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PREFACE

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 Big Diamond Speedway and by participating in these events, all Big Diamond Speedway competitors/members are deemed to have to comply with these rules. No express 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 participants, spectators, or others.

It is understood that for and in consideration of the grant of a pit pass, the holder does hereby release, indemnify and save harmless the management, promoters, and owners of Big Diamond Speedway of and from any and all liability, negligence, or otherwise and from any and all claims, suit, actions, and demands for damages due to personal injury, death, or damage to personal property, which may arise from accident, third parties, or otherwise while on the premises of Big Diamond Speedway and agrees that by accepting a pit pass is the holder therefore expressly assuming the risk of injury including death, to himself/herself or injury to his/her personal property while on said premises.

Management reserves the right to make amendments to rules for safety or other considerations, or when deemed beneficial to the majority of competitors. Products or devices not specifically mentioned in this rule book are not necessarily legal and said products or devices will be evaluated on an individual basis to determine if they are in the best interest of racing competition. Management reserves the right to outlaw any product or device not specifically permitted by this rule.

IMPORTANT NOTICE:

READ CAREFULLY

All rules relating to construction and safety of cars are an absolute minimum protection and in no way guarantee your safety. The structural integrity of your car and the safety thereof is totally the responsibility of you and your car manufacturer. You must understand that automobile racing is a very dangerous sport and that all contained rules and regulations are merely procedures that are to be followed in order to produce good competition. Even after strict compliance with the same, injury and/or death may occur as a result of your competing in auto racing. Any and all products, devices, or parts found to be illegal under the provisions of this rule book will be confiscated by the racetrack and not returned. Refusal or failure to surrender said illegal products, devices, or parts to the racetrack upon demand at the time of the rule infraction shall result in an immediate suspension of the illegal car and the driver from the track. A fine of up to \$5,000 may be enforced by Big Diamond Speedway.

GENERAL RULES, REGULATIONS AND PROCEDURES

**Anything not covered in rule book is subject to official's discretion. **

**BECAUSE IT IS NOT ADDRESSED, DO NOT ASSUME IT IS LEGAL! **

1. Management reserves the right to reject any entry.
2. All rulings by the technical inspector and scorers are final.
3. AMB/TR2/X2 Transponders are mandatory.
4. Driver assumes responsibility for the action of their pit crew at all times and shall be the sole spokesperson for their car owner and pit crew in any and all matters pertaining to the race event and with officials in charge.
5. Raceceivers in good working order MUST be used while cars are on the track. Only one frequency is permitted and must match the track frequency for line up and yellow flag communication purposes only. Those who refuse to listen to in car demands will be penalized.
6. No computers or computer operated components of any kind allowed in or on any racecar while on the track. Transponders are the exception.
 - a. No traction control of any kind. No GPS units or GPS components.
Anyone found with traction control will receive a \$10,000 fine and a 1 month suspension.
7. Driver is responsible for any person or persons signed into the pits with their crew.
8. Please refrain from the use of profane language and repeated criticism of officials. This could result in suspension of car and driver. Driver is responsible for their crew.
9. Alcoholic beverages are not allowed in the pits until the racing events are completed. Violators will be suspended from competition for a time designated by officials. Driver is responsible for their crew.
10. No one is permitted in the infield and scoreboard area with the exception of officials, fire crew, paramedics, tow crew, and photographers. Credentials are required. Driver is responsible for their crew.
11. Any unsportsmanlike conduct on the racetrack or pit area may lead to disqualification of car or driver for a time designated by officials.
 - a. Anyone fighting in the pits or on the track will be subject to disciplinary action.

- b. Any driver who exits their car on the track and goes after another driver will be subject to disciplinary action.
 - c. WE WILL NOT TOLERATE FIGHTING.
12. Drivers and pit crew should stay in their own pit. Anyone in a fight at another driver's pit area will automatically be at fault. Anyone caught fighting will result in a \$5,000 fine and/or a two (2) week suspension. Final decision will be made by officials.
 13. There will be no harassment of officials, tow truck operators, fire crew, or paramedics. Anyone striking or threatening an official with bodily harm will be suspended permanently.
 14. Any driver who willfully or maliciously uses a racecar on the track or in the pit area to injure, destroy, or damage another person or personal property will be suspended plus subject to arrest.
 15. Driving infractions, such as rough riding, will be handed down at starter's discretion.
 16. No one is permitted at the pit gate or beyond the chain-link fence leading to the speedway at any time.
 - a. Exception - If crew is going to Victory Lane
 17. No one is permitted to ride in or on a racecar at any time besides the driver.
 18. Any driver involved in an accident will be checked by the ambulance crew.
 19. Any driver or pit crew going into the scoring tower and causing a disturbance will cause that driver disqualification and risk disciplinary action. Driver is responsible for their crew.
 20. All cars must take the green in the heat or consi to receive feature payout. In the event there is not a full field, and a driver cannot take the green in their heat, they will forfeit green money and start at the rear of the field.
 21. In event of more than one consi, the driver that is highest in points of the first non-qualified car will be the alternate for handicapped shows. In the event of a draw show, the alternate would be best pill draw from the first non-qualified cars.

ON TRACK RULES AND PROCEDURES

****Anything not covered in rule book is subject to official's discretion. ****

****BECAUSE IT IS NOT ADDRESSED, DO NOT ASSUME IT IS LEGAL! ****

1. A driver may get out of one car and drive another but may not get back into first car. Driver will take the rear of the next event if they qualify for. Any car changes must be communicated to the pit steward as soon as possible.
2. Practice laps at the rear of a heat race will be at official's discretion. Driver must get permission prior to tagging the rear of a heat for practice laps. When granted permission, driver will have two (2) laps and will exit the racing surface safely and without disruption to other competitors.
3. Pit steward will be announcing for each race to report to the staging lane to ensure that drivers and cars are on time for their scheduled event. The staging lane is in Turn 2. When the previous race has completed, the official with motion for those staged to safely enter the track. If you are not on the track in time for your event, you will forfeit your starting position and go to the rear of the field. If you need assistance to make it on to the track, you will also forfeit your starting position and go to the rear of the field.
4. Any car not coming out to assist in packing the track will not get hot laps for the night.
5. Once a car is reported scratched from a race, that car may not be re-entered in that race.
6. There will be no repair to a racecar while on the track. The car must be taken to the pits. No repair can be done by the tow crew. **THE TOW CREW WILL NOT HOLD YOUR CAR IN THE AIR WHILE YOU WORK ON IT. FOR SAFETY, PLEASE ALLOW THE TOW CREW TO COMPLETELY DROP AND UNHOOK YOUR CARE BEFORE YOU START YOUR REPAIRS.**
7. Caution Laps:
 - A. The driver that is responsible for bringing out the yellow and any other cars that come to a complete stop will tag the rear and be deemed as involved in the caution.
 - B. Any cars able to continue will tag the rear in the order they were running the previously scored lap.

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- C. Any cars going to the pits under caution will tag the rear behind all cars that did not leave the track in the order they return from the pits.
 - D. If you are involved in a caution and are able to drive your car to the infield or pits, please do so as quickly and safely as possible. If you are unable to move your car in the event of a caution, cooperate with the tow crew and on track officials so that your car can be moved quickly and safely.
 - E. ALL DRIVERS MUST REMAIN IN THEIR CAR UNLESS INJURED, A FIRE, OR INSTRUCTED TO BY ON TRACK OFFICIALS.
 - F. Yellow flag laps will not be scored.
 - G. Use good judgement when car malfunctions by staying out of the racing groove as not to hinder others.
8. Red Flags:
- A. All cars will come to a complete stop under red flag conditions. Any driver not doing so will be disqualified.
 - B. Car will remain stopped until the yellow caution lights return to the speedway.
 - a. Exception – specific instruction from an official to move your car safely to another location on the track.
9. Any car involved in two (2) cautions by themselves will be sent to the pits for the remainder of that race.
10. Cars running more than two (2) laps down or hopelessly out of competition and creating a hazard, will be black flagged at the starter's discretion.
11. Cars moving through the infield and pit area will do so with extreme caution. Any driver in violation will be suspended.
12. Cars exiting the racetrack will do so in Turn 1 ONLY. Anyone exiting elsewhere will not be able to return to the track for the remainder of that race.
- a. Exceptions - You can exit in Turn 2 if you are instructed to scale by the race director or to exit under caution by an on track official.

TECH AND SAFETY RULES AND PROCEDURES

1. Management has the right to tech any car at any time at no cost or protest fee. Refusal will result in forfeiture of all monies earned at the particular event or if prior to competing, the right to compete. This includes inspection of sealed engines.
2. Any deviation to the following rules must be passed by the technical inspector.
3. Quick release safety belt and shoulder harnesses must be used and must be made of 3" nylon. All belts and arm restraints must have the date of manufacture and may not be in use for more than 2 years from the date of manufacture. Anti-submarine belts and arm restraints must be used at all times when the car is on the track or getting ready to go on the track (staging lane). Driver's side window net must be in place when the car is on the track and in staging lane.
4. All drivers must wear a flame resistant uniform, Nomex or similar fabric along with flame resistant gloves and shoes. kept in acceptable condition (no holes, rips, or tears). Flame resistant underwear, hood, and socks are recommended. These items will be checked from time to time and if not acceptable, must be replaced in order to compete.
5. Helmets must meet specifications set for in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute Inc. Snell Foundation Specifications SA 2015 Helmets or newer are mandatory. Helmets marked "M" for Motorcycle are NOT ALLOWED. Full-face helmets are mandatory.
6. Hoods are mandatory at all times and must extend over and to the front of the radiator cap.
7. All cars must have a self-starter that is in working condition. Cars not able to start on their own on the initial start of any race and require a "push" onto the speedway must start at the rear of the field.
8. **2-WAY RADIO OR TRACK TEAM COMMUNICATIONS ARE NOT PERMITTED.**
9. Fan shield or shroud is mandatory.
10. Wheel weights are not allowed. Wheel covers are allowed outside of the wheels providing they are one piece, attached as part of the bead lock and maintain a minimum thickness of 0.95" with a 4.5" diameter center hole. All

wheel covers must be approved by management. Constructed of aluminum only. Wheel covers attached by dzus buttons are not permitted.

11. Open drive shaft cars must have a retaining hoop and/or approved "tunnel" located at the forward end of driveshaft. Drive shaft must be painted WHITE. A 1/8" STEEL PLATE UNDER THE DRIVER'S SEAT IS MANDATORY FOR ALL CLASSES.
12. No electric or cam driven fuel pumps allowed.
13. No oil coolers, breathers or oil lines allowed in or near driver area.
14. Ignition switch and fuel shut-off must be painted bright orange.
15. All mandatory safety components such as bumpers, rub rails, hoods, fenders, and body panels must be securely fastened and on the car at all times. This is subject to the approval of the technical inspector. No weighted bumpers or rub rails.
16. No two cars may look exactly alike. This will be at scorer's discretion.
17. A fire extinguisher is required, securely mounted within the driver's reach. This must be approved by the technical inspector. Gauge must be readable. An on-board Halon type (no dry powder) fire system is mandatory. Must have discharge heads in driver and fuel tank areas. Mandatory for 358 Modifieds and 602 Crate Sportsman.
18. No 4-wheel or front wheel drive cars permitted.
19. No V-6 engines allowed in any race division.
20. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel, may be suspended for the minimum of the following two race events. Major offenses, as determined by management, could result in total suspension, loss of points, and a fine up to \$10,000.
21. Ignition: All ignition wires, and ignition boxes MAY NOT PASS THROUGH OR BE LOCATED IN DRIVER'S AREA. The only exception is a single power wire. NO IGNITION WIRES may be grouped in with any other wire of any kind and may not be covered by tape or any other kind of wire loom.

ALL IGNITION WIRES must be clearly visible and routed in a way that is easy to follow. One ignition system per car. The white and any other unused wire must be clipped as close as possible to the box.

MSD #8982 start/restart control & MSD #8680 adjustable timing control or any other remote or manual timing control will NOT BE PERMITTED.

22. Engine driven fan only, any approved material.

ENGINE SEALING PROCESS

- Mandatory for weekly racing.
- Engine must be on engine stand, have oil pan, have one head removed, and timing cover installed.
- One intake valve and one exhaust valve must be removed to be weighed and to check the bowl area. Both exhaust and intake runners will also be checked at this time.
- The # 2 and # 3 head bolts on each side, and two oil pan bolts side by side, must be drilled with 1/8 inch holes for seals.
- Roadrunners must also drill the front two top timing cover bolts, along with two front intake bolts on either side, and 2 bolts on each head with 1/8 inch holes.
- The cost to seal an engine is \$200.00 if your shop is within an hour commute from the Tech Inspectors residence.
 - There will be a \$35.00 per hour charge for anything over an hour-long commute but will only charge travel one way to your shop.
 - If two or more owners want engines sealed, the cost of travel can be split between them.
- The cost of inspection is PASS OR FAIL and may be adjusted depending on cost passed on to inspection of engines from gas prices, cost of seals, or any other tooling needed to perform said duties.
- All sealed engines are STILL subject to an intense technical inspection. This is the tracks right to do so. Failure to do so will result in automatic disqualification, loss of points, pay, and handicapping.

Jim Carey – (570) 640-4171

MODIFIED RULES

ENGINE: 9:1 COMPRESSION ENGINE BLOCK: NORTH AMERICAN V-8 ENGINES PERMITTED

- A. OEM production engine blocks under 352 cubic inches but no less than 340 cubic inch displacement. Bowtie, SVO, MOPAR D.C. After market blocks, OEM copies, are permitted. OEM deck height and cam locations are required on all blocks.
- B. An inspection plug must be installed in the oil pan, 1" pipe plug minimum, in line with the first two connecting rods.
- C. 358 cubic inch (plus 3 cubic in. tolerance) is maximum displacement.
- D. Flat top or dish pistons only. No dome. No offset pins. Three ring grooves. Top of the piston may be cut for proper compressions ratio but must remain flat or dished. E. 9:1 compression ratio, maximum reading on the "Whistler" 9:4:1.

CRANKSHAFT

OEM stock production crankshaft required, must be manufactured by the manufacturer of the engine block used. No aftermarket crank allowed. Stock stroke only, no interchanging of crankshafts allowed. No bore/stroke combinations. You must use the crank for the block used.

Chevy Motor Example: If you use a 350 cubic inch Chevy block or Chevy bowtie block you must use a 350 Chevy crankshaft with a 3.48" stroke only.

The following part numbers are the only 350 Chevy cranks that may be used: Steel-1182, 1184, 2690, Cast iron-310514, 3912335, 3932442, and 3932444. Ford Motor Factory forged steel of Factory case iron and must display the factory part number.

- 1. No offset grinding of journals, stock stroke only.
- 2. No polishing, grinding or knife edging of crankshaft or counterweights. You may debur sharp edges and pattern marks on crankshaft.
- 3. They must fit OEM templates.
- 4. Drilling permitted for balancing only.
- 5. Original factory casting number must remain on the crankshaft.

6. Balancing the crankshaft will be achieved by drilling the front and rear counterweights only. All holes must be complete holes and changing the original shape of the counterweights will not be permitted. No metal removed from throw side of the crankshaft. Original templates will be used to tech the engines.
7. No roller bearing crankshafts.

CONNECTING ROD

1. Any steel connecting rod permitted.
2. The only lengths to be used are: Chevrolet 5.7", Ford 6.0", and Mopar 6.125".

CARBURETOR

9:1 and 10.5:1 spec head engines may use 650 or 750 Holley carbs. All carb dimensions must remain stock. 650 0-4777 and 750 0-4779 may remove choke horn. All Holley 650 and 750 HP and Ultra XP carbs can be used. No vacuum secondary carbs allowed. All 650 carbs use a straight bar booster except the Ultra XP which is a down leg style. All 750 carbs use down leg boosters. Boosters must be made by Holley. No individual velocity stacks allowed on carbs. Maximum 2" thick spacer between the carb and manifold. No moving parts in intake manifold or spacer. Carbs will be teched for Holley dimensions. No Dominators. After market billet base plates and metering blocks are acceptable provided, they retain stock Holley dimensions and functionality. NO 3 circuit carbs allowed.

CYLINDER HEAD

Only cast iron OEM stock production cylinder head, cast by the manufacturer of the approved engine block is permitted. Aftermarket heads are not allowed.

EXAMPLES

CHEVEROLET: Any OEM stock production cast iron cylinder head or Chevy bowtie cast iron head. Raised runner or dart head is not allowed.

FORD: Any OEM stock production cast iron cylinder head or SVO Ford cast iron head is allowed. Boss Ford raised runner head is not allowed.

CHRYSLER: Any OEM stock production cast iron cylinder head or MOPAR D.C W2 head is allowed. Hemi head is not allowed.

1. Ports may be matched to intake manifold but must not exceed 1/2" depth.

Sandblasting, bead blasting, porting, polishing and welding prohibited. Valve seat area may be opened or machined but not to exceed 1" in depth from the bottom of the valve seat. 1" depth in the valve seat area does not allow you to machine over the hump into intake ramp, machining should not be visible looking into the intake or exhaust port perpendicular to the port face.

Combustion chamber modification accepted. Head may be machined for large push rods. 3/8" thick exhaust port plates allowed. Valves must remain in stock location.

2. No acid dipping or porting permitted.
3. Conventional style Rev Kit may be used. Push rod must be removed from top, cannot be attached internally. No carbon fiber valve parts allowed.

OIL SYSTEM

No dry sump oil system and no external oil pump or oil system allowed. No air pump of any style allowed.

CAM

No overhead camshaft permitted.

FUEL

Gasoline ONLY fuel permitted. No oxygenated fuels, top lubes, performance enhancement additives or any other kind of additives permitted. The base fuel used for our testing will be the track fuel that evening. When the track fuel is not used by the competitor, the track is not responsible for any disqualification for a DIRTY fuel test. All failed results will result in disqualification.

ENGINE INSPECTION

Can/will occur at random. Big Diamond Speedway may request removal of an intake manifold, cylinder head or oil pan of any engine at any time. Any engine violation will incur the loss of ALL money for the event and a point's penalty. An engine inspection will be required before reinstatement. Sealed engines are still subject to engine inspection. All infractions deemed serious by management will result in confiscated illegal parts, up to a \$10,000 fine, and suspension.

ENGINE: BRODIX ALUMINUM SPEC HEAD

10.5:1 COMPRESSION Maximum of 10.5 on the whistler.

INTAKE

Must be cast aluminum production intake.

CYLINDER HEADS

Chevrolet #SP CH, Ford # SP FO, and Mopar #SP MO only.

1. Spec heads will be supplied with CNC bowl blend and intake port match.
2. No grinding or blending of CNC machine work.
3. No grinding, polishing, or “undercover porting” anywhere on casting.
4. No welding or epoxy permitted.
5. No titanium valves.
6. Titanium valve spring retainers are permitted.
7. Maximum valve size, 2.080 intakes and 1.600 exhausts, stem diameter 11/32”.
8. Valve angle, position, seats, and guides to remain as cast.
 - a. Bottom valve seat cut may not extend into the aluminum below the seat, except incidental contact where casting does not match the seat I.D. Not to exceed approximately one-third the diameter of the seat.
9. No altering or reshaping valve guides.
10. Angle milling maximum 1.0 degree.
11. Serial numbers will remain untouched.
12. Brodix is the authorized repair facility. Notifications, authorization and documentation must be supplied to Big Diamond Speedway for all repairs.

CRANKSHAFT

Any forged or cast steel crankshaft, OEM stroke for engine block used, is permitted.

CONNECTING RODS

Solid steel only, any length.

PISTONS

Flat top or inverted dome 3 ring only, compression ratio Maximum 10.5:1. 362 cubic inch maximum. Chevy 4.070 bore x 3.480 stroke. Ford 4.060 bore x 3.500 stroke.

TRANSPONDERS

AMB/TR2/X2 Transponders are mandatory.

602 CRATE SPORTSMAN RULES

1. All cars must run the MSD 8727CT digital rev control limiter, 6,200 RPM max.
2. All used engines with factory seals will be accepted.
3. Steel or Aluminum wheels are allowed, 2,350lbs.
4. No sail panels.
5. No cockpit adjustments besides brake bias.
6. Any track stamped American Racer tire will be accepted. Minimum compounds are 33 left front, 38 right front, 44 left rear, and 48 right rear.
7. Pump or race gas permitted. Maximum 110 octane. No additives.
8. One single 4 barrel 650, 650hp, 750, 750hp stock carb must be used.
9. No Tri-Y or stainless steel headers.
10. Body rules can be found under the modified body rules.
11. Only single rub rail on right side.
12. AMB/TR2/X2 Transponders are mandatory.
13. All other general rules and procedures apply.

2025 RUSH CHEVROLET PERFORMANCE 602 CRATE ENGINE SPORTSMAN MODIFIED TECHNICAL RULES & REGULATIONS FOR BIG DIAMOND SPEEDWAY

It is ultimately the obligation of each participant to ensure that their conduct and equipment complies with all of the applicable rules, as they may be amended from time to time; any amendments supersede any previous rules regarding any technical and/or aspect. An amendment is effective upon the date of the publication of the amendment regardless of when a competitor receives the actual notice.

Any new components, including engine components, suspension components, body designs, frame designs and/or components of any type utilized in competition must be approved by RUSH Officials prior to being introduced into competition.

ENGINES:

- A. General Motors (GM) Engine part number #88958602, 19258602, 19370602, 19418602, 19431602, 19432602, or 19433602; RUSH reserves the right to amend this list of approved engine part numbers.
- B. All engines are to remain sealed from the factory. These engines are sealed at the intake manifold, cylinder heads, front cover, and oil pan with special GM twist off bolts or cap seals. The original factory seals (bolt type or cap seal) must remain unaltered. Tampering, removal, or modifications of any type and/or broken factory seals, bolt type or cap seal, will not be permitted and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection.
- C. The exception to this will only be in the event a rebuild/repair is required. This rebuild/repair must be authorized by the RUSH Racing Series, at which time the engine may be repaired or possibly rebuilt providing all guidelines and specifications set forth in the GM Technical Manual #88958668. Crate engines must not be altered, modified, or changed from factory specs, unless any such alternation, modification, or change is approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification, or change.
- D. Only RUSH seals will be accepted in the event of an engine rebuild/repair.

E. Engines must be sealed in all of the above locations with either the "original" GM twist off bolt heads or cap seals, or RUSH seal tags, or a combination of the "original" GM twist off bolts or cap seals, and/or RUSH tags.

F. The sealed engines must remain intact and not be tampered with; any seals that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory, other than those approved by RUSH, will result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points to date, suspension from all Big Diamond Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

G. The permitted crate engines must not be altered, modified, or changed from the GM specifications set forth in the GM Technical Manual #88958668; no changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine. Any alteration, modification or change must be approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification or change.

602 Valve Spring Specifications – New		
Description		
Valve Spring P/N		10212811
Valve Spring P/N - set of 16		n/a
Diameter (+/- .010")	(A)	1.250"
Free Height (+/- .015")	(B)	2.021"
Installed Height <i>(Shimming of valve springs NOT permitted)</i>	(C)	1.70"
Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.

Open Height	(E)	1.270"
Open Pressure (+/- 10 lbs)	(F)	195 lbs
Coil Bind	(G)	1.20"
Wire Diameter		.177"

H. RUSH GM Crate Engine rebuild/repairs must be authorized by RUSH Racing Series. RUSH GM Crate Engine rebuild/repair procedure works as follows:

1. RUSH authorized rebuild/repair center must complete the RUSH Racing Series Engine Seal Request, Engine Parts Release, and Engine Owner & Authorized Rebuild/Repair Facility Agreement forms must be completed in their entirety and e-mailed to RUSH Racing Series office at info@rushracingseries.com to receive permission from RUSH officials for engine to be rebuilt or repaired.
2. Only RUSH Racing Series authorized engine rebuild/repair facilities may be utilized. The list of RUSH authorized engine rebuild/repair facilities is available on the RUSH Sportsman Modified website under the engine tab.
3. Based on the estimate and the detail of the rebuild/repair, RUSH Racing Series Officials will determine if the rebuild/repairs may be made or if a new engine must be purchased.
4. Upon completion of the rebuild/repair(s) the engine must be 'resealed' using RUSH seals before being released for competition.
5. All engine information regarding rebuild/repairs and/or engine introduction must be retained by RUSH Authorized Engine Repair Facility and turned into RUSH office at 4368 US 422, Pulaski, PA 16143 to be recorded into rebuilt/repared engine database, which includes the engine owner, driver at time of rebuild/repair, engine serial number, repair, type of repair and/or what type of service was performed to any engine, along with RUSH seal numbers and specific location of seals.
6. The opportunity for an engine to be rebuilt/repared will be at the sole discretion of RUSH Racing Series Directors upon reviewing RUSH authorized rebuild/repair center's RUSH "Seal Request and "Engine Parts Release" forms.

7. In the event a repair must be made to an engine scheduled to compete in consecutive Big Diamond Speedway events or if RUSH seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized RUSH engine repair facility of their choice contact RUSH Series Directors to receive permission and instructions on obtaining "approved" temporary seals in order for engine to compete. RUSH Competition Director can also install "approved" temporary seals in this situation. Temporary seals will "only" be permitted on repaired engines for events that are designated by RUSH Series Directors. Engine's GM serial number and when applicable RUSH's build certification number must be clearly visible to Series' or track technical inspectors.
- I. Engine's GM serial number and when applicable RUSH's build certification number must be clearly visible to Series' or track technical inspectors.
 - J. RUSH Racing Series Officials and/or Big Diamond Speedway Management/Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified engine component. In the event the engine or specified component is to be removed, it must be removed immediately by person(s) appointed by driver and/or car owner. Refusal to surrender an engine or other engine part for inspection, exchange or confiscation, will result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points to date, suspension from all Big Diamond Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
 - K. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points, suspension from all Big Diamond Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner. After the suspension period, the driver and/or car owner can only compete in Big Diamond Speedway and RUSH Series events with an engine equipped with original factory GM sealing bolts or cap seals, or RUSH seal tags.

After the suspension period, the driver and/or car owner can only compete in Big Diamond Speedway and RUSH Series events with an engine equipped with original factory GM sealing bolts or cap seals, or RUSH seal tags.

For subsequent violations in regard to any illegal modification to any GM Performance Parts Crate Engine, an indefinite suspension may be issued.

ENGINE PROTESTS/SELECTION:

1. RUSH Racing Series Officials and/or Big Diamond Speedway Management/Officials are authorized to call for an engine inspection or tear down at any time. Inspection and tear down will be performed by RUSH Tech/Competition Director. Person(s) appointed by driver and/or car owner will remove engine immediately at race track and track/Series will impound engine until inspection day can be arranged for all parties involved. (See #6 for procedures if car is to compete in successive Big Diamond events.)
2. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$2,000, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,700 will go to the winner of the protest.
3. The protest fee for a partial teardown of an engine that finishes the A main in the top five is \$1,500, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,200 will go to the winner of the protest. A partial teardown will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.
4. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 15 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. Protested competitor cannot counter-protest in the same event.
5. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed immediately by person(s) appointed by driver and/or car owner and impounded by Series/Track. Protested engine will be sealed by RUSH Official or person(s) appointed by RUSH to insure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points to date, suspension from all Big Diamond

Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

6. *If the protested car wishes to race in successive Big Diamond Speedway events within 72 hours (three days) the following will apply ONLY at the discretion of RUSH: RUSH Series Officials reserve the right and also grants the right to Big Diamond Speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH may assess penalties for each race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.*
7. At this time, the feature finish will be frozen until inspection is complete. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly.
8. Failure and/or refusal to tear down an engine at any time will result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points to date, suspension from all Big Diamond Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
9. Inspection location will be determined by RUSH Officials with consultation from Big Diamond Speedway Official There will be no dispute over choice of location.
10. Driver and/or car owner and one other representative of the team will be allowed in the tech area during the engine teardown. Only one representative from the team protesting the engine will be allowed in the tech area during the engine teardown. Additional attendees must be approved by RUSH pursuant to a written request. Protestor and protested driver and/or car owner along with the confiscated sealed engine and/or parts must be present

at predetermined location. All parties must remain present during the entire teching procedure.

11. Note: All removed original GM bolts or cap seals and RUSH Seals must be returned immediately to the RUSH Office.
12. Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Big Diamond Speedway points to date, suspension from all Big Diamond Speedway events, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
13. In the event that the RUSH Series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

FINES & PENALTIES:

If an entrant is disqualified for any of the above reasons, fine and /or suspension applies to both the driver and car owner if not the same person; neither the owner nor the driver can race for the suspension period, and while only one fine will be charged, neither party can race until that fine is paid. Fine must be paid in full to Series by cash or certified check in order to compete once suspension period ends.

In addition, fines and penalties also carry over to all speedways that are contracted by RUSH to utilize the RUSH Engine Sealing System.

LEGALITY OF PARTS:

If RUSH or Track Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to RUSH Office for inspection. At this time, finishing position will be frozen until legality of said part is determined. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly. ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED! Not allowing confiscating of parts is considered "cheating within the bolts" and said penalties will be imposed.

EVENT SUSPENSIONS:

Owner suspended for any infraction will carry over to ALL RUSH-sanctioned divisions and will preclude owner from competing at ANY RUSH-sanctioned event until suspension is lifted. Driver suspended for any infraction will carry over to ALL RUSH-sanctioned divisions unless driver competes for a different car owner in other division(s). RUSH reserves the right to make judgment on a case-by-case basis and will have final say on eligibility to compete.

SPEEDWAYS CONTRACTING RUSH TO UTILIZE RUSH ENGINE SEALING SYSTEM:

In the event an engine infraction occurs at a speedway that has contracted RUSH to only utilize the RUSH Engine Sealing System, imposed fines, penalties, suspensions, etc. may carry over to RUSH-sanctioned competition for driver and car owner. Contact RUSH for listing of speedways, which only utilizes the RUSH Engine Sealing System.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:

The decisions of RUSH officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter, regarding the interpretation and application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any of legal action against Great Crate Racing Northeast D/B/A RUSH Racing Series, the promoter, and officials to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant and/or owner expressly agrees to reimburse RUSH for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

By signing the annual registration agreement, or by participating in an event conducted under rules promulgated by or sanctioned by RUSH, competitors agree that they will comply with all written rules and procedures of RUSH. In the event of a breach of any agreement or rules, competitor shall be liable for actual and liquidated damages sustained by RUSH Racing Series.

APPEALS PROCESS:

RUSH will determine any and all suspensions/fines that are covered in the rules and any violation that may come up during the year. RUSH will make judgment on the sanctions, and violator(s) will be sent official notice by a certified letter, return receipt requested.

Driver and/or car owner has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing and e-mailed to the RUSH Office at info@rushracingseries.com within 48 hours of notification of violation.

RUSH will then set a date and time for the appeal hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator(s) will present his/her case to the RUSH Racing Series. The violator(s) and one other person is permitted to attend the appeal hearing. Additional attendees must be approved by RUSH pursuant to a written request.

Following the appeal hearing with the violator(s), RUSH may conduct further follow-ups, meetings, etc. with any other necessary party(s). Judgment will then be rendered to the violator by a certified letter, return receipt.

Violator(s) agrees that the decision made will be final and the party posting the appeal has no legal rights thereafter. In the event of a protest, the party that protested also agrees to accept final ruling on decision and has no legal rights thereafter.

MISREPRESENTATION

False or inaccurate statements or information provided to RUSH in any instance(s) will render it void, and will excuse RUSH from any obligation created herein. Further, RUSH reserves the right to seek compensation for any damage suffered as a result of its reasonable reliance on the information provided.

**Click this link to view the RUSH Rules in full and any changes that occur during the 2025 racing season <https://www.rushracingseries.com/Big%20Diamond%20RUSH%20602%20Rules.pdf> **

ROADRUNNER RULES

The purpose of this division is to create a controlled, economical, competitive form of racing. The primary concern is to keep the cars as stock as possible to control costs. A claim rule of \$5,000 will be put in place to deter the participants from spending excessive amounts of money on their cars. Big Diamond Speedway has attempted to establish as fair and comprehensive rules as possible. Should certain situations arise that were unknown or unanticipated, Big Diamond Speedway will resolve the matter and come forward with a decision as soon as practical (usually by the following week). Please remember that the division was created as a fun, economical way of racing. Do not force the track officials to make harsh decisions.

CAR AND BODY

- Any 1970 to 1987 sedan is eligible NO CAMAROS
- Minimum stock wheelbase allowed: 108"
- All doors must be welded and bolted
- No extra bracing anywhere of any kind. No extra frame supports allowed.
- Uni- body cars have the option to "X" the trunk area for support.
- All glass must be removed
- High Back Aluminum Racing Seats Only. Must be mounted to roll cage.
- 1/8" Thick steel plate to be welded to the floor under the driver's seat
- A complete firewall must seal the tank area from the driver's compartment. Rear seat must be removed and replaced with a steel firewall of twenty (20) gauge steel or heavier. No opening of any kind permitted. NO ALUMINUM.
- Complete bumper-to-bumper steel uni-body must be retained.
- The stock steel unaltered floor pan, firewalls, trunk, trunk floor, and rear wheel wells must be retained. No sectioning, channeling, or chopping allowed.
- Inner front wheel wells must be removed.
- Cars must be strictly stock. No cutting, channeling, or shortening of frames allowed. No holes in the hood. Hood must be kept in place at all times, hoods may also be pinned for safety reasons. All body sheet metal must be kept in place at all times.
- Front firewall must be completely sealed.

- No lightening of body components. (hoods and trunk lids may be gutted), trunk, inner panels, fenders, and roof, except clearance for roll bar installation.
- Dash must be removed and replaced by sheet metal, to closely resemble a stock dash.
- Cars must have complete stock bumpers. Each bumper must have two (2) chains or straps to prevent falling off car.
- All cars must be bilaterally symmetrical.
- Drive shafts must have safety loop or chain located at forward end of drive shaft.
- Drive shaft must be painted white.
- All cars must have a window net. Window net in driver's side window is to be fastened to the cage not the body!
- All cars are required to paint on/off switch orange and clearly mark.
- One-way receiving radios are mandatory at all times while on the track. Those who refuse to listen to in-car radio demands will be penalized. Penalty will be decided by officials.
- AMB/TR2/X2 Transponders are mandatory.

WINDSHIELD, GLASS, AND MIRRORS

- All glass (including headlight, taillights, etc.) must be removed. Front windshield is to be replaced with metal screen and have two (2) braces (1" wide 1/8" thick) in center of windshield.
- No mirrors of any kind.

ROLLBAR INSTALLATION

- Vehicles must be equipped with a roll bar.
- The roll bar must be located directly behind the driver's seat and reach as close as possible to the roof and to the outside of the car.
- The roll bar must be back braced from the top of the roll bar to the rear car frame at an approximate 45degree angle.
- The material used must be 1 3/4" .900 or 1 1/2" x 120 walled mild steel. No pipe fitting, galvanized pipe, or conduit allowed.
- The roll bar members must attach to the frame and be welded.
- A minimum of three (3) door bars are to be used on each door spaced with two (2) down bars per door bar.

- It is recommended that all welded areas be gusseted.
- Rear hoop is to extend from the rear of the cage thru the rear of the firewall and extend to the rear of the car not to exit the car. Two (2) down bars only are permitted and are to be welded to the frame. A minimum single bar must be added to protect fuel tank.
- A single front hoop is permitted to run from front down bars of main cage around radiator with three (3) vertical down bars in front of radiator one (1) on each side and one (1) in middle of radiator with two (2) diagonal bars for support. (Not to extend any further back than in front of "A" frame.) An additional down bar may be added from the main cage on the driver's side to the frame to protect the driver's feet as close to the firewall as possible.
- Roll bar installation is subject to inspection by the TECH INSPECTORS.

SUSPENSION

- No modifying of suspension is permitted. Suspension must be in stock location.
- Suspension parts must remain stock appearing as make and model of car used.
- Stock steering wheel and shaft may be replaced with an aftermarket shaft, but must be in stock location, NO STEERING QUICKNER MAY BE USED.
- Stock brake and clutch pedals in stock location only NO EXTENTIONS ALLOWED.
- Aftermarket nonadjustable type shocks in stock bracket and location only.
- All four (4) corners of frame must measure within one inch of level.
- Stock rear sway bars allowed on coil cars.
- Suspension must work and look stock. No pinching of shocks to stop travel.
- No spring jacks, adjustable spring pockets, blocked shocks, tubular control arms or reverse shackles permitted.
- No steering stabilizers shock absorbers allowed.
- Stock type bushings only. No aftermarket performance bushings.

TIRES and WHEELS

- Tires prescribed by track only.
- Grooving of tires is permitted.
- Only Steel Wheels are allowed (8" maximum width).
- Any offset wheel is allowed as long as it is a maximum of 8" wide.
- Push in mud plugs are allowed. No fasteners.

- Must use five (5) one inch lug nuts per wheel.

TRANSMISSIONS and REARS

- Stock type rear and carrier only.
- May lock rears by welding spider gears or by use of mini spool.
- Open Gear
- Stock automatic transmission with stock torque converter only.
- Manual OEM transmissions with stock fly wheel, clutch, and gears. Gears may not be altered within the transmission. Blow proof bell housing with a 2 inch diameter inspection hole mandatory, at 2 1/2 inches from the front mounting point back, at about 4 or 5 o'clock, looking from the rear. No light weight flywheels or clutches! Hydraulic throw bearings are allowed.

BATTERY

- Battery must be mounted under hood of car in engine compartment.
- Battery must be securely mounted and covered.

ENGINE

- The engine must be strictly stock for the make of car, and in its original mounts and location.
- No aluminum intakes or heads.
- OEM stock production engine blocks only: 360 cubic inches for Chrysler – 351 cubic inches for Ford and 350 cubic inches for GM- No six (6) cylinders.
- No big blocks
- Flat top or dish pistons only.
- 9:1 maximum compression ratio. Maximum reading on “whistler” 9:4
- Stock stroke with .40 over bore maximum.
- Stock cast iron two (2) barrel intake only. No Single plane intakes. No porting or polishing.
- All engines are subject to having intake and or heads pulled at the track.
- Refusal to pull intake and/or heads will result in automatic disqualification for event and possible suspension.
- Hydraulic flat tappet cam and lifters only.
- Stock oem rocker arms only (no guide plates) Head studs can be pressed, screwed, or pinned in place.

- Positively no machining, grinding, porting, polishing, etc.
- No aftermarket racing parts of any kind.
- No dual point distributors. Stock type only, no curve kits.
- HEI ignitions – Factory type module only, no circuit boards. Basically, do nothing to engine – should remain stock
- OEM aftermarket aluminum radiators are permitted. Steel fans only.
- Aftermarket pulleys permitted.
- No Hi performance or altered performance cylinder head configurations.
- No antifreeze allowed, water only. No engine oil coolers.

EXHAUST

- Any stock production cast iron exhaust manifolds.
- Headers will be allowed. Primary cannot be bigger than 1 5/8". No ceramic or shorty headers, no high dollar headers, headers are subject to tech inspectors' approval. Call the tech inspector before you purchase! Exhaust pipes cannot exceed 2 1/2" O.D. at any point.
- Exhaust system may not be longer than ½ the wheel base of the car.
- Exhaust must exit behind the driver.
- All exhaust must pass through and exit the entire exhaust system. No holes or leaks anywhere in the exhaust system.
- Only two (2) pipes, one pipe per side.
- No cross over tubes.
- If cars are deemed too loud, a spec, cost efficient mufflers will need to be installed.

CARBURETOR

- ONE (1) MANDATORY CARBURETOR: Stock Holley 4412 carburetor must be used. A stock Mister Gasket adapter plate (# 1937) must be used for GM. Must remain stock in all respects (choke plate may be removed) one (1) stock gasket above and below adaptor plate only.

GAS TANK INSTALLATION

- Stock gas tank must be removed and replaced with a plastic fuel cell (15 gallon maximum) with foam inside.

- Gasoline Only. Race fuel permitted. No ethanol based fuels or any other additives!
- Fuel cell must be installed above trunk floor, in center of trunk as far forward as possible. Must be able to fill from inside trunk. No holes allowed in trunk lid.
- Fuel cell must be secured by four, over the tank (two in each direction) 1 ½" x 1/8" straps.
- Fuel line must exit from top of tank. Any part of fuel line in drivers' compartment must be run thru steel conduit. Trunk floor must be in place.
- A check valve is mandatory in vent line to prevent leakage in case of rollover.
- Installation subject to inspection by Technical Inspector.

WEIGHT

- Weight limit is 3200 lbs. with driver. No bolt on weight. Any weight is to be added as an integral part of frame and cage.
- Any car over 3450 lbs. is not allowed any added on weight
- Weight to be determined by Big Diamond Scale ONLY.

NUMBER

- Numbers and letters must be a minimum of 18" high on roof and both doors. Handicapper reserves the right to issue a change to number or letter to prevent duplication and maintain proper records.

SAFETY

- Driver must wear flame resistant uniforms, gloves, and shoes. Flame resistant socks, and underwear are recommended but not required.
- Drivers must wear a Snell SA-2015 helmet or newer. No helmet marked M are permitted.
- Must have a gauge type fire extinguisher fully charged within reach of driver and fully functional.
- Quick release racing safety belt, shoulder harness, and anti-submarine belt's must be used. Must be 3" nylon. All belts must have a date of manufacture and not be more than three (3) years old. All safety equipment must be used at all times when the car is on the track or getting ready to go on the track.
- All safety equipment is subject to inspection by Tech Inspector(s). **ILLEGAL PARTS**

- Any illegal parts must be turned over to track at time of infraction.
- All points may be lost (from start of season), you will be treated as a newcomer.
- All moneys owed that night will be forfeited.
- Other monetary fines may be imposed.
- Any of the above ILLEGAL PARTS rules not followed will result in immediate suspension.
- Points will be forfeited.
- Special Note: Rules may be changed to keep competition equal. Any car that seems to show unfair speed or performance will be modified to slow it down by Tech Inspector(s).

MANDATORY SAFETY RULES FOR MODIFIED/602 SPORTSMAN CLASS

THESE RULES ARE MANDATORY AND WILL BE STRICTLY ENFORCED.

All cars are subject to Inspection at any time. All cars must be free from mechanical defects and be in safe racing conditions. Track or Series officials' decisions regarding any safety infractions will be final.

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 29" below the top roll bar. Proper bracing and triangulations on front and rear roll bars are required. It is highly recommended that all roll bar bracing be a minimum diameter of 1.50" x .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2"x4" frame (no outriggers). The front roll bar must be measured and constructed the same way except that the allowable taper in the frame rules will govern the width dimensions. Only two steel roll bar diameters will be permitted, 1.750" x .095" wall and 1.50" x .120" wall.
3. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. Center steering housing, lines and fittings must be covered with shock resistant roll bar padding. The steering wheel center must be padded. The starter housing and any other points of contact that could potentially injure the driver must be adequately padded.
4. Driver's seat must be securely fastened to frame or cage in six spots with a minimum of six (6) 3/8" bolts, four (4) on bottom and two (2) on the seat back. Seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. A minimum 8" wide by 1/8" steel plate will be added to the top of this plate and centered and extend to the top seat mount. The seat must be one piece high back type with padded rib protectors only. The seat

must be made of aluminum (no fiberglass). Seat and steering must be centered in frame.

Head, neck and shoulder supports are **HIGHLY RECOMMENDED** and will be **MANDATORY** in the future.

5. All cars must have a functional padded head rest, which must be in line with center of driver's head, if not built into the seat.
6. All cars must be equipped with 3" lap belt and 3" shoulder harness with 2 belts over the shoulder. Buckles must be quick release type. There must be a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Cam lock seat belts are not allowed. When belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. A sternum strap shoulder harness is highly recommended. Belts more than 2 years old will not be permitted.
7. All drivers must wear a helmet (Snell SA 2015 or new is mandatory), arm restraints, fire retardant driving gloves, shoes, and full fire suit are mandatory.
8. All cars must have a steel wind screen of substantial material with a maximum individual opening of 2"x1"x1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protections if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.
9. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high x 18" wide x 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's head rest, which prohibit the passing of the inspection box through the cockpit, must be removed.
10. All cars must have a drive shaft cover. Cars with open drive shafts must have a tunnel made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the transmission, covering the shaft, "U" joint and output flange on top and both sides. It must extend completely down to

floorboard. It must be held in place with a minimum of four (4) 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-away for lightening purposes. NOTE: Closed drive type car with torque tube or ball that already have a 360 degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable 1/4" in diameter minimum or clamp connecting it to a substantial cross-member to limit its range should it break loose. It is also recommended that all these parts have no sharp edges and be padded. Open drive shaft cars must have two steel rings, diameter to suit, 1/4" wall thickness, 2" wide, each fastened by two 5/8 grade 5 bolts to torque arm side plates or frame. Must be installed around each drive shaft universal joint.

11. Firewalls, front and rear, are mandatory. The rear firewall must extend from top of fuel cell to belly pan to isolate the driver from the fuel cell, minimum .050" thick aluminum or steel. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must isolate driver from the engine compartment.
12. Belly pan is mandatory and must extend from front firewall to rear firewall and be fastened securely. It is mandatory to have a separate floor to protect the driver's feet in the event the belly pan comes off. This extra floor must be attached to the frame, cross member or both and extend from the front firewall past front edge of the seat.
13. All crews must carry an operable fire extinguisher pit side capable of extinguishing fuel and oil fires.
14. On board fire extinguisher (Halon type) for Modifieds and 602 Crate Sportsman are mandatory
15. Battery must be properly secured and must have top and terminals completely covered by rubber. NOTE: It is recommended that batter be mounted outside of driver's compartment and that a battery shut- off switch be mounted and marked ON/OFF with a bright colored paint. The switch should be clearly visible and easily identified by the safety crew.
16. All cars must have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be marked ON/OFF with a

bright colored paint and be clearly visible and easily accessible to the safety crew.

17. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint.
18. All fuel lines, power steering lines and fittings running through the driver's compartment must be an approved braided type line. Plastic or glass fuel filters are not permitted. Any high pressure lines, fittings or any lines carrying hot fluids that run through the driver's compartment must be encased or shielded by a deflector to prevent driver injury. All oil coolers must be mounted below inner sheet metal. Louvers will be allowed for cooling oil coolers only.
19. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests may be conducted.
20. Rear wheels must have a minimum of five (5) lug nuts; a minimum of three (3) lug nuts are required on front wheels. Knock off hubs are not allowed.
21. MODIFIED FUEL TANK: PLASTIC DROP TANK NOT PERMITTED

A racing gas approved fuel cell encased in steel or aluminum container, with bladder and/or foam, is recommended. A square or rectangular plastic tank will be accepted.

ALL TANKS: Fuel tank height 12", minimum from ground to bottom of tank. Fuel tank must also be centered inside of frame rail. Fuel lines must siphon from the top only. There must be a one-way safety check valve in the vent line. The fuel tank must be mounted behind driver. Fuel tank must be secured by at least two steel straps; each strap must be a minimum of 1"x .125" and bolted with at least 5/16" diameter grade five (3 line) bolts. A third strap in opposite direction is recommended.

22. A horizontal bar with minimum diameter of 1.00" x .095" wall thickness must be mounted behind the fuel cell to protect it from rear crash damage.
23. Exhaust headers must be safe for the driver and must not point down towards the track surface.
24. No mirror or reflecting device that will enable the driver to see the car behind is permitted.

25. Inspectors reserve the right to request body or sheet metal to be replaced and/or painted if they have sharp edges or do not adequately represent the sport.
26. A minimum of two (2) throttle return springs and a toe loop on throttle pedal are required.
27. Fuel drums are not permitted on track premises.
28. Cockpit adjustable components, except brake bias and pan hard rod (602 crates only in car adjustment is brake bias), are not permitted.

MODIFIED & SPORTSMAN BODY RULES

ALL MEASUREMENTS WILL BE TAKEN WITHOUT DRIVER.

Aluminum or steel will be required for all inner and outer body panels. Fiberglass roof is required. Hood scoop may be fiberglass. The nose piece and front spoiler may be made of an approved plastic. Only clear lexan will be allowed for the rear spoiler and the rear wing windows.

ROOF

1. Roof must be centered on roll cage and frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48", must be a turtleback style and shape. The roof contour must fit roof template patterns left to right and front to back (no flat roofs). Roofs cannot change shape or locations while racing.
3. Overall height (top of highest point): minimum 52" maximum 61" measured from the ground. Maximum roof angle is 5 degrees on a gauge with no deflections in roof contour.
4. Roof must be a single ply, one contour inside and out. Roll bars must be exposed from any angle. No vertical metal used to mount roofs will be allowed covering the roll bars.

FRONT DOOR POST

Door post must be 2" wide from the side view from the roof all the way down to the door. The post must be flat, no angle shape or round tubing will be permitted. No lexan vent window or excessive sheet metal will be allowed in the vent corner where the post meets the door panel.

REAR WING WINDOW

1. Window must conform to measuring template as shown in the "Body Style Diagrams". The name of the body style picked must match the wing window design and be lettered as such on the front center of the roof. All window style

must be clear smooth lexan with no bends or breaks. No lettering or decals allowed on the wing windows.

2. Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual deflection of 2" in the center of wing window. Side view of the rear wing window must extend from the roof to the rear top of quarter panel in a straight line or in accordance with the window style chosen. A maximum of 3" higher than rear deck height at that point will be allowed.

BODY WIDTH AND GROUND CLEARANCE

Body width (measured anywhere along the body line, front to rear): 68" maximum, 60" minimum. Minimum body and chassis ground clearance 2.50". No fan or ground effect cars. No rubber skirts, fins or spoilers are permitted under the car. Right side door can be aluminum or composite material.

DOOR PANEL

Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Door must be straight up and down within that measurement. Front door extension will be allowed up to 20" behind the front axle centerline. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline. Ground clearance on the bottom of the door must be a minimum of 6" and a maximum of 12" from the ground. Door and rear quarter panel may have a maximum lip of 1.50" rounded at 90 degrees and facing inward only, on the top and bottom.

REAR QUARTER PANEL

Rear quarter panels must match each other. They must be a maximum of 45" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door (see Modified Body Diagram). You may use a fender flare, up to a maximum of 2" from the body but overall body width must still be maintained at a 68" maximum. Rear quarter panel can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car. Ground clearance on rear quarter panel must be a minimum of 8" and a maximum of 16". Right and left quarter panels can be aluminum or composite material.

REAR SPOILER

1. The rear spoiler must be clear lexan with a maximum height of 3" from the rear deck and must not have any lettering or decals on it. The rear spoiler must be non-adjustable, no hinges or slides.
2. A maximum of three vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10 inch in length.

REAR DECK

1. Must be a maximum height of 47" with 1/2" tolerance and minimum of 40" from the ground.
2. Rear deck must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" vertical coverage. This panel must completely cover the fuel cell, filler hoses and vent lines. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell. The fuel cell must also have both sides completely covered by sheet metal in additions to the container it is enclosed in. Within these dimensions there can be no openings. No openings from top of fuel cell to bottom of trunk lid are permitted. Any vent line nozzle used for catch can purposes must be mounted on the left quarter panel.

HOOD, NOSE AND FRONT SPOILER

1. The hood, nose and front spoiler can be no wider than 36" and no narrower than 24". Shock covers or deflectors may not be part or riveted to the nose or spoiler exceeding the 36" width maximum. Fabric shock covers are allowed as long as they are used for the prevention of dirt getting to the shock and not used for any aerodynamic advantage. The front spoiler may not extend any more than 20" in front of the front axle centerline. The front spoiler must be nonadjustable, no hinges or sliders. Hood shall be considered from the front roll cage to the top and even with the front of the radiator. Nose piece shall start where hood ends to a maximum of 20" in front of axle centerline. They all

may have 2" maximum lips up or down on both sides following contour of the body. The hood, nose and spoiler may not overlap each other's location on the frame. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose. Hood must extend over the radiator and have complete sides. Hood and sides must be easily removed for engine inspection.

2. Front windshield opening for the optional ram air style scoop, a 10" vertical measurement from lowest point of roof or roll cage to highest point on hood, including the hood scoop, is required. For the conventional type scoop an 8" vertical measurement will be required.

HOOD SCOOP

1. An optional hood scoop mounted on top of the hood for the sole purpose of enclosing the carburetor and air filter will be allowed providing it meets the following specifications; both style scoops may use fiberglass and the option of keeping the hood fully enclosed will be allowed.
2. Ram air type scoop: Maximum length, 30" from start to finish, maximum width 18" from start to finish. The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 10" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood and completely enclose the carburetor and air filter. A tolerance of 1/2" will be allowed on three dimensions.
3. Conventional non ram air scoop: A maximum of 25" is allowed from center of the carburetor forward. The width allowed is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage.

INTERIOR SHEET METAL

1. Any horizontal body support, other than the inner pods front or rear, must be a maximum of 1" deep by 1" thick tubing or flat stock only. No inside wings, outside wings, spoilers, air foils or wind deflectors are allowed. No double panels will be allowed that creates a wing effect. A 1" maximum reinforced lip will be allowed on all lexan, but all allowable measurements must still be maintained. All inner sheet metal used must completely cover

areas from door to door quarter panel to quarter panel. No holes or openings are allowed in this area.

2. No vertical fin, air dam or faring allowed on the side or behind the roll cage. Sheet metal must be a flat single plane across the inside of the car. No covered roll bars for aerodynamic purpose are allowed. Louvers or holes in the interior or exterior sheet metal are not permitted with the exception to cool the radiator, engine or oil cooler. The belly pan may not be any wider than the frame from front to back and may not have any lips or fins facing downward.

NUMBER

1. The handicapper reserves the right to issue all numbers in order to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. Numbers and letters will be limited to three digits. If three digits are used two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18" high on the roof and doors and 8" high for the rear deck and nose. All numbers and letters must be of equal size.
5. If numbers "3" "6" or "9" are used make sure that they are distinguishable. Do not let nerf bars block visibility.

CHASSIS SPECIFICATIONS FOR MODIFIED CLASS FRAME

1. Only 2"x4" box frames are permitted between axle centers front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2"x4" rails must be .120" wall thickness. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspections of thickness. No other holes will be allowed. Round tubing allowed for the frame rails will be 1.50" x.095" wall or 1.750"x.095" wall.
2. Frame width shall be as follows; Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". Measurements are to be taken from outside of the frame rails, these measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames etc. are considered the frame.
3. Minimum length of the of the 2"x4" frame rail must start at 14" in front of rear axle centerline and extend to front of the radiator. Kick up material must be same specifications as the roll cage or frame material. Left and right frame rails both top and bottom, must be in a straight line and be an equal distance from drive line centerline along the total length of frame.
4. Titanium or carbon fiber materials are not allowed on the chassis.

ROLL CAGE

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars are required. It is highly recommended that all roll bar bracing be a minimum diameter of 1.50" x.095 wall thickness steel tubing. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside tubing and must maintain that measurement from the bottom all the way to the top of the cage.
3. Only two steel roll bar diameters will be allowed, 1.750" x.095 wall or 1.50" x.120 wall.
4. Gussets are recommended at all roll cage joints.

SEAT

Seat and steering wheel must be centered in the frame. The seat must be a maximum of 16" from the center of the rear axle to back of seat bottom (see body Diagram). A high-back seat made completely from aluminum with padded rib protector is mandatory. No fiberglass or carbon fiber materials are permitted. Head, neck, and shoulder supports are HIGHLY RECOMMENDED and will be MANDATORY in the future.

RADIATOR

Only one (1) radiator allowed, and it must be centered squarely, not angled, in front of engine in a vertical position. No plastic or carbon fiber allowed. No auxiliary cooling tanks or catch cans are allowed in driver's compartment.

ENGINE LOCATION

The engine must be centered in the chassis and placed in an upright position. Engine set back: minimum 56" maximum 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine. Rear engine car is not permitted.

TRANSMISSION

1. Approved North American manufactured manual shift transmission only, no automatics. No overdrive or under drive transmissions allowed. No running through reduction gears, transmission must be direct drive to rear axle at racing speed. Transmission must have forward, neutral and reverse gears in good working order. From a neutral position, with the engine running, a car must be centered in the chassis.
2. Car must have a battery and starter motor in good working order. The car must self-start and move without assistance.

DRIVELINE

Chassis, driveline or suspension components made of titanium or carbon fiber are not permitted. Only two (2) universal joints per driveline, a drive line shield is mandatory (see safety rules for detailed requirements). All of driveline must be centered in chassis.

REAR AXLE

Competition rear axle only. Hypoid, limited slip, locker spool or two speed rears are not permitted. Rear axle must have solid aluminum or steel spool only. Axles on the closed rear must be steel. Rear spindles must be steel. Live rear axle with aluminum or steel axle is permitted. The rear axle or chassis may not be offset more than 4" measured from the inside of the left rear tire to the inside right rear tire at axle height (see Chassis Diagram for rear axle offset details). The center line of rear axle must be centered in the chassis.

FRONT AXLE

The front axle must be straight one piece steel tubing without camber adjustments. Split or dropped axle is not permitted. All brackets on the front axle must be bolted or welded, no bird cages or slides. Modified type front spindles only. It is recommended that bearing shafts be made of steel. Chassis may not be offset more than 4", measured from the inside of the left front tire to the inside of the right front tire axle height (see Chassis Diagram for front end offset details). Front wheels must be fully exposed. Fenders are not permitted.

WHEELBASE AND THREAD

1. Wheelbase: minimum 106" maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, both left and right side with a maximum tolerance of 1/2".
2. Tread width: front-maximum 86" minimum 74". Rear treads, maximum 86" minimum 80". Width measurements will be taken from outside of the tire side wall at axle height with a maximum tolerance of 1/2".

CHASSIS GROUND CLEARANCE

There must be a minimum of 2.50" ground clearance from the chassis or anything attached to it, including any part of the body. Metal, lexan, rubber air dam, fin, spoiler or skirt is not permitted under the car. Ground effect device not permitted.

SUSPENSION

No independent suspension front or rear. No “A” frames or ball joints may be utilized for steering axle, kingpin only. Four wheel steering actuated by steering wheel is not permitted. All suspension systems must be mechanical with no form of electrical, radio or computer assistance.

SPRINGS

Any form will be permitted; torsion bar, coil spring, leaf spring etc. providing they are steel. Fiberglass, carbon fiber or titanium is not permitted.

SHOCKS

One shock per wheel, no titanium.

FRONT BUMPER

Must be made from round steel tubing with a minimum diameter of 1.25” x.095 wall thickness for main bumper and all bracing. It must consist of two rails, an upper and lower. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6” apart and a maximum of 12” measured from top to bottom and maintain that measurement for a minimum width of 24” or a maximum width of 30”. It must also have an 18” center measured from the ground up to the middle of the bumper. The front bumper may not extend more than 24” in front of front axle center centerline.

REAR BUMPER

1. Round steel tubing with a minimum diameter of 1.50” x.095” wall thickness for main bumper and all bracing is required. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching to the frame. These rails must also be a minimum of 10” apart and a maximum of 16” measured from top to bottom and maintain that measurement for a minimum width of 64” or a maximum width of 86”. The rear bumper or any side bars cannot extend past the outside of tire sidewall on both sides. It must have an 18” center measured from the ground up to middle of bumper. The rear bumper may not exceed 52” in back of rear axle centerline.

2. No V-shaped bumpers. Crash area must be flat and vertical for the full width of bumper. Bumper must have an anti-hook brace from outer hoop to the bumper mount extensions. When rear side rails are used they must be inside the body's quarter panel. All rounded ends and no sharp edges.

RUB RAILS

1. Must be made of round steel tubing with a minimum diameter of 1.50" x.095" wall thickness. All bracing must be a minimum diameter of 1.50" x.095" wall thickness. Maximum wall thickness must be.095" with no solid bars or ballast added inside. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail, which may extend an absolute maximum of 2" outside the left rear tire sidewall. Rub rail ends must be rounded with no sharp edges and bend at a gradual 90 degrees.
2. Rub rails must be a minimum of 50" long, end to end. 3. Double rub rails allowed on drive side only. If abused, will be removed on case by case basis.

MUFFLER AND EXHAUST SYSTEM

1. Only two mufflers are permitted. Mounting position will be optional. The exhaust must exit safe for the driver and must not be directed to the track surface
2. Any manufacturer of exhaust header is allowed, but header material is limited to steel or stainless steel. Cross over pipes connecting cylinder banks are not permitted.
3. Borla or Raptor mufflers are required.

BALLAST WEIGHT

Any ballast weight must be mounted within the vertical plane formed by the frame rail, must be securely fastened with at least 2 (two) 1/2 grade 8 bolts, and must remain stationary while racing. All ballast must be painted white and have car number on it. Weight ballast may not be fastened to the inner side rail jigs or on any part of the roll cage above the inner sheet metal.

WHEELS

1. Aluminum wheels are permitted. Magnesium or carbon fiber wheels are not permitted. Bleed off valves are allowed.

2. Bead locks are mandatory.
3. Wheel covers or hub caps on the inside of the wheels are not allowed. Wheel covers are allowed outside of the wheels providing they are one piece, attached as part of the bead lock and maintain a minimum thickness of .095" with a 4.5" diameter center hole. All wheel covers must be approved by management.
4. Foam inserts allowed.
5. Wheel covers attached by dzus buttons are not permitted.
6. Wheel covers must be attached with all bead lock bolts and be inside of bead lock edge.

TIRES

1. American Racer tires must be used on all 4 corners at all times. The manufacturer will mark all legal tires.
2. No tire softener or liquid of any kind is allowed inside or outside of the tire. Heating the tire by torch, blanket or exhaust system etc. is not permitted. Any type of tire inner liner is prohibited. Durometer readings may be taken at random.

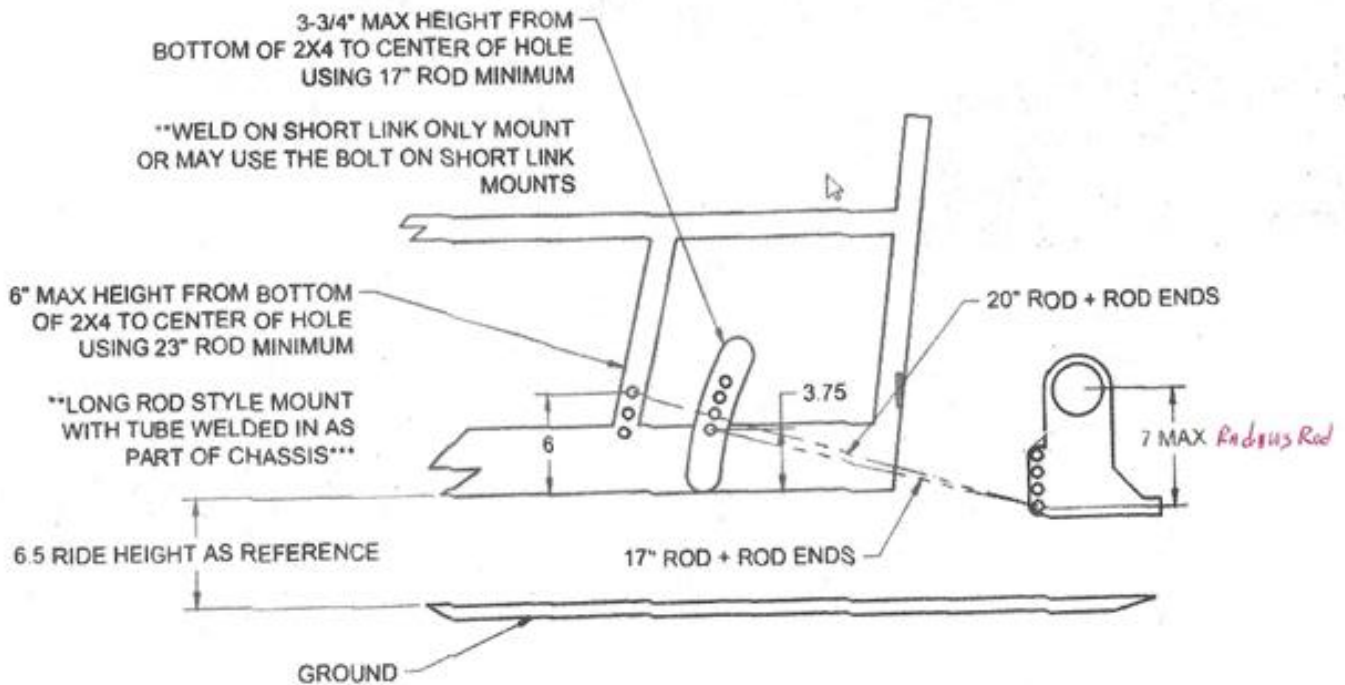
MINIMUM WEIGHTS

- 2,350lbs – Brodix Aluminum Spec.
- 9:1 cast iron head engines-2325 LB. Ford N and Mopar cast iron head engines, w/650 CFM only.
- Weight is checked, with driver, after each event. Track scales will be official, no protests or appeals are allowed on their finding.
- One trip over the scale only. If not sure of weight check it before warm-up starts.
- Weight violation is subject to complete disqualification at the discretion of the official.

RIGHT HAND PANHARD OR W-LINK

- Right Rear panhard rod or w-link minimum length 15" without heims (no j-bars)
- Right Rear radius rods may use 17" or 23" minimum rods without heims in any mounting holes.

- Left Rear radius rods use 17" or 23" minimums without heims as per diagram.



POST RACE INSPECTION

Any car that is ordered to the post-race technical inspection area will be checked by the officials to determine if it has conformed to the general as well as the specific rules. Any member who fails to tear down an engine for inspection, when requested to do so by the track official, will be subject to a fine of not less than \$5,000 and/or definite or indefinite suspension from Big Diamond Speedway.

PROTESTS FOR ALL DIVISIONS

If a competitor believes that another competitor running in the same event has or will obtain a significant unfair competitive advantage by some action that they believe is in violation of the track rules, they may protest such action to a track official. The protest must be made in writing, signed, and dated by the driver, crew chief or car owner within ten (10) minutes after completion of the event. Only a driver finishing on the lead lap can protest another drive also on the lead lap. Once a protest is made it cannot be withdrawn. Protesting another car does not give you the right to watch over the tech inspector performing the protest. The subject being protested will be the only thing checked. Each protest shall be accompanied by a \$2,000 protest fee. The track official shall decide whether the matter is valid and if so shall decide as promptly as possible and shall inform the parties of the decisions. In deciding the protest, the track official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such actions include, but is not limited to, revising the official race results, imposing penalties, disqualifications, suspension, monetary fine, subtracting points or takes no action. Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.

*Any payout that is not collected within 2 weeks will be forfeited and will be returned back to the tracks general fund.

WARNING

ANY AND ALL FUEL THAT TEST CLOUDY AND DOES NOT SMELL PROPER WILL BE DEEMED ILLEGAL AND NOT PERMITTED TO RUN!

POINTS AND HANDICAPPING STRUCTURE

MODIFIEDS, 602 CRATE SPORTSMAN, ROADRUNNERS

- Handicapping will not start until (1) point race has been completed.
- The 1st week will be a draw; handicapping will start the following points race
- If a driver did not race the first week, they will be started at the rear of the qualifying event to earn points.
- Concerns with a driver who is not experienced enough or vehicle capable of starting in their handicapped spot will be addressed on a case by case by the officials
- Feature lineup based on heat results with the current point standings determining the handicap positions; Previous week's winner will start in the last handicapping spot; if a driver who is not eligible for handicapping makes the handicapping invert, that driver would start in the last handicapping spot, behind previous weeks winner.
- Previous week's winner: each winner will serve the "last handicap spot" ruling. If you are not in attendance at the next week's show, the next event you are at and make the handicap, that ruling will be in affect at that time.
- To be eligible for handicapping, driver must have attempted to qualify in at least 1/4 of the point races run **AND** must have attempted to qualify the previous week. If the number of races run is an odd number, that would be rounded up. For example, if 11 races have been run, driver must have attempted to qualify in 3 of them to be eligible for the handicap.
- **Attempt** is defined as, **making an effort to bring your car on the track for track packing, hot laps, heats, etc.** This is up to scorer's discretion.
- Once handicapping starts, the heats will be lined up based on points. For all the drivers that meet the previous rule's criteria, the driver with the least amount of points will start 1st in heat 1 and the next least amount of points will start 1st in heat 2 and so forth. The drivers with the most points that meet the criteria will start towards the back, with any drivers not meeting the criteria starting scratch on the field.
- For drivers that are not in attendance, you will be credited with fourth place feature points (150) for the first race you have missed for handicapping purposes. Fourth place points are shown below. If a second consecutive week is missed, you will be credited with third place feature points (160) for the second week that

you missed for handicapping purposes. Third place points are shown below. If a third consecutive week is missed, you will be credited second place feature points (180) for the third week that you missed for handicapping purposes. Second place points are listed below. Any additional consecutive missed week will be credited first place feature points (200) for handicapping purposes. First place points are listed below.

- **IF** the previous week's feature winner makes the handicapping invert, that driver will start in the last final handicapping position in the feature.
- The maximum number of cars to start any given feature will be **24 cars** in all divisions

***Management reserves all rights to make amendments to rules for safety or other considerations or when deemed beneficial to the majority of its competitors.**

Number of events based on car count – Modifieds & 602 Crate Sportsman

*Number of heats can be altered at Race Director's discretion

- **23 or fewer cars** = 2 heat races, no consolation. All qualify, 6 handicapped
- **24-36 cars** = 3 heat races, 1 consolation (if needed). 6 qualify from the heats, 4 handicapped. 6 from consolation for all divisions
- **37-48 cars** = 4 heat races, 2 consolations. 5 qualify from the heats, 3 handicapped. 2 cars will qualify from each consolation for all divisions

Number of events based on car count – Roadrunners

- **10 or fewer cars** = 1 heat, no consolation. All qualify, ½ handicapped
- **11-13 cars** = 2 heats, no consolation. All qualify, 3 handicapped
- **14-16 cars** = 2 heats, no consolation. All qualify, 4 handicapped
- **17-20 cars** = 2 heats, no consolation. All qualify, 5 handicapped
- **21-23 cars** = 2 heats, no consolation. All qualify, 6 handicapped
- **24+ cars** will follow Sportsman & Modified format

The point structure for heat and feature races is as follows:

2025 Heat Point Structure

(All other drivers besides the finishing positions listed below will not receive any additional points)

If 4 cars qualify		If 5 cars qualify		If 6 cars qualify		If 7 cars qualify	
1st	20 pts	1st	20 pts	1 st	20 pts	1st	20 pts
2nd	15 pts	2nd	15 pts	2 nd	15 pts	2nd	15 pts
3rd	10 pts	3rd	10 pts	3 rd	10 pts	3rd	10 pts
4th	8 pts	4th	8 pts	4 th	8 pts	4th	8 pts
		5th	6 pts	5 th	6 pts	5th	6 pts
				6 th	4 pts	6th	4 pts
						7th	2 pts

2025 Point Structure

(All drivers attempting to qualify that do not qualify for the feature will get 5 show up points for attempting)

1st	200 pts	7th	120 pts	13 th	80 pts	19th	50 pts
2nd	180 pts	8th	110 pts	14 th	75 pts	20th	45 pts
3rd	160 pts	9th	100 pts	15 th	70 pts	21st	40 pts
4th	150 pts	10th	95 pts	16 th	65 pts	22nd	35 pts
5th	140 pts	11th	90 pts	17 th	60 pts	23rd	30 pts
6th	130 pts	12th	85 pts	18 th	55 pts	24th	25 pts

Points will be posted each week at the pit shack prior to the next week's activities.

CONTACT INFORMATION

Any **TECHNICAL/SAFETY** questions please call Tech Inspector, Jim Carey, at (570) 640-4171

Any **HANDICAPPING/SCORING/OTHER** questions, email, Race Director, Kasea Bauscher at bigdiamondscoring@gmail.com.

Big Diamond Speedway is not responsible for typographical errors in this document.