

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.

***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:** Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Frame must match body — GM to GM, Ford to Ford, Chrysler to Chrysler — AND wheelbase to wheelbase. Unibody must tie rear frame to front frame, minimum 2" x 3" x .095 mild steel tubing. Frame may be "X" braced.
- 3. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.75 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 to OEM frame. 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, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches (48 inches for 1988-1996 GM bodies) from top center of windshield to front edge of rear hoop; maximum 13 inches (20 inches for 1988-1996 GM bodies) to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness. 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 1.75 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 3 bars, minimum 1.5 min. OD .095 wall thickness, 3 uprights. 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. May use later model bodies on earlier frames, ie: 1988-1996 Cutlass, Grand Prix, Lumina, Regal or Monte Carlo body on 1978-1987 GM 108 inch wheelbase full frame. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose and tail pieces 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. Rear edge of trunk may be trimmed and rear tail light support removed only if aftermarket tail piece is used. All windows must remain open, except opera windows may be covered with clear lexan, no decals. All 'B' pillars may be trimmed to minimum 2 inch width, must remain within OEM location. 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, unaltered (may be altered for clearance around the mufflers only) and in OEM location, must seal all holes with min. 22 ga. steel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. 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. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. Exceptions are: weight jacks allowed - must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way. Single hole shock mounts only.
8. **STEERING:** No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: bolt on spindle savers allowed, OEM steering column may be replaced with steel knuckles and steel steering shafts (*collapsible recommended*). Quick release required - steering quickener 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. No independent rear suspension. Rubber or nylon control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. Shocks may be moved.. Upper control arm mounts on rear end must be level with each other.
12. **REAR END:** Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars (panhard bars allowed if stock for frame, must be OEM components in stock location). All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. No adjustable lowering blocks. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick change devices. One piece drive flange only. 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:** Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No chemical softening, conditioning, or grooving of tires. Tires may be ground or siped within confines of tread (not past factory straight line). Wheels must be of steel construction, maximum 8" wide, 15" diameter (no tolerance) maximum offsets of 2" to 4" may be used. May use 1 (one) IMCA approved bead lock, on any location at owners/drivers discretion. Steel bolts only. Foam type or plastic outer mud cover allowed on right side wheels. No bleeder valves. Lug studs minimum of ½" diameter.
- 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. Vented rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new). No floating brakes. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed.
- 16. EXHAUST:** Unmodified, OEM cast iron exhaust manifolds only. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through 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, two per car, one per header. No merge collectors. No exhaust sensors.
- 17. FUEL SYSTEM:** Mechanical OEM type push rod fuel pumps only. 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 500 c.f.m. Holley – model 4412, or any 2 bbl carb. that will bolt to unmodified, OEM 2 bbl cast iron intake. Air bleeds cannot be removed. 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.
- 18. FUEL:** Gasoline only. Racing fuel allowed. 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:** Track option to enforce a minimum weight limit of 3,150 pounds, after race with driver in car. No tolerance. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.
- 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. Only one 12 volt ignition box

allowed, must be out of driver's reach. No additional ignition accessories. Only change allowed to ignition box is one high-end rev-limiter. Setting can be changed through one chip only, or an internal setting inside box. No magnetos or crank triggers. 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 and automatic. No five speed (or more) transmissions, "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.

**Manual:** Must be OEM or OEM replacement case and have a working OEM style (no multi disks) clutch inside explosion-proof steel bellhousing or 1/4" steel fabricated scatter shield, - minimum 270 degrees around top of clutch/flywheel area. No aluminum flywheels. All flywheels must retain OEM dimensions, and minimum 35 pounds bare weight of the flywheel.

**Automatic:** Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump and torque converter. OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate.

**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.

**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, Chrysler with Chrysler. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground.

**24. ENGINE SPECIFICATIONS:** Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. No cubic inch limit. Full roller rocker arms allowed. No stud girdles. Flat tappet cam/lifters only, cannot alter lifter bores. No mushroom lifters.

**INTAKE:** Unaltered, approved OEM cast iron low rise, two- or four-barrel. 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. No bow tie or high rise intakes. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. 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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