

Diamond Mountain Speedway 2022 Pure Stock

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and 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 PUNLICATIONS 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 ALERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

This is a stock car class and every part must remain stock unless otherwise specified.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track.
 - Full face snell-rated SA2000, SA2005 or SA2010 helmet required. No motocross helmets allowed.
 - Roll bar padding required on all bars within reach of the driver. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck (or head and neck restraint) required. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
 - Right and left seat head supports required if not using head and neck restraint system.
 - Driver-side window net required, 16" x 20" ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.
 - Minimum 3" (2" with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old.
 - 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 or truck, 1964 or newer, full frame or unibody.
Minimum 101 inch wheelbase. Frame must match body. GM to GM, Ford to Ford, Chrysler to Chrylser AND Wheelbase to Wheelbase.
 - Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with 2" x 3" steel tubing with 0.095" wall thickness. Factory seam must remain visible.
 - Uni-body car must have 2x3" .120 wall minimum square tubing welded to and connecting front and rear frame sections with cage welded to tubing. (Floor may be channeled to allow tubing to be connected.) OR 12 x 12 x 1/8" steel plates on top and beneath floor, bolted each corner through floor with 1/2" bolts, and top plates welded to four main roll cage posts.
 - Trucks will follow the same rules with the understanding the height of the bumpers are lowered to match the bumpers of the class they are running in.

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3. Roll Cage:

- Main cage must consist of continuous hoops, minimum 1.75" O.D. tubing, with a minimum wall thickness of 0.095", low carbon or mild steel recommended. 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 an "X" brace, consisting of one full horizontal and one full diagonal bar. Front down bars must be tied together, passenger side front down bars must be maximum 11" in from top of door. 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" OD tubing, with 0.083" 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" 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" O.D. with 0.095" wall thickness.
- Four door bars required, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.
- Steel door plates, 18 gauge or 0.049" 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 5" in front of seat. Must be visible for inspection.

5. BODY:

- Must be an approved, unaltered OEM body 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 with 18 gauge steel.
OEM or aftermarket plastic nose and tailpiece allowed. (recommended to match body). All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, (You can build replacement parts using the same gauge OEM steel metal and replace panels with stock appearing panels same weight & size as OEM.Overlapping of body panels permitted. 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. Trunk floor must be removed over rear end housing, entire trunk floor may be removed.
- All windows must remain open. Maximum 7" metal sun visor may be added to top of windshield opening.
- Wheel openings may be trimmed for tire clearance.
- Rocker skirt/flare allowed between tires only, cannot extend outside tires.
- Car number must be minimum 4" thick and 20" tall and clearly visible, on both sides, top and back of car, and front if possible.
- No spoilers allowed.
- Must run a total of 2 hood pins across the front of the hood with 2 hood pins securing the rear of the hood, or use of the rear hood hinges.

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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" bolts. Seat must remain inside all confines of roll cage.
- Driver must be sealed off from track, driveline, engine and fuel cell.
- Kick and rocker panels may be removed.
- Front OEM firewall, floor pan and rear firewall must remain stock and in stock location. Dash must be flat, rear can be no higher than front, except for cowl in front of driver.
- No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, cannot connect to top of door.
- All holes in firewalls must be covered with metal.
- 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.
- OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed.
- No rebuildable ball joints. No spring spacers, chains or cables.
- OEM upper A-Frame may be replaced using aftermarket upper A- frame (steel or aluminum cross shaft allowed).

8. STEERING:

- All components must be steel unaltered OEM, in OEM location and match frame.
- OEM steering column may be replaced with steel steering shafts (Recommended: collapsible steer shaft). Steel knuckles only.
- Steering quickeners (Allowed)
- Steering wheel and quick release are (Recommended) may be aluminum.

9. SHOCKS:

- One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel.
- No bulb-type, threaded body, coil-over, air, or remote reservoir shocks.
- Maximum 2.125" O.D. shock body.
- Maximum retail value on shocks will be no more than \$100

10. SPRINGS:

- One steel spring per wheel only in OEM location.
- Aftermarket springs and spring shims allowed.
- No progressive or coil springs allowed.
- No spring rubbers allowed.
- Any weight jacks must be welded solid or removed.

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11. REAR SUSPENSION:

- All components and mounts must be steel, unaltered, OEM, in OEM location and match frame. - OEM rubber control arm bushings only.
- No independent rear suspension.
- No sway bars, panhard bars, spring spacers, extensions, chains or cables.

12. REAR END:

- Factory rear end for make and model only.
- Ford 9" allowed must be mounted in OEM mounts as per car make & model. - OEM solid steel axles only.
- Ring gear, center section and yoke cannot be lightened.
- Steel or aluminum U-joint caps allowed. Must be welded spider gears, open, or mini spool. No torque dividing mini spools or differentials.
- Maximum rear gear ratio is 4:11

13. BUMPERS/RUB RAILS:

- No sharp edges allowed on bumpers, rub rails or bolts.
- Bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted.
- No bars past outside edge of body other than rub rails. - Aftermarket: Fabricated tubular bumpers allowed.

14. TIRES/WHEELS:

- Any DOT 205/75/15 or 215/65/15 tire or G60/15 Hoosier, American Racer or unaltered Hoosier 500 race tire with IMCA stamped on the sidewall or Towel city retread.
- 8" wide wheel maximum. IMCA stamped or racing wheel is recommended.
- No snow, or all-terrain tires. No softening or conditioning.
- No wheel spacers. No bleeder valves. No bead-locks allowed. - 1" O.D. steel lug nuts required, min. of 5/8's lug studs.

15. BRAKES:

- Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, disc (front) and drum (rear) brakes, must match frame or rear end.
- Full OEM backing plates, no aftermarket.
- OEM master cylinder must be in OEM location.
- No antilock brake systems. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster.
- Steel brake lines only, must be visible.
- No oil bath front hubs.
- Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

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16. EXHAUST:

- OEM cast iron exhaust manifolds or headers!

- Exhaust must extend past firewall and must remain dual, "NO Y Pipes" Crossover pipes and mufflers are at your optional not mandatory. - No exhaust sensors or wrap.

17. FUEL SYSTEM:

Stock gas tank must be removed and replaced with SFI approved fuel cell recommended to hold 8 gallons minimum 22 gallons maximum. Fuel cell must be enclosed in a 22 gauge steel container. Container must be securely mounted behind the driver in truck area. Must have all fuel lines sealed in pipe conduit, running over or under floorboard in one solid pipe from truck to engine compartments. Fuel system must be well protected from rupture and must have a check valve in vent line or hose.

18. FUEL & Carburetor

- Pump gasoline only. No racing fuel allowed. No E85.
- No performance enhancing or scented additives.
- Fuel must pass both dielectric meter and chemical tests.
- Any two or four barrel carb that is a factory replacement type carb 670 cfm or less is allowed.
- Unaltered Holley 500 cfm two barrel non race version (Choke horns may not be removed.) - Factory spec carbs (Holley, Edelbrock, Rochester, Carter afb, ect...) - Maximum of 1" carburetor adaptor/spacer allowed.

19. WEIGHT:

- Minimum Weight limit 2950 lbs after main events with driver in car.

20. BALAST:

- All ballast must be safely fastened and painted white with car number.
- All mounting is subject to tech officials approval.
- No titanium, magnesium or carbon fiber products or sand bags.
- No gun-drilled, tubular, hollow bolts or studs. - Steel fasteners only.

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22. BATTERY/STARTER:

- One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered.
- Battery must be in Marine type case if mounted in driver compartment.
- Start 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.
- Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".

23. GUAGES/ELECTRONICS:

- No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver 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 distributor only. Ford/Chrysler may use HEI distributor. No billet distributors on crank triggers.
- Ignition rotor, cap, coil and module must remain OEM-appearing.
- No ignition boxes. All wiring must be visible for inspection.
- OEM type alternator with internal regulator allowed. No electronic traction control devises.

24. TRANSMISSION/DRIVE SHAFT:

- All forward and reverse gears must be operational.
- Manual: Must be unaltered OEM three or four speed, OEM steel clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing – minimum 270 degrees around top clutch and flywheel area. Can use a heavy rubber belting also. OEM steel unaltered flywheel only. No lightweight or high performance clutch, pressure plate, flywheel or bellhousing. Hydraulic clutch release bearing allowed. (Parts must be ordinary street parts, no racing parts what so ever.)
- Automatic: Must be unaltered OEM, with unaltered OEM pump, and remain original. Must have oil filled OEM torque converter. Must have heavy rubber belting or an approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. (i.e. Speedway pt# 910-48327)
- Drive Shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white and labeled with your car number. Two 360- degree driveshaft safety loops required.

25. ENGINE COMPARTMENT:

- Minimum engine height will be 12" measured from the front or rear center of the crankshaft to the ground.
- No engine offset or set back allowed.
- Must run stock belt driven mechanical water pump mounted in stock location.
- All engine mounts must be in stock location only and may be replaced with any type of mount. Rear mounts may be added.
- FM frame and cross member may not be altered for GM engine placement. Engine mount holes cannot be removed or altered on block.
- No midplates allowed.
- Radiator must be mounted in front of engine. Cooling system may be modified. Must have a overflow catch can. Electric fans allowed.

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26. Engine;

- Any American make engine allowed. OEM steel passenger vehicle production block only.
- No GM Bowtie, Ford SOV or Chrysler W components allowed. Stroke must match block (No Stokers must be OEM configurations only).
- Flat top or dish pistons only.
- OEM length and weighing replacement steel rods only.
- OEM hydraulic cam & lifters. Maximum valve lift is .460 and will be checked at valve.
- OEM firing orders only (GM 18436572)
- 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed.
- Unaltered OEM harmonic balancer only.

27. CYLINDER HEADS;

- Unaltered steel OEM production heads only.
- Vortec, Camelback, Angle Port or any other factory type heads allowed.
- No guide plates or stud girdles
- OEM stamped steel rocker arms only.
- OEM valve springs only. (1.250 maximum O.D. valve spring. No beehive valve springs allowed.)

28. Intake;

- Any cast iron or aluminum duel plane intake allowed however the distance from the plenum floor (at the lowest point) to the carburetor mounting surface cannot exceed 4". You cannot mill the top of the intake to accommodate the 4" rule. The 1" maximum carburetor spacer rule is included in the 4" measurement.

29. 602 cate engines

- Refer to the IMCA hobby stock rules to run this engine.

30. EIRI; (Except in rare instances) Decisions of officials are final and binding without exception. In some cases track safety rules may take precedence – any rule discrepancy should be brought to the attention of track management. DMS retains the right to change rules as it deems necessary.

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