



Stockton DirtTrack 2019 Competition Rules BOMBERS / PURE STOCKS

INTRODUCTION

All parts with identification numbers removed or covered will be considered illegal. It is ultimately the obligation of each participant to insure that his or her conduct and equipment comply with all applicable "Stockton Dirt Track" rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Track Officials interpretations shall supersede any and all other interpretations. When there is no specific rule to govern the occasion, the Official's ruling shall be final. In order to assure fair competition, any Official may require a competitor to change or modify equipment, or may require a competitor to compete in the next higher division. All equipment is subject to the approval of Track Officials. The rules as set forth on the following pages are intended to be as cost effective as possible. No equipment will be considered as having been approved by reason of having passed through inspection. Any equipment which does not conform to the specifications or tolerances contained in "Stockton Dirt Track" rulebook will not be eligible for approval during the 2019 racing season. All cars may be weight factored at anytime to equalize the competition.

1. CHASSIS

- A.** Any 1955 or newer American made passenger car will be allowed.
- B.** Minimum unaltered factory wheelbase of a 108". Stock frame only. No modifications allowed, Ford, Chevy and Dodge.
- C.** Uni-body cars must have 2"x3" minimum sub-frame connectors, material .095 minimum thickness.
- D.** No intermixing of body and frame parts. (Manufacturer to Manufacturer).
- E.** Must Include stock lower a-arm mounts and stock lower a-arms.
- F.** Four wheel drives, sports cars, convertibles, front wheel drives or station wagons are not allowed.
- G.** Cars to be STOCK unless specified otherwise.
- H.** Swapping engine OK if bolt in replacement: Example 327, 350, 400 Chevy.
Engines must be GM to GM or FORD to FORD, etc.
- I.** Vehicle must be de-chromed and all glass and flammable material must be removed (except gauges and bumpers) NO MIRRORS PERMITTED.

2. BODY

- A. Aftermarket steel bodies or panels may be used. **Must be stock looking.**
- B. Body must be mounted securely to frame from the rear of driver's seat forward.
- C. Firewall must be stock or 18 gauge sheet metal to replace damaged firewall in stock location.
- D. You are limited to gutting the following: hood, trunk lid, roof and doors.
- E. Floor pan shall be fully intact and OEM stock from left to right door seal. Floor shall be OEM from front firewall to just behind driver's seat. Floor must be welded or bolted in. If welded, welds shall be 3" long and no more than 7" gap or space between weld stitching. No cockpit driver compartments.
- F. No outside iron rails (nerf bars).
- G. Fenders may be cut to give 3" of clearance above the tire. Protruding sharp edges will not be allowed.
- H. Hood must be secured on all four corners. Hood may be gutted.
- I. Car will NOT be allowed to run without hood in place. NO HOOD, NO RACE, NO EXCEPTIONS.
- J. Plexiglass is not allowed on car.
- K. Aftermarket stock appearing plastic noses allowed. No late model noses.
- L. All cars MUST have a minimum of half the windshield area in front of the driver to be covered with wire mesh of 1/4" to 1/2" square and must have 3 posts or straps located in front of driver. Posts will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps..
- M. Must have at least one number on both doors and on roof. Minimum size of number is 18" tall and 2" wide and contrasting color of car. Also see number specifications in general rules.
- N. No mirrors or two way electronic communication devices allowed of any kind. No sign boards or flashing lights to communicate with or from any driver(s).
- O. Spoiler specifications: Maximum height 8", Maximum width 72".
- P. A kill switch is to be mounted in the center of the car, clearly labeled "On" - "Off", and to the right side of the driver. This switch needs to be easily accessible to Safety Crew.
- Q. All added weight must be in block form, PAINTED WHITE, with the car number on it. Weight must be securely fastened, with minimum 1/2" bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount, One bolt 25 lbs, two bolts 50 lbs. No one piece over 50 lbs.

3. ROLL CAGE

- A. Roll bars shall be of the full cage type, mild seamed steal 1-1/2" or 1-3/4" x .095 wall minimum, 4130 Chromoly 1-1/2" or 1-3/4" x .095 wall minimum, with full loop from frame over the driver. These bars are to be connected on the top of both sides with another bar. Cage shall be within 3" to the top of car and 6" of sides of top. In the back loop, running from the right top to the bottom bar at about 45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded or bolted to the frame with NO less than 7/16" bolts or both, where possible. Must be welded and attached securely to frame or sub-frame filler on uni-body car. Bar may not be secured by welding to floor pan.
- B. All "T" intersections must be gusseted and welded on both sides.
- C. Cage to be above driver's helmet by 2".
- D. Must have one bar front to rear approximately center of cage.
- E. Roll cage must include three door bars on driver's side within 3" of the door. Welded ot both the front and back uprights and evenly displaced to protect the driver's hips and legs. Minimum of one brace running vertically.
- F. Front loops are allowed inside the body in front or behind radiator.
- G. There will be two bars angled from top of cage towards rear end, this can extend past rear axle to frame rail.

- H. You may be asked to drill 1/4" hole in roll cage for inspection purposes.
- I. All cars must be equipped with a tow hook or similar device, both front and rear.
- J. Radiators may be mounted to a front bar with stock mounts removed. Bar may extend to fenders but must remain behind bumper. Bar must be independent of cage and NO larger than roll bar material.
- K. The technical official or race committee must approve all roll cages.

4. SUSPENSION AND STEERING COMPONENTS

- A. Steering box must be stock, for example GM to GM etc., located in stock position. Steering quickeners are permitted.
- B. Springs must be STOCK type springs and in stock location. May be cut or heated. Non-adjustable spring spacers are allowed.
- C. In-operable weight jacks are allowed. All weight jacks must be capped. Caps shall be welded into place.
- D. Air or coil over shocks are NOT allowed.
- E. Suspension must remain stock. Steel tubular upper a-arms are allowed.
- F. The suspension components must be in their stock positions. Notching or an alteration to the frame to accommodate suspension components is prohibited.
- G. One shock per corner of car. One upper and one lower shock mount per shock. Steel heims are ok.
- H. No adjustable weights.
- I. Steel body shock only. Gas, adjustable or reservoir shocks are NOT allowed.

5. WEIGHT

- A. Minimum weight 3225 lbs on all cars with driver.
- B. Any car weighing light after the heats or feature will be scored and paid for last place. This includes not stopping at the scales after an event when required.

6. ENGINE SETBACK

- A. Engines are to remain in stock location. The centerline of the farthest forward spark plug boss shall remain in front of the centerline of the spindles.
- B. Centerline of crankshaft shall not vary more than 1" from the centerline of the front frame stub.

7. ENGINE

- A. Cast iron block and heads.
- B. Titanium is not allowed. Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan, either a #12AN fitting or a 1" pipe plug. If a car is to be inspected and there is not inspection plug in the oil pan, driver/car owner will be required to pull oil pan for inspection.
- C. No dry sump oiling systems.
- D. Crankshaft shall be O.E.M. or Original (CAST IRON) Equipment Replacements. (No lightened crankshafts allowed).
- E. Maximum cubic inch is 406 cu.
- F. Aftermarket racing oil pan is allowed.
- G. Engine through transmission shall remain stock unless otherwise noted.
- H. A non-rebuilt factory sealed GM602, 4 barrel engine that is IMCA sealed and tagged will be allowed.

8. RODS

A. Rods shall be O.E.M. "I" beam or original equipment replacement rods. (No "H" beam rods allowed.) Stock original equipment manufactured rod lengths only.

9. PISTONS

A. Stock replacement cast or forged only as normally used in rebuilding.

B. Pistons may not protrude above block deck. Flat top piston only; cast, forged or hyper-eutectic are allowed.

10. CAMS

A. Any hydraulic flat tappet cam and lifter is allowed. Camshaft buttons are allowed. (No roller camshafts or lifters of any kind allowed. No solid flat tappet cams or lifters of any kind allowed.)

11. GEAR DRIVES

A. Are not allowed.

12. CYLINDER HEADS

A. Must be OEM cast iron heads only. Straight plug only.

B. 2017 aftermarket cast iron heads are allowed but limited to the following part numbers only:

CHEVY

OEM Stock Cast Iron and Vortex Heads

Summit Brand p/n 152123-151124

Chevy Vortex 170cc Intake Port p/n 12558060

World Products S/R Iron Replacement p/n 4361

Quest p/n EQ CH350 I.M.C.A. Head

EngineQuest p/n CH350C

Dart Head p/n 10024361

FORD

Any OEM Ford Head

World Product Windsor JR

(No Cleveland Style Heads)

CHRYSLER

OEM

Magnum

EQ Magnum 318A

C. All heads must be stock valve angle for make: Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree. *Dart, World or other aftermarket heads are NOT allowed.*

D. Grinding, porting, polishing, gasket matching etc. is not allowed.

E. Angle milling of heads is NOT allowed.

F. All casting numbers must remain visible.

G. May install screw in studs and guide plates.

H. Stock diameter valves & springs for head casting number only. No oversize valves or springs.

13. ROCKER ARMS

- A.** No roller rocker arms or roller tip rocker arms. No offset rocker arms or Jessel rocker arms. Must be stamped steel only.
- B.** Ford adjustable rockers are allowed.
- C.** Rocker arms locks optional.

14. INTAKE MANIFOLD

A. Any OEM cast iron (GM marine cast iron) 2 or 4 barrel intake. Aftermarket aluminum intakes are limited to:

- **CHEVY** - Edelbrock Performer p/n 2101, 2701, EPS2703, EPS2716, GM p/n 12486570, Summit p/n 226018
- **FORD** - Edelbrock Performer p/n 320-3721, 351-2181
- **CHRYSLER** - Edelbrock Performer 318-360 p/n 2176

“Air Gap”, “Single Plane”, or “RPM” style intake manifolds NOT allowed.

B. Grinding, porting, polishing, gasket matching, etc. is NOT allowed. Must be untouched as originally manufactured by the factory or distributor. ANY MANIFOLD DETERMINED TO BE MODIFIED WILL BE CONFISCATED BY STOCKTON DIRT TRACK OFFICIALS.

15. CARBURETOR

- A.** Must have TWO return springs.
- B.** Must have tow strap on throttle pedal.
- C.** Maximum 1-1/2” spacer plate is allowed.
- D.** A stock replacement HOLLEY 4412 must be used on any motor.
- E.** Choke tower must be in place and factory stamped 4412.
- F.** Must pass (Go - No Go Gauge) Max venturi diameter 1-3/8”.
- G.** Carburetor must mount to manifold without any modifications to the manifold or the base plate of carburetor.
- H.** The carburetor cannot be modified internally with the exception of jet change, power valve and choke removal.
- I.** No adjustable air bleeds of any kinds.

16. IGNITION

- A.** Stock distributors, ready to run aftermarket style distributors with internal HEI.
- B.** Electronic ignition may use aftermarket module. May use MSD coil or square coil for non HEI distributors.
- C.** Super Coils, MSD boxes, Magnetos are NOT allowed.

17. FUEL PUMP

A. Pump must mount in original position. No belt drive pumps or electric pumps. Glass fuel filters are NOT allowed.

18. FUEL

A. Pump or race gas ONLY. NO ADDITIVES OF ANY KIND! SUBJECT TO INSPECTION AT ANY TIME. E85 fuel is allowed.

19. FUEL SHUTOFF

A. All cars to have a 1/4 turn off valve in the fuel line in the driver's compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type. Must be clearly marked ON - OFF.

20. GAS TANK / FUEL CELL

A. Gas tank shall be removed its original position and replaced with required approved FUEL CELL in a fuel cell can, with maximum capacity of 22 gallons in trunk area. Cell to be mounted between the frame rails and shall not extend more than 2" below the bottom of the frame rails. Tank must be mounted with a minimum tie down of 1-1/8" x 1" strap iron. (NO PLUMBERS TAPE). Cell must have a vent and a securely fastened cap. No part of filler pipe may be made of rubber type connection. Cells to be vented to underside of car.

B. A fire shield of no less than 18-gauge metal to be placed between tank and driver. Must have L shaped shield in front and bottom of fuel cell.

C. Fuel cell is to have a full sealing cap and a roll over vent.

D. Cells must be protected with one tubular bar in front of tank and behind tank not to exceed 2" in outside diameter.

E. All fuel cell mounts subject to safety inspector's or race committee approval.

F. Any car leaking or spilling fuel will be BLACK flagged.

21. RADIATOR

A. Must be in front of engine, in stock location.

B. Anti-freeze is NOT allowed.

C. Water wetter & water suggested.

22. TRANSMISSION

A. Automatic transmissions with working torque converter. If trans cooler is used and located inside car it must be shielded from driver.

B. Manual transmissions allowed, must be OEM production type and have all gears and stock clutch. NO racing clutches. (Triple Disc, etc.)

C. Aluminum or any other type of lightweight flywheels NOT allowed.

D. Must run approved scatter shield for manual.

E. All cars must be able to move smoothly and slowly through pits.

23. GAS TANK / FUEL CELL

A. Gasar.

B. A fire shield of no les

24. REAR END

A. Only stock passenger car rear ends.

B. 3/4 ton rear ends NOT allowed.

C. Locked rear ends are allowed.

D. Ford 9" allowed in stock location.

E. Full floater rear end allowed.

F. Quick Change rear ends NOT allowed. NO live axles allowed (Sprint Car).

25. REAR SPRINGS, REAR SUSPENSION

A. All mounting points must remain stock. Also see Rule 4.

- B. No adjustable components in rear suspension.
- C. 4 link cars are allowed to build links but must use factory bushings. Links must be welded and are non-adjustable at the track.

26. BATTERY

- A. All batteries must be mounted in an approved manner in front of the fuel cell.
- B. 'Maintenance Free' no vent caps and sealed battery is suggested.
- C. Batteries that are not sealed must be sealed in a marine type box.
- D. Batteries are not allowed in the driver's compartment.

27. BUMPERS

- A. Fabricated bumpers is allowed, must meet safety tech. Aluminum preferred. CANNOT BE OVER BUILT i.e. Battering man.
- B. No part of bumper may extend beyond center of tire.
- C. Bumpers to remain in approximate stock location.
- D. No added bracing of any kind, i.e. Battering ram. No sharp edges.
- E. Two individual safety chains or cables to be installed on bumpers.
- F. Bumpers must have chain loop or hook attached that is adequate in size for towing the car off of track.
- G. Bumper straps are allowed and highly suggested. (Bumper to body)

28. TIRES

- A. Hoosier DOT dirt P245-60D-15, P255-60D-15, P265-60D-15 or Hoosier G60. No open lug pattern allowed, 1/8" max lug opening.
- B. Tire sipping is allowed.
- C. Tire grooving is allowed but limited to the maximum width and depth of a stock groove and must match the direction of the factory groove.
- D. No doping or softening of tires is allowed.

29. WHEELS

- A. Wheels to be minimum 3/16" center.
- B. Wheel width 8-1/2" maximum.
- C. Wheel studs minimum 5/8" and 5/8" lug nuts are required.
- D. Bead locks are allowed on right side only.
- E. Mud plugs are allowed.
- F. Steel wheels recommended.

30. BRAKES

- A. Must have at least three wheel brakes operational. L/F and both rear. Brakes shall be stock otherwise.
- B. NO copper or plastic brake lines.
- C. No dual master cylinders.
- D. Bias valves are allowed but not within reach of driver.

31. EXHAUST/MUFFLERS

- A. Stock exhausts manifolds or bottom dump headers. IMCA Stock Car headers are allowed. (p/n 917-1953, 917-1963).

- B.** Over the engine or 180 degree headers are NOT ALLOWED.
- C.** Mufflers are mandatory. Type optional.
- D.** Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification.
- E.** Headers and exhaust pipe must remain inside of the frame rails and exit beyond the driver's compartment.
- F.** Track DBA requirements must be met, 95 dab @ 100' of fairgrounds property line. Absolutely no exceptions, as this noise requirement will be strictly enforced.

32. BINDING COMPONENTS

- A.** No leather straps, ropes, chains or wire may be used to hold or bind components together.

33. SEATS

- A.** Car must have approved racing type bucket seat. Seat is to be mounted no closer than 30 inches from center of backrest to the centerline of the back axle tube.
- B.** Seat must be mounted securely to ROLL CAGE.
- C.** Headrest is mandatory or high back seat is required.
- D.** Upholstered and padded is highly suggested.
- E.** Homemade Aluminum, Plastic or Fiberglass seats are NOT allowed.

34. SAFETY BELT REQUIREMENTS

- A.** General - Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B.** Seat Belts - Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device ok).
- C.** Seat belt webbing that comes into contact with any sharp or un-radius metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturer's supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D.** It is the responsibility of the driver, not the Track, Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.
- E.** All belts must be mounted to the roll cage separately from the seat with 7/16" grade five bolts minimum.
- F.** A steel plate may be welded to roll cage at driver's right side for belt attachment to prevent drivers from sliding side to side under belt.
- G.** Belts must come from behind driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.
- H.** Harness/belts must be worn at all times when the car is on the track.
- I.** Maximum of two years old on belts. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

35. SAFETY

- A. Driver should wear a full face helmet, with at least a valid SA 2005 or better Standard Snell label at all times on the track or when the car is fired.
- B. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- C. **Head and Neck restraints are STRONGLY suggested.** If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.
- D. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.
- E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- F. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, are mandatory.
- G. Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.
- H. Drivers side window net required. Window nets must be equipped with quick release mechanisms. All steel release system highly suggested. Arm restraints are suggested..
- I. Other safety items:
 - 1. No sharp or protruding edges in or around the cock pit, which would impede the driver's rapid exit from the car.
 - 2. A marked electrical kill switch in reach of driver.
 - 3. A marked fuel shut off valve in reach of driver.
 - 4. Flame retardant seat, roll bar, knee and steering pads or padding are suggested.
 - 5. Driveline u-joint scatter shields are suggested.

36. FIRE CONTROL

- A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.
- B. Valve plunger (actuator) must be mounted at right of driver and in plain view.
- C. On-board system will be inspected and must be passed by tech inspector or race committee.
- D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent, in addition to in car system.
- E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket, for the driver's safety.

37. PROTEST ENGINE/TRANSMISSION/CHASSIS

- A. Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must still be running competitively at end of feature. The protest must be filled with the track referee or the Technical Inspector with a \$600 deposit (\$500 protest, \$100 tech time) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or convertor/clutch. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. **MUST BE REGISTERED PARTICIPANT OF TRACK.**
- B. Tear down location shall be agreed upon before leaving the Stockton Dirt Track. Both parties must agree and sign protest agreement. Driver/Owner being protested may have first choice of

where tear down will take place, must be in Local area and shop properly equipped. Officials will make final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.

C. Teardowns will be made by the drier, one pitman or mechanic, the Technical Inspector or person chosen by them to an observer and two alternates. The committee will also safely check cars and assist in the rules interpretations.

D. If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protestor, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!

E. No alcohol before or during the protest inspection!

F. Do not abuse this rule!

The Stockton Dirt Track reserves the right to change these rules, regulations and/or penalties at any time, without notice. These rules, regulations and/or penalties are subject to revision and/or amendment as needed in addition to the interpretations of the Track Officials.