



Official Rules

2020 Racing Season

Oct. 26, 2019
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Introduction

The Dirt Modified Nostalgia Tour (DMNT) was launched to provide a safe, affordable and competitive racing platform to honour and showcase the race cars and historical roots of the 1950's, 60's, 70's and early 80's dirt stock car racing throughout Eastern Ontario and Northern New York State. Founded by Jeff Ciglich and Derrick Flynn, the Tour operates as an independent motorsports entertainment group promoting a unique and exciting brand of vintage Dirt Modified Racing throughout Eastern Ontario and Northern New York State. The rules and specifications set forth herein have been developed to stimulate the growth, stability and popularity of Vintage Dirt Modified racing while celebrating our heritage and loyal fan base.

One of the greatest dilemmas facing vintage stock car racing is fostering an environment of stability, sustainability and growth while remaining true to our roots. For Northeastern dirt modified racing that challenge is exacerbated by trying to find the balance of competing with a dwindling number of aging authentic vintage race cars vs competing with a safer, more modern likeness of the historic cars of the past. Based upon direct input from our fans, our promoters and our marketing partners and the commitment of Vintage Drivers throughout the Northeast, we are confident that our competition model provides racers, promoters and fans with an exciting memorable racing experience.

Disclaimer

The rules and specifications set forth herein have been developed and promulgated to provide for the safe and orderly conduct of Dirt Modified Nostalgia Tour racing events and to establish minimum acceptable requirements for such events. By registering for a Dirt Modified Nostalgia Tour event each competitor agrees to become familiar with these regulations and abide by the specifications, procedures and conduct set forth and prescribed by the Dirt Modified Nostalgia Tour. Open wheel racing is an inherently dangerous sport that can result in serious injury and death. The Dirt Modified Nostalgia Tour offers no express or implied warranty of safety to any person resulting from the publication of or compliance with these rules and specifications. This includes but is not limited to the detection, absence of, misuse or improper installation or adjusted safety devices and systems available. These rules and specifications are intended solely as a guide for the conduct of the events and are in no way a guarantee against injury or death to participants, spectators or others. The Dirt Modified Nostalgia Tour specifically advises participants that there are safety devices and systems readily available for use (head & neck restraints, full containment seats, fire suppression systems) that are not required under the jurisdiction of these rules leaving it to the discretion of each individual participant to incorporate and/or utilize such devices and personal protective gear according to the manufacturer's specifications. Each Dirt Modified Nostalgia Tour participant acknowledges the risks inherent in participating in a Dirt Modified Nostalgia Tour event and their knowledge of the contents of this disclaimer and notice.

Communication

It is impossible and unreasonable for racers competing in the Dirt Modified Nostalgia Tour to expect the Tour's Racer Director to contact them on short notice via phone or email with critical news or information.

The Dirt Modified Nostalgia Tour will publish as soon as reasonably possible all current and relevant information to Dirt Modified Nostalgia Tour competitors and the general public via our Facebook page (www.facebook.com/dirtmodifiednostalgiaatour/). This includes but is not limited to rules and revision notices, schedules, event cancellations and rain dates, race results, point standings, press releases and upcoming DMNT events.

Notifications of important public issues and events when necessary and appropriate may also be promulgated via email or phone call. It is the sole responsibility of each driver to provide the DMNT Director with their most current contact information. Notifications of probation, suspension or other private matters will be executed in any one of the following manner; email, written mail, in person verbal and or hand delivered written communication.

General Inquiries

Race Director/Media Relations: Jeff Ciglich

Tech Director: Derrick Flynn

Scheduling and Promotional Inquiries

Jeff Ciglich

Technical Inquiries

Tech Director: Derrick Flynn

Tech Official: Mike Verbeek

Race Director/Media Relations: Jeff Ciglich

Communication Notice:

It is critical that any competitor wishing to compete in Dirt Modified Nostalgia Tour sanctioned event must meet the minimum requirements as outlined in the current DMNT rules described herein. It's extremely challenging to blend 50 plus years of racing history, tradition and technology into two relatively competitive racing classes. Prior to purchasing, building or modifying a car to compete in any DMNT event it is critical that you contact the series Technical Director or Race Director directly to verify your car's eligibility to compete. The DMNT reserves the right to refuse any car from competition that doesn't meet our minimum requirements from an aesthetic, functional, technical and or safety perspective. Car eligibility will be strictly enforced according to the rules and specifications herein.

Terminology & Definitions

Vintage Race Car

A "vintage race car" eligible to compete in a DMNT event shall be based upon a typical "open wheel Northeastern dirt modified race car" that competed on dirt tracks throughout New York State, Ontario and Quebec Canada between 1950 and 1979.

The rules and specifications herein have been developed to reduce the aerodynamic advantage of certain body styles (Mud Buss) over coupe and coach body styles. The goal is to prevent the extinction of authentic coupes and coach body styles due to the same aero-evolution of the Northeastern Dirt Modified race car that occurred between 1970 and 1990. Moreover, DMNT officials reserve the right to refuse entry of any car that in any manner, shape or form resembles a 1980 to 2020 Northeastern Dirt Modified race car. See Rule #1.

Race Event

All DMNT sanctioned race events are competition races. There are no exhibition laps, choreographed or predetermined outcomes in any DMNT race events.

Sanctioned Event

A Dirt Modified Nostalgia Tour (DMNT) sanctioned "event" shall be defined as any DMNT management, racing competition, and marketing, promotional or social gathering as published in the most current DMNT promotional media throughout the season.

Invitational or Special Events

Unless otherwise specified by the DMNT in an official communication release or notification, all Invitational or Special events will be organized, promoted and managed as a DMNT sanctioned event according the rules specified herein. If there is a question or concern regarding a

Sanctioned DMNT event, contact the DMNT's Race Director directly; not the host track for the event.

OEM

The term **OEM** (Original Equipment Manufacturer) shall be defined herein as the manufacturer and or distributor of an assembly, part or sub-system of parts utilized in the production of a new vehicle made available for sale to the general public.

Stock

The term **Stock** when referring to an assembly, part or sub-assembly of parts shall be defined herein as being unchanged from the original configuration as manufactured for a specific application, make, model or year of vehicle. The specifications, physical and performance characteristics of a stock part or assembly of parts will include but are not limited to shape, size, weight, surface treatment, material composition and manufacturing process as identified by published original or superseded OEM part number, engineering drawings and or technical data.

Aftermarket

The term aftermarket shall be defined herein as a replacement assembly, part or sub-assembly manufactured and distributed to replace OEM assemblies, parts or sub-assemblies when necessary. Aftermarket assemblies, parts or sub-assemblies may or may not be manufactured by an OEM; (eg: Holley) An aftermarket assembly, part or sub-assembly must match the OEM part number's specifications without modification or improvement.

Prototype

The term prototype shall be defined herein as any assembly, part or sub-assembly that is in an experimental, proof of concept, early development, pre-mass production or pre-release for distribution stage of development.

Unsportsmanlike Driving

The DMNT is a "no contact" hobby class of vintage race cars; some of whose race car's historic significance and rarity make them expensive and in some instances priceless. Vintage race car bodies take considerable time and resources to fabricate and prepare for racing so there is no place for unnecessary or intentional contact between competitors.

Unsportsmanlike or rough driving shall be defined by the DMNT as any intentional, careless, retaliatory or unwarranted contact with a competitor's car under any circumstance. This includes but is not limited to pounding on someone's rear bumper, pushing or otherwise causing contact with another car to move or pass them, contact in turns due to ill handling race car (push) or slide jobs, chopping, blocking, drifting out etc. During starts and restarts; brake

checks/contact or erratic lane use, failing to maintain consistent speeds, jumping starts, ignoring starter's commands will not be tolerated.

The “*Rubbin’s Racin*” mentality has no place in vintage racing and the DMNT has a zero tolerance policy for unsportsmanlike or what some describe as rough driving. If you feel that your driving skill set must include “unsportsmanlike driving” as described herein; the DMNT brand of vintage dirt modified racing isn’t for you.

Rules & Specifications

1. The interpretation and enforcement of the rules and specifications herein will be solely at the discretion of the DMNT officials and staff officiating each event and their decision will be final. This rule shall supersede and take precedent over all other rules and specifications stated herein.
2. Always refer to Rule #1.
 - a) The rules and specifications set forth herein have been developed and written with specific intent. When a rule interpretation or enforcement issue arises, DMNT officials reserve the right to consider both the “letter of the rule” as well as the “intent of the rule” when adjudicating all matters.
 - b) *Gotcha Rule*: Every effort has been made to remove ambiguity and subjective interpretations from the DMNT rules. Just because something is not specifically stated or written in the rules doesn’t make it legal, valid or acceptable. Semantics and loopholes will play no role in the interpretation or adjudication of the DMNT rules.

3. Car Classes

The Dirt Modified Nostalgia Tour consists of two separate and distinct classes of race cars; Nostalgia (50’s & 60’s) cars and Modified (70’s & 80’s) cars.

3.1 Nostalgia Class - (50’s & 60’s)

The Nostalgia class (50’s & 60’s) of cars are considered “authentic” in design, construction and appearance. The Nostalgia class has two sub-divisions of eligible cars; Authentic and Hybrid. In both sub-categories the body style is an “all steel” construction pre-1948 coupe, sedan or coach.

- a) **Pure Nostalgia Car**: is defined herein as any “all steel” construction pre-1948 coupe, sedan or coach mounted on a modified OEM production frame from the same era as the body style.
- b) **Hybrid Nostalgia Car**: is defined herein as any “all steel” construction pre-1948 coupe, sedan or coach mounted on any custom or production Northeast DIRT Modified style (Bicknell, Troyer, Teo, Olson etc) made frame/chassis manufactured prior to 1989.

3.2 Vintage Modified Class - (70's & 80's)

- a) Vintage Car: is defined herein as any North American OEM production passenger car body style with a manufacturing date during or prior to 1979 mounted on any custom or production based Northeast DIRT Modified style (Bicknell, Troyer, Teo, Olson etc) frame/chassis.
- b) Frame production date must be during or prior to 2017. (minimum 3 yrs old)

4. Frame-All Classes:

- a) Minimum wheelbase shall be 104 inches, minus 1/16 inch.
- b) The cockpit and driver's seat must be located in the center of the chassis along the longitudinal axis of the chassis.
- c) No offset engines or drivetrains permitted. The engine and drivetrain must be located in the center of the chassis along the longitudinal axis of the chassis.
- d) Only steel construction frame is permitted.
- e) The main frame rails must be constructed of rectangular steel.
- f) A floor plate with a min. thickness of 16 gauge (aluminum or steel) must extend from the rear surface of the engine plate to 4.0" past the forward most surface of the seat.
- g) No Camaro, Nova or other front clip chassis, Metric chassis, F-chassis, unibody, IMCA or E Mod type chassis permitted.
- h) All cars will be subject to annual and random inspection for structural integrity of the frame material and welds

5. Frame – Pure Nostalgia Class:

- a) Frames must be original stock production North American OEM passenger car (GM, Ford, Chrysler, AMC)
- b) Frame production date must be prior to 1989. Northeast DIRT Modified style chassis not permitted. See Rule # 7.
- c) OEM stamped steel frame rails are permitted.
- d) Any newly fabricated chassis must be constructed with a 2"x 4" kick up and over the top of the differential and must be consistent in design with chassis of that era.
- e) Frame repairs are allowed but the repaired section must remain as close to the OEM configuration and structural integrity as possible.
- f) No uni-body, F-chassis, metric chassis, independent front suspension or clipped frames or chassis permitted.

6. Frame – Hybrid Nostalgia Class:

- a) Any custom or production made Northeast DIRT Modified style (Bicknell, Troyer, Teo, Olson etc) frame/chassis manufactured prior to 1989.
- b) No uni-body, F-chassis, metric chassis or independent front suspension or clipped frames or chassis permitted.
- c) No uni-body, F-chassis, metric chassis or independent front suspension or clipped frames or chassis permitted.

7. Frame – Modified Class:

- a) Any custom or production made Northeast DIRT Modified style (Bicknell, Troyer, Teo, Olson etc) frame/chassis manufactured prior to 2017. (minimum 3 yrs old)
- b) No uni-body, F-chassis, metric chassis or independent front suspension or clipped frames or chassis permitted.
- c) (Mud Buss) Any newly fabricated or repaired chassis must be constructed with a 2"x 4" kick-up and over the top of the differential and must be consistent with the original manufacturer's design of that year.

8. Bodies – All Classes

Each car competing in a DMNT event must look similar to a typical vintage race car; visually correct to the time period it raced in. Appearance and what is perceived to be an accurate representation of a vintage race car is highly subjective therefore it's critical that anyone wishing to compete in a DMNT event communicate with the technical officials of the DMNT prior to the season or specific event to ensure their car's eligibility. Forward at least 4 pictures showing a front view, rear view, right and left side view of the car to the technical committee for approval. The DMNT reserves the right to refuse a car's eligibility to compete or participate in any DMNT sanctioned event when it is deemed that the car does not meet our objectives and standards. See Rule #1.

8.1 Body – Nostalgia Class

- a) Body configuration must be based upon any OEM North American production coupe or sedan manufactured prior to 1948. Exceptions subject to Rule #1 may occur.
- b) Steel body panels only. No fibreglass, composite, plastic or aluminum panels permitted. This includes window openings.
- c) Roofs must be the original steel from the year, make and model of the representative car being presented for competition. In the instance such in some early coaches where steel roof was not available, only sheet steel is permitted as a suitable option.
- d) No manufactured (Bicknell/Teo/Troyer or others) fibreglass hoods resembling in any manner those used on a post 1980 North-Eastern DIRT Modified or Sportsman race car. Cowl induction hoods, scoops and airflow direction control devices of any type are not allowed. The hood/engine cover must cover the radiator and cooling fan.
- e) No interior aluminum/steel or other material shall be located between the outer body/door panel and the frame rail/roll cage.
- f) The top panel covering the fuel cell must be located directly behind the driver's seat and shall not extend higher than the lowest horizontal surface of the rear window.
- g) The right and left side body panels of the car shall be joined together behind the fuel cell fully enclosing the rear body of the car.
- h) No front, rear or side wings, spoilers, louvers, ducting, foils, diffusers or body panels that can influence down force or side force are permitted.

- i) The term “wing” shall be defined herein as any protruding or unsupported panel (structural or otherwise) of any size, shape, configuration or material exceeding 2.0 inches when measured from the closest adjacent surface. Fender flares are covered by this rule.
- j) Bodies must be mounted symmetrically on the chassis. No offset cockpits, roofs or bodies.
- k) No nose cones, front spoilers or similar assembly of material in design, construction or mounting methods and or location to that typically used on a current or past model DIRT 358 Modified/Sportsman shall be permitted.
- l) No body panel of any description shall extend beyond 1" (+ 1/16" tolerance) of the horizontal datum line created by the leading edge of the front shock tower tubes or front axle centerline whichever is furthest forward. See Rule #1.
- m) Valve covers must be visible from the side of the car.
- n) Side body panels must not extend forward beyond the midpoint of the cylinder head mounting flange of the headers.
- o) No front or rear fenders permitted.

8.2 Body – Modified Cars

- a) Body configuration must be based upon any North American production coupe, sedan or station wagon manufactured during or prior to 1979. In addition to pre-1948 coupes and sedans, the following body styles are encouraged: Gremlin, Pinto, Vega, Falcon, Valiant, Corvair, Mustang, Barracuda, Challenger, Chevette, etc.
- b) No pickup trucks or vans permitted.
- c) Original Mud Buss cars are eligible to run as a “non-conforming car” in the Modified Class with specific restrictions and specifications. The car must be a completely authentic Mud Buss frame with raised rails up and over rear axle, cage, suspension and DIRT legal body (1981-1988). No post 1988 chassis with Mud Buss bodywork permitted.
- d) Body panels may be sheet metal or aluminum only. No plastic, composite, fiberglass or other material permitted. This includes window openings.
- e) Roofs must be the original steel roof from the year, make and model of the representative car being presented for competition. No fiberglass, composite or plastic allowed. Roof mounting angle must not exceed 12° at any time.
- p) The right and left side body panels of the car shall be joined together behind the fuel cell fully enclosing the rear body of the car.
- q) No front, rear or side wings, spoilers, louvers, ducting, foils, diffusers or body panels that can influence down force or side force are permitted.
- f) No interior aluminum/steel or other material shall be located between the outer body/door panel and the frame rail with the exception of a “fat man’s slide”.
- g) A functional “Fat Man’s Slide” may be employed to assist “gravity enhanced” drivers getting into and out of the left side of the cockpit. The “Fat Man’s Slide” may be any

attached or removable one piece/single layer section of flat inner tin between .080" to 0.100" thickness by 18 inches wide (front to back). It shall be mounted at a position and angle that matches the contour of the body proving zero aerodynamic drag/downforce. The leading and or trailing edge of the material nor the surface cannot be rolled, bent or otherwise shaped or reinforced.

- h) No nose cones similar in design, construction or mounting methods and/or location to that of a DIRT 358 Modified/Sportsman shall be permitted.
- i) No body panel of any description shall extend beyond 1" (+ 1/16" tolerance) of the horizontal datum line created by the leading edge of the front shock tower tubes or front axle whichever is furthest forward. Maximum body width may not exceed 62 inches. See Rule #1.
- j) Door/side panels must not extend forward beyond the center datum point of the cylinder head.
- k) Quarter panels may not extend rearward in excess of 48 inches as measured from the centerline of the rear axle. Body side panels (doors and ¼ panels) must be symmetrical in configuration and secured position when mounted on the car.
- l) Valve covers must be visible from the side of the car. Side body panels must not extend forward beyond the midpoint of the cylinder head mounting flange of the headers.
- m) No front or rear fenders permitted.
- n) No sail panels. See Rule #1.

8.3 Engine Covers & Hoods

- a) Engine cover/hood scoops play a significant role in the aesthetic appearance and appeal of a vintage race car. Engine covers and hoods are mandatory.
- b) No manufactured hoods (Bicknell, Troyer, Teo, Olsen etc) or other fiberglass/composite hoods similar in design or configuration to that used on a post 1988 North Eastern DIRTcar Modified or Sportsman race car will be permitted.
- c) Cowl induction hoods, scoops and deflectors of any type are not allowed. The hood/engine cover must cover the radiator and cooling fan and be compliant with the style of car.
- d) Engine cover/hoods shall not excessively obscure, obstruct or restrict the view of the driver in an unsafe manner.

9. Bumpers

Front and rear steel tube bumpers must be used. See Section 33(e) for tubing specifications. Factory bumpers are recommended. Custom design bumpers eligibility regarding safety will be at the sole discretion of the technical inspection team.

10. Seat & Seatbelts

- a) Seats must be mounted in the center of the cockpit aligned with the longitudinal axis of the chassis.
- b) Seats must be fastened directly to structural members of the chassis framework or roll cage.

- c) Aluminum, high back racing style seats with head support are highly recommended. Fibreglass seats must have a steel frame for support. Headrests are required unless part of the seat.
- d) A minimum 3" wide, 5 point safety harness with 3" wide lap and shoulder belts securely attached to the frame/cage at appropriate angles are required. All belts must be in good condition free of any fraying, tears or material imperfections. Belts must be SFI certified and not more than (3) years old at the beginning of the 2020 racing season.

11. Wind/Rock Screen

- a) The wind/rock screen must be of substantial size and strength to protect the driver from debris.
- b) A full mild steel (magnetic) windscreen and/or rock guard is required. The windscreen and/or rock guard must have maximum individual hole opening of 2" x 1" with a minimum wire thickness of 1/16". Chicken wire and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. Plastic/Lexan or similar material and/or safety glass windshields are not permitted.

12. Mirrors

No mirrors are permitted unless an original part of an original restored Nostalgia (50's & 60's) vintage car. During the 2020 racing season rear view mirrors will be allowed in select Nostalgia 50's & 60's style cars as a matter of safety. This is to ensure that select slower cars are aware of their racing environment enabling them to choose a safe racing line which when possible will not impede the faster competitors on the track. For the sake of transparency the identity of these individuals/cars that are eligible for this exemption will be provided upon request to competitors by DMNT Tech officials. See Rule #1.

13. Lights

Lights allowed on cars. No glass lenses permitted.

14. Paint & Numbers

- a) All cars must be properly painted, lettered and numbered before they are allowed to race. The number on the car on the 1st night of the season will be the number that will be used by the officials in the tower for the remainder of the season. Should a new driver be behind the wheel the change will be differentiated by the use of an "X" following the original number.
- b) It is encouraged that all lettering, numbers and graphics use a font or letter style similar to that used in the 50's through to the early 80's.
- c) Chrome or highly reflective numbers should be avoided as they are virtually impossible to photograph without flash "blow-out" occurring in the image.

15. Tires

- a) Hoosier and American Racer tires permitted.
- b) All tires must be in good condition without excessive wear or deterioration.

- c) Tire size must have factory sizing and compound indicated on the tire sidewall and must not exceed 13/92-15.
- d) For asphalt events dirt soft compound tires are permitted on the left side only.
- e) Only dirt hard or extra hard compound tires are permitted on the right front and right rear for asphalt events. There are no asphalt events scheduled for the 2020 season.

16. Wheels

- a) Wheels must be of adequate size and strength to sustain the loads imposed by race speed cornering.
- b) Wheel studs and lug nuts must be sized and positioned in such a manner to safely locate and secure the wheels used.
- c) Steel, aluminum, aluminum bead lock, steel with aluminum bead lock, magnesium wheels allowed.

17. Engines

The determination of which engine configuration is eligible for use in a particular class shall be determined by the style/configuration/year of the chassis/frame combination as opposed to the body style alone. For example: a coupe body mounted on an 80's style chassis isn't eligible to run "any single 4 barrel carburetor" as described in Rule 18.1. See Rule 3 through 3.2.

17.1 Engines: Nostalgia Class

- a) Any North American OEM production Flathead V-8's, OHV V-8's and inline 6 cylinder engines permitted.
- b) V6 engines not permitted.
- c) Hybrid Nostalgia class OHV V-8 engines must be fully compliant to all specifications under Rule 17.5.

17.2 Inline 6 cylinder - Nostalgia Class

- a) Unlimited cubic inch displacement and bore/stroke combination.
- b) Any OEM cylinder head permitted.

17.3 Flathead V-8 - Nostalgia Class

- a) Unlimited cubic inch displacement
- b) Any bore/stroke combination.
- c) No dry-sump oil pump systems permitted.

17.4 Straight 6 – Modified Class

- a) OHV inline 6 cylinder engine only. No overhead cams
- b) 250 cid-max .060 oversize bore not to exceed 260 cid. (250, 230, 194 crank only)
- c) 240 cid – max .060 oversize bore not to exceed 241 cid. (232, 199 crank only)
- d) 230 cid - .060 oversize bore not to exceed 240 cid. (230, 250, 194 crank only)
- e) 225 cid - max .060" oversize bore not 235 cid. (225 crank only)

- f) OEM crankshafts only.
- g) Flat top pistons and pop –up/dome pistons permitted.
- h) Roller rockers may be used.
- i) After market rods permitted - no aluminum or titanium.
- j) No roller cam or mushroom lifters.
- k) It is recommended that the oil pan be equipped with a 1-1/4" NPT inspection hole to allow inspection of crankshaft casting number and #1 connecting rod.

17.5 OHV V-8's - All classes

- a) OHV V-8's - North American OEM production engine not to exceed 360 cubic inch displacement plus 2.0 CID for wear. GM-283, 302, 305, 307, 327, 350 CID only including stock sealed GM crate engine part #88958602. Ford 289, 302, 351W CID only. Chrysler 318 & 340 CID only.
- b) Stock bore/stroke combinations only. See Maximum Overbore Chart below.
- c) Sealed Crate engine: Stock sealed crate engine GM #88958602 with OEM intake manifold permitted.
- d) Unsealed Crate Engine: Any engine where one or more DMNT approved engine seals have been removed or tampered with shall be considered an Open Engine.
- e) If a sealed engine has been opened up (unsealed) for any reason, it may be resealed by DMNT Tech officials at their sole discretion. DMNT officials will reseat an engine at the request of a driver to reduce the risk of having an engine torn down for inspection purposes. Having an engine sealed does not protect a driver/owner from being subjected to any level of engine inspection.
- f) A stock GM #88958602 engine must remain as produced when resealed to retain its "sealed crate" designation. Replacing, modifying, altering or changing any component in any manner will render said engine an "open engine" regardless of whether or not it is sealed by DMNT tech officials. This includes but is not limited to valve springs (OD, wire dia., installed height), valves, rocker-arms, lifters, pushrods and timing chain/gears.
- g) Valid engine seals will be OEM GM crate engine bolts, approved DIRT or DMNT approved seals. Contact the Technical Director for more details on engine sealing options.
- h) Cranks- Cast iron or Forged Steel. No billet crankshafts. All cranks must be stock. No modifications to the crankshaft to reduce weight (static or rotating) or affect windage are permitted. This will include but is not limited to machining by any means, reshaping, knife edging, drilling grinding, polishing or any other method of modifying any physical characteristic of the stock crankshaft. Rod journal diameter must be stock or allow for a maximum diameter reduction (grind) of .030" for repair purposes.
- i) Rods- Must be stock length (6.0" rods permitted for GM 350) Aftermarket rods are permitted providing the rod length and big end bore/rod journal size meet stock specifications. No aluminum or titanium rods.
- j) It is recommended that the oil pan be equipped with a 1-1/4" NPT inspection hole to allow inspection of crankshaft number and #1 connecting rod. This will reduce the necessity of removing the oil pan for inspection purposes.

- k) Pistons - Flat top only; cast or forged.
- l) Camshaft - Hydraulic or solid lifter cams only permitted. Stock firing order must be maintained. No roller lifter camshafts permitted.
- m) No roller bearing camshafts permitted.
- n) Timing gear and Chain - Stock configuration gear and chain only. Double roller chains permitted. Adjustable timing gears permitted. No gear or belt-drive camshaft/valvetrains.
- o) Stock OEM Factory cylinder Heads only.
- p) Excessive resurfacing not permitted. Milling/resurfacing of the head gasket surface not to exceed .020". No angle milling permitted.
- q) No combustion chamber modifications. No porting, polishing, blending, reshaping by any means, deburring and/or gasket matching is permitted in the intake or exhaust ports under any circumstances.
- r) Valve head/seat diameter must match stock size for casting number. No enlarging of any valves. No bowl cutting, grinding or enlarging under the valve seat is permitted.
- s) Valve stem minimum diameter must remain stock. Undercut valves not permitted.
- t) Screw in studs or drilling/pinning of studs may be performed.
- u) THE FOLLOWING HEADS ARE NOT ALLOWED - Chevy 492, 292, Bowtie, Ford 302 Boss. No OEM or aftermarket manufacturer's performance heads such as/but not limited to Dart, World, Brownfield, Brezinski are permitted.
- v) Valve Train-Push rods and rockers - any stock or aftermarket push rod or rockers, including rollers may be used providing they meet manufacturer's specification for length and ratio. No "rev kits" permitted.
- w) At the sole discretion of the DMNT officials, any violation under Rule 17.5 may be subject to penalty under Rule 51 (d); Gross Rules Violation – Engine.

OPEN ENGINE MAXIMUM CUBIC INCH DISPLACEMENT – (+2.0 CID)

MAKE	OEM ENGINE SIZE	MAX. BORE SIZE	MAX. DISPLACEMENT
GM	350	.060"	360 CID
FORD	351W	.045"	360 CID
DODGE	340	.060"	350 CID

18.0 Intake & Fuel Systems

- a) Naturally aspirated fuel/intake systems only. No superchargers or turbochargers permitted.
- b) Pump gasoline only; maximum 10% ethanol blend as defined by Ontario Regulations.
- c) Oxygenated fuels not permitted.
- d) No alcohol, nitrous oxide, water injection or other combustion enrichment devices permitted
- e) No electrical or mechanical fuel injection or fuel enrichment systems permitted.
- f) Mechanical fuel pumps only. No electrical fuel pumps permitted.
- g) No glass, plastic or similar type material fuel filters, float or sight bowls permitted.

18.1 Nostalgia Class (Authentic 50's & 60's - V-8) - Intake & Carburetor

- a) Stock OEM factory single carb cast iron manifolds only with stock head/flange bolt pattern.
- b) Any single 4 barrel carburetor permitted. (650 cfm max)

18.2 Nostalgia Class (Authentic 50's & 60's – Inline 6 cyl.) - Intake & Carburetor

- a) Re-shaping, grinding and polishing of ports allowed.
- b) Any combination of carburetors allowed.
- c) Two (2) barrel intake, Offenhauser or Clifford Research manifolds permitted.
- d) Fuel injection permitted. Gasoline only

18.3 Nostalgia Class (Hybrid 50's & 60's - V-8) – Intake & Carburetor

- a) Modified Intake System & Carburetor Rule # 18.4 applies.
- b) Only one single round air filter permitted.
- c) Ram air, intake air diffuser, cowl induction or other intake air directing or pressurising devices not permitted.

18.4 Modified Class - Intake & Carburetor

- a) Only one single round air filter permitted.
- b) Ram air, intake air diffuser, cowl induction or other intake air directing or pressurising devices not permitted.
- c) Sealed crate engines must use stock GM 602 crate aluminum intake manifold. Car weight will be 2350#.
- d) Open crate/Vortec engines must use Edelbrock Performer Intake Manifold (2116) or the stock GM 602 crate intake manifold. Car weight will be 2350#. Marine 2bbl intake manifold permitted for 2018 at 2350# but will not be permitted in 2020.
- e) Open engines (pre-95) must use Edelbrock Performer Intake Manifold (2101). Edelbrock Manifold # (2701) not permitted. Stock OEM cast iron two barrel intake manifold is permitted for 2018 but will not be permitted in 2020. Weight will be 2400#.
- f) No porting, polishing, gasket matching or port altering modifications of any type permitted. Violation under this clause shall be subject to penalty under Rule 51 (d); Gross Rules Violation – Engine.
- g) Inspections will include but are not limited to measuring physical and dimensional characteristics, air flow characteristics, runner volume, size, shape and surface finish/profile.

Note:

The availability of “new” stock GM 2 barrel intake manifolds from GM, Mercruiser, OMC and Volvo-Penta dealers are now obsolete.

It is the objective of the DMNT to prevent the use of “illegally modified” (eg. Brezinzki) intake manifolds that have been modified to increase performance characteristics of a stock OEM manifold as well as keep costs within a reasonable price range.

We have selected the Edelbrock Performer Intake Manifold as a “spec intake” to address this situation considering the following criteria:

1. Ensure that the manifold options offer relatively close performance characteristics with each of the engine options; sealed crate vs open engine.
2. Ensure that we have a consistent long term source for specific manifold part numbers with unchanged performance characteristics or specifications.
3. Ensure that the manifold manufacturer can provide consistent tolerance and quality control standards to enable DMNT tech inspectors to quickly and accurately verify the compliance of each manifold inspected
4. Reasonable net cost to the racer. (Summit Racing Price – November 2018)
 - a. Open GM – pre-95: #2101 (\$185 USD)
 - b. GM Vortec - #2116 (\$255 USD)
 - c. Ford 260/289/302 - #2121 (\$231 USD)
 - d. Ford 351W - #2181 (\$300 USD)
 - e. Mopar 318/340/360 - #3776 (\$335 USD)

18.5 Carburetor - Modified and Hybrid Nostalgia Class

- a) Stock 2 barrel Holley 500 CFM #0-4412. Holley part numbers #0-4412, #4412S, #4412C, #4412CT only permitted. No modifications permitted other than those described herein. Just because it says 4412 doesn't identify it as stock or legal.
- b) High performance or aftermarket modified parts and or carburetor not permitted including Holley #0-80583-1, 4412EX, 4412HBX or similarly modified carbs available.
- c) Choke plate horn may not be removed or modified other than to remove choke plate and choke plate shaft.
- d) Base plate must remain stock with no modifications. Performance or aftermarket baseplates not permitted.
- e) Metering blocks (Holley part #134-137) must remain stock. Metering block (Holley part #134-280) not permitted. Aftermarket metering blocks made from billet aluminum or other material not permitted. No milling of carb body metering block surface or metering block permitted.
- f) No modification to the primary and or booster venturi shape, surface finish, position or size.
- g) Accelerator pump discharge nozzles – straight type only with no modification.
- h) Air bleeds must remain stock without modification. Screw in air bleeds not permitted.
- i) Main jets and powervalue may be changed.
- j) Vacuum ports may be drilled, tapped or plugged.
- k) Throttle plates may be drilled to improve idle quality. No other modifications to throttle shaft or plates permitted.
- l) Throttle shaft may be welded to throttle linkage.
- m) No electrical or mechanical fuel injection or fuel enrichment systems permitted.
- n) Mechanical fuel pumps only. No electrical fuel pumps permitted.
- o) Gasoline only with up to 10% ethanol blend permitted. Oxygenated fuels above 10% not permitted.

- p) No alcohol, nitrous oxide, water injection or other combustion enrichment devices permitted.
- q) Spacer plate or adapter plate may be used to mount Holley #4412 to intake manifold. Thickness must not exceed a thickness of 1.000" plus .000" not including gasket material. Single gaskets of a compressed (after use) thickness of no greater than 1/16" (0.0625") may be used between the spacer/adapter and the carb and intake.
- r) No adjustable spacer plates permitted.
- s) All carburetors will be subject to random visual, physical dimension and go/no-go gauge inspection.

19. Exhaust System

- a) Headers or exhaust manifolds must be used.
- b) 180 or 360 degree headers not permitted.
- c) Header pipes must be merging into a single exit collector. No zoomies, individual or open exhaust pipes permitted.
- d) Mufflers are not mandatory but their use is permitted and encouraged.

20. Ignition System

- a) Only camshaft driven distributor ignition systems permitted. This includes magneto, HEI or dual point systems.
- b) No digital or RPM input sensor controlled ignition systems permitted.
- c) No belt drive or timing gear drive ignition systems permitted.
- d) Rpm limiters (MSD rev box) may be used but are not mandatory. If a rev box is installed in the car, no components or wiring is permitted to be inside the cockpit area or be accessible to the driver when seated in the cockpit. Only DIRT legal MSD boxes permitted.

21. Throttle Linkage

- a) All hardware in the throttle linkage system shall be designed and constructed and maintained in a manner that ensures safe operation of throttle during all conditions.
- b) Dual throttle return springs shall be installed and functional.
- c) Accelerator pedal "toe loop" is highly recommended.

22. Cooling System

- a) The top of the radiator must be covered by suitable body/sheet metal.
- b) Coolant shall be water only. (Antifreeze not permitted)
- c) All radiator hose connections should be double clamped.
- d) No electric fans permitted.

23. Suspension Rear Axle – Authentic Nostalgia (50's & 60's) Class

- a) Leaf spring only. Fibreglass, carbon fibre or titanium springs not permitted.
- b) No torsion bars permitted.
- c) One shock per corner only.
- d) No inside the car suspension adjustments of any kind.

24. Suspension Rear Axle – Hybrid Nostalgia and Modified Cars

- a) Only one spring and one shock per corner allowed.
- b) There must be no components, systems or sub-systems on the car that will provide separate or additional spring rate to the individual shock and/or spring utilized as described in Rule #26. No exceptions.
- c) Coil over shock/spring combinations allowed
- d) Separately mounted coil springs are permitted.
- e) Lower shock mounts may be attached to torsion arms. If car is equipped with torsion arms/torsion bars for shock mounting purposes, the torsion stop must be removed or otherwise modified to fully disable and/or remove any torsional resistance or spring rate acting individually or separately.
- f) Functional torsion bars will not be permitted.
- g) Leaf springs permitted. Fibreglass, carbon fibre or titanium leaf springs not permitted.
- h) No roller torsion bars permitted. Hanger-Heim torsion bars permitted at DMNT official's discretion.
- i) One shock/one spring per corner only.
- j) No inside the car suspension adjustments of any kind.

25. Suspension Front Axle-All Classes

- a) Any straight tube axle
- b) No independent front suspension of any kind.
- c) Any combination of shocks, coil overs or springs...one coil, one shock per corner.
- d) No torsion bars.
- e) No sway bars.

26. Shocks

- a) Externally adjustable shocks not permitted.
- b) External reservoir shocks not permitted.
- c) Rebuildable, Schrader valve adjustable shocks permitted.
- d) Shocks must be reasonably priced (below \$300 USD) and readily available for purchase at local supply outlets throughout Eastern Ontario and Northern NY State.
- e) Custom made prototype or experimental shocks not permitted.

27. Starting

Car must be self-starting with operating clutch and or transmission to move forward and backwards with the engine running under the car's own power.

28. Transmission

- a) American made standard or automatic shift.
- b) Must have fully functional forward and reverse gears.
- c) May use internal clutch transmission such as Hager, Brinn, Bert.

29. Differentials

- a) American made car or truck rear ends.
- b) Quick change rears permitted. No lockers.

- c) Differential alignment must meet current DIRT Sportsman/Modified rules. No lockers

30. Drive Shaft

- a) No drive shaft shall be exposed to driver's compartment.
- b) Drive shaft safety loop required.
- c) Drive shaft must be painted white.

31. Fuel Cell

- a) Fuel cells are mandatory.
- b) The fuel cell must be accessible for inspection purposes. The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge sheet steel. If sheet aluminum is used to enclose the fuel cell, the aluminum must be a minimum of .060"-inch in thickness. It is recommended that the bottom panel be thicker than 1/16".
- c) The fuel cap/filler hole must be located on the top of the fuel cell. No quick fill systems allowed. Fuel cells must be equipped with a secure fuel cap and fully functioning rollover valve protection including the vent tube.
- d) The fuel cell must be securely mounted directly behind the driver's seat aligned between the parallel main frame rails of the cage. The bottom of the fuel cell must be a minimum of 12" from the ground. No section of the fuel cell sheet metal enclosure shall extend beyond the boundary of the line measured vertically from the outer walls of the lower frame rails measured at the rear of the driver's seat. The top panel covering the fuel cell must not be higher than the lowest surface of the rear window opening or provide any aerodynamic effect.

32. Weight

- a) The top (3) cars from all heat and feature races must proceed directly to the weigh scales for inspection.
- b) Any driver/car entering the pits after a race without subjecting his/her car to weight inspection will be considered in violation of the rules and subject to disqualification.
- c) Cars must weigh no more than their minimum weight at post race inspection. There will be no error factor or exceptions allowed regarding minimum scaled weight. The weight registered at the track scales will be considered final in all cases. It is the responsibility of each competitor to ensure that their car meets minimum weight requirements prior to the feature event.
- d) Modified Class: sealed crate only (2350) minus zero pounds/open engine (2400) minus zero pounds.
- e) Nostalgia Class: (2500) pounds minus zero pounds.
- f) Non-compliant cars (any class): (2500) pounds minus zero pounds.
- g) Any competitor from any race outside the top (3) cars may be required to scale their car after a specific race at the discretion of the DMNT officials and or track race officials.

- h) Any car not conforming to the minimum weight requirements will be deemed to be in violation of the rules and subject to disqualification forfeiting all points, prizes, trophies and position for that event.
- i) The weight rule will be strictly enforced; at the discretion of DMNT officials, a weight discrepancy of more than (50 lbs.) under the legal weight will be considered a Gross Rules violation and thus subject to discipline according to rule #51(b).
- j) All weight that is added to a car must be securely mounted and painted white.

33. Roll Cage, Crash Bars, Bumpers & Padding

- a) The structural design and integrity of the roll cage is paramount and will be scrutinized prior to and throughout the racing season.
- b) Roll cage tubing shall be a minimum 1-1/2" O.D./ .125" wall thickness or 1-3/4" O.D./ .095" wall thickness seamless tubing. All joints shall be properly fitted and welded for maximum strength. The roll cage assembly must be securely fastened to the main frame rails by welding.
- c) Homebuilt roll cages shall provide adequate driver crash protection by installing a minimum of (3) horizontal and (2) vertical appropriately spaced bars with gussets on both sides of the cage. These bars must meet the roll cage tubing specifications as described above.
- d) All roll bars or similar items located in the cockpit to which the driver's head may come into contact with must be adequately padded with approved high density padding. Plumbing insulation is not permitted. Additional padding and/or protection should be installed on any component or area that may come in contact with the driver's arms, legs, knees or other body parts.
- e) Crash bars and bumpers must be made of .090" or greater wall thickness 1-1/2" seamless tubing.

34. Traction Control Devices

- a) Analogue or digital electronic devices deemed to influence or control wheel spin are not permitted.
- b) Only DIRT Sportsman legal MSD rev limiters (according to 2019 DIRT rules) are permitted for voluntarily use to prevent engine damage. If the car is equipped with such a device, it must be mounted outside the cockpit area and not accessible by the driver while seated in the cockpit. The DMNT reserves the right to inspect, remove and or confiscate for analysis any and all analogue or digital rev limiting devices at any time. Adjustable rev control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- c) Adjustable carb mounts, spacers or restrictor plates are not be permitted.
- d) Cars found to be in violation of under Rule 34 will be subject to penalty under (Gross Rule Violation - General) according to Rule 51 (d, e).

35. Electrical System

The battery must be covered and securely mounted to protect driver and fuel tank. A battery power shut-off switch shall be mounted in close proximity to the driver when secured in the driver's seat. This electrical shut-off switch must be clearly labelled indicating the "off & on" positions.

36. Brakes

The car must have fully functional and effective brakes on all (4) wheels at all times. Brake pressure bias adjusters are allowed. Shut off valves not permitted.

37. Fuel System

- a) No electric fuel pumps permitted.
- b) No glass bowls on pumps or filters permitted.
- c) No rubber fuel hoses permitted in cockpit. All rubber low pressure automotive grade fuel hoses should have two hose clamps installed. Only steel tubing or braided lines are required where fuel line passes through driver's cockpit.
- d) A fuel shut-off ball valve will be securely mounted in the cockpit area within reach of driver or emergency personnel. The fuel shut off valve will be painted "RED" and clearly be labelled "FUEL" as well as indicating the "ON" & "OFF" positions.

38. Fire Walls

Adequate firewalls must be in place to isolate the driver's compartment from the engine and fuel cell areas. Holes in firewalls should be of the minimum size and quantity necessary. Pay special attention to clearance for throttle linkage to ensure that there will be no binding or interference.

39. Scatter Shield

Clutch bell-housings that are located within the driver's cockpit must be of the explosion proof scatter shield (Lakewood or similar SFI certified only).

40. Fire Extinguishers

All participants shall have a readily available a fully charged fire extinguisher capable of fighting gasoline and oil fires. In-car extinguishers are optional, if used they must be mounted securely with metal brackets. On-board fire suppression systems are permitted.

41. Mandatory Safety Items—Driver's Safety Is Vital

- a) Driver must wear a proper fitting full faced Snell-rated SA 2005, or SA 2010 helmet with shield, goggles or other suitable eye protection
- b) Fire resistant driver's suit, racing gloves, and fire resistant shoes shall be worn at all times when cars are on track. Fire resistant underwear, neck collar and arm restraints are highly recommended.
- c) One way radio is mandatory - it is the driver's responsibility to ensure that their one way radio is functioning during practice, heat and feature races.

- d) Any driver that fails to use a fully functioning one-way radio at all times while on the race track during track preparation, hot laps, heat or feature races will be subject to penalty under Rule 51 (b, c, d).

42. Technical Inspection

- a) Technical inspection will be conducted by and at the sole discretion of DMNT officials or any persons appointed by the DMNT.
- b) Any/all decisions will be at the sole discretion of the DMNT officials and will be considered final.
- c) All rules will be interpreted solely by DMNT officials and not by the drivers, car owners, track owners or promoters. .
- d) Individual track officials and or directors have the right to inspect any car at any time for safety/technical compliance.
- e) The DMNT officials and/or directors have the right to reject any entry at any time.
- f) Technical inspections of cars will include periodic and/or random inspections of chassis, body and engine components or systems to ensure that they meet the minimum safety and technical requirements.
- g) Inspections will include but are not limited to removing wheels, body panels, intake manifolds, headers, cylinder heads and/or oil pans.
- h) Any time or circumstance that a driver/owner/crewmember refuses to comply with a DMNT Official/Inspector's request to submit their car for inspection, it will be considered a Gross Violation of the rules and subject to immediate disqualification according to Rule #51.

43. DMNT License

- a) The mandatory DMNT license fee of \$60 Cdn/\$50 USD provides licensed drivers access to (up to 3) free pit passes, point accumulation and rewards programs. Included is membership to the Midstate Vintage Stock Car Club. Only registered DMNT license holders in good standing will be eligible to accumulate points and or participate in any DMNT incentive or rewards programs.
- b) Registered DMNT license holders in good standing must compete in 2/3rds of DMNT sanctioned events in 2020 to be eligible to participate in any DMNT incentive or rewards programs.
- c) The DMNT must provide a list of participating drivers to individual tracks/promoters prior to an event to ensure that DMNT driver's and crew credentials are on file with the track personnel for pit entry and payouts. It is solely the driver's responsibility to make sure that all license fees are paid and this information is "formally" provided to the DMNT Race Director at least 48 hours prior to an event.
- d) Failure to provide this information as indicated will result in a driver/crew being ineligible for (3) pit passes according to the DMNT agreement with promoters.
- e) The DMNT will not provide reimbursements or discounts for pit entry or any other monies paid by DMNT drivers at an event.

44. Event Driver & Car Registration

- a) All cars & drivers must be registered upon pit entry to be eligible to participate in any DMNT event. It is solely the driver's responsibility to make sure they register with the Race Director for each event. Any driver failing to register for an event upon entry into the pit will start in last place for their first heat race for that event. No excuses.

45. Eligibility of Cars

- a) All DMNT sanctioned events are open to any full-scale Stock Cars (no open cockpit) that are representative of the "Northeastern Dirt Modified" race cars that competed in dirt oval track racing in Eastern Ontario/Northern New York from the early 1950's through the early 1980's, provided that they meet the prescribed aesthetic and minimum safety standards and respective technical specifications of the DMNT described herein.
- f) At the sole discretion of the DMNT officials, a driver may be allowed to complete two laps with a car that does not fully comply with the DMNT rules and specifications set forth herein with restrictions and under specific circumstances. This includes but is not limited to a driver using a (non-vintage) race car to qualify for points in the event that their car is not fit to compete in the feature race. See Rule #1.
- b) Non DMNT compliant race cars entered for competition in a DMNT event must meet the prescribed minimum safety standards of the DMNT as indicated herein.
- c) The DMNT at their sole discretion reserves the right to refuse or restrict a car, driver or team from competing in a DMNT event.
- d) The DMNT at their sole discretion reserves the right to impose and enforce rules and or restrictions to allow non-conforming cars an opportunity to compete in a DMNT event. This will include but is not limited to adding additional weight, (see Rule #32 f) installing a restrictor plate and or a single stock Holley 4412 carb.
- e) All cars competing in a DMNT event must be well prepared and ready to race prior to each DMNT event. Cars that are not prepared to compete at acceptable speed and lap times will be restricted to a maximum of two laps to be eligible to collect points.

46. Driver Eligibility

- a) Driver eligibility to compete in a DMNT sanctioned event is open to any "driver in good standing" over the age of (15) during the current racing season.
- b) Driver In Good Standing – The DMNT defines a "driver in good standing" as any competitor while not under suspension, probation or other penalty or sanction by the DMNT. The DMNT reserves the right to restrict or refuse a racer from competition in a DMNT event if that driver is under sanction or penalty from another other sanctioning body or track during the current racing season.
- c) Rookie Driver - The DMNT defines a rookie as a novice driver with less than one full season of full scale car racing experience. At the sole discretion of the Directors and/or track officials, a rookie *may* be required to start a MINIMUM of three (3) separate race events at the rear of the field.

- d) Points, trophies and other types of prizes are awarded and accumulated by the “driver” not the car competing in DMNT events.

47. Unsportsmanlike/Rough Driving, Driver Ability & Poor Handling Race Car

- a) Unsportsmanlike/rough driving will not be tolerated under any circumstance.
- b) The DMNT reserves the right at their sole discretion to restrict or deny a driver’s eligibility to compete in a DMNT event any driver who demonstrates an inability to maintain control of their car during an event without justifiable cause. This may include but is not limited to poor driving skills and/or habits as well as an ill handling race car due to a chronically poorly set up race car. When deemed necessary at the sole discretion of the DMNT Race Director, the identified driver will be counseled and permitted to compete in a manner with possible restrictions as determined by the DMNT Race Director until an acceptable improvement is noted.
- c) The DMNT recognizes that there are instances that a driver/race car cannot operate at racing speeds and lap times such as borrowing someone else’s car simply to acquire points however it is vital that all DMNT members recognize that our primary responsibility is to provide quality motorsports entertainment to our fans and promoters that support us. The DMNT reserves the right to restrict or deny any car from competing in a DMNT event that exhibits a chronic inability to race at competitive lap times and racing speeds.
- d) When a driver’s car is unfit or incapable of starting a feature race, they may borrow a car from another racer to take the green flag to be scored and accumulate points for that race. Cars that don’t comply with the DMNT rules and eligibility specifications will start at the rear of the field and complete two laps only to be scored and safely exit the track. Open wheel cars are preferred however the eligibility of a substitute car will be at the sole discretion of the DMNT Race Director.

48. Lineups

- a) Line ups for the first event of each season will be done by a draw for position to determine heat lineups by class. Features will be lined up by heads up start from the heat race results.
- b) After the first race has been completed each subsequent event will invert the top 6 from the previous events feature into group A. And invert 6 through 12 into B and also C if applicable. Heats will be divided into Group A and Group B. When car numbers warrant we will have a Group C made up of Nostalgia (50’s, 60’s) class cars.
- c) At the Series Race Director’s discretion, we may also add a third (C) heat if we have 18 or more participants. Features will be heads up start for all events.
- d) All group A cars will start ahead of all group B followed by all group C. The primary reason for this format is for safety considering the speed discrepancies among our competitors.
- e) Any participants who missed the previous week’s event will start at the rear of the B or C heat depending on the number of competitors and the amount of Nostalgia (50’s 60’s) cars competing at each event.
- f) If you prefer to start at the rear of the field, you must inform the Series Director prior to the line-ups being posted.

- g) Heat and feature line-ups will be posted on the whiteboard in front of the pit area canteen or marshalling area; it is the responsibility of the driver to know where they start.

49. Flagman/Starter/One-way Radio Communication

- a) The Starter has complete charge of the track.
- b) Drivers shall comply with the Starter's command, whether given verbally, by hand signal, flag or radio communication.
- c) Failure to comply with the starter's commands may be considered a Gross Rules Violation subject to penalty under Rule 50.

50. General Conduct

- a) Prior to, during and after a DMNT event, the driver is personally responsible for and will be held to account for any actions, behavior, activity or incidents involving any individual or person(s) deemed to be associated with your car. This includes incidents that occur on and off the track.
- b) In all circumstances, investigations or discussions regarding on or off track incidents, the DMNT officials will deal exclusively with the driver until such a time as it is deemed appropriate and or necessary by DMNT and or track officials to involve car owners, crew members or other's associated with a particular car.
- c) No owner, driver, or person associated with an owner or driver (pit crew) shall conduct themselves in a manner that is deemed not to be in keeping with the best interest of the DMNT.
- d) No owner/driver or person associated with an owner or driver (pit crew) shall use aggressive, abusive, threatening or demeaning language or gestures, threaten bodily harm or equipment damage (veiled or specific) when addressing another driver/owner, DMNT or track official or subject such persons to physical contact or verbal/written harassment.
- e) The circumstances described in Rule 50 (c) include but is not limited to all forms of print, digital and social media.
- f) A driver shall not, while racing, commit unnecessary contact, harassment or use any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Pit Steward, track officials and/or Directors.
- g) Should any owner/driver/pit crew contravene any of the above rules, they will be subject to a loss of points and or probation or suspension at the discretion of the DMNT Directors and or track officials. See Rule #1.
- h) The consequences of any of the above actions shall be as follows:
 - i) 1st infraction will result in a maximum of three (3) race suspension and forfeit of ALL points earned to date and be subject to a (3) race probationary period upon returning to competition.
 - ii) 2nd infraction will result in a total suspension for the remainder of the season and the driver will be subject to a probationary period for the following season.
 - iii) 3rd infraction will result in permanent suspension.
- i) Offences are cumulative.

- j) The DMNT has a zero tolerance policy stating that alcohol consumption in any manner inside the pits is prohibited prior to and during any racing event until all on track racing activities have ceased. If the owner, driver or anyone associated with a car has been found to have consumed or be under the influence of alcohol, cannabis or illegal drugs, the owner, driver and anyone deemed to be associated with your team will immediately be escorted off the premises. The penalty for this infraction will be at the discretion of the host track and DMNT officials. See Rule #1

51. Rules Violation & Penalties

- a) General Rule Violation - With the exception of Rule 51 (b, c, d, e), any driver/car found to be in violation of the rules stated herein will be subject to disqualification and forfeiture of all eligible points and awards for that event.
- b) Weight Violation - Any driver/car to be found in violation of the minimum required weight rule will be penalized according to rule 32.
- c) Gross Rules Violation (Weight) - Any driver/car determined to be in violation of the rules the 1st time will be moved to the rear of the field for the next two (2) races and forfeit all points to date and the trophy for that event.
- d) If a driver/car is found in violation and penalized under Gross Rules Violation (Weight: Rule 51(b) a 2nd time the driver/car forfeit all points to date, money and the trophy for that event and be suspended for one calendar year from the date of the infraction.
- e) Gross Rules Violation (Engine) - Any driver whose engine is deemed to be non-compliant under this clause during a pre or post-race inspection shall be disqualified from that event and may be immediately suspended from further DMNT events according to Rule 51 (e) for a period of one calendar year from the date of the infraction.
- f) Drivers that have been suspended from the DMNT will be deemed ineligible for competition in addition to any and all accumulated DMNT points, incentives, contingency awards and trophies for the entirety of their suspension.
- g) When a driver is disqualified for any infraction losing their finishing position for that race, the next eligible driver will move up one position filling the vacated position with each subsequent driver moving up in position accordingly.

52. Points & Scoring

a)

Postion	Points	Position	Points
1st	100	14th	54
2nd	95	15th	52
3rd	90	16th	50
4th	85	17th	48
5th	80	18th	46
6th	75	19th	45
7th	72	20th	44
8th	68	21st	43
9th	65	22nd	42
10th	62	23rd	41
11th	60	24th & back	40
12th	58	DNQ/DNS	25
13th	56	PA Bonus	50

DNQ: Cars that fail to qualify will be awarded 25 points.

DNS: Cars that register and show up to an event but due to mechanical issues are unable to race in either the heat race or feature event will be awarded 25 points. Subject to Rule #1.

Heat Race Points: There will be no points awarded for heat race finishes in the DMNT in 2020.

b) Transponders are mandatory for both the Modified and Nostalgia divisions in 2020.