



Devil's Bowl Speedway

"Where Fast is Fun"

2017 Limited Modified Rules

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-rated **SA2005, SA2010 or SA2015**, 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 not be used in the driver's compartment or **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 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) 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.

D) When a protest is denied, half the protest fee is awarded to the **protested** driver and half is retained by the track.

FRAME:

A) 1978-1987 OEM midsize GM metric full frame only. Minimum wheelbase 107-inches, maximum 109-inches, both sides, maximum one inch difference from side to side. Frame must be full and complete, cannot be widened, narrowed, shortened, lengthened, be cut, bent, or altered to change suspension brackets, except upper control arm brackets on front end. All frame bolt holes must remain in OEM location. Front frame horns may be removed in front of steering box. Front frame may be cut for radiator clearance. Frame may be notched for seat clearance. Transmission cross member mounts may be removed, no further forward than frame welds. Rear of frame, behind upper shock mounts, may be replaced with round, square, or rectangular tubing. No part of frame can be lower than five inches from ground except front cross member. No other frame alterations allowed.

ROLL CAGE:

A) Must consist of continuous hoops, minimum 1.5 inch O.D. tubing, with a minimum wall thickness of .095 inch for main cage. Cages must be steel or chrome-moly. Main cage no further forward than rear of engine and no further back than front edge of rear tire. Four bars, two per side, may extend from main roll cage to main frame points in front of the upper control arms. These bars may have two additional braces per side to the main frame. Six bars may extend from the main cage to the rear. X-bracing is allowed. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. All bars forward of cage must be lower than hood.

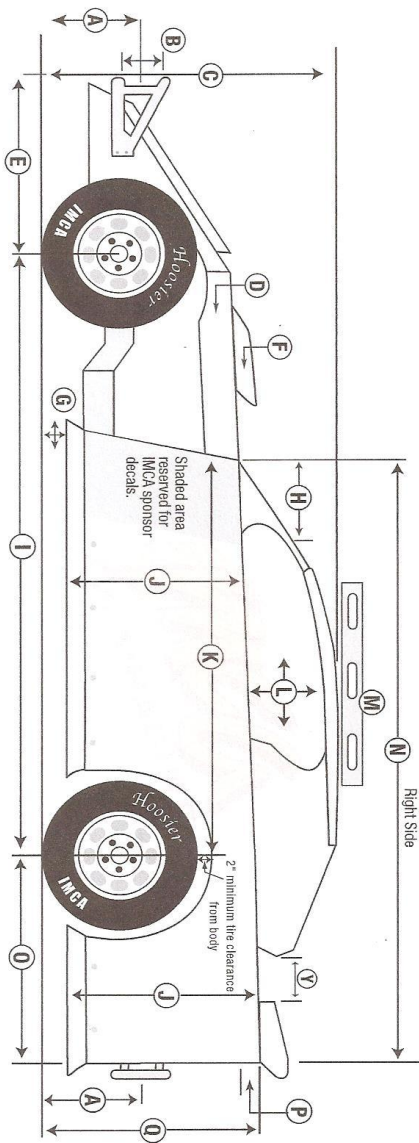
DOOR BARS:

A) Minimum three driver side door bars required, minimum 1.5 inch O.D. and .083 inch wall thickness, must be parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Minimum two passenger side door bars required, must have at least one cross door bar, horizontal or angled. Steel door plate, 18 gauge or .049-inch minimum thickness, must be securely welded to outside of driver side door bars and cover area to protect driver.

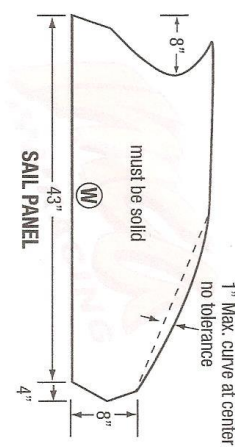
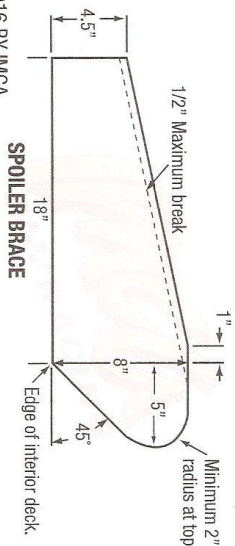
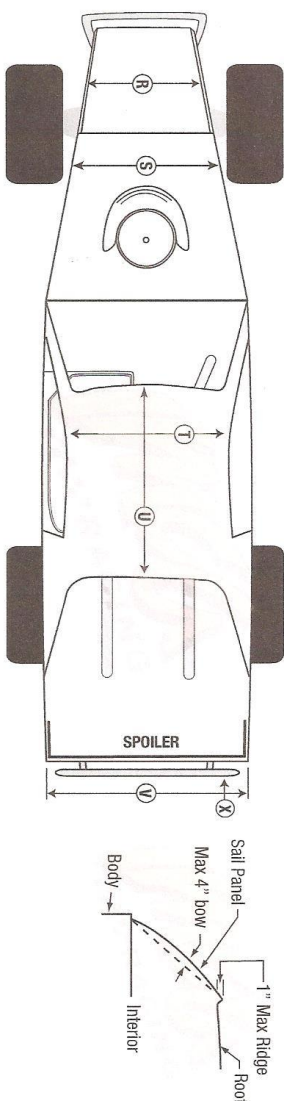
BODY: (See diagram on next page)

A) (See diagram) No composite or plastic body panels allowed except roof rock guard and hood scoop. Body must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. Nose must be mounted in an approved manner and can extend no higher than front top of hood. Nose piece must remain inside confines of front bumper (exception is plastic valance) and be no lower than four inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must cover radiator, be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No reverse hood rake allowed. No panel in front of right door to engine compartment. No inner panels. No complete or half-car covers, rear tail cover allowed in personal pit area only. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width). Full size, fiberglass or aluminum roof only (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Solid sail panels must resemble all aspects of drawing and may not extend ahead of back of seat. Rear spoiler (optional) may be minimum one inch or maximum eight inches in material height and maximum 67 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No fins, lips, wings or vortex generators allowed. Maximum four inch plastic skirting allowed on bottom of doors and quarters. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car.

IMCA Southern SportMod Dimensions For 2016



All body measurements are max. unless otherwise specified. Dimensions have zero tolerance.



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- A** 23" max., 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 58" max., 42" min.
- D** Hood 5" max. drop (sides), sealed off from driver's compartment and max. 6" rake.
- E** 36" max.
- F** 6" max.
- G** 5" min. ground clearance. Door may extend max. 6" past block at bottom, both sides.
- H** 19" max., must be same on both sides.
- I** 109" max., 107" min.
- J** 31" max., 22" min.
- K** 67" min., or not past back of block at top.
- L** 18" max., 12" min. opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N** 121" max., 98" min.
- O** 48" max., 31" min.
- P** Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of doors and quarters. Optional escape hatch from driver to passenger door allowed.
- Q** 41" max., 28" min.
- R** 24" nose must be flat and flush with sides.
- S** 67" max., 24" min., must cover radiator.
- T** 53" max., 32" min.
- U** 53" max., 32" min.
- V** 67" max., 55" min., measured at top of interior deck, must be same front to back.
- W** 43" max., 24" min.
- X** IMCA decal required on car.
- Y** 3" min.

REAR FILLER PANEL, OPTIONAL

SPOILER BRACES: Maximum 3 total. Bottom edge of spoiler brace must be flush with rear edge of interior deck.

SAIL PANELS: Must be within confines of these dimensions and the same on both sides. Must mount within 2" of outside edge of interior deck.

; six inches tall on rear and front if possible.

DRIVER COMPARTMENT:

A) Must have minimum three 5/16 inch O.D. windshield bars in front of driver. Aluminum cowl panel in front of driver can be no wider than cockpit. Aluminum high-back seat only, must be securely bolted, using minimum 0.375-inch bolts, to roll cage and support system. Floor pan must be metal or aluminum and cover entire driver compartment. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. No oil coolers allowed in driver compartment. No devices that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No mirrors of any kind.

SUSPENSION/STEERING:

A) STEERING: All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: replacement spindle with Speedway Motors raised cast – part numbers 91034501-L, and 91034501-R. No grinding, lightening or welding on any steering parts. Spindle may be reamed and bolt on spindle savers are allowed. Steel steering shafts and knuckles only. Steering Quickeners (optional), steering wheel and quick release (required) may be aluminum. Power steering pump and reservoir must remain one unit. Driver compartment steering may be modified, must be kept on left side. No rack and pinion.

B) SHOCKS: One unaltered steel, nonadjustable, OEM mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. Mounting spacers and weld or screw-on shock ends allowed. No coil-over shocks, air shocks, remote reservoir shocks, or shock covers. No Schrader or bladder type valve allowed.

C) SPRINGS: One steel spring (racing allowed) per wheel only. Minimum 4.5-inches O.D., non-progressive coils only. No torsion bars or air bags.

D) REAR SUSPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location, and match frame. No jack bolts allowed. Adjustable spring buckets allowed, may be dropped as long as they remain in OEM location. If upper spring cup uses all thread, it must be securely welded to chassis. Lower spring cups must be centered on housing. Control arms may be reinforced, but cannot be shortened or lengthened, must remain OEM length. All control arm bushings may be aftermarket, but no offset or bearing type. Bushings cannot be drilled. No suspension parts may be altered or lightened. No aluminum parts allowed, other than bushings. No suspension stops of any kind allowed.

E) FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. All A-frame bushings may be aftermarket, but no offset, heim or bearing type. Sway bars (optional) and brackets must remain OEM. No jack bolts allowed. Exceptions are: adjustable spring buckets are allowed. **OEM upper A-frame mount may be moved or replaced (OEM material no longer required) with aftermarket steel non-adjustable mount matching upper A-frame bolt on design.** OEM upper A-frame may be replaced using aftermarket upper A-frame (Steel Only),. **Upper shock mount may be maximum four inches above frame.** Lower A-frame mount may be notched for clearance. OEM or OEM replacement ball joints allowed, may be tacked in. No suspension stops of any kind allowed.

REAR END:

A) Must use OEM 7.5 inch GM 10 bolt rear end (bracing optional), must remain stock width. No Ford or floater rear end allowed. Housing end, from control arm mount out, may be modified with three inch tubing to accept nine inch Ford axle. If Ford axles are used, rear-end must remain minimum GM width or maximum three inches wider. Steel components only. OEM mounts on lower control arms must remain in OEM location on original 7.5 inch tube housing. Aftermarket axles, mini-spools and C-clip eliminators allowed. Locked rear ends only, no torque dividing differentials

allowed. No full or aluminum spools allowed. Pinion angle cannot be changed. Any gear ratio allowed but housing must remain unaltered. No quick change devices

BUMPERS/RUB RAILS:

A) Steel bumpers must be on front and rear at all times and welded, or mounted with minimum 0.375 inch bolts. Two bar front bumper must be minimum 1.25 inch O.D. tubing with minimum .065 inch wall thickness (maximum 0.095 inch) mounted frame end to frame end. Rear bumper must be constructed of minimum 1.25 inch tubing, 0.095 wall thickness. Maximum 1.50 inch O.D. tubing, .095 inch wall thickness fuel cell protection bar required, must cover rear and extend past both sides of cell, may be welded to rear bumper. Rear bumper may be maximum six inches beyond rear deck. All bumpers and rub rails must be capped with no sharp edges. Single bar rub rail from front to rear wheel allowed on each side, no center supports allowed, maximum 1.50 inch O.D. tubing and .095 inch wall thickness, must be mounted to cage at front and rear of rub rail.

TIRES/WHEELS:

A) Must use Hoosier „500“ Hard Race tire only, 27 by 8 by 15 or 26.5 by 8 by 15 „stagger tire“ allowed (see rule book for automatic penalties). Tires may be ground and sipped within confines of tread. Grooving allowed ONLY TILL JUNE 29 2013 after that date grooving will no longer be legal. No chemical softening or conditioning. No re-caps. Must use 15”X 8” steel wheels. Any offset allowed. External steel bead lock allowed on right side only and it cannot make wheel any narrower than 8-inches and no wider than 8.75-inches. Foam or plastic mud covers allowed on right side only. Must use minimum 1-inch O.D. lug nuts and 0.625-inch studs are recommended. No wheel spacers allowed with OEM studs. Wheel adapters are treated as spacers and may be aluminum, maximum 1.50-inches thick. No bleeder valves. If you have any questions, please contact speedway office at 972-222-2421.

BRAKES:

A) Must be steel OEM, operative three wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. 0.625-inch studs allowed. Single or dual aftermarket master cylinders allowed. Driver adjustable dual pedal brake bias allowed. Additional proportioning valve (in-line type) allowed, must be out of driver reach. Rear rotors may be aftermarket, minimum 0.810-inch thickness, maximum 12-inch O.D. Vented rotors only, no scalloped, single phase or drilled rotors allowed. Rear caliper brackets must be welded to housing.

EXHAUST / MUFFLERS

A) Must use Schoenfeld headers. GM: #161, #151, #151E with 1.625-inch tubes and 3-inch collector. Chrysler: #461, #461W2, #462W2. Ford: #361, #362, #562, #562-4B #563-4B. **Collector and turn down length maximum nineteen inches total.** No header modifications allowed. No exhaust sensors, cross over's, turn outs or balance tubes. Schoenfeld mufflers 609, 930, 935, or 3 ring insert. Dynatech – GM #701-16210, #701-10010.

FUEL SYSTEM:

A) Racing fuel cell required maximum 22 gallon capacity must be in minimum 18 gauge steel container. Must be securely mounted, with minimum 2 steel straps around entire cell, between frame rails in trunk area only. Fuel cell vents, including cap vent, must have check valves. **Fuel shut-off recommended.** No part of cell can be lower than protective tubing. OEM mounted mechanical push rod fuel pumps only. No regulators, bypass fuel systems, pressurized, or return lines allowed

FUEL:

A) Gasoline only. Racing fuel allowed. No E85. No performance enhancing additives or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.

Racing fuel cell required, maximum 22 gallon capacity (*Recommended: 12 gallon*), must be in minimum 20 gauge steel container. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick, between frame rails and behind rear axle. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. *Fuel shut-off recommended.* No part of cell can be lower than protective tubing. No regulators, bypass fuel systems, pressurized, or return lines allowed. One fuel filter allowed. No cool cans. Any air cleaner allowed. No cold air boxes or ducting of any kind between engine and hood. Mechanical OEM type push rod fuel pumps only. Maximum 0.100 inch thick carburetor gaskets on all engines.

CARBURETOR:

A) CLAIM ENGINE: must use IMCA approved naturally aspirated, unaltered 500 c.f.m. Holley – part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers.

B) GM CRATE ENGINE: may use any Holley four-barrel carburetor, all components (float bowls and main body) must be Holley manufactured.

Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. May use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer on crate.

MINIMUM WEIGHT:

Minimum weight limit of 2,350 pounds after race with driver in car. Weights must not be used in driver compartment or outside body. All weights must be securely mounted with at least two, .5- inch bolts, **painted white with car number on it**. No titanium, magnesium, stainless steel or carbon fiber components. Solid steel fasteners only.

BATTERY/STARTER:

A) One 12-volt battery only, must be shielded and securely mounted between frame rails and positive terminal must be covered. Aftermarket starter allowed, must bolt in OEM location. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race.

GAUGES/ELECTRONICS:

A) No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI style ignitions only. Ford/Chrysler may use HEI distributor. No crank triggers. Any module that fits inside distributor with no alteration allowed. Crate engine **MUST** use original HEI distributor with MSD #8728 or #8727CT rev-control and 6,200 rpm chip. Claim engine **MAY** use MSD #8728 rev-control with any rpm chip. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed.

No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT:

A) Only OEM production transmissions allowed. No aftermarket transmissions allowed. No „in and out“ boxes or quick change devices allowed. With engine running and car in a still position, must be able to engage car in gear and move forward, then backward. Functioning shift levers must be in OEM location. Transmission fluid coolers allowed. Flywheel, flex plate and converter must be steel.

1) Automatic: Any OEM automatic transmission allowed. Must use functioning, minimum 10- inch diameter steel torque converter. No direct drives, couplers, valve pumps, or bleeder style valve bodies. Must have at least one forward gear and reverse gear, gears must function. Must have an approved scatter shield constructed of .125-inch by three-inch steel, 270 degrees around top of flex plate. GM automatic must be used with GM engine, may be used with Ford or Chrysler engine. Stall converters allowed. Steel OEM style flex plate only, must be bolted directly to end of crankshaft.

2) Manual: 3, 4 or 5 speed OEM manual transmissions only. All gears must function. Must have functioning 10.5-inch minimum diameter clutch and **OEM appearing** pressure plate bolted directly to steel flywheel. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof, steel bell housing, 180 degrees around top of clutch and flywheel. No mini-clutches or couplers. Minimum 9-inch diameter Ford clutch allowed. Hydraulic slave cylinder/throw out bearing allowed.

3) Drive Shaft: Minimum 2-inch diameter, **white**, steel drive shaft only. Steel slip-yokes only. 360-degree drive shaft loop required, constructed of at least 0.125-inch by 2-inch steel, or 1-inch tubing, mounted 6-inches back from front U-joint.

POWER TRAIN:

A) Rear of engine (bell housing flange) must be mounted at least 70-inches forward from centerline of rear axle. Minimum 11-inch engine height from ground to center of crankshaft. One radiator allowed, steel or aluminum, 27-inches by 19-inches maximum in size, must be mounted in front of engine. Racing cap and electric fans allowed. No sprinklers. Catch can required. Power steering pump and reservoir must remain one unit and mount in front of engine. Side engine mounts (OEM or 45-degree style) must be steel, aluminum mid-plate allowed.

ENGINE SPECIFICATIONS:

All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word **CRATE**. Must be contrasting in color from body, minimum two inches tall. **Markers not acceptable.**

(A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Effective January 1, 2019, all GM 602 Crate engines must have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of all points for the season, and a suspension. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, and oil pan may be replaced by IMCA certified repair center with Champ pan #CP57LTRB and Champ pick-up #1012SB, or Kevko pan #1090NRHw/ISP and Kevko pick-up #1003-3/4. \$250 fine for any crate engine not using required spacer, distributor, pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

(B) CLAIM ENGINE: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered.

BLOCK: OEM steel passenger vehicle production block only. No GM bowtie, Ford SVO or Chrysler W-2 components allowed. GM approved blocks are: 10105123, 10066034, 283, 302, 305, 307, 327, 350. Ford: 260, 289, 302, 351. Chrysler: 273, 318, 340, 360, no hemis. Maximum cubic inch limits: GM 364, Ford 363, Chrysler 370, no tolerance. Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all points for the season. No 400 or larger cubic inch parts allowed. Any flat top or dished pistons allowed, no gas ported pistons. Stroke must match block. Maximum 175lbs. per cylinder compression, no tolerance. Compression checked with one spark plug removed, turned five engine compression revolutions (with throttle closed). Engines may be balanced and block decked. Oil filter system must remain OEM. 'Wet' sump oiling system only. No accumulators. OEM or OEM appearing replacement steel crankshaft only - cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed. OEM or OEM appearing replacement steel rods only - GM must use maximum 5.7-inch rod or GM Vortec rod part number 10108688. Cap screw rods allowed. No splayed main caps. Racing oil pans allowed. Mandatory one inch inspection hole in all pans - no obstructions to crank and rods. Engine bolts may be aftermarket. Fluid dampener balancer allowed. No roller bearings allowed.

CYLINDER HEADS: Steel only. GM OEM approved head numbers are (last 3 digits): 126, 185, 336, 441, 445, 487, 487X, 493, 598, 624, 862, 882, 920, 993, 997, with valve no larger than 1.94 inch intake and 1.50 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch ($\pm .015$ tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes can not be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing, or unapproved alterations allowed to ANY cylinder head or intake, disqualification and \$250 fine if illegal. Any cast iron OEM Ford and Chrysler heads allowed with valves no larger than 2.04 inch intake and 1.70 inch exhaust. Headers must bolt directly to heads with correct numbers. No vortec, bowtie, SVO, or W-2 heads allowed. Flat milling allowed. Guide plates, screw in shouldered studs (0.375 inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. Chrysler may use OEM rocker arm bars. Any length push rods allowed. OEM diameter springs (GM - 1.250 inch maximum O.D.) must match heads, no beehive valve springs allowed.

INTAKE: Unaltered, approved OEM cast iron low rise, two- or four-barrel. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. Cooling lines allowed on aluminum intakes. Ford may use OEM aluminum intake, no under air or hi-rise.

CAMSHAFT: Conventional flat tappet cam and lifters allowed, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).

No maximum cam lift. No vacuum rule. Must be chain driven, no gear/belt drives.

IMPORTANT NOTICE: Any car found to be illegal on engine or fuel will not receive any money or points for that race night and will lose all accumulated points for the season. Car owner and driver will be suspended for two (2) race nights and will be fined a total of whatever the "A" feature pays that night, including and bonuses. Second offense, owner and driver will be suspended for one calendar year. Any car found to be illegal on any other specification will lose all points and monies for that race. Any car light at the scales after the race will be scored in last place for that race and will receive last place points and money.

***ALL RACER'S MUST HAVE A WORKING RECEIVER BEFORE ENTERING TRACK.
IF YOU ARE HAVING PROBLEMS WITH YOUR RECEIVER, GO TO THE PIT STEWARD
AND WE CAN DO A RADIO CHECK. THERE ARE NO EXCEPTIONS!!!***

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