

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of 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 complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

*The "Mini Stock" class is intended as an entry level class. This is not a "Mini modified", "Pro 4" or "Outlaw" class. Any car not in the spirit of an entry level class will not be allowed to compete. Anytime a driver/car has displayed a decided competitive advantage, the Competition Director reserves the right to add weight or to provide the competitor with a restrictor plate to be used in competition. **It is the competitor's responsibility to ensure their car is legal for the division.***

- 1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA2000, SA2005 or SFI 31.1/2005 helmet required (**2012 required minimum SA2005 helmet**). Roll bar padding required in driver compartment (*Fire retardant recommended*). SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. *Recommended: Fire retardant head sock and underwear; collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two-inch with head restraint system) wide SFI-approved five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, **maximum 3 years old, recommend 1 year. MUST HAVE ORIGINAL MANUFACTRE DATE TAG, ATTACHED AND LEGIBLE or belts will be replaced.** Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.
- 2. FRAME:** Cars will have original wheelbase of 101" maximum (exception: Pickups 114" Maximum). May tie front frame to rear frame on unibody, recommended. Engine must be in stock position. ( Added 01-03-2011) Cars may be front wheel drive or rear wheel drive as manufactured ( no converting a fwd to rwd to fwd) No four wheel/all wheel drive allowed.
- 3. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.5 inch O.D. tubing, with a minimum wall thickness of 0.095 inch, *low carbon or mild steel required, no chrome moly, water pipe, stainless steel or non-ferrous metals.* Four-post roll cage required, front down bars and rear hoop must be welded or bolted to frame (**if bolted, minimum plate size is 4"x4" min. 1/2" bolts, plate must capture both sides of frame/body**). Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together. Fuel cell protection required must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body. Foot protection bar required.
- 4. DOOR BARS:** All door bars and uprights must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, drivers' side, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side. Passenger side door bars, minimum "X" brace, minimum 1.5 min. OD .095 wall thickness. Steel door plates, 16 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

- 5. BODY:** Unaltered OEM, steel production or reproduction bodies (no aluminum, carbon fiber, or fiberglass) and centered over wheel wells (front to rear and side to side). Body and engine make must match. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose allowed (*recommended to match body*). All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. No overlapping or shortening of body panels. Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. All inner wheel wells may be removed. All windows must remain open, except opera windows may be covered with clear lexan, no decals. Maximum seven inch metal sun visor may be added to top of windshield opening. Wheel wells may be trimmed for tire clearance. No spoilers or reflective body panels. Hood scoops may be used to cover air cleaner through the hood. Scoop must remain sealed, no holes, no ram air. Rocker skirt/flare allowed between tires only, cannot extend outside tires, minimum 4 inch ground clearance.
- 6. DRIVER COMPARTMENT:** Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage, and securely mounted to the roll cage/frame structure, *Seat must be mounted independent of floorpan*). Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall must be used and remain in stock location. Must remove all flammables, and seal all holes in firewall with min. 22 ga. steel. OEM floorpan, (may be altered for clearance around the mufflers only) and in OEM location, must seal all holes with min. 22ga. steel. Tunnel must remain similar to OEM tunnel in size. Rear firewall may be aluminum (min .040) or steel (min.22 ga.) and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No driver-adjustable devices allowed while car is in competition. **No mirrors.**
- 7. FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Steel, rubber or nylon lower A-frame bushings only - no offset or bearing type.
- 8. STEERING:** All components must be steel, unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel knuckles and steel steering shafts (*collapsible recommended*). Quick release required - steering quickener allowed and steering wheel may be aluminum.
- 9. SHOCKS:** One steel nonadjustable unaltered shock per wheel. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. One or all shocks may be claimed per event for \$50 each, counting as one claim, following shock claim procedures (Refer to Diamond Mt. Speedway Operations and Inspection Manual).
- 10. SPRINGS:** One steel spring per wheel only. All coil springs must be minimum 4.5 inches O.D. and non-progressive.
- 11. REAR SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. Rubber or nylon control arm bushings only, no offset or bearing type.
- 12. REAR END:** Locked or welded rear ends ok. Must be OEM. Brackets and hangers must stay in stock location. No torque-dividing differentials. No scalloped ring gears.

**13. BUMPERS/RUB RAILS:** Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails.

Fabricated tubular bumpers allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness on front, and 1.75 inch O.D. with 0.120 inch wall thickness on rear.

**14. TIRES/WHEELS:** Stock D.O.T. tires. 60 series. 15" maximum wheel size. Steel wheels. No adapters. No mud and snow tread tires. No bead locks.

**15. BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, *operative four wheels*, drum or disc allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. No scalloped or ceramic coated rotors. No brake shut-off or pressure sensitive devices.

**16. EXHAUST:** Unmodified, OEM cast iron exhaust manifolds only. No crossover or "Y" pipes. No exhaust through drivers compartment, body panels or fenders. *Mufflers are mandatory and must meet a 92 db's at 50' at racing speed.* All exhaust must go through muffler, one per car. No merge collectors. NO TUBULAR HEADERS ALLOWED, EVEN IF OEM.

**17. FUEL SYSTEM:** Racing fuel cell required, maximum 22 gallon, must be in minimum 22 gauge steel container. Must be securely fastened in trunk above top of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. 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 lines through driver compartment must run through metal pipe or metal conduit. One fuel filter only, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. Must use unaltered 350 c.f.m. Holley – model 0-7448, 500 c.f.m. Holley – model 4412 or any 2 bbl carb. that will bolt to unmodified, OEM intake. Only modifications to carburetors are: removal of choke plate/linkage (must retain stock choke horn), and may change jets/power valve at drivers/owners discretion. Float bowl must face forward. Carburetor adapter/spacer allowed, maximum 1.20 inches thick, including gaskets. Carburetor may be claimed for the sum of \$250.00, following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night. May use OEM throttle body injection if stock for make/model car/engine. Must use ALL OEM components. **NO Multiport, sequential port fuel injection allowed.** Track management reserves the right to require any competitor to use a restrictor plate, as provided by the Track. Any use of restrictor plates is solely at the discretion of the Competition Director.

**18. FUEL:** "Pump" Gasoline only. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. *No Nitrous Oxide, turbocharging, supercharging or other performance enhancement additives allowed at any time.*

**19. WEIGHT:** No added weight or ballast allowed, EXCEPT when directed by the Competition Director in attempt to equalize performance.

**20. BATTERY/STARTER:** One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

**21. GAUGES/ELECTRONICS:** No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. If using throttle body, must

use OEM ECU for make/model/year of body of car. OEM type alternator with internal regulator allowed. *No electronic traction control devices.*

**22. TRANSMISSION/DRIVE SHAFT:** Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed - two speed, three speed, four speed, five speed and automatic. No "in and out" boxes, or quick change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flexplate must be bolted directly to end of crankshaft, and pressure plate/torque converter must be bolted directly to flywheel/flexplate. One flywheel/flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement. No aluminum flexplates/flywheels allowed. No multidisc clutches allowed. Flywheel/clutch components must retain OEM dimensions and weight.

**Drive Shaft:** Minimum two inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint, or 5/16 chain.

**23. ENGINE COMPARTMENT:** Engine must be in OEM location. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket engine mounts allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Toyota with Toyota (exception: Ford Couriers may run Mazda engine, Chevy Luv may run Isuzu, Dodge D-50 may run Mitsubishi). No rotary engines. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground.

**24. ENGINE SPECIFICATIONS:**

**Maximum size 2500 cc,** Zero (0.00) tolerance. Engine must retain OEM bore and stroke, (0.60 over bore allowed). Must retain stock bore centerline.

**INTAKE:** Unaltered, approved OEM manifold that bolts to cylinder head without modifications. No porting or polishing allowed to any intake. Disqualification, loss of points, purse and \$250 fine if any alterations are found to intake/cylinder head/exhaust manifold. OEM firing order cannot be changed. No electric water pumps allowed. "Wet" sump oiling system only. Accumulator allowed – cannot be located between seat and door bars.

**25. ENGINE CLAIMING RULES:** Refer to Diamond Mountain Speedway Operations and Inspection Manual for claim eligibility requirements.

(A) \$300 cash and swap engines, claim on engine, flywheel and balancing plates, oil pan to intake manifold (\$50 goes to wrecker for each engine claim). (B) Claim does not include - 1. Clutch/torque converter, 2. pressure plate, 3. bellhousing, 4. headers, 5. carburetor, 6. starter, 7. motor mounts, 8. oil/temp. sending units, 9. carburetor adapter, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. breathers.

**26. POINT STRUCTURE/PROCEDURES:** Refer to Diamond Mt. Speedway Operations and Inspection Manual.

**27. EIRI:** (Except in rare instances) Decisions of Diamond Mt. Speedway Officials are final and binding without exception.

**28. ILLEGAL COMPONENTS:** Any part found to be not in compliance with these rules while being used in any sanctioned event/practice or attempt to qualify at Diamond Mountain Speedway is subject to confiscation and forfeiture by the competitor and is subject to disposal by Diamond Mountain Speedway officials.

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