

DIAMOND MOUNTAIN SPEEDWAY TRACK 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.

A. GENERAL RULES

1. No driver or crew member may enter the racing area until he/she has completed all releases, registrations, and/or entry forms. No person shall be allowed to sign release and waiver sheets for anyone other than themselves.
2. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and the driver shall take part in any arbitration with the officials.
3. No fighting. Any fighting or physical assault will result in first violation, minimum \$500 fine and two race suspension. Second violation, minimum \$1000 fine and minimum one year suspension.
4. No driver or pit member shall subject officials to abuse or improper language.
5. No driver changes will be made at any time without previous notification of officials. All changes must be made in the pits only, at discretion of the officials.
6. Driver is responsible for the conduct and actions of their crew members.
7. Unsportsmanlike conduct or participating in any action or activity considered detrimental to DMS at any event or on social media, by drivers, owners, and/or pit crews shall be grounds for disqualification and/or punitive action by DMS. Unsportsmanlike conduct and/or verbal assault of officials will result in first violation minimum \$100 fine and/or suspension. Second violation is a minimum \$250 fine and minimum two race suspension. Third violation is a minimum one year suspension.
8. Any driver or race car under suspension may not participate in any DMS events.
9. DMS has the right to permanently ban racers, race teams, spectators, individuals, entities or anyone determined by the board. This permanent ban is not refutable.
10. No driver, car owner, or mechanic shall have claim for damages, expenses, or otherwise against DMS, promoter, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owner, driver, and mechanic agrees the track is in safe condition if they take part in racing activities.

11. All drivers, car owners, and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or en route to or from the premises.

12. The driver is qualified and receives points, not the race car. Any driver wishing to change cars or engine options must start at the rear of that race.

B. LINE-UP PROCEDURES

1. First night, all drivers are drawn for heat races. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2. For all future track points nights scheduled for the season, heats are lined up by driver's three-event point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average track points earned in driver's three most recent appearances in weekly points events at the track. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at the discretion of officials.

3. "B" mains are lined up straight up from heats with highest finishers to front.

4. When one heat is run, top five qualifiers will be inverted for feature lineup according to three-event track point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event track point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three event track point average. Officials reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features.

5. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

6. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.

7. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.

8. Track option to line up season championships straight up by total points.

9. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups.

10. Rookie drivers are defined as drivers who have not raced for one full season. Rookie drivers are required to have a full line across their back bumper with bright yellow duct tape or vinyl.

C. RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials.

2. Promoter and officials will not be responsible for allowing a late entry to compete. Rejection of entrants at any given time is allowed but pit gate closing time should be known to all competitors.

3. Any driver not ready to compete when called may be sent to rear of starting line-up, or left out of balance of program at discretion of official in charge.

4. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials.
5. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race. No driver, car owner, pit man or crew member may use any signaling device for purpose of signaling competitors.
6. If track has pre- or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points.
7. No race is official until officials make declaration of final scoring of positions.
8. No race car is to receive assistance after white flag is displayed and all finishes must be made under car's own power or momentum.
9. No person shall be allowed on track during a race except officials.

D. POINT STRUCTURE

1. The driver is qualified and receives points, not the race car.
2. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less, with 24th position in feature worth 17 points.
3. If track runs a 'B' feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Sixth position and back in 'B' feature receives 11 points. This applies to all 'B's, even if more than one is run.
4. Drivers must compete in heat race or feature to receive any points (minimum 11 points) – NO SHOWUP POINTS.
5. If no points are awarded, the event will not be figured into driver's point average.
6. Should a driver qualify for 'B' feature or 'A' feature, and is unable to compete, they will be scored in last position and receive points accordingly.
7. In the event of a track running make-up features, if driver competes in first feature, but is unable to compete in second feature (crash, blown engine, etc.), driver will receive last position points in 'A' or 'B' feature, accordingly.
8. If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
9. Track standings are based on driver's total cumulative points at that track.
10. TIE-BREAKER: Should two or more drivers have the same point totals at season end in track, number of sanctioned 40-point feature wins will decide tie-breaker, then 39-point finishes, then 38-point finishes, etc.

E. ORDER OF EVENTS

1. The order of events and race line ups will be listed in myRacePass. This is a free app available on all smartphones.
2. Driver is responsible to know the running order and be on time for all races.
3. Line up in the staging area two races prior to the white flag on the race prior to your race. If driver and car are not there prior to this time, the line-up official has the option to place the driver and car at the tail of the field. If driver and car are not in staging when the event pulls onto the raceway, driver and car will be denied entry and returned to their pits.

F. TIME LIMITATIONS

1. Drivers will be allowed one minute per lap to complete the event.
2. The flagman or race official will point at their watch indicating the race time has elapsed.
3. If the race is not at the halfway point and the full time has elapsed, yellow flag laps will begin to count toward race completion.
4. It is possible to finish the event under the yellow.
5. If the race is past the halfway point and the full time has elapsed, drivers will be allowed one opportunity to go to the checkered flag or yellow, whichever occurs first. The flag man or pit official will point at their watch indicating time has elapsed.

G. TECH INSPECTION

1. DMS and its officials reserve the right to inspect racecar at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all illegal parts. It is the responsibility of the driver and crew to disassemble racecar for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fine and/or suspension.
2. Approval of racecar by inspector shall mean only that it is approved for participation in a competitive event and shall be construed in any way to mean that it is guaranteed technically sound, safe, or completely legal. DMS and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries, or death resulting from same.
3. Any car, under protest or claim, taken from premises without first clearing with official in charge with subject car and driver to disqualification and forfeiture of prize money and points.
4. Only driver allowed in tech/claim area unless tech official allows a crew member to assist.

H. PIT CONDUCT

1. Consumption of alcoholic beverages by driver or his/her crew in advance of, or while competing in any program is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine of no less than \$250. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension and/or fine of no less than \$250. Alcohol may be consumed after all main events are completed.
2. If a driver or associated pit member enters another pit area and there is a fight, the offending car and driver will receive an automatic one race suspension.
3. If a driver or associated pit member pushes an official, there is an automatic one race suspension.
4. If a driver or associated pit member incites trouble that requires the law, there is a four race suspension.
5. If a driver or associated pit member strikes an official, there is an automatic one year suspension.

I. SANCTIONING BODIES

1. International Motor Contest Association (IMCA) Classes will refer to the IMCA rule book and procedures along with the Diamond Mountain Speedway Track Rules. In the event a rule

conflicts between IMCA's rule book and DMS rules, DMS rules shall prevail so long as it does not cause a driver to be fined or otherwise penalized by IMCA.

2. Dwarf Cars will refer to the Western States Dwarf Car rule book. DMS rules shall prevail in the event a rule conflicts between Western States Dwarf Car rules and DMS.

Revised 02/18/24.

End