doesn't say that you can do it, YOU CANNOT!!!!!!!!!!***

#### **RULES/INSPECTIONS:**

- A)** All cars are subject to a safety and technical inspection at any time at the track. Approval of a vehicle by a track inspection means only that the vehicle is approved for participation in a racing event and shall not be construed in any way to mean the inspected vehicle is in a mechanically safe and sound condition. Officials can disqualify any car or driver for any perceived unsafe equipment or actions.
- B)** Uniform interpretation of these rules at all tracks will be insured by designated track officials.
- C)** By competing in USA events, a driver agrees to comply with these safety and technical rules and any additional local track rules.
- D)** The rules set forth herein are only designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. 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 or death to participants.

#### **SAFETY:**

- A)** Main roll cage (halo and four down tubes) must consist of continuous hoops not less than 1-1/2" O.D. and an inner wall thickness of no less than .095". Must be welded to frame—no brazing—no soldering. No part of the main cage can extend farther forward than the engine plate.
  - 1.** Must be frame-mounted in at least six places, securely supported and cross braced.
  - 2.** Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. The top hoop must have a crossbar and the driver's head (with helmet on) must not protrude above the cage. Padding required on tubing around the driver.
  - 3.** Protection of driver's feet is mandatory. Bar across the back of the engine with vertical bars and rub rails or similar protection.
  - 4.** Brace bars forward of the cage cannot be higher than a stock hood height.
  - 5.** Driver door bars must be at least three 1-1/2" O.D. bars which are welded directly to the front and rear members of the main roll cage. Bars must be parallel to the ground and perpendicular to the driver to provide maximum protection but without causing undue difficulty in getting into or out of the race car. Door plates recommended and can be required by local tracks
- B)** Helmet must be Snell SA90 or SA95, and must be worn at all times the car is on track. SFI-approved full fire suits, fire-retardant neck braces and fire-retardant gloves must be worn while in competition. Fire-retardant shoes are recommended.

- C)** Competition five-point safety belts, sub belts and shoulder harness required. Metal to metal buckles required on shoulder and seat belts. Shoulder harness must be securely mounted to the roll cage at a height even with or above the driver's shoulders. Belts and harnesses recommended to be no more than one year old.
- D)** Either arm restraints or a driver-side window net is required. The window net will be mounted to place the latch at the top front of the driver-side window.
- E)** Both side windows of the car must have **at least** a 12-inch **vertical** opening to allow easy entry and exit from the car.
- F)** All cars must have fuel cells (maximum 32 gallons) enclosed in a metal container. Fuel cells must be mounted between frame rails, secured with **at least** two 2" wide steel straps, be mounted securely behind rear axle (protected by roll cage tubing) and be **at least** 4" forward of the trailing edge of the rear bumper. Fuel cells **must** have check valves and fuel pick-up from the front, side or top of the cell. Bladders are recommended.
- G)** Protective tubing (fuel cell loop) **must** cover the rear of the fuel cell with **no part** of the fuel cell extending below or to the sides of the loop. Loop cannot be wider than leaf spring shackles. No part of the loop can extend past the trailing edges of the rear bumper.
- H)** Batteries must be securely mounted and shielded. Batteries mounted inside the race car must be in marine-type cases.
- I)** Exhaust systems must be mounted in such a way as to direct exhaust away from driver and areas of possible fuel spillage. The driver's compartment must be sealed from the track and exhaust gasses.
- J)** Loose objects must no be used in the driver's compartment nor **outside** the car body nor the hood area. Any weights added to other areas of the car must be **inside** the car body — not attached to the bumper or fuel cell loop. Such weights must list the car number, be painted white or silver and must be mounted with **at least** two 1/2" bolts.
- K)** Drive shafts must be painted white or silver and have a loop mounted **no more** than six inches from the front of the driveshaft. The loop **must be** constructed of 1/4" thick by 2" wide steel stock, or equivalent, and must totally encircle the driveshaft (360 degrees).
- L)** All transmissions with clutch mounted to flywheel require a steel explosion-proof bell housing. All other transmissions (manual or automatic) must have SFI approved flywheel shield. (Shield can be constructed of 1/4" x 3" steel, 270 degrees around flex plate/flywheel.)
- M)** Brakes must be operable and must lock-up three wheels during an inspection. Shut-off valve is allowed on right front brake. Front-to-rear proportioning valves and/or brake bias systems are allowed.
- N)** Ignition ("Kill") switch must be within easy reach of the driver and must be clearly marked "ON-OFF".
- O)** Each car must have a 5-pound (minimum) fire extinguisher in the immediate pit area.

## LINE-UPS:

- A)** All race line-up procedures are determined by the track. USA **recommends** no more than 10 cars in any heat race.
- B)** Race car must be capable of starting to join the line-up, without being pushed or pulled, or goes to rear of the line-up.

## PROTESTS:

- A)** Protests must be specific, in writing and filed with the designated USA track official **before** the A feature starts. The protest fee of \$100 cash must accompany the protest filing. For protests which require a "tear-down" of transmission or differential, the protest fee is \$200.
- B)** After the feature the protested car driver will be informed and the specific item(s) will be checked.
- C)** In the event a protested car is claimed, the protest fee will be returned.

- D)** When a protest is upheld (the technical inspector is the **sole authority**) and the violation provides a distinct competitive advantage, the car will be disqualified and the fee will be returned.
- E)** When a protest is denied, half the protest fee is awarded to the **protested** driver and half is retained by the track.

## MINIMUM WEIGHT:

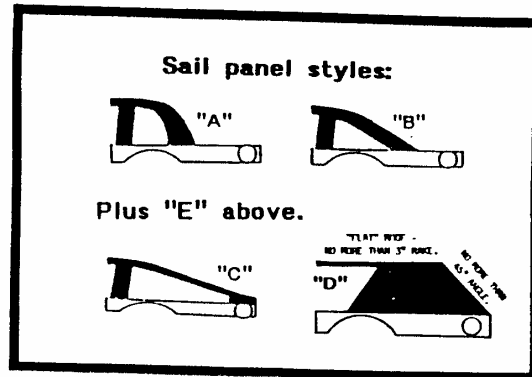
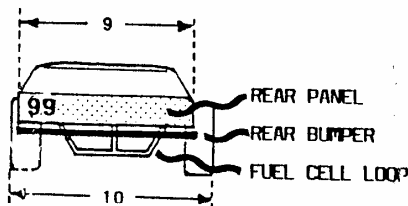
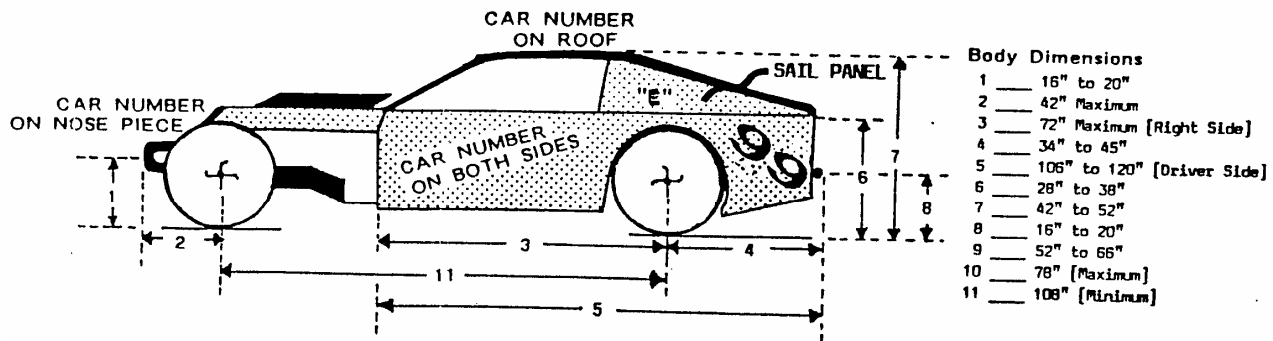
- A)** The minimum weight after race, including driver must be 2,400 pounds. Additional add-on weight ballast must be securely bolted or welded to the frame. Weight ballast must be painted white or silver and have the car number on it.

## FRAME:

- A)** Factory production full 1950 or newer, parallel American passenger car frame only. No Jeep, Bronco, 4- wheel drive, front wheel drive or sports frames allowed. No front clips or tube-type allowed.
- B)** Frames cannot be widened nor narrowed and must be able to support the main roll cage on both sides. Must be full and complete on both sides. Minimum clearance from the frame and body to the ground is 4" (except front cross-member).
- C)** The front cross-member can be notched for radiator and/or steering clearance only. **Excessive** notching is prohibited. The rear of the frame can be altered to accept coil or leaf springs. Frame can be cut in the rear only at a point **no more** than 36" forward from the center of the rear end housing. **No other** frame alterations allowed.

## BODY:

- A)** No station wagon or panel van body styles. Body must resemble an American compact passenger car. Must have open front and rear window area, original roofline, stock-appearing windshield and rear window support bars, firewall and floorboard.
- B)** Front bumper must be at least 8" high (top to bottom) and be mounted frame-end-to-frame-end or directly to the side of the frame horns. The top bumper bar must be directly above (within 1") the bottom bar and bottom bar must be parallel to the ground with the center of the bumper between 16" and 20" from the ground. Must be at least 1-1/4" tubing stock strong enough to support the car when lifted by a wrecker. The leading edge of the bumper can be **no more** than 42" forward of the front wheel spindle.
- C)** The front panel (nose piece) of the car can be **no lower nor** wider than the frame horns, be no farther back than the radiator and cannot have any lips or flares on the top surface.
- D)** The engine compartment must remain open—no side panels.
- E)** The hood sides can drop **no more** than 4", have **no more** than 3" rake (front-to-rear) and must be sealed-off in the rear. The **maximum** hood scoop or air cleaner height, from top surface of the hood, is 6".
- F)** The roof must be one piece fiberglass between 41" to 56" long and 44" to 50" wide. The height of the roof to the ground will be 42" to 52". With a four foot level on the **center** 12" of the roof, the roof rake must be **no more** than 5" clearance from level to front lip of roof and **no more** than 2" clearance from level to the rear edge of roof. When a roof is "level" only at the rear of the roof ("Flat"), such roof can have no more than 3" rake front to- rear.
- G)** Must have **at least** three windshield bars in front of the driver. Can use a half-windshield (Lexan or metal) which is mounted to the roll cage and/or windshield bars. **No** flares or lips on the half-windshield. The top of the half-windshield can be **no more** than 2" above the top edge of the steering wheel.
- H)** The passenger side of the body can extend **no farther** forward than 72" from the center of the rear axle. The driver's side can be extended forward to cover the driver's foot box. No panels are allowed in front of the passenger side. No inner panels allowed. The body sides must be vertical and



must measure 22" to 27" from top-to-bottom on either side. A slight flare can be on the bottom edge of the sides provided it is no more than 4" in length at an angle of no more than 45 degrees from vertical.

- I)** The interior (top panel) must be flat and flush with the top of the sides and quarter panels. The gradual front-to-back rise of the interior must be 4" or **less**. If it is flat to the back of the driver, then the remaining rise from behind the driver to the end of the quarter panel **cannot** be more than 2". No wings, spoilers or ground effects allowed anywhere on the car. 1—5" maximum spoiler allowed with maximum 12" base starting at 5" and ending at 0. **NO FILLER REQUIRED**.
- J)** Both rear tires **must** be **outside** the body, rear bumper and nerf bars when viewed from the front, rear and top. The **combined** distance of these tires outside the body, left and right, **must be** at least 6" (measured from the outside edge of the tires to body). Nerf bars **cannot** contain any edges sharp enough to cut a tire.
- K)** The length of the quarter panels (and rear bumper), from the center of the rear axle to the trailing edge of the rear bumper, must be between 34" and 45".
- L)** The rear side window area (sail panel) **must** closely resemble one of the examples in the drawings. The sail panel can be solid, open or clear (Lexan). The trailing edge **cannot** have **any** lips or flares and must form a continuous straight line from the rear outside corner of the roof down to the top of the quarter panel. The lower end of the panel can have a vertical drop of **no more** than 2" to the quarter panel. No plastic body parts (except Lexan windows).
- M)** The **single bar** rear bumper must be constructed of steel square or round tubing stock, protect the fuel cell and the center of the bumper must be 16" to 20" from the ground. The bumper can be **no more** than 2" wider than the quarter panels on either side nor extend beyond the width of the rear tires. No double or triple bar bumpers. **Cannot** have any sharp edges which could cut a tire.
- O)** The car number must be painted on the nose piece, rear panel, roof and both side/quarter panels. The roof and side numbers must be at least 20" high and 4" thick.

## SUSPENSION/STEERING:

- A)** Front suspension and sway bar must be O.E.M., in stock location and must be replaceable by stock parts from same type suspension. Steel Heims and sleeves (minimum 5/8") can replace tie-rod assembly. Stock passenger car spindles only. Tube-type upper A-frames are allowed and can be moved, but the bottom A-frames **cannot** be altered or moved. O.E.M. center link can be re-enforced.
- B)** No aluminum or fiberglass suspension parts allowed. No covers allowed on suspension parts, except a clear cover on shock eliminator slider and a 180 degree rock shield to protect front half of shock.
- C)** One steel (body and internal) shock per wheel is allowed and additional shocks can be used in other locations. No air shocks or air bags permitted.
- D)** No aluminum hubs or calipers. Calipers must be O.E.M. and cannot be lightened. Rotors **cannot** be drilled (except for a different bolt pattern or for larger studs) nor lightened.
- E)** No coil-over shocks allowed on the front or rear. **Any** coil springs must be made of steel and have an outside diameter of **at least** 4-1/2".
- F)** No hydraulic, ratchet or electrical weight jacks allowed anywhere in or on the car. No torsion bars allowed in rear.
- G)** No rack and pinion steering. Quickeners allowed. The steering box must be O.E.M. with **at least** one bolt within the original bolt pattern. No center steering (left side only) but may be modified in the cockpit to suit the driver.
- H)** The **maximum** width of the front tires, measured from outside tread to outside tread, is 78".

## POWER TRAIN:

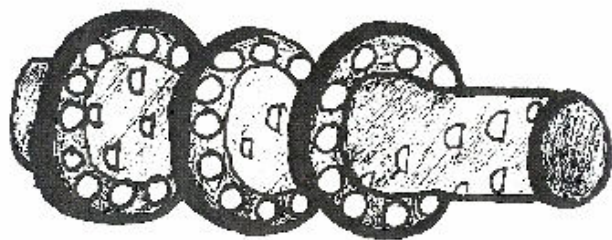
- A)** Can use any American-made engine with steel heads and block.
  - 1.** Rear of engine (bell housing flange) must be mounted at least 72" forward of the centerline of the rear axle. Engine offset must be **within 2"** of the centerline of the front frame cross member. The minimum engine height is 11" from the ground to the front center of the crankshaft.
  - 2.** Cooling systems can be modified as long as radiator and/or coolers do not extend above the interior. Overflow tube's must be directed toward the ground inside the frame rails.
  - 3.** No total dry sump oiling systems allowed. The wet systems must be operable.
  - 4.** Fuel can be gasoline or alcohol. **No** performance-enhancing fuel additives of any kind. Use of any such additive will subject the driver to a \$1,500 fine, four weeks suspension from races for the driver and car and loss of all points for the year.
  - 5.** A **single** two-barrel **or** four-barrel naturally-aspirated carburetor is allowed. Fuel injection, electrical fuel pumps and/or magnetos are **not** allowed.
  - 6.** Engines used in competition must be capable of use in a conventional passenger car without alterations. Motor mounts, castings and/or fittings **cannot** be altered. Machine work on the outside of the engine, front of camshaft or rear of camshaft is not allowed.
  - 7.** The heads must be in stock configuration. Valve degree cannot deviate more than 1 degree from stock. No raised runners.
  - 8.** Electronic monitoring or data storage devices (except tachometer) are **not** allowed. No radio transmitting or listening devices are allowed in the car. No traction-control systems/devices. No systems/devices which can affect engine performance are allowed within driver's reach in the cockpit. There is a \$3,000 fine for using such devices or systems, an eight week suspension from races for driver and car and loss of all points for the year.

## 9. Mufflers are required

### 3 1/2" maximum collector diameter Maximum of 2 inserts

**NOTE: IF MUFFLER IS IMPROPERLY INSTALLED, TAMPERED WITH OR MODIFIED, PENALTY WILL BE 2 WEEKS SUSPENSION AND LOSS OF POINTS TO DATE FOR CAR AND DRIVER. IF YOU HAVE QUESTIONS**

### Custom Craft Muffler / Inserts



This is the only muffler allowed

LONG END OF INSERT MUST GO TOWARDS THE MOTOR.

The insert MUST be the same size as the collector. Must have turn down.

**CALL THE SPEEDWAY OFFICE 972-222-2421. DON'T GUESS.**

### Transmissions:

- A)** Must have forward, neutral and reverse. With the engine running and the car stopped, the driver must be able to engage the transmission and move forward then stop, go to neutral, engage the transmission and move backward. The engine must continue to run during these maneuvers.
- B)** Direct-drive, in/out boxes, and/or quick change transmissions are **not** allowed.
- 3.** The driveshaft/rear-end **must** be all steel except for lowering blocks, axle cap and driver plate.
  - A)** Any passenger car or truck type rear-end with a one piece drive flange can be used.
  - B)** Cambered rear ends are **not** allowed. Traction control/anti-slip devices are not allowed.
  - C)** Housing Quick Change rear ends optional. No open tubes allowed.
  - D)** Width of rear tires **must** not exceed 78", measured outside tread to outside tread. Wheel base, front center of rear axle to center of front spindle must be no **less** than 108" on both sides.

### TIRES/WHEELS:

- A)** American Racer G60.15 on Front or Rear (kk704) OR (kk704 SHORT). Hoosier 26.5 80-15 or 27.5 80-15. A40 , H40 FRONT ONLY OR IMCA G60 8x15. All tires must durometer within 5 points of factory specs.
- B)** **Conventional** one-piece steel wheels with a maximum width of 8". Foam or plastic mud plug and a metal bead lock can be used on the **right rear only**. Bead lock wheel width must be 8.00 to 8.75 inches. Maximum 1/2" spacer between hug and wheel. Bleeder valves are allowed on any wheel.
- C)** Individual tracks can require specific rear tire pressure(s).

### HEAD CLAIMING RULES:

- A)** Each USA modified driver is allowed two head claims per calendar year but cannot claim the same driver twice during the year. The claiming driver must have finished the race on the lead lap and

competed at the track during the two previous USA modified events.

- B)** There is a \$1,200.00 cash claim. The claimed driver has the option of either selling the set of heads for the \$1,200.00 or exchanging heads with the claiming driver.
- C)** A driver is allowed one claim ONLY per race night regardless of the outcome of the claim. In case of multiple drivers claiming the same heads, the driver finishing farthest back in the race is allowed the claim.
- D)** The promoter can claim any of the top ten finishers with a cash claim of \$1,600.00. In such cases, the heads will be removed and auctioned off immediately. The claimed driver, crew, car owner or sponsor cannot bid on the heads. A promoter claim does not take preference over a driver claim.
- E)** The head claim includes complete valves, valve springs and retaining rings. The claim does not include stud girdles, rocker arms, push girdles, etc.
- F)** The track will insure all drivers are aware of the location of the claim area and the claim process. ONLY drivers and officials are allowed in the claim area.
- 1.** After the finish, the top two finishers will report directly to the claim area after the 'victory' lap (before reporting to the scales). Failure to do so will result in disqualification and loss of prize money, trophies and points for the night.
  - 2.** Claiming driver(s) will drive to the claim area immediately after the feature. Claiming driver(s) will remain in their car until approached by the designated track official.
  - 3.** Claim must be made to the official along with \$1,200.00 cash
  - 4.** Only the driver can claim a set of heads and only the driver can agree to sell, exchange or refuse to sell. The first response (sell, exchange or refusal) by the claimed driver is binding.
  - 5.** The heads must be removed at the track within one hour after the car(s) are pushed into the head removal (claim) area.
  - 6.** A designated track official must be present during removal of the heads. Any sabotage discovered by a driver during the removal will be brought to the attention of the track official immediately. If, after examination, the track official determines the heads have been sabotaged, the money/ exchanged heads will be returned. The penalty for sabotaging a claimed/ exchanged set of heads is suspension for up to one calendar year **AND** a \$1,000.00 fine.
- G)** In the event a claiming driver refused to exchange heads, such refusal shall be treated as a head claim refusal for the claiming driver/ car owner.
- H)** Claim refusals will result in the following penalties for the refusing driver and car owner equally:
- 1.** The first claim refusal will result in the loss of prize money, trophies and track points for the week. The refusing driver is penalized an additional 100 track points. The driver and car are suspended from participation in any racing event (in any car class) for a period of four weeks and until a \$1,000.00 fine is paid. The refusing driver cannot claim a set of heads for one calendar year from the date of the refusal.

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