



Devil's Bowl Speedway
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2010 Racing Season Street Stock Rules

If you are found illegal before the races NO REFUND WILL BE GIVEN AND YOU WILL NOT RACE! Know the rules before you race.

1. GENERAL:

All components are subject to inspection and approval of inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.

2. MINIMUM WEIGHT:

Minimum weight including driver is 3300 lbs at the end of the race. NO TOLERANCE. Any weight must be securely bolted or welded to car.

3. BODY:

The track reserves the right to request body sheet metal to be replaced and painted should it become bent too badly. All body chrome, glass, plastic and interior must be removed.

All doors and trunks must be welded or bolted closed. All headlights, parking light and tail light assemblies must be removed

A) Any original steel OEM body ok. It must be a completely original steel body. No after-market bodies of any sort will be allowed. It must be mounted level front to back and side to side. Hood material is optional but MUST APPEAR STOCK. Hood scoops allowed and can be no more than **4** inches in height. **No openings are allowed as viewed from the front or side or top of the vehicle.** It should look similar to a Z/28 cowl style hood. Rear panel behind the bumper area (where the tail light assy. Would go) must be completely covered. Does not need to be stock but must be 100% closed in.

B) Body must have an acceptable steel front firewall and driver's area made of a Minimum 16ga. or thicker. Rear firewall can be made of any metal. It must be located over the rear axle area in a fairly vertical position and mounted to divert any fuel or fire away from the driver's compartment. All holes in the firewalls must be sealed with metal. Full width stock appearing firewall and floorboard extending as far back as main roll bar. This floorboard is for both driver and passenger side. Must be made of steel.

C) All cars must be bright in colors that contrast with car number. Numbers must be at least 24" high and 4" wide and be able to be viewed and legible from the scoring tower.

4. CHASSIS:

Any American made full body rear wheel drive passenger car with a 107.5-inch minimum wheelbase. Maximum one inch wheelbase difference from side to side. Frames may be 'X' braced. 24 inches of original frame must be used, measured from lower ball joint back. Stock frame must be retained forward of lower ball joint to at least pasted the stock steering box. 2 x 3 box tubing, minimum of .120 thick may be used to the rear providing you are using the Camero or Chrysler leaf spring rear suspension.

5. SUSPENSION:

Front and rear weight jacks optional. Spacers, spring blocks or sliders are allowed.

NO DEVICES ALLOWED THAT ENABLE DRIVER ADJUSTMENT OF WEIGHT JACKING OR TO ALTER WHEELBASE WHILE CAR IS IN COMPETITION.

A) FRONT SUSPENSION: Front suspension must be A- frame type. All components must be steel. Tubular Upper A- frames OK. Lower A-Frames must remain stock for its chassis. Bolt on spindle savers ok.

B) REAR SUSPENSIONS:

- 1. COIL SPRING SUSPENSION:** Upper control arms must remain in stock location. Lower control arms must be stock arms in the stock location. They maybe boxed in for strength. All control-arm mounts and bolt holes on frame and rear-end must be in stock location. Coil springs may be moved, but 50% must be located over top of the rear-end housing.
- 2. LEAF SPRING SUSPENSION:** All cars with rear leaf springs **MUST** be of an OEM multi-leaf design. No mono, fiberglass, carbon fiber, aluminum, or progressive race style of spring will be allowed. After market mounts allowed.

NO INDEPENDENT REAR SUSPENSIONS.

C) SHOCKS: Only One (1) steel **NON-ADJUSTABLE** shock per wheel. Racing shocks allowed. **NO COIL-OVER ELIMINATORS**

D) SPRINGS: One Steel spring per wheel only. **ALL COIL SPRINGS MUST BE A MINIMUM of 4.5 -INCHES O.D. AND be NON-PROGRESSIVE.**

6. STEERING:

STOCK BOX REQUIRED. Steering reduction may be by use of chain and sprockets or by the use of a steering reduction box may be used. No center steering is permitted. Steering wheel and driver must remain on the left side of driveshaft.

7. ENGINE:

368 cu. In MAX

Flat Top of Dish Pistons Only

A) NO ROLLER CAMS, ROLLER LIFTERS OR GEAR DRIVES ALLOWED.

B) No aluminum, Dart, Little M, SB2 or similar blocks.

C) Steel blocks and 23 degree heads mandatory. No 18* or SB2 parts allowed.

D) Gasoline only. Racing gas is OK.

E) Mechanical push rod fuel pumps only. No electric pumps.

F) Carburetion:

ALL cars MUST run a track approved restrictor plate that comes from Performance Auto Supply and will be subject to Tech by the track official at ANY time before or directly after ANY race (heat, trophy, or feature). This includes any car at the track for just one night. No exceptions. Plates will be available at the track for sale. **No modifications to the plates will be allowed. Track Tech will have a master go/ no go gauge to check any plate at anytime and there will be No tolerance!!** Carb stack from base of the carburetor to the top of the intake can be no more than one and one half inches in height total.

Legal Carburetors will come from the following list and factory choke tower may not be removed.

Holley - 0-7448, 0-80787, 0-4412, 0-80583, 0-3310, 0-80457, 0-80508, 0-80570, 0-1850, 0-80670, 0-8007

Edelbrock - 1405, 1406, 1407, 1411

Choke tower cannot be removed or modified

Any Factory produced Quadrajet

A) Intake Manifolds - Cast Iron or Aluminum - Intake manifold cannot be altered or welded in any way. Must be as cast. Porting is permitted.

B) Carburetor/Restrictor Plate - The maximum distance between the bottom of the carburetor to the top of the intake manifold is 1.50 inches including gaskets.

C) No extra devices are allowed on top of the carburetor or inside the air filter

D) No extra devices are allowed to protrude into the intake manifold. No devices will be allowed under the restrictor plate except for the mounting gaskets.

If you have any questions regarding intake manifold rule feel free to call Lanny Edwards (580) 351-4414 or Doug Smith.

A) Carburetor/Restrictor Plate

Fuel, Nitrous oxide, or water injection is NOT permitted. Turbo charging or super charging is NOT permitted.

Battery type ignition only. NO MAGNETOS. No electronic monitoring computer devices capable of storing or transmitting information except tach. No traction control devices. High-end Rev. Limiter OK

Location: #1 plug can be no more than Two inches MAX. back from the front upper ball joint center-line. No tolerance 1 ½ in. recommended.

8. RADIATOR:

Only one (1) radiator may be used and it must be centered in front of the engine in vertical position. No auxiliary cooling tanks allowed. Metal fan shrouds are mandatory.

9. EXHAUST:

Under chassis headers are allowed and must exhaust half the engine cylinders on the right side and half on the left side. NO CROSS-OVER HEADERS.

MUFFLERS: All cars must run the track approved 3 disc Custom Craft or Cone muffler 3 or 3 ½ in. and they must match header collector. They must be installed with the long side towards the engine. No exceptions, **NO modifications!!!!** This is a must and will be inspectable at anytime with a scope (which is only 12" long) by the track tech. If it can't be seen with the scope; The system will be removed for inspection. If you loose a muffler during the race **You Will Be D/Q'd. NO EXCEPTIONS.**

10. TRANSMISSION:

A stock type standard or automatic transmission with a reverse gear in working order must be used. No five speed transmissions, 'in and out boxes', Brinn type, or quick change devices allowed. Flywheel must be bolted directly to the end of crankshaft, and pressure plate must be bolted directly to flywheel. One flywheel only and all driveline components must rotate while car is in any gear.

A Mini-Clutch is optional. All cars must be able to leave pits and starting line under their own power from a neutral position, with the engine running. The car must be able to go forward and backward. Standard transmissions must have a working external clutch.

Drive shafts must be painted white and safety loops are mandatory.

11. REAR-END:

Any passenger car or pick-up production rear-end may be used. Rear-end may be locked by welding spider gears, spool or other means. Ford nine inch (9") is allowed. Floaters allowed. NO PANARD BARS. NO QUICK CHANGE DEVICES OR CAMBERED REARENDS. NO SHOCKS, TORQUE BARS, TORQUE ARMS, PULL BARS OR ANY OTHER TRACTION DEVICE OR EQUIPMENT CAN BE USED OTHER THAN SPECIFIED.

12. BRAKES:

All cars must have a minimum of three wheels brakes in good working order. Vented rotors only. NO SCALLOPED, Floating, OR LIGHTENED ROTORS. Hubs may be re-drilled for different bolt pattern or larger studs. Wide Fives are legal. One proportioning device allowed, front to rear only. After market pedal assembly OK. Any brake failure while on race track requires leaving the track immediately and any brake failure must be reported to the pit steward immediately

13. TIRES:

New or Used Hoosier "500" dirt series up to 10 in. (8in ok) are mandatory. (The tire that's sold at

Smiley's)

This is the ONLY tires that are legal. No modifications allowed. (i.e.: siping, grooving, treating)

14. WHEELS:

Rim width is NOT TO EXCEED ten (10) inches (8 inch OK). No bleed-off valves are permitted. Only one valve stem per wheel. Reinforcing of wheels is allowed. All wheels must be steel and secured to hubs with five "one inch" lug nuts. Wide 5s are legal. Bead locks are allowed on right side only.

15. BUMPERS and KICK RAILS:

Not to be designed or used as a weapon. No cattle guards. Something close to stock

All bumpers and kick rails must have a 45 degree capped and welded ends. Plastic nose or tail piece OK.

Front Bumper:

1. Anything under an OEM appearing type Nose Piece is OK.
2. Any bumper assembly outside of a Nose Piece MUST have rounded edges with No hook points (within reason.)

Rear Bumper: OEM bumper recommended but a 2"x 2" sq. main is OK. Bumper is allowed to wrap around the rear quarter panels. Top support bar can not be more than 8 inches in height as measured to the top of the bar from the top of the main bumper. It can wrap around the quarter panels and must intersect the main bumper at a 45 degree angle or less. Every attempt should be made to eliminate a possible hook point. Bottom support cannot exceed 36"OD wide or more than 8" down as measured in the same fashion as the top.

16. FUEL TANK:

Racing fuel cell is required. All cell mounts must be steel, securely welded to frame/cage. Fuel cell vents, including cap vent, must have check valves. Trunk floor may be removed.

17. SAFETY EQUIPMENT:

No batteries located in the driver's compartment.

ROLL CAGE:

The following is a MINIMUM set of requirements. A steel roll cage is mandatory. Front and rear roll bars must be connected at top (cage type). The bars must be a minimum of 1½ "O.D. X .120 Wall tubing. Driver protection door bars are required. There must be at least three (3) bars running from the front upright to the rear upright roll cage in both doors. Front loops and radiator protection bars are allowed but must be inside the grill. The roll cage must be gusseted and properly tri-angulated. Bracing on the front and rear roll cage is required.

The following items are mandatory:

A. Minimum 3" wide safety belt and shoulder harness with two (2) belts over the shoulder and of the quick release type. At least one (1) submarine strap is required. Also a 3" wide seat belt is required. All belts must be securely fastened to the frame or roll cage and come from behind the driver.

B. Shock resistant roll bar padding on all bars that driver's head may come in contact with while strapped in seat.

C. Two throttle return springs on carburetor are required. A steel toe loop on throttle pedal is required.

D. All cars must have an approved fire extinguisher in working order, securely mounted in a bracket which allows the driver to remove the unit from the mount for emergency use. No extinguisher may be "taped" to mount or roll cage. Onboard flame-out systems are recommended for all race cars.

E. All drivers must wear driving suits made of fire resistant material that effectively covers the driver's body. Fire retardant neck brace and gloves recommended.

F. HELMETS: Mandatory for all drivers! Must be Snell 95 or newer approved.

G. SEATS: Seats that have been approved for marketing as "racing seats" are recommended and may be used. Only aluminum seats will be allowed.

18. NO WINGS OR REAR SPOILERS. NOT EVEN FACTORY.

IMPORTANT NOTICE: All cars will be subject to Tech by the Track appointed person or promoter at anytime. Refusal to comply will be grounds for immediate disqualification and lose of all points and monies for that night. Any multiple refusals to comply will result in the loss of all monies for that night and points for the year and will be subject to being banned from future events at the promoter's discretion. A \$250 protest will be in effect. This fee covers \$50 to the tech and the other \$200 to the protestee if found legal or back to the protestor if the car is illegal.

The protest will cover:

Engine displacement

Gear drive

Carburetor

wheel base

Restrictor plate

Transmission and external clutch

Camshaft (non roller or mushroom)

Fuel

All protests will be checked by the track official along with the protestor and the protested person. Protest is in cash before the "A" starts.

**ALL RACER'S MUST HAVE A WORKING RECEIVER BEFORE ENTERING TRACK. IF YOU ARE HAVING PROBLEMS WITH YOUR RECEIVER, GO TO THE PIT STEWART AND WE CAN DO A RADIO CHECK. THERE ARE NOT EXCEPTIONS!!! IF YOU HAVE QUESTIONS CALL THE SPEEDWAY OFFICE
Devil's Bowl Speedway - 972-222-2421
DON'T GUESS**