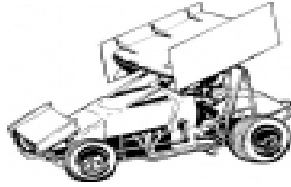




1711 Lawson Road
Mesquite, TX 75181
972-222-2421
www.devilsbowl.com
Email: info@devilsbowl.com
E-mafoinfo@devilsbowl.com



State Fair Grounds - 10th & May
Oklahoma City, OK
405-948-6796
www.statefairspeedway.com
Email: statefairspeedway@att.net

2009 Racing Season Super Sprint Rules

1. GENERAL

The **Super Sprint Division** cars are open wheel, special-built upright sprint car style racing cars with a wheelbase of minimum of 84" and maximum of 90".

2. BODY COMPONENTS

All bodies and body components shall be of sprint car appearance. The definition of an upright car is a conventional front mounted engine in which the vertical position is to be maintained as closely as possible. The driver shall be seated directly behind the engine, the fuel tank must be behind the driver and the radiator must be positioned in front of the engine. The driver cannot be located beside the drive shaft. Side lips on hood cannot exceed 2 1/2 ".

3. CHASSIS AND ROLL CAGE

Specially constructed front engine rear wheel driven racecars of sprint car design. **NO** aluminum frames or roll cages.

4. WEIGHT

Weight minimum 1,500 pounds, including driver. Cars may be weighed at any time. Fluids used or parts lost during a race may not be added to make weight. **NO TOLERANCE.** Add-on weights must be bolted with a minimum of two (2) 3/8" bolts and double nutted and or/ weight clamps. Weights must also be painted white with car numbers present.

5. WINGS

Wings maximum size shall be 16 sq. ft. on the top horizontal section, 60" maximum width. The maximum size of vertical side panels shall be no more than 10 sq. ft., including the lip on top and bottom of side panels. No flaps or rudders may be attached to sideboards or center section. Wicker Bill on the top lip of the center section can be no more than 1" MAX. Wing cannot exceed 2 1/2" drop in belly of wing. The maximum size of nose wings shall be 2' x 3'. **NO** wicker bill of any sort will be allowed on the nose wing. No hydraulic, mechanical or electrical device may be used that will enable the driver to adjust the wings from inside the car while driving the car. Nerf bars may not be covered so as to give the effect of a wing.

6. WHEELS

Type optional, bead locks optional. Left rear can be no wider than 18 1/2" cross section, this will be measured using a Hoop.

7. TIRES

Right rear tire American Racer 102/16.0-15 Medium or Hard or a Hoosier RC3 **or 105-16.0-15 medium.**

Insert-type, foam-rubber wheel covers or covers that are securely fastened to the wheels are the only style wheel covers that are acceptable.

Fuel cells and bladders mandatory. A fuel shut-off valve within easy reach of the driver required. **NO** vinyl or plastic fuel lines allowed. Fuel cell must be securely mounted. If cable operated valve is used, pull lever must be mounted behind driver's head on roll cage, upright facing the left side of car. The handle should be painted red for easy identification by track officials. **NO** car can start a race with more than 40 gallons of fuel.

No adjustable shocks that can be controlled from inside the car.

All drivelines must be broken in the coupler or rear slider. Torque arm drivelines may not be used. All drivelines must be enclosed and contain no more than one U-joint or C-V joint, and that one must be at the front of the driveline. A drive shaft loop or restraint is mandatory.

8. ENGINE

- A. Brodix Spec Aluminum Heads **ONLY**. (**NO CAST IRON**). Maximum of 368 CI. No Aluminum blocks. However, **ANY** cast iron block.
- B. Camshaft is optional, but **NO** overhead camshaft
- C. Fuel Injection Only. No down nozzles—No electronic fuel system. No pressure system. No Carburetor.
- D. Fuel: Methanol Only. **NO** additives. No nitrous Oxide.

METHANOL FUEL CHECK

When methanol fuel is checked using water test procedures, and a racer's fuel does not pass, the racer has two options:

1. Accept the fact that the methanol tested from the car failed and is not legal for use. This will come with disqualification and may bring along other penalties.
2. A racer can submit \$200.00 for a laboratory fuel test. The fee of \$200.00 must be submitted at the time of fuel check and must be in cash to the tech official. A fuel sample will be removed from the car in question at that time. Also, the racer that submits the \$200.00 to have this failed fuel checked, all results from the laboratory will be final. As rules state, all methanol must be pure, no additives of any kind. With this, it does not matter what substance is found in the methanol. If any is found, the racer will be advised by the track of the outcome of the fuel checked, and any penalties associated.

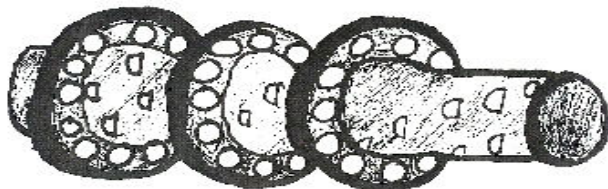
- E. Oiling System: Type optional.

OKC ALUMINUM SPEC HEAD RULE:

1. All spec heads will be supplied with CNC bowl blend and intake matching.
2. No grinding or blending of CNC work is allowed.
3. No grinding or polishing of any kind is allowed anywhere on the castings.
4. No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.
5. Valve seats and guides are to remain as manufactured and in their cast position, valve must stay on valve seat and cannot touch aluminum.
6. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
7. No tapering or reshaping of valve guides will be allowed.
8. No minimum combustion chamber volume.

9. Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
 10. No welding modifications are allowed to the original castings. Brodix will provide a repair service where we register and keep track of repairs if you desire. (Chevrolet part number SP CH OKC) (Mopar part number SP MO OKC) (Ford part number SP FD OKC)
 11. Valve stem may be no smaller than 11/32.
- C. Flat top pistons only, steel rods only. **NO** sleeved back engines. After market steel crankshafts and rods may be used. **NO** titanium rods or crankshafts. **NO** aluminum rods.
- D. **NO** titanium engine parts allowed except valve spring retainers.
- E. Automatic cam timing devices are prohibited.
- F. Any kind of ignition mechanically driven in stock position.
- G. **Oiling system:** Oil pan must have minimum one-inch inspection hole in the upper side of oil pan.
- H. Roller rocker arm allowed.
- I. No pressurized fuel systems.
- J. **BRAKES**
- All cars must have minimum of two wheel hydraulic brakes in good working order, three to four wheel brakes recommended. No Carbon Fiber brake rotors or pads. Brakes will be tested throughout the year
- MUFFLERS** Required—no exceptions

Custom Craft Muffler / Insert 3 1/2 inch maximum



LONG END OF INSERT **MUST**
GO TOWARDS THE MOTOR.

The insert **MUST** be the same size
as the collector.

Cone Mufflers are illegal at this time due to noise decimals.

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 NO EXCEPTIONS!!!

IF YOU HAVE QUESTIONS CALL THE SPEEDWAY OFFICE

Devil's Bowl Speedway - 972-222-2421.

State Fair Speedway - 405-948-6796.

DON'T GUESS

9. GENERAL SAFETY REQUIREMENTS

The safety requirements for all car classes are repeated here to emphasize their importance.

- A. All cars subject to inspection at any time and must be free of mechanical defects and be in safe racing condition.
- B. Full face racing helmets meeting Snell 90 standard required and must be worn at all times car is on track and must accompany vehicle at time of inspection.
- C. Bucket seats are mandatory and must be factory manufactured. Only approved seat installation and seat structure accepted. Seat must be properly installed, and seat backrest cannot be moved back farther than the roll cage rear main hoop. No car will be permitted in competition unless seat is properly installed.
- D. Fire retardant uniform, fire resistant gloves, fire resistant shoes and arm restraints are mandatory.
- E. A 3" wide safety belt and shoulder harness with 2 belts over shoulders, and of a quick-release type are required. Must have a minimum of one submarine strap. All belts must be securely fastened to frame or cage. Belts must be replaced every four years beginning with belts dated 1999. Date tag or stamp is required.
- F. Shock-resistant roll cage padding on all bars that driver's head, legs and arms may contact while strapped in seat is required. A padded, functional headrest in line with the center of the driver's head is mandatory. Right side head restraint is mandatory.
- G. Two throttle return springs and a steel toe strap on throttle is mandatory.
- H. Front rock screen from top of hood to top of front halo and from roll bar to roll bar is required. Maximum 2" x 4" openings.
- I. There must be a 2" minimum clearance between driver's head (with helmet) and top of roll cage (without padding). Loops may be used and must be constructed of same tubing requirements as frame. These must be added in a safe manner.

10. NUMBERS

Request numbers from Speedway Office. Drivers have priority on numbers run in previous season until the third points race weekend of the year. Only two digit numbers may be used. No duplicate numbers. Paint numbers in contrasting colors on both sides of tail and on **NOSE**. ***No Mylar or reflective type material may be used!!!***. Numbers must be minimum of 18" tall. Any other significant letter must be a minimum of 9" tall. Numbers must be confirmed by an entry form. Numbers issued and not run in three consecutive race programs may be declared open and re-issued. **Make numbers BIG, NOT FANCY and kept clean, SCORERS CANNOT SCORE THEM if they CANNOT SEE THEM.**

NO SCORE - NO PAY!

**IF IT DOESN'T SAY YOU CAN DO IT,
YOU CANNOT!!!!**