



2018 Stock Car Rules

TO ALL COMPETITORS/PARTICIPANTS

- ❖ Under the guideline of the 2018 DIRTcar Stock Car rules any and/or rules and as stated in the 2018 DIRTcar Rule Book, all DIRTcar rules apply to all divisions. Local track rules pertaining to the racing procedures and/or overall rules that are administered by the local track officials and management may apply at local tracks in DIRTcar sanctioned events. Instances, where applicable, local track may be applied.
- ❖ The 2018 DIRTcar Stock Car Rules have been established to include the rules in several different regions of North America, refer to the rules that are in effect in your region.
- ❖ The following are the 2018 DIRTcar Stock Car rules. All amendments supersede any previous rules regarding any technical article and/or aspect.
- ❖ Under the guideline of the 2018 DIRTcar Stock Car rules any and/or rules and as stated in the 2018 DIRTcar Rule Book, all DIRTcar rules apply to all sanctioned divisions.
- ❖ The specifications published shall be considered a section of the “*General Rules and Specifications*” for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance.

15.0 DIRTcar Stock Car

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE DIRTcar and/or World Racing Group OFFICIALS

15.1 – Engine

- A. The engine and frame must be manufactured by the same company when introduced into competition.
- B. The number one (1) spark plug must align itself in a perpendicular line with the center of the upper ball joint for each manufacturer and be set back no further towards the rear of the car
- C. The engine block must be cast iron from an OEM manufacturer. The SHP DART Block will be permitted for competition.
- D. DART Big M and Little M Blocks permitted
- E. Aluminum engine blocks are not permitted.
- F. Cast iron 23-degree cylinder heads of any make are permitted.
- G. Aluminum cylinder heads of any origin are not permitted.
- H. Roller tip rocker and roller type rocker arms are permitted. Shaft rockers will not be permitted.
- I. Roller Cams of any-type are not permitted.
- J. Roller and/or mushroom-type lifters are not permitted.
- K. Cast Iron or Aluminum intake manifolds are permitted.
- L. Cast Iron or aftermarket exhaust headers are permitted. The direction of the exhaust flow must exit away from the car and the track surface.
- M. Conventional or Aluminum radiators are permitted
- N. Only mechanical fuel pumps permitted.

15.1.1 – Electronics and Ignition System

- A. HEI distributors are permitted. The OEM firing order for the engine must be maintained and unchanged (GM 1-8-4-3-6-5-7-2)
- B. Racing-type distributors not permitted.
- C. MSD boxes and/or any other ignition amplifier boxes of any type not permitted.
- D. All cars must be equipped with an operable starter in working condition.
- E. Any 12-volt battery is permitted.
- F. Any battery that is mounted inside the driver's compartment must be completely enclosed in a marine-type box, with a lid and mounted securely.

15.1.2 – Carburetor

- A. One 500 CFM 4412 Holley unaltered carburetor is required. The local track rules reserve the right for carburetors to be claimed and/or changed (i.e. “swapped”) for competitive analysis and/or inspection.
 - a. Any Holley 2 bbl. carburetor, part number 0-4412 will be permitted provided it is unaltered from the manufacturer.
 - b. The original choke tower must remain in its stock position and configuration if applicable
 - c. The choke blade may be removed.
 - d. External metering blocks will be permitted.
 - e. Any other alterations to the body of the carburetor, internal working mechanisms, venturis, throttle plate and/or any other part and/or component of the carburetor will not be permitted
 - f. Carburetor jets may be replaced and/or adjusted as an engine tuning method.
 - g. All carburetors must pass go-no-go gauge on top and bottom and are subject to inspection at any time.

15.1.3 – Chevrolet 602 Engine Option

- A. The Chevrolet Performance Parts 602 engine (GM Part Number – 88958602) will be the only engine permitted for competition with this option. All engines are to remain sealed from the factory. The original factory seals must remain unaltered, tampering, removal, modifications of any type and/or broken factory seals will not be permitted. (The Chevrolet Performance Parts 602 crate engine may have part number changes from time-to-time as issued by the manufacturer.)
- B. One (1) four (4) barrel 650 cfm unaltered Holley carburetor, Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-1, (-2) will be permitted. One (1) two (2) barrel unaltered 500 cfm Holley carburetor Part 0-4412 will be permitted. All carburetor components must remain unaltered. Any changes will result in disqualification from the event. Any alterations to the carburetor will not be permitted.
- C. All engines and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.
- D. Cars utilizing the GM Performance 602 Crate Engine have a minimum weight of 2,900 pounds. Cars with the GM Performance 602 Crate Engine must declare so on the bottom of the A-pillar with the word “CRATE” displayed prominently.
- E. Any part that is sealed from the factory that has been tampered with and/or removed will result in an immediate penalty. The minimum penalty will be a \$1,000 fine, loss of all accumulated points for the year and a loss of all earned purse money for the event night.
- F. Any issued penalty may include and will not be limited to a suspension of the car, driver, car owner, engine builder from participation in any World Racing Group event.
- G. Any participant (driver, car owner and/or engine builder) that is found to have tampered with the engine will lose all points accumulated for the season, all earnings and the parts will be impounded for competitive analysis. In addition, the participant may be suspended indefinitely from all World Racing Group events.
- H. Changes and/or alteration to the engine, intake manifold, cylinder heads, valve covers, valve components, front cover, oil pan, harmonic balancer and/or any parts on or in the engine will not be permitted.
- I. ENGINE INSPECTION AND/OR ENGINE EXCHANGE
 - a. World Racing Group and/or DIRTcar Officials reserve the right to exchange or impound any engine at any time for competitive analysis and for inspection. Failure to allow the engine to be retained for the impound procedure will result in disqualification from the event and possible further penalties.
 - b. The engine that has been impounded and/or exchanged will retain all components as the engine was received from the factory or on the factory sale list.
- J. Chevrolet Performance 602 ENGINE DISTRIBUTOR / IGNITION
 - a. Magnetos will not be permitted.
 - b. Electronic ignition will be permitted.
 - c. MSD-type, ignition amplifier boxes will be permitted. The MSD 6ALN Ignition box is recommended.
 - d. Series retains the right to change MSD boxes with any car at any time without notice.

15.2 – Transmission & Driveline

- A. **All Types**
 - a. The transmission must have a minimum of at least two forward gears and one reverse, plus neutral position.

- b. With motor running and car in still position, the transmission must be able to engage the car in gear and the car must be able to move forward, then backward.
 - c. Only OEM production type transmissions will be permitted - two speed, three speed, four speed and automatic.
 - d. Five speed (or more) transmissions, "in and out" boxes, and/or quick change will not be permitted.
 - e. All functioning shift levers must be located in OEM position. The flywheel and/or flexplate must be bolted directly to the end of the crankshaft, and the pressure plate must be fastened and/or bolted directly to the flywheel/flex plate.
 - f. Only one (1) flywheel/flex plate will be permitted. All driveline components within the bell housing must rotate consistent with the RPM of the engine while the car is in any gear. Only unaltered an unaltered OEM flex plate and/or an OEM replacement will be permitted.
 - g. Bert and/or Brinn and/or Falcon type transmission are not permitted.
- B. Manual**
- a. Any manual-type transmission must be in an OEM or OEM replacement case and have a working 7.25-inch minimum diameter, steel and/aluminum, single or multi-disc clutch inside an explosion-proof steel bell housing will be permitted. The bell housing must be a minimum 270 degrees around top of clutch/flywheel area.
- C. Automatic**
- a. Any automatic-type transmission must remain in an OEM or OEM replacement case, with a functioning OEM appearing pump.
 - b. An aluminum OEM bellhousing and/or aftermarket explosion-proof aluminum bellhousing will be permitted.
 - c. The original OEM bellhousing must have an approved scatter shield constructed of minimum 0.125" inch by three (3) inch steel, 270 degrees around flex plate. Manual bump starts will be permitted.
- D. Drive Shaft**
- a. The driveshaft must be a minimum two (2) inch diameter and made from magnetic steel.
 - b. The driveshaft must be painted white and clearly labeled with the car number on the white portion of the driveshaft.
 - c. Only magnetic steel slip-yokes will be permitted.
 - d. A 360-degree drive shaft loop will be required and must be constructed of at least 0.25" inch by two (2) inch magnetic steel, and/or one (1) inch diameter tubing, mounted six (6) inches behind the front universal joint. A second drive shaft hoop is recommended and must be placed within 12" inches of the front universal joint.

15.2.1 – Rear End

- A. Torque differentiating differentials such as DPI Gold Track & Platinum Track will not be permitted.
- B. Stock passenger car, pickup, and floater rear ends allowed (3/4 ton max.). No aluminum allowed except lowering blocks and cap. Lowering blocks cannot be adjustable. Hubs and rotors may be OEM or aftermarket steel. No cambered rear ends allowed.
- C. Locked rear ends only. Welding of gears in the rear end will be permitted.
- D. General
 - a. Traction control devices of any kind will not be permitted. This includes, but is not limited to:
 - i. Any system from Racetratics
 - ii. Any system that ties into the power steering
 - iii. Any system that ties into the brake system
 - iv. Any system that ties into the electrical system of the engine

15.3 – Chassis/Frame/Roll Cage

15.3.1 – Roll Cage

- A. A minimum 4-point competition roll cage is required. The roll cage must be constructed of magnetic steel tubing that is a minimum of 1 1/2" in diameter, with a minimum tubing thickness of .095 (wall thickness). The roll cage must be located within the stock OEM parameters of the doors of the vehicle. Roll cages that are moved toward the rear of the car will NOT be permitted. Offset cages will NOT be permitted. Driver's head must not protrude outside of the cage with helmet on.
- B. A minimum of three (3) horizontal door bars are required on each door.
- C. A minimum of three (3) driver protection bars are required in the windshield.
- D. Front and rear bars that pass through the firewall will be permitted, with one (1) kicker bar to the frame.

- E. A radiator protection bar will be permitted.
- F. The rear vertical roll bar hoop must be mounted on the rear body mount in the center section of the frame a maximum of 81"-inches rearward of the centerline of the right front wheel/spindle. Rear vertical roll bar hoops mounted on the rear frame rails (rearward of the rear body mounts) will not be permitted. The rear vertical roll bar hoop of the roll cage should be perpendicular to the frame and must not exceed a ten (10) degree variation from perpendicular in its vertical rise from the frame.
- G. There must be a minimum of 40"-inches between the outside edge of the front and rear down bars at the top of the door panel. A maximum of 41"-inches
- H. (48"-inches on 1988-1996 GM-type bodies) from the top center of the windshield to the front edge of the rear hoop and a maximum of 13"-inches (20"-inches) for 1988-1996 GM-type bodies) to the front edge of the top halo.
- I. The top halo must be a minimum of 40"-inches across outside-to-outside.
- J. The rear hoop must be a maximum of 12"-inches in from the bottom of the opera window and have an X-Brace consisting of one full horizontal bar and one full diagonal bar.

15.3.2 – Chassis

- A. Any American manufactured cars and/or full-size "uni-body" type cars 1964 and newer will be permitted. Sports car chassis for the Chevrolet Camaro / Pontiac Firebird and/or the Ford Mustang from 1967 to 1985 will be permitted. Frame must match engine (GM to GM, Ford to Ford, Chrysler to Chrysler, etc.
- B. All vehicles must maintain a minimum of 107.5" (inch) wheelbase. Maximum one-inch difference from side to side.
- C. Altering of stock frame, with the exception of repair to the original frame to maintain original specifications will not be permitted. Repairs that will be acceptable will include patching of holes and/or rusted areas of the frame. Repairs will be approved at the discretion of DIRT CAR Officials and/or local track officials.
- D. The rear frame may be replaced from the rear shock absorber mounts toward the rear of the car. Regardless of make, model or style of vehicle, replacement may only be made behind the rear shock absorber mounts.

15.4 – Weight

- A. The minimum weight requirement at all times will be 3,000 lbs. (pounds).
- B. The minimum weight requirement for cars utilizing the GM Performance 602 Crate Engine will be 2,900 pounds. Cars with the GM Performance 602 Crate Engine must declare so on the bottom of the A-pillar with the word "CRATE" displayed prominently.
- C. All weights must be securely mounted with two (2) ½" (inch) bolts securing them to the frame in a positive manner. The weight(s) must be painted white with the car number clearly marked on them. All weights must be mounted under the body of the car.
- D. All added weight(s) must be securely attached to the frame inside the frame rails and behind body. Frame is defined as the steel welded structure only.
- E. Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.
- F. No added weight of any kind is to be allowed in the driver's compartment.
- G. No added weight of any kind is to be attached to the front or rear bumpers of the vehicle.

15.5 – Fuel Cells and Fuel

- A. Only gasoline-type fuels will be permitted.
- B. The fuel cell must be securely mounted in the rear of the car and secured with straps. It is recommended that the fuel cell be mounted solidly to the rear frame rails of the vehicle in a fabricated manner.
- C. All fuel cells must be enclosed in a metal container.
- D. The fuel cell must be a steel container with a minimum of two (2) one (1) inch by 1/8" (inch) steel straps on each side of the container to mount the fuel cell.
- E. Only gasoline will be permitted. Methanol and/or any other type of fuel and/or any type of fuel additive will not be permitted.
- F. E-85 will be permitted.

15.6 – Body

- A. The body, body mounting position and overall appearance must retain all stock OEM dimensions and original body line and contours and must be centered over the wheels. The body must be mounted centered between the wheels. Chopping and/or channeling of the body will not be permitted.
- B. Shortening of the body panels will not be permitted. All glass, chrome and upholstery must be removed.
- C. The body must be magnetic steel. Single, bolt-on components made of carbon fiber will be allowed. Engine hoods may also be aluminum. The body shall remain stock in appearance. Bodies that appear to be flat sided and/or do not have stock contours and appearance will not be permitted.
- D. Front nose shall be stock OEM or Plastic Aftermarket Late Model, or wedge type aerodynamic noses will not be permitted. Exposed tubing, bracing, or bumpers outside of the nose piece will not be permitted.
- E. The rear of the car must be enclosed with stock or aftermarket covers. The rear bumpers must be covered and must have round edges and connect solidly to the frame. Exposed tubing, bracing, or bumpers outside of the tail piece will not be permitted.
- F. Bodies that appear to be flat sided and/or do not have stock contours and appearance will not be permitted.
- G. Homemade steel body panels are permitted, and must follow the configuration, bends and shape of the stock body.
- H. Sail panels that extend further back than the middle of the rear tire and sail panels that bow out further than the side panels of the car will not be permitted. If fabricated, sail panels MUST resemble a factory quarter window as best as possible.
- I. Station Wagon, Truck, SUV, body styles not permitted.
- J. Car Body must be installed using the minimums and maximums as outlined in the Body Dimension Diagram in Addendum A.
 - a. The following are the critical body dimensions;
 - i. A minimum roof height of 53"-inches
 - ii. A minimum of 6"-inches ground clearance, nose and/or the side rocker panel(s), measured from the ground to the bottom of the body panel.
 - iii. The minimum window opening will be 15-½ inches front to 16-¾ inches at rear measured vertically from the top of the door to the bottom of the drip edge on the roof.
 - iv. Hood cannot have more than 5" of rake, measured from the top of the center of the nose to the bottom of the a-pillar.
 - v. Maximum of 47" from the center of the front hub to the front of the nose.
 - vi. Maximum of 50" from the center of the rear hub to the rear of the car or tail piece.
 - vii. Maximum 73" width of body.
- K. The top and/or roof of the car must be fastened in its stock OEM location.
- L. The front windshield opening must be covered with ½" x ½"-inch and/or 1" x ½"-inch wire mesh. It is also recommended that three (3) support bars fabricated from magnetic steel tubing, a minimum of 1"-inch diameter and .095" wall thickness be spaced equally in front of the driver and welded to the top roll cage bar and the dash bar of the roll cage in a vertical manner.
- M. The floor pan and firewalls must be stock in appearance and be complete on both the driver and passenger side of the vehicle. The front firewall must be a maximum of 12"-inches behind the rear edge of the engine block. No part of the firewall or floor pan may be offset. The entirety of the firewall and floor pan must exist on the same plane (the same all the way across/from side to side) with the exception of the driveshaft tunnel. The floor pan and firewalls (front and rear) may be repaired and/or fabricated, but must retain stock appearance and stock material thickness. The minimum thickness for replacement material / patches on the floor pan will be .060" with the maximum being .125"-inch magnetic steel. The only alterations permitted to the floor pan and/or firewall will be for the proper engine setback. Aftermarket firewall floor pan, and driveshaft tunnel will be permitted. Must be 18-gauge or .049-inch thickness magnetic steel. No Aluminum driveshaft tunnels.
- N. Repair of the floor pan or firewall patch, if needed, must be made with magnetic steel with minimum thickness of the original in the stock location. Repair patch is limited to the repair or hole only.
- O. Floorboard may be cut for the mounting of the roll cage only.
- P. The floorboard must have a driveshaft tunnel.
- Q. Firewall(s) must be sealed and complete. Open holes in the firewall will not be permitted.
- R. The front of the rear firewall must maintain the same height as the top of the front of the dashboard.
- S. The maximum length of the dashboard from the front firewall to the edge of the dashboard panel will be 24"-inches.
- T. The firewall must be at a 90-degree angle from the floor pan.
- U. The driver and passenger compartment must remain open from left to right exposing the stock appearing/ and or aftermarket floor pan and to the rear seat firewall and shelf. There may be an enclosure on the

passenger side of the vehicle, a maximum of 6"-inches in width from the top outside edge of the door, for the purpose of routing and covering the fuel line as it passes through the driver compartment, unless a conduit is used. Additional sheet metal including cockpit type enclosures and/or any modifications within the interior of the car and/or driver compartment area will not be permitted.

- V. The trunk floor area may be cut to allow for the mounting of the fuel cell.
- W. Exposed tubing and/or bracing outside of the bodyline of the car will not be permitted with the exception of rub/side rails.
- X. Rub/side rails may be attached flush to the body from the fender well to the rear quarter panel.
- Y. A maximum seven (7) inch visor/sun shield may be added to the top of the windshield opening. The window openings, front and/or rear, driver and/or passenger side must retain their stock OEM dimensions.
- Z. Mirrors of any type are not permitted.
- AA. The back of the hood must be sealed off from the driver's compartment.
- BB. Tube-type front bumpers behind the front or rear cover will be permitted. Tube-type bumpers must have capped ends. Sharp edges will not be permitted. Exposed tubing and/or bracing will not be permitted
- CC. Front and/or rear spoilers of any type are not permitted.

15.7 – Wheels and Tires

- A. The tire rule may be amended by bulletin at any time.
- B. The only approved DIRTcar tire is the Hoosier M-60 compound. The maximum width of the tire will be 9" inches.
- C. The M-30 or M-60 must be used on all four corners.
- D. NO GROOVING allowed. Fully effective with start of weekly season.
- E. The M-30 will no longer be legal for competition after August 1, 2018.
- F. Siping and grinding is permitted.
- G. Recapping of an approved tire is not permitted.
- H. Any local track and/or DIRTcar officials can confiscate any tire at any time and during any DIRTcar event to be evaluated and analyzed including verification using a tire durometer. Tires may also be submitted for further chemical analysis.
- I. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted.
- J. Any alteration of tires may result in immediate suspension from all DIRTcar racetracks and/or events and/or penalties deemed appropriate by local track and/or DIRTcar and/or World Racing Group Supervisory Officials.
- K. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted.
- L. Only 8-inch racing wheels will be permitted.
- M. All wheels must be conventional one-piece magnetic steel and must be mounted with lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted.
- N. All wheels must be fastened to the hub with five lug nuts.
- O. Bead lock will be permitted on the right rear tire only
- P. Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16-inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
- Q. Approved fastening (nut assembly) systems:
 - a. Keyser Manufacturing, part #100 7-101.
 - b. Wehrs Man. Part # WM377A-312 Aluminum 5/16 / WM377S-312 Steel 5/16
 - c. Triple X Chassis Part # SC-WH-7810(1" spring) / SC-WH-7820(1 3/8" spring)
 - d. Pit Stop USA Part #:
 - e. Smith Precision Products Part # MC-516-18

15.8 – Suspension

- A. All suspension components must remain stock in their OEM mounting locations for the year make and model of the vehicle with the exception of racing shocks and/or springs.
- B. Upper Tubular-type A-Frames, will be permitted. Upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable, non-slotted mount matching upper A-frame bolt on design. The A-Frames may be reinforced along the edges by welding round stock. Cutting and/or changing lengths of the A-Frames will not be permitted.

- C. Lower A-frames must be stock/stamped OEM and not be altered or moved from their stock mounting location and must match chassis (Metric to Metric, Camaro to Camaro, Nova to Nova, etc.) Homemade lower control arms will not be permitted. Tubular lower a-frames of any kind will not be permitted.
- D. The steering shaft may be a collapsible shaft.
- E. Aftermarket steering wheel and quick release are permitted.
- F. Steering quickening devices are permitted.
- G. Aftermarket 3-piece metric spindles will be allowed. Pinto spindles of any type are NOT allowed.
- H. Pitman and idler arms must be stock or OEM replacement stock.
- I. Tubular tie rods with heim ends will be permitted.
- J. Aftermarket center link will be permitted: AFCO Part# 30271
- K. Bolt-in and screw in ball joints will be permitted. Adjustable and/or truck type ball joints will not be permitted. Cutting and/or alterations to the frame will not be permitted to accept any other type or style of ball joint.
- L. The lower rear trailing arms must remain in their stock OEM length, from the original OEM application and measurement system (English or Metric) and must remain specific to their particular chassis/frame and must be the same length on each side. Tubular arms will be permitted but MUST maintain factory length. Heim ends are NOT allowed
 - a. Lengths:
 - i. Metric - 19.5 inches
 - ii. Chevelle – 21.875 inches
 - iii. Impala/Caprice – 22 inches
 - iv. Camaro/Firebird - 19.3125 inches
 - b. The lower rear trailing arms must be mounted in the stock location on the frame. Additional holes in the rear end will be permitted.
 - i. Brackets can be maximum 7.5 inches long, measured from the bottom of the axle tube to the bottom of the bracket.
 - ii. Maximum 1 row of 5 holes for adjustment.
 - iii. Holes must be vertical.
 - iv. No additional holes in frame allowed. Stock mount holes only. Frame mount MUST be in stock location.
 - v. Slots in the frame or rear-end mounts will NOT be permitted.
- M. The upper rear trailing arms may be altered (shortened and/or lengthened) to obtain the correct pinion angle.
- N. Aftermarket bushings will be permitted, but the arm must not be altered in any manner. Adjustable rod ends (heims) will not be permitted.
- O. Leaf-type springs will be permitted. Only stock OEM-type magnetic steel leaf spring(s) stack(s) will be permitted. Single leaf, mono-type-leaf and/or any type of slider and/or any composite leaf-type applications will not be permitted.
- P. Coil-over applications of any-type will not be permitted.
- Q. Aftermarket coil springs will be permitted. The coil spring location may be altered on the rear of the vehicle; however, the rear centerline of the spring cannot exceed past the front or rear of the axle tube and cannot move left or right on the rear end Non-progressive springs only. No spring rubbers allowed.
- R. Coil springs must remain vertical in their mounting application. No angled spring mounts of ANY kind allowed.
- S. No suspension limiters of any kind allowed. This includes, but is not limited to, chains, straps, ropes, bump stops, etc.
- T. Only magnetic steel body, non-adjustable shock absorbers will be permitted. Schrader Valves Not Permitted
- U. Weight jacks will be permitted.
- V. Hydraulic ratchet and/or electric weight jacks are not permitted.
- W. Only stock-type OEM brakes will be permitted. Disc brake(s) will be permitted on the rear brake(s) provided that the rear brake caliper(s) match the front brake calipers. Alterations to the rear brake rotors, to fit the rotor to the rear only, will be permitted. All four corners must be in working condition prior to and following the completion of competition. Aftermarket brake pedals will be permitted. Brake bias adjusters are permitted.
- X. Suspension components that are adjustable within driver compartment of any-type will not be permitted, aside from brake bias adjusters.

15.11 – Safety

Note: Industry approved requirements in the Personal Protection Equipment will begin to be introduced into all divisions. When upgrading or purchasing new please consider the future requirements.

15.11.1 – General

- A. It is the sole responsibility of each competitor for the effectiveness and proper installation, per the manufacturer's specifications to be adequate for competition at every event. Competitors are expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment
- B. Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the racetrack. Helmet and seatbelt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in the DIRTcar rule book. Contact your local track officials for more information regarding this.

15.11.2 – Seat Belt / Restraint System

- A. Each car should be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
- B. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
- C. Rolled and/or de-burred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended.

15.11.3 – Protective Clothing

- A. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- B. Drivers must wear gloves at all times they are on track, during practice and competition.
- C. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
- D. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

15.11.4 – Seats

- A. Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.
- B. All areas surrounding the head should have padding.
- C. A right-side head restraint net and/or support are recommended. All head restraint nets should be equipped with quick release mechanisms.
- D. The driver's seat must be securely fastened to the frame and/or cage in six positions with a minimum of six (6) 3/8" inch bolts. There should be a minimum of four (4) bolts on the bottom and two (2) in the back of the seat. All seats must be a minimum of 1/8"-inch magnetic steel plate under and up the back 4" inches and be as wide as the seat. Only single piece high back type seats will be permitted.

15.11.5 – Helmets

- A. All drivers should wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA2005, Snell SA 2010, Snell SAH2010 and/or a valid SFI 31.1/2005 label.
- B. A Head and Neck restraint or neck brace is required. The head and neck restraint system should be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer's instructions.
- C. Arm restraints are recommended and should be connected and used as instructed by the manufacturer.

15.11.6 – Head and Neck Restraints

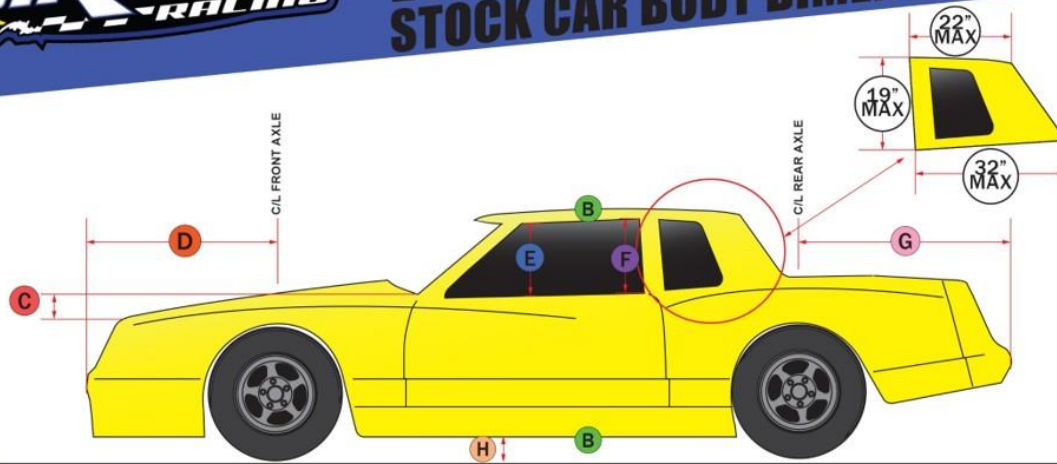
- A. An up to date head and neck restraint or neck collar of some kind is required at all times a driver is on the track under competition.
- B. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturer's installation and use instructions) connected to an approved head and neck restraint.
- C. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
- D. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

15.11.7 – Other

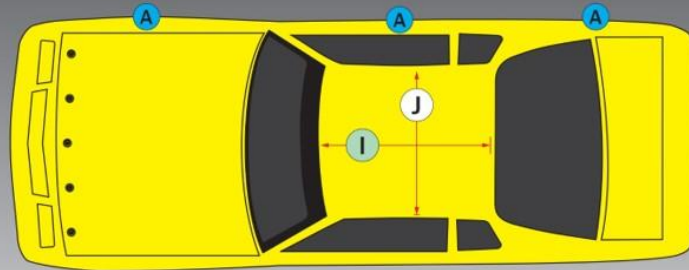
- A. No sharp or protruding edges in or around the driver compartment, which would impede the driver's rapid exit from the car.
- B. Windshield screens with a minimum of .090-inch screens must be securely fastened
- C. An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.
- D. A fuel shut off valve is recommended and should be utilized. The valve should be clearly labeled and within reach of the driver. The fuel line must not enter the driver compartment.



2018 STOCK CAR BODY DIMENSIONS

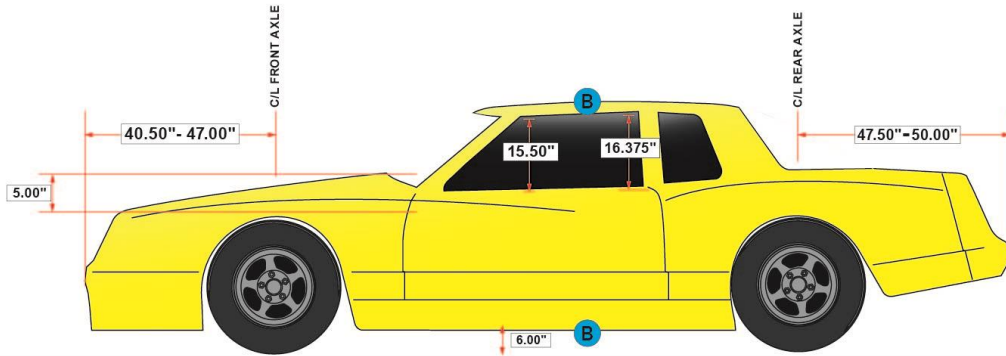


- A 73.00"** Overall body width. This includes any fender or rocker flares of any kind.
- B 53.00"** MINIMUM roof height. Measured from the bottom of the door to the top of the roof.
- C 5.00"** MAXIMUM hood rake. Measured from the top of the center of the nose to the bottom of the a-pillar.
- D 40.50-47.00"** MINIMUM and MAXIMUM front end length. Measured from center of front hub to front of nose.
- E 15.50"** MINIMUM height for front of window opening. Measured vertically from the top of the door to the bottom of the roof.
- F 16.375"** MINIMUM height for rear of window opening. Measured vertically from the top of the door to the bottom of the roof.
- G 47.50-50.00"** MINIMUM and MAXIMUM rear end length. Measured from center of rear hub to rear of tail.
- H 6.00"** MINIMUM ground clearance. Measured from the ground to the bottom of the body panel.
- I 58.50"** MINIMUM roof length.
- J 51.50"** MINIMUM roof width.





2018 STREET STOCK BODY DIMENSIONS



WIDTHS

- A 73.00"**
Over all width 73" MAX
- B 53.00"**
Over all Roof Height 53" MAX

