

20.0 – DIRTcar Pro Stocks

- ❖ Under the guideline of the 2020 DIRTcar rules any and/or rules and as stated in the 2020 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.
- ❖ All amendments supersede any previous rules regarding any technical article and/or aspect.
- ❖ Under the guideline of the 2020 rules any and/or rules and as stated in the 2020 DIRTcar Rule Book, all DIRTcar rules apply to all sanctioned divisions.
- ❖ The specifications published shall be considered a section of the “*Official Rules and Specifications*” for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance.
- ❖ 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 Super DIRTcar and/or DIRTcar and/or World Racing Group OFFICIALS.
- ❖ Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by World Racing Group, Super DIRTcar and DIRTcar Officials prior to being introduced into competition.

20.1 – Engines General and Location

The maximum engine setback permitted will be the center of the number of one (1) spark plug hole, must align with the center of the top of the left side ball joint. There will be a ½ inch tolerance.

- A. The General Motors (GM) / Chevrolet Performance Engine part number #88958602/19370602 is the only engine permitted in all DIRTcar Sportsman Modified events.
- B. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any alterations to the engine will not be permitted, including treating or coating of any parts. The Engine must remain as manufactured by General Motors with a stock 4”-inch bore. Overbore(s) will not be permitted.
- C. All engines are to remain sealed from the factory or have DIRTcar **or Pace Performance** cable seals. The original factory seals or DIRTcar **or Pace Performance** cable seals must remain unaltered, tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The GM Engine must remain unaltered in any way.
- D. The GM Crate Engine seals (bolt-type/bottle cap) must remain unaltered, tampering with and/or alteration of any seals will not be permitted and is subject to immediate penalty and/or suspension.
- E. Only GM replacement parts of any type will be permitted for any type of replacement and/or repair work. Only GM Crate Engine specific valve springs may be used for replacement and/or repair, Part Number # 10212811/19154761.
- F. GM Crate Engine repairs must be authorized through DIRTcar Authorized Repair Centers & Pace Performance. GM Crate Engine repair procedure works as follows:
 - a. Contact your track promoter and/or your local track and/or DIRTcar Technical Officials.
 - b. The Promoter and/or Technical Officials will provide a list of DIRTcar Authorized Repair Center locations.
 - c. Based on the estimate and the detail of the repair, DIRTcar Authorized Repair Centers and Pace Performance will determine if the repairs may be made or if a new engine must be purchased.
 - d. If a repair is approved, the Authorized Repair Center will perform all repairs to the GM Specifications.
 - e. Upon completion of the repair(s) the engine will be ‘resealed’ before being released for competition.
 - f. Bead blasting and/or any polishing and/or any alteration to the intake manifold and/or cylinder heads will not be permitted.
 - g. All engine information regarding repairs and/or engine introduction will be retained by DIRTcar Officials and Pace Performance, to track and manage engine database, including the driver, serial number, repair, type of repair and/or what type of service was performed to any engine.

- G. DIRTcar and/or World Racing Group Supervisory Officials reserve the right to technically inspect, exchange and/or confiscate any GM Crate Engine at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification from the event and/or suspension, same as W16.

20.1.1. – Engine Verification.

- A. All motors repaired through the Authorized Repair Centers will have a Pace Performance a QR coded seal. The QR seal will retain information pertaining to the repaired motor.
- B. All current motors with GM Bolts/Bottle Cap seals or previously DIRTcar sealed may go through the verification program at an Authorized Repair Center and have a QR seal attached to the motor.
- C. A new motor may also be purchased from Pace Performance or Authorized Repair Centers and be updated to a verified motor with a QR seal.
- D. Seals from other sanctioning bodies are not accepted as verification seals.
- E. Verification pricing is locked in among all centers at \$550 (US) and \$750 (Can.)
- F. All engines will need to be verified by February of 2022.**

Authorized Repair Centers:

Petrucci Engines/Carlquist	Donath Motorworx	Enders Racing Engines	Hunts Machine
Competition Engines	4247 Abbey Rd.	55 County Rte. 59	102 Weaver St.
98 Falls Ave.	Syracuse, NY 13215	Phoenix, NY 13135	Schenectady, NY 12305
Oakville, CT 06779	(315) 481-2489.	(315) 695-4491	(518) 372-7177
(203) 297-2815			
LaFrance Performance	DRIVR Performance	New Generation Engines	DMO Engines
16397 County Rd. 2	2925 Nelson	563 Hwy. 20	83 Bridge Street
Long Sault, ON K0C 1P0	Saint Hyacinthe, QC J2S 2V8	Fenwick, ON L0S 1C0	Plattsburgh, NY 12901
(613) 551-6212	(450) 230-1906	(905) 892-3255	(518) 563-2749

Crate program overseen by Pace Performance – Don Blackshear (724) 977-7424

20.1.2 – Carburetor / Air Cleaner

- A. Only one (1) 650 cfm Holley carburetor, Part Number **4777C** or Holley HP Carburetor Part Number **0-80541-1** or **0-80541-2** will be permitted.
- B. 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.
- C. **4777C** Option:
- a. The carburetor must maintain the stock venturi and throttle bore dimensions.
 - b. The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
 - c. The booster height must remain stock OEM from Holley. Cutting, tumbling and/or polishing will not be permitted.
 - d. Visible modifications will not be permitted.
 - e. The following alterations will be permitted.
 1. Holes drilled in the throttle plate for proper idle.
 2. Drilling, tapping and plugging of unused vacuum ports.
 3. Welding of throttle shaft to linkage arm.
 4. Drilling of idle and/or high-speed air correction jets.
 5. Milling of center carburetor body metering block surface, maximum of .015" on each side.
 6. Removal of choke plate and shaft.
 7. The jets may be changed as needed.
 - f. Gauge measurements (go/no-go) must be met at all times, regardless of carburetor temperature.
- D. HP 0-80541-1 or **0-80541-2** Option:
- a. The carburetor must remain stock retaining all Holley measurements and dimensions. The carburetor may be adjusted utilizing only specified Holley replacement parts.

- b. Jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pumps nozzles and accelerator pump cam adjustments will be permitted.
- c. Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted.
- E. A WRG approved carburetor roll over plate that prevents fuel spillage in case of a roll over is highly recommended.
 - a. Carburetors with plate(s) will be mandated at a future date to be announced.
 - b. Currently approved roll over plate approved as followed,
 - i. Willy's Carb & Dyno shop LLC. Part # WCD4000SB
 - ii. Willy's Carb & Dyno shop LLC. Part # WCD4002
- F. A single unaltered carburetor spacer plate with an unaltered square hole/opening including gasket with a maximum thickness of 1-1/8"-inch will be permitted. Tapering, machining and/or any other alteration to the spacer plate will not be permitted.
- G. Only a single conventional round type air cleaner housing with one 5" round hole in the center will be permitted. Ram air, air box and/or heat shield type devices will not be permitted.
- H. Air cleaners that provide ventilation through the top cover (such as the K & N brand) will be permitted.
- I. Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted.
- J. Air diffusers will not be permitted.

20.1.3 – Ignition / Battery

- A. Only the stock OEM H.E.I. distributor, ignition coil and module will be permitted. The distributor must maintain the factory mechanical advance curve to stock OEM specifications. Alterations and/or adjustments will not be permitted with the exception of, lock plates may be added to the mechanical and vacuum distributor advance system. **Also, a distributor gear shim may be added to reduce shaft end play.** When both lock plates are added, mechanical weights and springs are to be removed along with the vacuum advance canister.
- B. Only the black wire must be grounded to the engine block.
- C. The rev box must be in clear view without removing the hood.
- D. One (1) unaltered DIRTcar approved, MSD 8727CT will be the only MSD/DIRTcar RPM (rev) limiting box permitted for competition must remain operable and working condition, prior to, during and after all racing events. 6000 RPM maximum limit.
- E. The OEM firing order must be retained. (Standard Chevrolet Firing Order: 18436572).
- F. Traction control devices will not be permitted. Braking devices that control traction will not be permitted.
- G. DIRTcar and/or World Racing Group officials reserve the rights to analyze and/or switch ignition boxes and/or rev chips at any time.
- H. The ignition switch must be clearly labeled ON/OFF and easily accessible from outside of the car.
- I. All cars must be self-starting.
- J. The battery must be securely fastened in place.
- K. The battery must remain completely sealed off from the driver's compartment.
- L. One American Passenger Car sized battery with terminals on top and a maximum of 12 volts will be permitted. The voltage must not measure more than 14.3 volts anywhere in the system. Step up transformer and/or any other device designed to increase voltage will not be permitted.
- M. A battery shut-off switch, clearly labeled ON/OFF, is mandatory. The switch must be mounted on the left side inner panel (above the steering post). The knob must be outside the panel and clearly visible and easily accessed from outside of the car. It must be wired to take the power off on the positive and/or 'hot' side of the connection. Reference the diagram in the back of this rule book.

20.1.4 – Lubrication / Oiling System / Oil

- A. Oil coolers that are mounted under the hood will be permitted.

20.1.5 – Transmission / Driveline and Driveline Components

- A. Only approved North American and/or Canadian manufactured manual shift transmissions will be permitted. Late Model Style Racing Transmissions will be permitted.
 - a. Three and/or four speed manual transmissions must have all gears working and must have a single clutch disc mounted in the stock OEM location. Clutch and pressure plate must be a minimum of 10.5" in diameter. No aluminum or lightweight material allowed. Steel only.
 - b. Late Model Transmission Part #'s are as follows. Bert #SG1400, Falcon #60100, Brinn 70001. No ball spline transmission. Transmission must have aluminum case. Must use full steel, unaltered OEM or OEM replacement flex plate. Starter must be mounted in OEM location. Must be steel crankshaft drive flange.
- B. Overdrive and/or under-drive transmissions and/or gears will not be permitted.
- C. Running through reduction gears will not be permitted. The transmission must be direct drive to the rear end.
- D. The transmission must have working gears. Forward, neutral and reverse must be working. From the neutral position and with the motor running, the car must be able to go forward and/or backward in a smooth manner. The car must start and move under it's own power.
- E. Only magnetic steel flywheels with a stock OEM diameter will be permitted.
- F. Driveline components made of carbon fiber will not be permitted.
- G. Drilling and/or machining and/or grinding of transmission components, gears and/or other components including the case for the purpose of lightening the weight of the transmission will not be permitted.

20.1.6 – Scattershield

- A. Magnetic steel scattershield and/or magnetic steel scatter proof bell housing for standard and Late Model style transmission are required.
- B. Automatic transmission explosion blankets are recommended.
- C. All bell housing must have a 1"-inch diameter inspection hole drilled near the top to permit visual inspection of the flywheel and the converter.

20.1.7 – Driveshaft

- A. Only magnetic steel driveshaft will be permitted. All drive shafts must be painted white and be clearly labeled with the car number on it.
- B. Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
- C. Two (2) driveshaft hoops a minimum ¼"-inch thick x 2"-inch wide magnetic steel must be mounted to the frame wrapping around the driveshaft. One must be mounted in the front of the driveshaft and the other on the rear that prevents the driveshaft from digging into the track and/or bouncing out or up into the car
- D. Only magnetic steel drive yokes on the rear end and on the transmission will be permitted.

20.1.8 – Engine Cooling System / Radiator

- A. Only one (1) radiator will be permitted. The radiator must be mounted vertically in front of the engine. The radiator must remain in its stock OEM location between the frame rails.
- B. Fans mounted to the crankshaft will not be permitted. Electric fans and/or water pumps will not be permitted. No flex style fans allowed.
- C. Plastic radiators will be permitted.
- D. A 25 lb. pressure radiator cap is recommended.
- E. An overflow catch can is required. The overflow cans and/or canisters will not be permitted in the cockpit.
- F. All hose connections require double clamp(s).
- G. The cooling fan for the radiator must be mounted in the stock OEM location on the front of the water pump. Fans mounted to the crankshaft will not be permitted. Electric fans and/or water pumps will not be permitted. No flex style fans allowed
- H. Electric fans and/or water pumps will not be permitted.

20.1.9 – Rear End

- A. Stock passenger car rear ends will be permitted. The differential housing must be/remain the stock/OEM location. Truck and limited slip rear ends will not be permitted. Floater hubs allowed.
- B. Welded spiders or magnetic steel spools will be permitted. Aluminum spool will be permitted.
- C. A Ford 9"-inch rear may be installed in any chassis providing it utilizes all of the stock OEM and/or same parts needed to hold in the rear that it replaced.
- D. For rear ends that utilize horseshoe clips and/or retainers to hold the axles in place, it is recommended that they be tack welded to hold them in place and prevent failure and/or the axle falling out.
- E. Torque arms will not be permitted.
- F. All rear end components, ring and pinion gear sets and/or any other component, must be specific for the rear end in the car in size. Only full-size type rear ends will be permitted. Miniature rear ends and/or rear ends manufactured for the sole purpose of reducing rotating weight by decreasing the actual size of the rear end with the internal components of the rear end will not be permitted.
- G. Only magnetic steel axles will be permitted. Titanium axles, gun drilled, lightened and/or any other titanium rear end components and/or axles will not be permitted.
- H. Offset of the rear end will not be permitted.

QUICK CHANGE REAR END OPTIONS

- 1. Quick-change rear end optional. Must have magnetic steel tubes, aluminum or steel spool allowed. Mini quick changes are not permitted.
- 2. Drive Axles must not exceed 1.600" diameter and must be made of steel only. No tungsten. .
- 3. 3" maximum o.d. tubes. No heavy steel tubes allowed. .410" thick maximum. Inserts to be slid inside of tubes, made of any material, are not permitted
- 4. Ballast inside, attached to, or machined into hubs are not permitted. Maximum hub weights 10 lbs. Tungsten or any other exotic metal are not permitted, in any form.
 - a. Maximum wheel weight 25 lbs.
- 5. Effective 2019 no 8" ring gears allowed. V-8 Midget type rear ends will not be permitted.

20.2 – Fuel, Fuel Cells and Fuel System

- A. Either meet FT3 or SFI 28.3 requirements and/or Include: a metal container, bladder, foam, top Bolted fuel valve plate with flop valve or roll over check valve, threaded cap, steel rack or minimum two straps each way. The fuel cell must have a maximum capacity of 24 US gallons and must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails and located in the trunk area in a fixed location. Pressure tanks on fuel systems will not be permitted. Auxiliary fuel tanks will not be permitted. A clearly marked fuel shut off valve, labeled On and Off, must be mounted within reach of the driver. It must be labeled with the word(s) "Fuel Shut Off". Refer to the drawing in the drawing section of this rule book.
- B. The maximum capacity of the fuel when measured empty and/or dry will be measured in cubic inches utilizing the standard formula of length (minus ½"-inch) x width (minus ½"-inch) x depth (minus ½"-inch) will be 5,660 cubic inches.
- C. The foam in the fuel cell must remain unaltered. A minimal cut in the foam will be permitted in the shape of a square or a rectangle. The cut may be no more than 1,000 square inches. The foam must retain the factory cut.
- D. The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge magnetic steel. An aluminum container may be used as an option and must be a minimum of .060"-inch in thickness.
- E. The fuel cell and/or the container material around the fuel cell must not be able to expand in any way. Tank panels that are bowed and/or bellied and/or positioned to create additional capacity of the fuel cell will not be permitted. Oversized filter housings, fuel coolers, oversized lines, fuel logs and/or any other device that increases the capacity of the fuel system will not be permitted.
- F. The entire container must be visible for ease of inspection.
- G. Fuel coolers of any type will not be permitted.
- H. The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps a minimum of 1"-inch wide. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame

will be permitted. A minimum of 5/6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.

- I. Fuel Cell Protection Plate - The plate must be made of magnetic steel, minimum of 1/8" (.125) and must be equal size or more of the fuel cell. Plate is to be secured to the framing. Plate will also have a 3/8" hole drilled in one of the corners for inspection of thickness.
- J. Only one mechanical fuel pump in the stock location will be permitted. Fuel must be delivered through the fuel system from the fuel cell to the mechanical fuel pump. Fuel systems that require a return line, a pressure regulator of any type and/or other volume and/or pressure altering device will not be permitted.
- K. The bottom of the fuel cell container must be a minimum of 12"-inches from the ground.
- L. A horizontal bar a minimum of 1.5"-inch in diameter and .095" in wall thickness must be mounted behind and on each side of the fuel cell unless cell is centered in the 2x3 frame rails. Both sides and the rear of the cell must be protected.
- M. The fuel pick up must be positioned on the top of the fuel cell and be constructed of steel. The fuel pick up must have a check valve. The vent line must have a check valve.
- N. Only 'D'-type VP Racing Gasoline, the official fuel of DIRTcar will be permitted for competition. D-98 will be the only specified fuel permitted at any sanctioned DIRTcar Series event. In addition a maximum "94 octane, R+M/2" standard pump gasoline will be permitted at DIRTcar sanctioned weekly tracks. Blending of fuels or gasoline, including VP spec (including 'D') fuels of different octane will not be permitted. Alcohol, methanol, nitrous oxide, nitro-methane and/or propylene oxide will not be permitted. Fuel may be subject to inspection and testing at any time. Proof of purchase for the official fuel of DIRTcar may be required.
- O. For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
- P. Only mechanical type fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.
- Q. External filler connections including 'dry-break'-type applications will not be permitted. The rear deck/trunk lid must be removed in order for fuel to be added to the fuel cell. The filler neck must remain enclosed in the trunk area of the car.
- R. Onboard fire suppression systems are mandatory.
- S. For the Official Fuel of DIRTcar; the fuel provider's decals must be displayed on both sides of all DIRTcar racecars and a patch is required on the drivers uniform. Logos and/or the presentation of any other fuel manufacturer and/or fuel refinery on the racecar and/or drivers uniform will not be permitted.

20.3 – Exhaust - Muffler and Sound Reduction Devices

- A. Only the Beyea part # MUF2.5DL, Dynomax part #17218, Extreme Mufflers part # 20025, Henry's part # DMMS2.5 mufflers will be permitted. All cars required to have mufflers.

Exhaust headers and systems must extend past the driver's seat. Exhaust may exit out the right side but must exit in front of rear wheel and be flush with body panel.
- B. Mufflers must remain unaltered and/or modified internally and/or externally in any way. The collector extension pipe and tail pipe may not be installed past the inlet and/or outlet flange of the muffler.
- C. The maximum exhaust pipe diameter will be 3 inches.
- D. The complete exhaust system must remain under the car and exit to the rear of the car behind the driver, parallel or away from the racing surface.
- E. For GM Crate motors Schoenfeld headers part numbers #135cm-2, #145cm-2.
- F. Crossover connecting pipes from each bank/side of exhaust system will not be permitted.
- G. Several tracks have a locally enforced decibel rule, which preempt any particular muffler rule. Some tracks may have a maximum sound level rule of 95 decibels at 100 feet. This rule will be enforced by local government agencies. Such decibel rules preempt utilizing the required mufflers in sub-section 15.3.

20.4 – Traction Control Devices

- A. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- B. Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- C. Adjustable restrictor plates will not be permitted.

- D. Remote control components of any-type will not be permitted.
- E. Radios and/or devices for transmitting voice and/or data will not be permitted, unless otherwise authorized prior to any event.
- F. Data acquisition systems will not be permitted.

20.5 – Chassis/Frame

- A. Frames may be repaired where needed but the stock frame rail must remain in the stock location. Front clips must remain unaltered. No cutting or modifying other than clearance for fuel pump. Front cross member may be trimmed for open motor oil pan clearance. Excessive removal in this area may prompt a weight penalty up to the discretion of the technical inspector.
- B. Front and/or four wheel drive cars and/or frames will not be permitted.
- C. Approved DIRTcar manufactured front clips (frame sections) from Stone Racing & JACR Chassis will be allowed in 2020.

20.5.1 – Steering

- A. The steering column must remain in stock OEM location as manufactured for the make, model and year.
- B. Steering quickening devices that are commercially manufactured will be permitted. Homemade steering quickening devices of any type will not be permitted.
- C. The steering quickening device must be fully enclosed.
- D. The steering wheel center must be padded.
- E. A flexible, racing type steering wheel with a quick release mounting device is recommended.
- F. Steering box must be steel OEM style box.

20.5.2 – Uni-bodied Cars/Frames

- A. A homemade frame may be constructed using a minimum of 2"x3"x.120"-inch thick rectangular magnetic steel tubing. The 3"-inch dimension must be in the vertical position. The tubing must start at the rear of the front stock OEM sub-frame and continue all the way back up over (not under) the rear axle and end where the stock OEM rear sub-frame ended.
- B. The new frame must be as wide as the original sub-frame.
- C. All springs and suspension mounts must be located in the same exact position and manner as they were in the stock OEM frame.
- D. Stock OEM suspension parts must be used unless approved by DIRTcar.
- E. The suitability of the construction of this frame option regarding welds, cross-members, bracing, roll cage and the stock mounting links will be up to the discretion of the Officials.

20.5.3– Front Suspension

- A. Only stock magnetic steel or tubular magnetic steel aftermarket upper A-Frames will be permitted.
- B. Only stock-type components in stock OEM locations will be permitted unless otherwise approved.
- C. Approved Stone Racing or JACR chassis fabricated front clip will be permitted.
- D. Aftermarket tubular upper A-Frames must be one (1) piece magnetic steel with a minimum wall thickness of .095" and remain non-adjustable in any manner.
- E. Lower Control A Arms – Parts #'s 32-1230-L and 32-1230-R from UB Machine may be used or **Out-Pace Part # 43-027-LF & #43-027-RF**
- F. Only magnetic steel cross shafts will be permitted.
- G. The following approved multiple piece aftermarket spindles may be used for competition in addition to stock OEM Impala, Camaro or Metric spindles; Speedway Motors 91034501/2, 91034511.
- H. Aftermarket ball joints allowed.
- I. Aftermarket heavy-duty tie rod sleeves will be permitted.
- J. Chassis cross-shaft mounts for upper A-Frames may be fabricated and relocated but must remain on top of factory frame rail.
- K. Excessive cutting of frames for shock clearance will be at the discretion of the Officials.
- L. Any form and/or type of chassis adjustment and/or adjusters in the cockpit will not be permitted.

20.5.4 – Rear Suspension

A. Only leaf spring or coil spring rear suspension will be permitted

B. When using coil spring rear suspension, the suspension must be double triangulated 4 link. Upper links must run from rear end (pumpkin part housing) inward to outward and lower links must run outwards to inward. The top trailing arms must be between 10” to 12.5 (1/2)”. The lower trailing arms must be between 17” to 21” (measured center to center). A maximum of (1) one-inch difference in length will be permitted when comparing the right and left upper and lower links. Links may be fabricated box tubing or steel radius rod tubing with steel bushings spherical rod ends.

C. Coil spring front lower link mounts must have a maximum of 8” of vertical adjustment measured from the bottom of the frame rail. Lower differential link mounts must have a maximum of 5.5 (1/2)” of vertical adjustment below bottom of rear end tube. Upper link mounts must have a maximum of 7” of vertical adjustment. Differential upper link must have one mounting point.

D. Front leaf spring mount may have a maximum of four (4) mounting holes or one (1) slotted mounting location for chassis height adjustment. The rear shackles may have multiple holes for chassis height adjustment.

E. Rubber biscuits will not be permitted in the rear suspension. Birdcage style mounts must be clamped or fixed to rear end tubes and cannot move. All differential spring and suspension mounting points on leaf and/or coil must be mounted in one position.

F. Adjustable leaf spring lowering block will be permitted.

G. Travel Limiters will not be permitted. Chains only allowed to limit rear droop. No rubber, springs or aftermarket droop limiters.

H. A rear sway bar will not be permitted. No coil over eliminators allowed. On leaf spring configurations a rear slider mount will be permitted.

20.5.5 – Wheelbase and Tread Width

- A. All cars must have a minimum wheel base of 107”-inches & maximum of 110”-inches on either side of the race car.**
- B. The maximum front and rear tread width will be 81”-inches for all cars when measured from the outside of the sidewall to the outside of the sidewall.**
- C. Rear end offsets will not be permitted.**
- D. A Maximum of one-inch wheel spacers will be permitted on all four corners.**

20.5.6 – Seat Location and Mounting in Frame

Containment Seats

Seats must be “Full Containment” style constructed of aluminum to the general design specifications of current industry standards (SFI 39.2). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.

Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications.

20.6 – Weight / Ballast

- A. All cars will be weighed with the driver seated in the car. The minimum weight permitted before and/or after an on track event will be measured by the track scales. The track scales will be the official scales. All cars found to be light prior to any event, time permitting will be allowed to make the necessary adjustments and represent themselves at the scales. The number of cars to be weighed after an event will be announced at the driver’s meeting and/or on the one-way radio. If a car is signaled to go to the scales in any fashion and does not report to the scales at the appropriate time, that car may be disqualified from the event. Any car that is found to be light following time trials and/or a qualifying event will be disqualified from that particular race and may make the necessary adjustments and represent themselves**

for that car's assigned consolation event. If a car is found to be light after the feature event, that car will be disqualified from the event.

- B. The minimum weight following the completion of any Pro Stock race will be 2950 lbs.
- C. All weights are subject to analysis in any DIRTcar division, to maintain a level competition through each DIRTcar sanctioned division.
- D. If time permits, weight added prior to qualifying and/or the event will be permitted,
- E. All weight and ballast must be positively fastened to the frame rails and below the deck and must remain stationary during competition. All weight(s) must have a minimum of two (2) 1/2"-inch grade 5 bolts and/or studs passing completely through the weight. Bolts and/or studs must be anchored to a suitable clamp to fasten it to the frame. Bolts and/or studs welded to the frame will not be permitted.
- F. All weights must be painted white and clearly labeled with the car number on it. For the period of one event, competitors may label their weight with white duct tape with the car number clearly labeled on the duct tape.

20.7 – Body

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) 1/2"-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

Unless otherwise noted and/or in most instances the exterior body dimensions, measurements, materials and rules are based on the ABC (Approved Body Configuration) rules. The ABC Body Specifications may be found at www.ABCbodies.com.

20.7.1 – General Body

- A. Any American and/or Canadian made passenger car from 1968-to-present will be permitted. The 2005 and newer Ford Mustang and the 2010 Chevrolet Camaro bodies as manufactured by ARP Bodies and/or Five Star Race Car Bodies will be permitted for competition, provided they meet the manufacturers dimensions. Compacts, foreign cars, trucks, sports cars and/or convertibles will not be permitted. Aftermarket bodies, provided they meet the ABC Body Configuration dimensions, appear stock and match the wheel of the frame being used will be permitted.
- B. The body must be stock appearing and mounted in the stock location on the frame. Ford or Mopar bodies may be used on a GM chassis only utilizing the GM 602 Crate Engine. The stock sheet metal or aftermarket body must maintain the OEM fit and appearance. Air dams, skirting, any type of air deflection device and/or aerodynamic enhancing equipment will not be permitted anywhere on the car. Wedge shaped and/or flat body panels and/or sides will not be permitted. All windows must be cut out and remain open. The covering and/or filling in of any window area will not be permitted. Body styles and/or body parts may be rejected by Super DIRTcar Series, DIRTcar and/or World Racing Group Officials.
- C. The maximum body width when measured anywhere along the contour of the car will be 82"-inches. The minimum ground clearance will be 5"-inches.
- D. The roof must be of and maintain stock contour and appearance.
- E. Hood scoops and/or raised hood boxes will not be permitted with the exception of aftermarket fiberglass hoods. The aftermarket fiberglass hood may have a maximum raised surface of 4"-inches in height provided it is pre-manufactured into the design of the hood. Holes cut in the hood for any reason will not be permitted. Aluminum hoods and stock sheet metal trunk decks will be permitted. **Aluminum hoods may have up to 4"-inch high hood scoop and must be fully enclosed.** Hood and trunk lids must be positively fastened and **follow same body shape as a one piece** to properly seal off the engine and/or trunk area. **No extra tin or air directional devices or gurney lip on hood or trunk area.**
- F. The front nose must be stock appearing. 'DIRT style' noses including part number(s) Performance Bodies; 331040, 281040, 251040, etc., will not be permitted. Front and rear bumper covers must be widened from the stock width. The front nose must not extend further than 47"-inches from the centerline of the front wheels. The tail piece/rear fascia must be stock appearing with a bumper cover. Flat sheet metal will not be permitted.
- G. Full fenders are mandatory. A reasonable radius cut for tire clearance will be permitted. Front fender must be one-piece magnetic steel and/or aluminum and/or composite type as manufactured by ARP Bodies or Five Star Race Car Bodies will be permitted. The fenders must remain stock in appearance. The inner fender panels may be removed provided the fender remains positively fastened and secured to the car.

- H. The removal of the dash is permitted, providing that the steering column is adequately secured and remains in its stock location.
- I. All cars must have a full magnetic steel rock guard with a minimum material thickness of 1/16"-inch. Chicken wire and aluminum screens will not be permitted. The rock guard must cover the entire windshield area from left-to-right across the cage and from the top of the roll cage to the hood and/or cowl. Any shields, visors and/or cardboard that blocks visibility through the rock guard will not be permitted. Any shield, visor and/or cardboard for visibility must not be a part of and/or fastened to the roof.
- J. Mirrors and/or reflecting devices will not be permitted.
- K. Under pans, rear tubing in the rear wheel area, speedway-type bodies and/or air dams/additional air directional devices will not be permitted.
- L. Officials reserve the right to request body panels and/or bumpers to be replaced and/or painted if they do not look presentable and/or have any sharp edges.

20.7.2 – Rear Spoiler

- A. A single rear spoiler mounted on the top, at the rear of the deck lid/trunk will be permitted.
- B. The rear spoiler must be a one-piece aluminum or two-piece (split in the center vertically) lexan spoiler with a maximum height of 5"-inches. The spoiler must not exceed 5" in total length (of material) no matter what the angle of the spoiler. **Five inches (5") is the maximum length with no tolerance.**
- C. The spoiler must follow the contour of the body and may not extend out past the maximum body width and must not extend past the trunk lid. Spoiler must be straight with no bends (GUERNEY LIP).
- D. Two (2) vertical support(s) fin-type mounted in front of the spoiler will be permitted. These supports may not exceed the maximum height of the spoiler and are limited to 16"-inches in length and must be symmetrical left to right

20.7.3 – Interior

- A. A full magnetic steel engine fire wall with a minimum of 20 gauge material thickness is required. All holes in the firewall must be covered to isolate the driver's compartment from the engine compartment.
- B. A full rear steel fire wall must seal off the driver's compartment from the trunk/fuel cell area. Front and rear fire walls must extend from fender to fender in as straight of a line as possible and spot welded for strength. There must be no openings in the firewall to protect the driver from engine compartment fire.
- C. Excessive firewall cutouts and/or tunneling for header/exhaust clearance will not be permitted.
- D. Full floor boards must be steel retained from the engine firewall to the rear fire wall and from the body, side-to-side (interior door skin to interior door skin). The passenger side floor board may be level from the top of the transmission and drive shaft tunnel, but must not exceed this height, to permit clearance for both exhaust pipes and mufflers. All interior sheet metal must be spot welded for strength.
- E. Angular installations and/or cock pit type applications and/or fabrications will not be permitted.
- F. Any holes in the floor board for the shifter, etc., must not be any larger than required to facilitate shift pattern.
- G. Shifter boots are **mandatory** as a sealing device for the driver's compartment.

20.7.4 – Car Numbers / Driver Name

- A. The track and/or series Scoring Director reserves the right to issue and/or change a car number to prevent duplication and/or maintain proper records.
- B. Team cars must be clearly identifiable from one another and use another number and/or letter.
- C. All number and letter combinations will be limited to three digits. If three digits are used two (2) shall be the primary numbers/letter.
- D. Number and/or letter combinations are required on the roof, nose, rear deck and both doors.
- E. The nerf bars must not block the visibility of the number and/or letter combinations.

20.7.5 – Bumpers and Rub Rails

Rub Rails

- A. One (1) horizontal rub rail on each side of the car between the wheels will be permitted.
- B. The rub rails must be magnetic steel square/rectangular tubing with a maximum dimension of 1"-inch x 2"-inches high.

- C. The rub rails must mount flush against the body panels with each end cut at a 45-degree angle and capped. Sharp edges of any type will not be permitted. Lexan-type rub rails that are securely mounted to the body will be permitted.

Bumpers

- A. Stock front and rear bumpers will be permitted.
- B. The bumpers may be securely reinforced under ends of the splash guard to maintain stock OEM appearance.
- C. The bumpers must be stock appearing for the year, make and model of the car.
- D. Additional upper and/or lower bumper reinforcements that are visible will not be permitted. Any-type of reinforcement must be in line with the bumper and not visible. Outside reinforcements of any type will not be permitted.
- E. All tubing must have rounded corner supports to prevent cars from hooking and/or losing bumpers.
- F. Fabricated front and/or rear bumper that entirely cover the stock-type rubber bumper cover will be permitted.
- G. All cars must have tow hooks. The tow hooks must be easily accessible on both the front and rear of the car.
- H. Front and rear bumpers that are fabricated behind the bumper cover must have two (2) rails, an upper and a lower across the frame for support fabricated from a magnetic steel tubing a minimum of 1-1/2" diameter with a minimum wall thickness of .095"-inches. There must be a minimum of four (4) horizontal uprights positively securing the rails together to support the bumper. Approved mounting and design for bumpers of the this type will be at the discretion of the Super DIRTcar Series and/or DIRTcar official

20.8 – Shock Absorbers

- A. Only one (1) shock per wheel will be permitted.
- B. **Shocks must be mounted vertically. Adjustable shock mount will be permitted.** Cantilever mounted shocks will not be permitted.
- C. Coil over shock absorbers will not be permitted.
- D. Only the DIRTcar approved "A" and "B" type shock absorbers will be permitted to compete.
 - a. Base valves must not be added or permitted to our approved shocks.
- E. **Shock absorber claim will be \$225 (\$280 Can.) per shock, no exchanges. (See Bulletin for claiming parameters)**
- F. **Approved Shock Absorbers:** All shock absorbers for the DIRTcar Sportsman Modifieds, DIRTcar Pro Stock, DIRTcar Pro Late Model, DIRTcar UMP Sportsman and DIRTcar UMP Stock Car division must be approved. There will be three types of approved designations, 'A', 'B' and 'C'.

Approved 'A'-type Shock Absorbers:

DIRTcar Sportsman Modified
 DIRTcar Pro Stock
 DIRTcar Pro Late Model
 DIRTcar UMP Sportsman
 DIRTcar UMP Stock Car

Pro Shocks – WB and SS Series
 Bilstein – AK and SG/SM Series
 AFCO – 1020-1034 Series
 AFCO – 1273-1295 Series
 AFCO – 1473-1497 Series
 Integra 421 Series

Approved 'B'-type Shock Absorbers:

DIRTcar Sportsman Modified
 DIRTcar Pro Late Model
 DIRTcar Pro Stock

Pro Shocks – TA Series
 Bilstein – SL/SZ Series
 Bilstein – SLS Series
 AFCO – 1000 Series
 AFCO – 19 Series
 AFCO - 24 Series
 AFCO - 74 Series
 FOX – 983-97-507
 FOX – 983-97-509

Approved 'C'-type Shock Absorbers:

DIRTcar Sportsman Modified
 DIRTcar Pro Late Model

Bilstein – SL/SZ Series
 Bilstein – SNS Series
 AFCO – 1300 Series
 AFCO – 2100 Series
 Genesis – GD Series (steel body)
 Integra – 310-45170 or 310-45190
 Advance (ARS) – P/N ARS 2074

Shock Absorbers must be submitted to World Racing Group for competition approval prior to the application of the shock absorber designation decal.

20.8.1 – Springs

- A. **Coil springs must be 5” diameter with a maximum length of 16”. Progressive coil springs will not be permitted. Coil springs must be centered and perpendicular (90-degree vertical angle) on top of the rear axle tubes.**
- B. **Springs must be equal distance from center from center of rear left and right. One sprint rubber will be permitted, bump stops of any kind will not be allowed in springs, shocks or on the frame.**
- C. **Only magnetic steel springs will be permitted. Carbon Fiber and/or any other material will not be permitted.**
- D. **Ford, Chevrolet and/or Chrysler cars may interchange leaf springs providing springs maintain the individual specifications and stock OEM application.**

20.9 – Brakes

- A. All cars must have four (4) wheel hydraulic brakes in good working condition. Cast steel OEM type single piston calipers will be allowed.
- B. Rear disc brakes may be installed must be steel single piston OEM style design and be operational. Maximum rotor diameter 12.19” x 1.25” wide and must be vented. No solid rotors.
- C. Carbon fiber, carbon, titanium, ceramic, and aluminum rotors will not be permitted.
- D. Brake bias may be adjustable through the cockpit.
- E. Right Front brake shut offs: either mechanical or electric, are permitted
- F. Dual master cylinders with proportioning valve and adjustment will be permitted.
- G. Drilling of brake rotors, any, front or rear will not be permitted.

20.10 – Roll Cage

- A. Only round magnetic steel seamless tubing 1-1/2” with a minimum material thickness of 1/8”-inch or 3/4” in outside diameter with a minimum material thickness of .095”-inches will be permitted.
- B. The basic configuration of the roll cage must be one of ‘standard-type’ racing application. There are multiple variations common to motorsports applications. Approved roll cage design is at the discretion of the Track, Super DIRTcar Series, DIRTcar and/or World Racing Group Official(s).
- C. A six (6)-point cage surrounding the driver with uprights mounted on the right and left side of the frame is mandatory. One upright in front and upright behind the driver on each side of the frame. The uprights must be welded to the flat horizontal part of the frame. Welding the uprights to the kick-ups will not be permitted. The four (4) bars joining the four (4) uprights in a horizontal plane above the driver’s head must be a minimum of 2”-inches above the helmet of the driver when seated with seat belts fastened in the car.
- D. There must be a minimum of three (3) bars on both sides of the car connecting the main uprights. A minimum of one bar on each side must extend to the outer door skin. The horizontal bars must have at least one set of vertical support bars positioned between the main uprights which connect the horizontal bars together.
- E. An additional diagonal bar is recommended from the top left rear of the cage moving downward toward the right side frame rail.
- F. The above mentioned (A-through-E) roll bars are the minimum requirements. More bars are recommended but must be approved by an inspector/official.
- G. All junctions of two (2) or more tubes in the cage must be joined with at least 1/8” magnetic steel gussets. Threaded pipe, pipe fittings, and lap weld, soft metals like aluminum, angle iron and/or channel iron will not be permitted. Flush grinding of welds will not be permitted.
- H. All roll cage bars within 18”-inches of the driver, extended arms, legs, head, etc., must be adequately padded for protection. It is recommended that SFI-Rated roll bar padding is utilized in all roll bar padding applications. In addition the steering wheel center must also be padded. It is recommended that this padding be SFI Rated and fire retardant.

- I. Front and rear firewalls constructed from magnetic steel with a minimum thickness of 20-gauge steel are mandatory.
- J. The rear firewall must extend from the top of the window shelf downward and attach to the floorboards. Holes in the firewall will not be permitted.
- K. The front firewall must extend from the dash downward and attach to the floorboards with all holes securely covered with magnetic steel to isolate the driver from the engine compartment.

20.11 – Wheels

- A. Only one-piece magnetic steel wheels will be permitted with a maximum width of 10"-inches and a 15"-inch diameter for competition. Magnesium, carbon fiber and/or any other exotic type material will not be permitted.
- B. All four (4) wheels must have a minimum of five (5) studs and lug nuts. The stud threads must go past the full thickness of the wheel nut on all four corners of the car.
- C. Beadlocks will be allowed.
- D. Wheel offset, front and/or rear, will be a minimum of 3"-inches and a maximum of 4"-inches on either side. The tolerance will be a maximum of 1/4"-inch.
- E. Wheel centers may not be altered.
- F. Wheel covers:
 - a. Wheel covers must have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: wheel covers having a minimum of 5 attachment points may continue to use steel dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system.

Approved fastening (nut assembly) systems:

- Keyser Manufacturing: Part #100 7-101.
- Wehrs Manufacturing: Part # WM377A-312 (Aluminum 5/16) / WM377S-312 (Steel 5/16)
- Triple X Chassis: Part # SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)
- Smith Precision Products: Part # MC-516-18

Optional fastening systems that are equal or superior to the above-approved system will be readily approved at the sole discretion of Technical Officials.

20.12 – Tires

- A. Individual race tracks, events and/or series may designate a particular tire and/or compound at any time. The compound may be announced prior to the event in a bulletin and/or at the driver's meeting.
- B. Only Hoosier Racing Tires will be permitted in any DIRTcar sanctioned events. Hoosier (the tire manufacturer) will mark/stamp/brand all legal tires with specified compound and/or other specific DIRTcar designations as listed below;
- C. D60 will be the only compound allowed at series and weekly tracks.

Tire Size and Compound Designation:

Front or Rear Tires;

11/87-15 D60

11/90-15 D60

- D. The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by Super DIRTcar Series and/or DIRTcar Officials may be issued. Tires may be protested by another competitor following the protest rules as stated in section 11.2.
- E. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires.
- F. The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed may be considered as part of the penalty time period.

Reference Section 5.3.D. for Competitive Analysis, Section 11.1.I for Penalties and/or Section 11.2.I for Protest(s).

- G. Removable duct tape, provided it does not deface the tire, to cover the D-Number will be permitted.
- H. Heating of the tires by torch, blanket, heating device(s), exhaust system and/or any other method will not be permitted.
- I. Inner liners of any type will not be permitted.
- J. A tire durometer may be used during the tire inspection process, provided baseline tire(s) have been read at the event.

20.13 – Personal Safety Equipment

20.13.1– General

- A. Each competitor is the solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is 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 seat belt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in the rule book. Contact your local track officials for more information regarding this.
- C. Each division section (17 to 20) will cover the General and Specific Safety and Personal Protection minimum requirements. All participants are solely responsible to meet the requirements in the specific division

20.13.2 – Seat Belt / Restraint System

- A. Each car must be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2 years from date of manufacturer. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
- B. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
- C. 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.

20.13.3 – 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 on the outside of the uniform.
- B. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
- C. Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

20.13.4 – Seats

- A. All current seats must be full containment type constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- B. Carbon fiber seats must have a current valid SFI 39.2 certification.
- C. SFI 39.2 seat compliance is recommended for World of Outlaws Late Models, Super DIRTcar Series 358 Modifieds, DIRTcar Late Models, DIRTcar Pro Late Models, UMP Modifieds, UMP Pro Modifieds and NE DIRTcar Sportsman
- D. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer instructions. Combining components may not meet SFI 39.2 Certification.
- E. Seats must be used as supplied and installed following instructions provided by the seat manufacturer
- F. If the left side head surround is 7 inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. A minimum left side head surround of 4 inches is required.

20.13.5– Helmets

- A. **All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, FIA 8860-2018, Snell SA 2020, Snell EA 2016, Snell SA 2015, Snell SA 2010, or Snell SAH 2010**

20.13.6 – Head and Neck Restraints

- A. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers installation and use instructions) connected to an approved head and neck restraint.
- B. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.

20.13.7 – Fire Suppression

Required for Late Models, Super DIRTcar Series, Big Block Modifieds, DIRTcar 358 Modified, DIRTcar NE Sportsman and DIRTcar NE Pro Stock. It is recommended for all other divisions.

- A. All racecars shall be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and has a minimum of two (2) thermally activated discharge nozzles.
- B. All systems must meet or exceed SFI 17.1 specifications.
- C. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, FireAde or **4 Fire** and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
- D. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete. For systems with one activation point, the activation point may be mounted in the cockpit or rear of the car close to the fuel cell.
- E. The cylinder must be connected to the nozzles with steel or steel reinforced lines.
- F. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area.
- G. An optional manual override cable is recommended for two (2) thermal automatic nozzle systems but is mandatory for systems with one (1) activation point.

Super DIRTcar Series, Big Block Modifieds, 358 Modified and Pro Stock only.

- A. Cylinders must be mounted forward of the fuel cell below the deck or just above the deck
- a. (Pro Stocks should be mounted behind the seat below deck or inside cockpit area, passenger side of driveshaft and must be easily visible)
- B. Cylinders must be securely mounted to the frame/roll cage assembly and centered in the chassis.

20.13.8 – Other

- A. Only SFI 45.1 roll bar padding may be used. Knee, steering pads and/or additional padding may be utilized.
- B. All teams should have an easily accessible fire extinguisher or its equivalent in the team's pit area.

20.14 – Other

- A. Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting. Following the driver's meeting, covers of any-type on the racecar will not be permitted.
- B. All fuel lines, power steering lines and/or fittings running through the driver's compartment must be made from an approved braided type line. Plastic and/or glass fuel filters will not be permitted. A clearly marked fuel shut off valve, labeled On and Off, must be mounted within reach of the driver. It must be labeled with the word(s) "Fuel Shut Off". Refer to the drawing in the drawing section of this rule book.
- C. All cars may be subject to technical inspection at any time.
- D. Full or partial car covers will be permitted only when there is inclement weather and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.
- E. SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended.
- F. All teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. The fire extinguisher must be a minimum of 20lbs and is recommended to FFF type chemical and/or DuPont FE-36 and/or equivalent.

- G. Fire Suppression Cylinders are mandatory. Fire Bottles can be mounted behind the seat area, centered in chassis and should be below deck. Fire Bottles can also be mounted inside the cockpit area, on passenger side of the driveshaft. Cylinders must be securely mounted with SFI certification along with manufacturers date must be clearly visible.
- H. All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio provided by the Super DIRTcar and/or DIRTcar Northeast, will not be permitted. ONEWAY RADIO MUST NOT BE ABLE TO SWITCH BETWEEN TWO OR MORE PROGRAMMABLE CHANNELS

20.15 – Series Decal and Patches

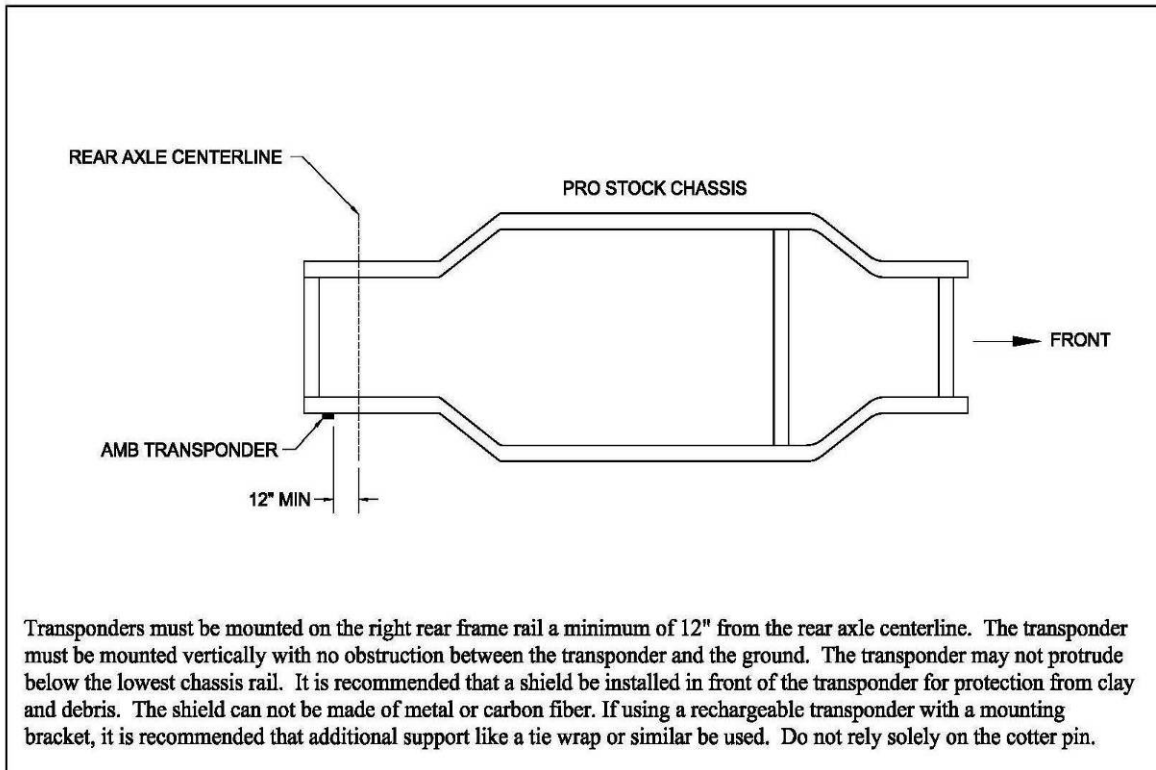
- A. All participants will be required to display decals as provided on the decal verification sheet prior to entering into competition. If any required decal is not displayed loss of any awarded money will be the penalty.
- B. A series decal is required on both sides of the car. Driver must display the series patch on their uniform to receive point fund awards.
- C. Contingency and sponsorship awards; any team participating must meet the requirements of the award(s) such as decals, patches, product use and verification. There will be a written deadline presented to the teams prior to the start of each season for each element to be in place for the award requirements. If it is an existing program it will roll over from the prior season and the program will begin at the first race of the season.

20.16 – Drawings/Photo Descriptions

Mandatory Decal Placement all Series:



Pro Stock Transponder Location



Transponders must be mounted on the right rear frame rail a minimum of 12" from the rear axle centerline. The transponder must be mounted vertically with no obstruction between the transponder and the ground. The transponder may not protrude below the lowest chassis rail. It is recommended that a shield be installed in front of the transponder for protection from clay and debris. The shield can not be made of metal or carbon fiber. If using a rechargeable transponder with a mounting bracket, it is recommended that additional support like a tie wrap or similar be used. Do not rely solely on the cotter pin.