



2022 Stock Car Rules

TO ALL COMPETITORS/PARTICIPANTS

- Under the guideline of the 2022 DIRTcar Stock Car rules any and/or rules and as stated in the 2022 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 rules may be applied.
- The 2022 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 2022 DIRTcar Stock Car rules. All amendments supersede any previous rules regarding any technical article and/or aspect.
- Under the guideline of the 2022 DIRTcar Stock Car rules any and/or rules and as stated in the 2022 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.

Revisions/clarifications in RED, recommendations italicized. Refer to www.DIRTcar.com for General Rules

24.0 – DIRTcar Stock Car

24.1 – Open Engine Option

- 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 allowed for competition.
- D. DART Big M and Little M Blocks allowed.
- E. Aluminum engine blocks are not allowed.
- F. Only cast iron 23-degree cylinder heads are allowed.
- G. Aluminum cylinder heads of any origin are not allowed.
- H. Roller tip rocker and roller type rocker arms are allowed.
- I. Roller cams of any-type are not permitted
- J. Roller and/or mushroom-type lifters are not allowed.
- K. Cast Iron or Aluminum intake manifolds are allowed.
- L. Cast Iron or aftermarket exhaust headers are allowed. The direction of the exhaust flow must exit away from the car and the track surface.
- M. Conventional or Aluminum radiators are allowed.
- N. Only mechanical fuel pumps allowed.

24.1.1 – Open Engine Electronics and Ignition

- A. HEI distributors are allowed. The OEM firing order for the engine must be kept and unchanged (GM 1-8-4-3-6-5-7-2) (Ford 1-5-4-2-6-3-7-8)
- B. Racing-type distributors not allowed.
- C. MSD boxes and/or any other ignition amplifier boxes of any type not allowed.
- D. All cars must be equipped with an operable starter in working condition.
- E. Any, one (1) 12 or 16-volt battery is allowed.
- 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.

24.1.2 – 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 allowed 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 allowed.
 - e. Any other alterations to the body of the carburetor, internal working mechanisms, venturis, throttle plate and/or any other part and/or part 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 the go-no-go gauge on top and bottom and are subject to inspection at any time.
 - h. NO Super Bowl type setups allowed.
 - i. Maximum one-inch spacer plate is allowed under the carburetor. Spacer thickness must remain 1 inch thick across the entire plane of the spacer.

24.2 – Chevrolet Performance Parts 604 Crate Option – New Option

- A. The Chevrolet Performance Parts 604 engine (GM Part Numbers 88958604 or 19418604) will be allowed as an optional engine for competition during the 2022 racing season. All Chevrolet Performance Parts 604 Crate Engines must remain sealed from the factory. The original factory seals must remain unaltered. Tampering, removal of, or modifications of any type including and/or broken factory seals will not be allowed. (The Chevrolet Performance Parts 604 crate engines may have part number and / or production changes from time to time as decided by the manufacturer.)
- B. All engines and all components must remain in their original configuration and form as bought and/or delivered from the factory. Any changes and / or modifications to the engines or related parts will result in disqualification from the event.
- C. Any engine and / or related part that is sealed from the manufacturer that has been tampered with and/or removed will result in an immediate penalty. The minimum penalty will be a \$1,000, One thousand dollar fine, loss of all accumulated points for the year and a loss of all earned purse money for the event night that the infraction was discovered.
- D. Penalties issued 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.
- E. 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.
- F. **Cars using the Chevrolet Performance Parts 604 Crate Engine option must have a track supplied decal declaring (Crate) attached to the bottom of the “A” pillar for identification.**
- G. Cars using the Chevrolet Performance 604 Crate Engine option will be allowed a 200-pound weight break.

24.2.1 – Crate Engine Electronics and Ignition System

- A. Magnetos will not be allowed.
- B. Only approved, unaltered capacitive discharge type ignition amplifier boxes will be allowed.
- C. The MSD 6ALN ignition amplifier box is approved for competition.
- D. The series reserves the right to change MSD boxes with any car at any time without earlier notice.

24.2.2 – Crate Engine Carburetor

- A. Any carburetor with a maximum 750 CFM will be allowed. The carburetor must not exceed a maximum 1-11/16” inch base plate throttle bore.
- B. A maximum of one (1) inch spacer thickness measured between the bottom of the base plate and the top of the intake manifold, including gaskets, will be allowed. The spacer must remain one (1) inch thickness across the entire plane of the spacer.
- C. The spacer must not extend into the intake manifold.
- D. One gasket with a maximum .070 thickness will be allowed from the carburetor to the spacer. One gasket will be allowed from the bottom of the spacer to the top of the intake manifold.
- E. Gaskets must be standard for application. Gaskets that exceed a standard OEM thickness for a carburetor/spacer type application will not be allowed.
- F. *The use of two (2) throttle return springs is recommended.*
- G. *An approved carburetor roll-over plate that prevents fuel spillage in case of a roll over is highly recommended.*
 - a. Carburetors with rollover plate (s) will be mandated at a future date to be announced.
 - b. The currently approved roll over plate approved for competition is as follows:
 - i. Willy’s Carb & Dyno shop LLC Part # WCD4000SB
 - ii. Willy’s Carb & Dyno shop LLC Part # WCD4002

24.3 – Chevrolet Performance Parts 604 Crate Option – Verified Used Option

- A. For the 2022 season there will be a choice to run a used engine that meets one or more of the following criteria.
 - a. The engine has been repaired or rebuilt using the correct Chevrolet Performance parts according to the Chevrolet Performance Parts manual and carries the blue DIRTcar approved wire cable seals.
 - b. Seals from other sanctioning bodies are not accepted as verification seals.
- B. Verification and Dyno
 - a. If an engine has all factory installed bottlecap or breakaway seal bolts intact with no damage or markings it must be sent to a DIRTcar approved Verification Center. The engine will be presented along with the correct fee for the process.
 - b. Bottlecap seal engine is \$200.00.
 - c. Breakaway bolt seal engine is \$500.00.
 - d. If the engine passes the Verification process and or Dyno runs it will then have the Official DIRTcar wire cable seals installed and returned to the owner. If it does not pass it will be returned to the owner and funds will be forfeited to the engine shop operator.

24.3.1 – Chevrolet Performance Parts 604 Crate Engine – Approved Engine Verification Centers

NCP Speed and Machine
110 N. Webster
Taylorville, IL 62568
217-825-8249
ncpspeed@gmail.com
Heath Clayton

HP Machine
18 Front St.
Williamsport, IN 47993
765-762-6315
jhouchens65@msn.com
Jeff Houchens

Baldwin Racing Engines
5673 State Hwy KK
Freidheim, MO 63747
573-788-2329
Sales@BaldwinEngines.com
Jeff Baldwin

24.4 – 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 the motor running and the 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 allowed - 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 allowed.
 - e. All functioning shift levers must be in the OEM position. The flywheel and/or flex plate 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 allowed. 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 allowed.
- B. Manual
 - a. Any manual gear-type transmission must be in an OEM or OEM replacement case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch inside an explosion proof STEEL bell housing. The bell housing must be a minimum 270 degrees around the top of the 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. 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 allowed.
- D. Aftermarket Transmission
 - a. Approved aftermarket transmissions are Bert (Part #LMZ/GEN II), Brinn (Part #70001), Falcon (Part #60100), RaceGator (Part #140002/140002-C) and Mitchell Machine Bullet Transmission
 - b. No reverse mount starters.
 - c. No ball spline allowed.
 - d. Starter must bolt to the engine block in the factory/stock location.
- E. Drive Shaft
 - a. The driveshaft must be a minimum of 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 part of the driveshaft.
 - c. Only magnetic steel slip-yokes will be allowed.
 - 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.*

24.4.1 – Rear End

- A. Torque differentiating differentials such as DPI Gold Track & Platinum Track will not be allowed.
- B. Stock passenger car, pickup, and floater rear ends allowed (3/4-ton max.). No aluminum allowed except lowering blocks and axle cap. Lowering blocks cannot be adjustable. Hubs and rotors may be OEM or aftermarket steel. No cambered rear ends allowed (one piece drive flange only. Panhard bars are not allowed).
- C. **Quick change rear ends will be allowed. All components must be STEEL**
 - a. **Quick change must have magnetic steel tubes and steel axles.**
 - b. **Lower spring perches must be welded to the axle tubes.**
 - c. **No scalloped ring gears.**
 - d. **Only standard quick change gear sets will be allowed. NO LIGHTWEIGHT GEAR SETS.**
 - e. **Must use a 10-inch ring gear and minimum 1.25-inch-wide solid spur gears.**
- D. Locked rear ends only. Welding of gears in the rear end will be allowed.
- E. Only non-adjustable upper trailing arm brackets will be allowed and must remain level from side to side.
- F. Lower trailing arm brackets may be no longer than 7-1/2"-inches from the bottom of the axle tubes to the bottom of the bracket and have no more than 5 holes from adjustment.
- G. General
 - a. Traction control devices of any kind will not be allowed. This includes, but is not limited to:
 - i. Any system from Racetrronics
 - 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

24.5 – Chassis/Roll Cage

24.5.1 – Chassis

- A. Any American manufactured cars and/or full-size "uni-body" type cars 1964 and newer will be allowed. Sports car chassis for the Chevrolet Camaro/Pontiac Firebird and/or the Ford Mustang from 1967 to 1985 will be allowed. If using a uni-body frame/chassis, the stock unaltered floor pan is required, front to rear. **1980 or newer Ford unibodies may be replaced with Ford full frames. May be shortened to one-hundred seven and one-half (107.5) inches minimum.**
- B. All vehicles must maintain a minimum of 107.5" (inch) wheelbase. Maximum one-inch difference from side to side.
- C. Altering of the stock frame, except for repair to the original frame to keep 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 using minimum 2x3 square tubing or minimum 1-3/4" round tube. Regardless of make, model or style of vehicle, replacement may only be made behind the rear shock absorber mounts.

24.5.2 – 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. Offset cages will NOT be allowed. Driver's head must not protrude outside of the cage with helmet on. The Driver's body must remain inside the cage.
- B. A minimum of three (3) door bars are required on each door, parallel to the ground, and perpendicular to the driver. Minimum four (4) uprights tied from frame to top of door on driver's side.
- 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 allowed, with one (1) kicker bar to the frame.
- E. A radiator protection bar will be allowed.
- 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 84"-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 allowed. 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 (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.
- H. The top halo must be no less than thirty-six (36) inches across left to right and twenty-nine (29) inches front to back, from outside to outside
- I. One (1), 1-3/4" X .095 thickness DOM round tube may be added parallel to the right-side frame rail not more than 10 inches in from the outside of the frame rail. The right front cage down bar may be mounted to it but must be centered on the tube.
- J. A minimum of one cross- bar in the top halo of the roll cage is required.
- K. Passenger side front down bar may be moved in a maximum
- L. 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.
- M. Steel door plates are required. Steel door plates with eighteen (18) gauge or forty-nine thousandths (.049) inch minimum thickness metal must be securely welded to outside of door bars on the driver's side. Plate

must cover the area from the top door bar to the rocker panel and from the rear down post to six (6) inches in front of seat. Must be visible for inspection.

24.6 – Weight

- A. The minimum weight requirement is always will be 3,000 lbs. (pounds).
- B. The minimum weight requirement for cars using the GM Performance 604 Crate Engine will be 2,800 pounds. Cars with the GM Performance 604 Crate Engine must declare so on the bottom of both A-pillars with the word "CRATE" 2800lb 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 car.
- D. All added weight(s) must be securely attached to the frame inside the frame rails and behind the 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 weight of any kind is to be allowed on the rear end or axle tubes.
- G. No weight of any kind is to be allowed in the driver's compartment.
- H. No weight of any kind is to be attached to the front or rear bumpers of the vehicle.
- I. Weight must be mounted to the frame or roll cage.

24.7 – Fuel and Fuel Cells

- A. Only gasoline-type fuels will be allowed.
- 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 allowed. Methanol and/or any other type of fuel and/or any type of fuel additive will not be allowed.
- F. E-85 will be allowed.

24.8 – Body

- A. Car bodies must be installed using minimums and maximums as outlined in the Body Dimension Diagram
- B. The body, body mounting position and overall appearance must keep dimensions as published. The following body styles are allowed: Grand Prix, Monte Carlo, Camaro, Mustang, Camry, Challenger. Body must resemble the type of car being claimed. Example: If you claim it is a Camaro, then it must look like a Camaro.
- C. Body panels may not be curved or bowed inward (towards the interior of the car.)
- D. The body may be magnetic steel or aluminum.
- E. Stock OEM or aluminum aftermarket replacement hood allowed. Hood must have factory feature lines, be separate from fenders and in OEM location. Hole in the hood allowed for air cleaner clearance only. The back of the hood must be sealed off from the driver's compartment.
- F. Raised hood boxes will not be allowed except for aftermarket fiberglass hoods. The aftermarket fiberglass hood may have a maximum raised surface of 3.5"-inches in height provided it is pre-manufactured into the design of the hood. Aftermarket 3.5 maximum hood scoops will be allowed.
- G. Front nose shall be stock OEM or Plastic Aftermarket DIRTcar approved with a maximum installed width of 73" inches. Late Model, or wedge type aerodynamic noses will not be allowed. Exposed tubing, bracing, or bumpers outside of the nose piece will not be allowed. No raked mounting of nose. Floppers or flares, of any kind, which are added to the car (fenders, nose, etc.) WILL NOT be allowed. Fenders and nose piece must remain tight with the body lines on the car.
- H. Aftermarket plastic tail pieces are mandatory. The rear of the car must be enclosed with stock or aftermarket/plastic, DIRTcar approved tailpiece. Holes will not be allowed in the rear cover of the car. Rear bumper cover must be no less than 20.5 inches from top to bottom and completely enclosed from left to right. DIRTcar approved aftermarket tailpieces are mandatory.
- I. The rear bumpers, behind the rear cover, must have round edges, not sticking out further than the side of the car and connect solidly to the frame.
- J. Bodies that appear to be wedge shaped, and/or do not have stock contours/shape in appearance will not be allowed. **ABSOLUTELY NO FLAT SIDED BODIES. ZERO TOLERANCE.**
- K. Homemade steel/aluminum body panels are allowed, and must follow the configuration, bend, and shape of the stock body.
- L. Quarter windows/Sail panels must follow published dimensions specific to the body style and must be the same dimensions on each side of the car. The Opera window should be visible. Clear Lexan May be used to cover opera windows, if not the opera window must remain open (both sides) Late model/modified (open or closed) type sail panels will not be allowed.
- M. OEM or aftermarket size trunk lid mandatory. Access/inspection holes serving the purpose as a trunk, will NOT be allowed. Trunk lids must be removable.
- N. Station Wagon, Truck, SUV, body styles not allowed.

- O. Car Body must be installed using minimums and maximums as outlined in the Body Dimension Diagram.
- P. NO Late Model/Modified style roofs. The top and/or roof of the car must be fastened in its dimensions as published. NO FLAT ROOFS.
- Q. Roof can have no more than 1.5 inches of rake from front to back and must be level side to side.
- R. Roof supports/pillars must resemble stock and be in stock location.
- S. The front windshield opening must be covered with ½" x ½"-inch and/or 1" x ½"-inch wire mesh. It is also mandatory that three (3) support bars fabricated from magnetic steel tubing, a minimum of ½-inch diameter, 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.
- T. The floor pan and firewalls must be stock in appearance and be complete on both the driver and passenger side of the vehicle (frame rail to frame rail). The front firewall must be no further back than 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) except for the driveshaft tunnel. The floor pan and firewalls (front and rear) may be repaired and/or fabricated but must keep stock appearance and stock material thickness. Aftermarket firewall floor pan, and driveshaft tunnel will be allowed. Must be 18-gauge or .049-inch thickness magnetic steel.
- U. 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.
- V. Floorboard may be cut for the mounting of the roll cage only.
- W. The floor pan must have a driveshaft tunnel. Maximum driveshaft tunnel heights 8" inches.
- X. Firewall(s) must be sealed and complete. Open holes in the firewall will not be allowed.
- Y. The front of the rear firewall must keep the same height as the top of the front of the dashboard.
- Z. The maximum length of the dashboard from the front firewall to the edge of the dashboard panel will be 24"- inches. Dashboard must be flat, level, and complete from left to right, front to back except for the cowl in front of the driver. Dashboard cannot be lower in height than the top of the door.
- AA. The firewall must be at a 90-degree angle from the floor pan.
- BB. The driver and passenger compartment must remain open from left to right exposing the stock appearing/ and or aftermarket floor pan (frame rail to frame rail) 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 width in 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. Angular installations and/or cock pit type applications and/or fabrications will not be allowed.
- CC. All rear decking in the car must be level from left to right. The rake of the rear portion of the interior deck can have a gradual angle from the rear of the seat to the rear of the car. NO DROPPED DECKS.
- DD. The trunk floor area may be cut to allow for the mounting of the fuel cell.
- EE. Exposed tubing and/or bracing outside of the bodyline of the car will not be allowed.
- FF. Rub/side rails may be attached to the chassis under the body from the fender well to the rear quarter panel.
- GG. 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 keep their stock OEM dimensions.
- HH. Mirrors of any type are not allowed.
- II. Tube-type front bumpers behind the front or rear cover will be allowed. Tube-type bumpers must have capped ends. Sharp edges will not be allowed. Exposed tubing and/or bracing must not stick out further than the side of the car.
- JJ. Front, rear, and/or side spoilers of any type are not allowed.

24.9 – 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-30 and 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 the start of weekly season.
- E. Siping and grinding is allowed.
- F. Recapping of an approved tire is not allowed.
- G. 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 sent for further chemical analysis.
- H. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be allowed.
- I. 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.
- J. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be allowed.
- K. Only 8-inch racing wheels will be allowed.
- L. 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 allowed.
- M. All wheels must be fastened to the hub with five lug nuts.
- N. Bead lock will be allowed on the right rear tire only
- O. Only approved wheel discs will be allowed. 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 allowed.

- P. 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

25.0 – Suspension

- A. All suspension components must remain stock in their OEM mounting locations for the year make and model/frame of the vehicle except for racing shocks and/or springs. All suspension and rear end parts must be steel. **Titanium, gun-drilled, hollow bolts or studs of any kind are not allowed anywhere on the car.**
- B. No Strut style suspension allowed.
- C. Upper Tubular-type A-Frames, will be allowed. 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 allowed.
- D. 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, Big Metric to Big Metric, Camaro to Camaro, Nova to Nova, etc.) Homemade lower control arms will not be allowed. Tubular lower a-frames of any kind will not be allowed.
- E. Lower A-frames must be stock and unaltered. Cutting and/or fabricating is not allowed.
- F. The steering shaft may be a collapsible shaft.
- G. Aftermarket steering wheel and quick release are allowed.
- H. Steering quickening devices are allowed.
- I. Aftermarket 3-piece metric spindles will be allowed. (Speedway Part# 910345010) Pinto spindles of any type are NOT allowed.
- J. Pitman and idler arms must be stock or OEM replacement stock.
- K. Tubular tie rods with heim ends will be allowed.
- L. Aftermarket center link will be allowed: AFCO Part# 30271
- M. Bolt-in and screw-in ball joints will be allowed. Adjustable and/or truck type ball joints will not be allowed. Cutting and/or alterations to the frame will not be allowed to accept any other type or style of ball joint.
- N. 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 chassis/frame and must be the same length on each side. Tubular arms will be allowed but MUST keep 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 allowed.
 - 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 the frame allowed. Stock mount holes only. Frame mounts MUST be in stock location.
 - v. Slots in the frame or rear-end mounts will NOT be allowed.
- O. The upper rear trailing arms may be altered (shortened and/or lengthened) to obtain the correct pinion angle.
- P. Upper rear trailing arm rear end mounts must be level side to side, non-adjustable and consist of one hole on each side.
- Q. Aftermarket bushings will be allowed, but the arm must not be altered in any manner. Adjustable/and or rod ends (heims) will not be allowed.
- R. Leaf-type springs will be allowed. Only stock OEM-type magnetic steel leaf spring(s) stack(s) will be allowed. Single leaf, mono-type-leaf and/or any type of slider and/or any composite leaf-type applications will not be allowed. Leaf springs must match chassis being ran. Camaro to Camaro, Chrysler to Chrysler, etc.
- S. Coil-over applications of any-type will not be allowed.
- T. Aftermarket coil springs will be allowed. The coil spring location may be altered on the rear of the vehicle; however, the centerline of the axle tube may not be any further forward than the front of the spring or not further back than the rear of the spring and cannot move left or right on the rear end. Non-progressive springs only. No spring rubbers allowed.
- U. Coil springs must remain vertical in their mounting application. No angled spring mounts of ANY kind allowed.
- V. No suspension limiters of any kind allowed. This includes, but is not limited to, chains, straps, ropes,

- bump stops, etc. Shock shaft must be able to compress all the way into the shock body. Shock must move in both directions from its installed position. Shock cannot preload the spring.
- W. Only one (1) magnetic steel body, non-adjustable shock absorbers per wheel will be allowed. No Schrader Valves. No piercing valves. No Bulb shocks. No air shocks. Rear shocks must remain behind the rear end housing.
 - X. **Front shocks must be mounted outside spring pocket on lower A-frame; maximum one, three-inch-wide opening on side of spring pocket for shock clearance**
 - Y. **Maximum 7-inch stroke on front shocks and maximum 9-inch stroke on rear shocks.**
 - Z. **All shocks must completely collapse at any time. No shock can pre-load or pin any spring.**
 - AA. **Rear shocks may use adjustable upper shock mount**
 - BB. **2022 Optional Shock Program**
 - a. **For the 2022 racing season the optional shock program will continue.**
 - b. **The optional shock will be the Bilstein SL/SZ Series shock**
 - c. **The DIRTcar optional shock program will be administered as follows.**
 - i. **The shocks will be manufactured exclusively for DIRTcar Stock Car competition by Bilstein of America, Inc.**
 - ii. **The Bilstein optional shock will be available in 2 lengths; the front shocks will have a 7" shock body and the rear shocks will have a 9" shock body.**
 - iii. **The front shock valving options are ; 3/8, 5/5, and 6/4. The rear shock valving options are; 8/2, 3/3, and 5/5.**
 - iv. **Each shock will be of a tamper proof design and crimped for further control.**
 - v. **The 2022 cost of the shocks to the competitor will be \$145.00 plus shipping. The shocks must be purchased directly from Bilstein of America inc. Charlotte, NC and will not be available from any other distributor. The order line phone number for Bilstein of America Inc. is 800-537-1085.**
 - vi. **The DIRTcar Stock Car division Official (s) will also have a quantity of the approved Bilstein shocks for the comparison to a Competitor (s) shock to confirm the shock (s) conform to the approved specifications.**
 - CC. Weight jacks will be allowed.
 - DD. Hydraulic ratchet and/or electric weight jacks are not allowed.
 - EE. Only stock/STEEL type OEM brakes will be allowed. Disc brake(s) will be allowed 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 allowed. All four corners must be in working condition prior to and following the completion of competition. Aftermarket brake pedals will be allowed. Brake bias adjusters are allowed.
 - FF. No Scalloped rotors of any kind on any corner.
 - GG. Suspension components that are adjustable within the driver compartment of any-type will not be allowed, aside from brake bias adjusters.

25.1 – Personal Protection Equipment

(See section 3.0 for requirements)

25.1.1 – 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 about 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, used and/or otherwise may be different than specified in the DIRTcar rule book. Contact your local track officials for more information about this.

25.1.2 – Seat Belt/Restraint System

- A. Each car should be equipped with a 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 manufacture). Seat belt restraint systems shall be installed and used per manufacturer's instructions.
- B. Seat belt material should not be allowed to meet 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 meet abrasive edges are recommended.*

25.1.3 – Protective Clothing

- A. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label.
- B. Drivers must always wear gloves when 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 must wear fire resistant accessories including, but not limited to, head sock, undergarments,

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.

- E. All drivers must have one of the following. SFI approved-driver-side window net, 16 inches by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at the top front of window, or SFI approved arm restraints.

25.1.4 – Seats

- A. Aluminum and/or carbon fiber-type composite seats only will be allowed. 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 allowed.

25.1.5 – Helmets

- A. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860- 2010, Snell SA 2010, Snell SA 2015, **SA2020** and/or a valid SFI 31.1/2005 label.
- B. Open face helmets are not allowed.

25.1.6 – Head and Neck Restraints

- A. An up-to-date head and neck restraint or neck collar of some kind is always required when a driver is on the track under competition. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
- B. Drivers, when 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. Arm restraints must be connected and used as instructed by the manufacturer.

25.1.7 – 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 used.* The valve should be clearly labeled and within reach of the driver. The fuel line must not enter the driver compartment.