

DIAMOND MOUNTAIN SPEEDWAY
2024 PURE STOCK / YOUNG GUNS CLASS RULES

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 EXPRESS 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 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 OR SPECIFICATION. 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 the parts must remain stock unless otherwise specified.

A. SAFETY EQUIPMENT

1. Must meet all Safety Equipment requirements at all times the car is on track.
2. Full face snell-rated SA2010, SA2015 and SA2020 helmet required. No motocross helmets allowed.
3. Roll bar padding required on all bars within reach of the driver while seated in the car. Fire retardant padding is recommended.
4. SFI approved full fire suit required. SFI approved fire retardant gloves and shoes required.
5. SFI approved neck or head/neck restraint required. Right & left seat head supports required if no head/neck restraint system.
6. Driver-side window net required that is 16" x 20" ribbon or mesh style, mounted to roll cage, latch at top front of the window.
7. SFI approved five-point safety belt assembly required. Must be mounted to the main roll cage. Must be a minimum of 3 inches wide or 2 inches if used with a head and neck restraint system. Recommended: Safety belts no more than two years old.

B. FRAME

1. Frame must be American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody.
2. Minimum 101 inch wheelbase.
3. The frame must match the body (i.e., GM to GM, Ford to Ford, etc). Frame must match wheelbase to wheelbase.
4. The rear of frame behind the rear tires must be no further forward than one inch behind factory seam. May be replaced in OEM location with 2" x 3" steel tubing with 0.095 inch wall thickness. Factory seam must remain visible.
5. Unibody cars must have 2" x 3" with 0.120 inch wall minimum square tubing welded to and connecting front and rear frame sections with cage welded to tubing.
6. The floor may be channeled to allow tubing to be connected OR 12" x 12" x 1/8 inch steel plates on top and beneath floor, bolted each corner through floor with 1/2 inch bolts and top plates welded to four main roll cage posts.

C. ROLL CAGE

1. The main roll cage must consist of continuous hoops, minimum 1.75 inch OD tubing with a minimum wall thickness of 0.095 inch. Low carbon or mild steel recommended.
2. Four post roll cage required. Front down bars and rear hoop must be welded to the OEM frame.
3. The driver's head must not protrude outside the cage with helmet on.
4. The rear hoop must have an "X" brace consisting of one full horizontal and one full diagonal bar.
5. Front down bars must be tied together. Passenger side front down bars must be maximum 11 inch from top of door. Minimum one cross bar in top halo. May have a maximum of two horizontal bars in addition to the bar tying front frame horns together for radiator protection. Must be behind the bumper within confines of the body and no wider than stock frame horns.
6. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing with 0.083 inch wall thickness.
7. Fuel cell protection required. Must be mounted frame rail to frame rail no higher than fuel cell and inside trunk area with maximum 1.75 inch OD tubing. Foot protection bar required. All bars must be inside the body.

D. DOOR BARS

1. All door bars and uprights must be minimum 1.75 inch OD with 0.095 inch wall thickness.
2. Four bars required on both sides. Must be parallel to ground and perpendicular to the driver.
3. Minimum of four uprights tied from frame to top door bar on driver side. Minimum three uprights on passenger side.
4. Steel door plates required. Minimum thickness of 18 gauge or 0.049". Must be welded to outside of door bars on the driver's side. Plate must cover area from top door bar to frame & rear down post to 5" in front of seat. Must be visible for inspection.

E. BODY

1. Must be an approved, unaltered OEM body that is centered over wheel wells (front to rear and side to side).
2. Body and engine must match.
3. Sunroofs and T-tops must be enclosed with 18 gauge steel. OEM or aftermarket plastic nose and tailpiece allowed.
4. All body panels must be gutted, including fenders, doors, hood, roof, quarters, and trunk.

5. Replacement parts are allowed that use the same gauge OEM steel metal and replace panels with stock appearing panels of the same weight and size as OEM.
6. Overlapping of body panels permitted.
7. Hood must be separated from fenders, in OEM location, with rear sealed off from the driver compartment with metal.
8. All inner wheel wells may be removed.
9. Trunk floor must be removed over rear end housing. The entire trunk floor may be removed.
10. All windows must remain open.
11. A maximum 7 inch metal sun visor may be added to the top of the windshield opening.
12. Wheel openings may be trimmed for tire clearance.
13. Rocker skirt/flare allowed between tires only. Cannot extend outside tires.
14. The car number must be a minimum 4 inch thickness and 20 inch tall and clearly visible. The number must be on both sides and top of the car. Additional numbers should be placed on the front and rear of the car.
15. Must run two hood pins across the front of the hood.
16. Must run two hood pints securing the rear of the hood or rear hood hinges. No spoilers allowed.

F. DRIVER COMPARTMENT

1. Minimum of three windshield bars in front of the driver.
2. Aluminum high-back seat only. Must be bolted using minimum 0.375" bolts. Seat must be inside all confines of the roll cage.
3. The driver must be sealed off from track, driveline, engine, and fuel cell. Kick and rocker panels may be removed.
4. 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.
5. No cockpits, interior must be open. Inner panel on outside of passenger door bars allowed. Cannot connect to top of door.
6. All holes in firewalls must be covered with metal. No driver adjustable devices allowed. No mirrors.

G. FRONT SUSPENSION

1. All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
2. OEM rubber A-frame bushings only. No spring spacers, chains, or cables.
3. OEM or OEM replacement ball joints allowed. No rebuildable ball joints allowed.
4. OEM upper A-frame may be replaced using aftermarket upper A frame (steel or aluminum cross shaft allowed).

H. STEERING

1. All components must be steel unaltered OEM in OEM locations and match frame.
2. OEM steering columns may be replaced with steel steering shafts. Collapsible steering shaft recommended.
3. Steel knuckles only. Steering quickeners allowed. Steering wheel and quick release are recommended - may be aluminum.

I. SHOCKS

1. One unaltered steel, non-adjustable, OEM mount shock in OEM location per wheel.
2. No bulb-type, threaded body, coil over, air, or remote reservoir shocks.
3. Maximum 2.125 inch OD shock body. Maximum retail value on shocks must be no more than \$200 per shock.

J. SPRINGS

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

K. REAR SUSPENSION

1. All components and mounts must be steel, unaltered, OEM parts in OEM location.
2. All components must match the frame. OEM rubber control arm bushings only.
3. No independent rear suspension. No sway bars, panhard bars, spring spacers, extension, chains, or cables allowed.

L. REAR END

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

M. BUMPERS/RUB RAILS

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

N. TIRES

1. May run any of the following types of tires:
 - a. Any DOT 205/75/15 or 215/65/15 tire

- b. G60/15 Hoosier tire with IMCA stamp on sidewall
 - c. American Racer tire with IMCA stamp on sidewall
 - d. Unaltered Hoosier 500 tire
 - e. Towel City retread
2. Maximum 8 inch wide wheel. No snow or all terrain tires. No softening or conditioning of tires.
 3. No wheel spacers. No bleeder valves. No bead-locks.
 4. 1" OD steel lugnuts required with a minimum of 5/8 inch lug studs.

O. BRAKES

1. Steel, unaltered OEM, or unaltered OEM replacement brakes only.
2. Must be operational on all four wheels. Disc on front and drum on rear brakes. Must match the frame or rear end.
3. Full OEM backing plates. No aftermarket plates allowed. OEM master cylinder must be in OEM location.
4. No anti lock brake systems. No aftermarket brake pedal assemblies, brake shut-off, or bias adjuster allowed.
5. Steel brake lines only. Must be visible. No oil bath front hubs.
6. Hubs/rotors, axle flanges, and drums may be changed to different bolt patterns and larger studs.

P. EXHAUST

1. OEM cast iron exhaust manifolds or headers required. Muffler turn down pipes optional but recommended.
2. Exhaust must extend past the firewall and must remain dual.
3. No "Y" pipes or crossover pipes. Mufflers are optional. No exhaust sensors or wraps.

Q. FUEL SYSTEM

1. The stock gas tank must be removed and replaced with a SFI approved fuel cell.
2. Recommend that the fuel cell hold 8 gallons minimum and 22 gallons maximum.
3. The fuel cell must be enclosed in a 22 gauge steel container.
4. The container must be securely mounted behind the driver in the truck area.
5. Must have all fuel lines sealed in conduit, running over or under floorboard in one solid pipe from trunk to engine compartment.
6. The fuel system must be well protected from rupture. Must have a check valve in the vent line or hose.

R. FUEL AND CARBURETOR

1. Fuel may be pump gasoline or racing fuel. No E85.
2. Fuel must pass both dielectric meter and chemical tests.
3. Any two or four barrel carb that is a factory replacement type carb 670 cfm or less is allowed.
4. The following carburetors are allowed unaltered Holley 500 cfm two barrel non race version or Factor spec carbs (Holley, Edelbrock, Rochester, Carter, etc.)
5. Choke horns may not be removed. Maximum of 1 inch carburetor adaptor/spacer allowed.

S. WEIGHT

1. Minimum weight 2950 pounds after each race with the driver in the car.

T. BALLAST

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

U. BATTERY / STARTER

1. One 12 volt passenger car battery allowed, securely mounted between & above frame rails. Positive terminal must be covered.
2. The battery must be in a marine-type case if mounted in the driver compartment. Starter must be bolted in the OEM location.
3. The car must have capability of starting without being pushed or pulled.
4. Cars must leave the initial staging area on demand, unaided, or go to the rear of that race.
5. Kill switch required. Must be within easy reach of the driver. Must be clearly marked "OFF" and "ON."

V. GAUGES / ELECTRONICS

1. No unapproved cameras, transmitting, or listening devices allowed. No two-way radios.
2. One-way RACEceiver radio with official transmitting is required.
3. No electronic monitoring devices capable of storing or transmitting information allowed. Memory recall analog tach is allowed.
4. 12 volt ignition system and OEM HEI distributor only. Ford / Chrysler may use a HEI distributor.
5. No billet distributors on crank triggers.
6. Ignition rotor, cap, coil, and module must remain OEM appearing. No ignition boxes. All wiring must be visible for inspection.
7. OEM type alternator with internal regulator allowed. No electronic traction control devices allowed.

W. TRANSMISSION / DRIVE SHAFT

1. All forward and reverse gears must be operational. No racing parts allowed.
2. Manual Transmission: 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 heavy rubber belting. 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.

3. Automatic Transmission: Must be an unaltered OEM with an unaltered OEM pump. Must 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 the flexplate.
4. Drive Shaft: Steel drive shaft minimum 2.5 inch diameter and slip yokes only. The drive shaft must be painted white and labeled with your car number. Two 360 degree driveshaft safety loops required.

X. ENGINE COMPARTMENT

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

Y. ENGINE

1. Any American make engine is allowed. OEM steel passenger vehicle production block only.
2. No GM Bowtie, Ford SOV, or Chrysler W components allowed.
3. Stroke must match the block. No strokers allowed. Must be OEM configuration only.
4. Flat top or dish pistons only. OEM length and weighing replacement steel rods only.
5. OEM hydraulic cam and lifters only. Maximum intake valve lift is .465 inch and will be checked at the valve.
6. OEM firing orders only (GM 18436572). Wet sump oiling system only. Steel oil pans only. Racing oil pans allowed.
7. Unaltered OEM harmonic balancer only. 602 Crate Engines allowed based on IMCA Hobby Stock rules.

Z. CYLINDER HEADS

1. Unaltered steel OEM production heads only. Vortec, Camelback, Angle Port, or any other factor type heads allowed.
2. No stud girdles. OEM stamped steel rocker arms or stamped steel roller tips only.
3. OEM valve springs only. 1.250 minimum OD valve spring. No beehive valve springs allowed.

AA. INTAKE

1. Any cast iron or aluminum dual plane intake allowed.
2. The distance from the lowest point of the plenum floor to the carburetor mounting surface cannot exceed 4 inches.
3. No mill-topped intake to meet the 4 inch rule allowed.
4. The 1 inch carburetor spacer rule is included in the 4 inch measurement.

BB. OFFICIAL RULE

1. Decisions of officials are final and binding without exception.
2. In some cases track safety rules may take precedence over Pure Stock Rules.
3. Any rule discrepancy should be brought to the attention of the race director.
4. Diamond Mountain Speedway retains the right to change rules as it deems necessary.
5. Racecar must display number as assigned by track personnel. It must be a minimum of four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.

CC. Transponders

1. Mandatory myLaps transponder. Must be located on bottom right side of firewall.
2. If you use a rental from DMS, an approved pouch is required.

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