

2019 Sportsman Rules

(SUPER STREET, PRO STOCK, LIMITED SPORTSMAN)

(Northeast DIRTcar Sportsman Modifieds are listed under Sportsman Modifieds)

(Northeast DIRTcar Pro Stocks are listed under Northeast Pro Stocks)

TO ALL COMPETITORS/PARTICIPANTS

- ❖ Under the guideline of the 2019 DIRTcar Sportsman rules any and/or rules and as stated in the 2019 DIRTcar Rule Book, all DIRTcar rules apply to all divisions. Local track rules pertaining to the racing procedures and/or overall rules that are administered by the local track officials and management may apply at local tracks in DIRTcar sanctioned events. Instances, where applicable, local track may be applied.
- ❖ The 2019 DIRTcar Sportsman 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 2019 Sportsman rules. All amendments supersede any previous rules regarding any technical article and/or aspect.
- ❖ Under the guideline of the 2019 Sportsman rules any and/or rules and as stated in the 2019 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.

26.0 DIRTcar Sportsman Rules

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

26.1 – Engine

26.1.1 – Open Engine Option

- A. Any engine and chassis combination will be permitted. The engines must remain stock with the exception of the rules that follow.
- 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.
- C. The engine block must be cast iron from an OEM manufacturer.
- D. American manufactured V-8, V-6 and ‘in-line or straight’ 6 engines will be permitted for competition, based on DIRTcar-sanctioned tracks rule.
 - a. All engines must remain stock, with stock bore and stock stroke. The maximum overbore will be .060 + .012 tolerance for wear.
 - b. A maximum of 360 cubic inches, with a maximum compression of 11.00:1.
 - c. Aftermarket stock dimension(s), stock appearing and/or stock weight crankshafts will be permitted. Gun drilling, knife edge and/or pendulum cut, and/or any other type of machining will not be permitted.
 - d. Aftermarket magnetic steel connecting rods will be permitted. Cap screws will be permitted.
 - e. Any aftermarket steel balancer will be permitted.
- E. Aluminum and/or Vortec engine blocks will not be permitted.
- F. Cast iron cylinder heads of any make are permitted.
- G. Aluminum and/or Vortec cylinder heads of any origin will not be permitted.
- H. The cylinder heads may have three (3) angle valve cut. Angle milling, polishing and/or porting will not be permitted.

- I. Any flat tappet cam will be permitted. The lifter bore must remain standard for the engine utilized for competition. Roller Cams of any-type will not be permitted. Roller and/or mushroom-type lifters will not be permitted. Gears and/or belt drives will not be permitted.
- J. The maximum valve size for all small block motors on the intake valve will be 2.02"-inches. All other will remain OEM as manufacturer. A maximum 1.5"-inch diameter dual valve spring(s) will be permitted. Aftermarket valve springs with or without dampers will be permitted. Aftermarket valve spring retainers will be permitted.
- K. Stock type rocker arms with the standard ratio for the engine being used for competition will be permitted. Stock-type replacement full-rocker arms will be permitted. Poly locks and stud girdles will be permitted.
- L. Flat and dish top pistons will be permitted. Positive deck type pistons will not be permitted. Free floating pins will not be permitted.
- M. Cast Iron or the following aluminum intake manifolds will be permitted. Holley/Weiand Edelbrock Ford 7515; 5021; 7516; 5081; 8011; G.M. 7546; 5001; 7547 5056; 7547-1; 5416; Chrysler 7545 5076; AMC 2935; 2930. The intake manifold must bolt directly to the cylinder heads. Modifications will not be permitted.
- N. Cast Iron or aftermarket exhaust headers will be permitted. The direction of the exhaust flow must exit away from the car and the track surface.
- O. Any distributor will be permitted. The OEM firing order for the engine must be maintained. Magnetos and/or crank triggers will not be permitted.
- P. Racing-type and/or specific racing-type distributors will not be not permitted.
- Q. MSD boxes and/or any other ignition amplifier boxes of any type will not be permitted.
- R. Conventional or Aluminum radiators will be permitted
- S. 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. The original choke tower must remain in its stock position and configuration.
 - b. The choke blade may be removed.
 - c. Any other alterations to the body of the carburetor, internal working mechanisms, venturis, throttle plate and/or any other part and/or component of the carburetor will not be permitted
 - d. Carburetor jets may be replaced and/or adjusted as an engine tuning method.
 - e. Mechanical fuel pumps required.
 - f. A maximum 2"-inch carburetor adapter / spacer will be permitted.
 - g. A maximum air cleaner height of 5"-inches from the air horn base will be permitted.
- T. All cars must be equipped with an operable starter in working condition.
- U. An inspection hole (a minimum 3.4"-inch in diameter plug) must be located in the oil pan. The inspection hole must be directly in line with a visible rod journal.
- V. Exhaust headers will be permitted. All exhaust must exit from the driver. Zoomies and/or tri-y and/or 180-degree headers will not be permitted. Manufactured mufflers are mandatory. Any local noise level and/or track decibel limits will be adhered to.

26.1.2 – Chevrolet Performance 602 Engine (Option A);

- A. The Chevrolet Performance Engine part number #88958602/19258602 is the only engine permitted in all DIRTcar Sportsman 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. The Engine must remain as manufactured by General Motors with a stock 4"-inch bore. Overbore(s) will not be permitted. Sleeve repair may be permitted with written permission from DIRTcar and/or World Racing Group Officials.

- C. All engines are to remain sealed from the factory. The original factory seals must remain unaltered, Tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The GM Engine must remain unaltered in any way.
- D. The GM Crate Engine seals (bolt-type) must remain unaltered. DIRTcar and/or World Racing Group Officials may require specific sealing and verification of all seals on any GM Crate Engine. 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.
- F. GM Crate Engine repairs must be authorized by DIRTcar. 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 specify a repair location and instruct the driver/owner where to take the engine to get an estimate.
 - c. Based on the estimate and the detail of the repair, DIRTcar and/or World Racing Group officials will determine if the repairs may be made or if a new engine must be purchased.
 - d. If a repair is approved, a specified inspector will inspect the engine and work with the engine repair facility throughout the duration of the repair to ensure that the engine maintains the GM Specifications.
 - e. Upon completion of the repair(s) the engine will be 'resealed' before being released for competition.
 - f. All parts including the gasket repair kit(s) must be stock OEM Chevrolet Performance replacement parts. The receipt(s) generated from the Chevrolet Performance Dealer and/or parts department must be retained and a copy presented to DIRTcar for verification.
 - g. Overbores will not be permitted. If a cylinder has scoring and/or needs repair, it must be communicated to DIRTcar officials before being sleeved to maintain the original bore size.
 - h. Valve jobs will not be permitted. Valves may be lapped.
 - i. If the cylinder head requires resurfacing and/or valve seats, a new cylinder head must be purchased. Machine work of any type will not be permitted to the cylinder heads.
 - j. Bead blasting and/or any polishing and/or any alteration to the intake manifold and/or cylinder heads will not be permitted.
 - k. The distributor advance curve and/or all parts must remain stock as manufactured.
 - l. All engine information regarding repairs and/or engine introduction must be retained and turned into DIRTcar Officials, 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.
 - m. If any repair estimates come back to the DIRTcar Officials that meet and/or exceed 80% of the actual price of a new engine, a new engine must be purchased. The engine that was damaged will no longer be eligible for competition.
- 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.
- H. The intended direction of the GM Crate Engine program is to maintain a cost-effective, affordable racing program. Rebuilding, balancing, blue printing and/or any other alteration made in an attempt to influence the integrity of this program will not be permitted. The judgment and determination of any such decision will be at the sole discretion of DIRTcar and/or World Racing Group Officials.

26.1.3 – Carburetor / Air Cleaner

- A. Only one (1) 650 cfm Holley carburetor, Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-1 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. 4777 and 80777 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 maximum height of the carburetor when measured from the bottom of the carburetor and/or the throttle plate to the machined horizontal surface of block will be in 7"-inches in both the front and rear of the block.
 - f. The following alterations will be permitted;
- D. Holes drilled in the throttle plate for proper idle.
- E. Drilling, tapping and plugging of unused vacuum ports.
- F. Welding of throttle shaft to linkage arm.
- G. Drilling of idle and/or high-speed air correction jets.
- H. Milling of center carburetor body metering block surface, maximum of .015" on each side.
- I. Removal of choke plate and shaft.
- J. The jets may be changed as needed.
 - a. Gauge measurements (go/no-go) must be met at all times, regardless of carburetor temperature.
- K. HP 80541-1 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.
- L. 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.
- M. Only a single conventional round type air cleaner housing will be permitted. Ram air, air box and/or heat shield type devices will not be permitted.
- N. Air cleaners that provide ventilation through the top cover (such as the K & N brand) will be permitted.
- O. Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted.
- P. Air diffusers will not be permitted.

26.2 – Transmission & Driveline

All Types:

- A. The transmission must have a minimum of at least two forward gears and one reverse, plus neutral position.
- B. With motor running and car in still position, the transmission must be able to engage the car in gear and the car must be able to move forward, then backward.
- C. Only OEM production type transmissions will be permitted - two speed, three speed, four speed and automatic.
- D. Five speed (or more) transmissions, "in and out" boxes, and/or quick change will not be permitted.
- E. All functioning shift levers must be located in OEM position. The flywheel and/or 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 permitted. All driveline components within the bell housing must rotate consistent with the RPM of the engine while the car is in any gear. Only unaltered an unaltered OEM flex plate and/or an OEM replacement will be permitted.
- G. Bert and/or Brinn and/or Falcon type transmissions will not be permitted.
- H. Lightening and/or machining of gears and/or internal components will not be permitted.
- I. Aluminum drive train components will not be permitted. Aluminum on clutch and/or pressure plates will not be permitted.
- J. Racing type pressure plates will not be permitted.
- K. Aluminum flywheel will be permitted.
- L. Hydraulic clutches and/or throw out bearing(s) will be permitted.

Manual:

- A. Any manual-type transmission must be in an OEM or OEM replacement case.
- B. In manual-type applications only an external steel and/or aluminum, single or multi-disc clutch inside an explosion-proof steel bell housing and/or blanket(s) will be permitted. The bell housing must be a minimum 270 degrees around top of clutch/flywheel area.
- C. Special purpose, after-market type racing transmissions will not be permitted.
- D. The minimum OEM clutch diameter will be 10"-inches.
- E. Multiple disc clutches will be permitted with a minimum diameter of 7.25"-inches.

Automatic:

- A. Any automatic-type transmission must remain in an OEM or OEM replacement case, with a functioning OEM appearing pump. Automatic transmissions must have a working torque converter.
- B. An aluminum OEM bell housing and/or aftermarket explosion-proof aluminum bellhousing will be permitted.
- C. The original OEM bell housing must have an approved scatter shield constructed of minimum 0.125" inch by three (3) inch steel, 270 degrees around flex plate. Manual bump starts will be permitted.

26.2.1 – Drive Shaft

- A. The driveshaft must be a minimum two (2) inch diameter and made from magnetic steel.
- B. The driveshaft must be painted white and clearly labeled with the car number on the white portion of the driveshaft.
- C. Only magnetic steel slip-yokes will be permitted.
- D. A 360-degree drive shaft loop will be required and must be constructed of at least 0.25" inch by two (2) inch magnetic steel, and/or one (1) inch diameter tubing, mounted six (6) inches behind the front universal joint. A second drive shaft hoop is recommended and must be placed within 12" inches of the front universal joint.

26.3 – Chassis

- A. Only American manufactured cars 1960 through the current model year *full-size "uni-body" type* cars will be permitted. Convertibles, station wagons, front wheel drive, pony cars, mustangs, Camaros will not be permitted. B.) All vehicles must maintain a minimum of 104" (inch) and a maximum 108" (inch) wheelbase.
- B. The maximum tread width when measured from the outside sidewall of the tire(s) on both front and rear axles will be 80" (inches).
- C. All frames must remain OEM stock from the front bumper to the center of the rear end.
- D. The rear frame may be fabricated from the center of the rear end toward the rear of the car.

26.4 – Weight

All weights are post-race, with driver at the conclusion of any race and/or on track competition.

- A. The minimum weight requirement for any car utilizing the Chevrolet Performance '602' crate engine and/or any 318 cubic-inch engine as manufactured by the manufacturer with OEM cast iron cylinder heads and the approved intake manifold will be 2,700 (pounds).
- B. The minimum weight requirement for any car utilizing the 318 cubic-inch engine as manufactured by the manufacturer with aftermarket cast iron cylinder heads and the approved intake manifolds will be 2,800 (pounds).
- C. The minimum weight requirement for any 360-cubic inch or engine as manufactured by the manufacturer with OEM cast iron cylinder heads and the approved intake manifold will be 2,900 (pounds).
- D. The minimum weight requirement for any car utilizing the 360 cubic-inch engine as manufactured by the manufacturer with aftermarket cast iron cylinder heads and the approved intake manifolds will be 3,000 (pounds).
- E. Any DIRTcar Sanctioned may adjust minimum weight rules based on engine options and/or body rules/dimensions.
- F. All weights must be securely mounted with two (2) ½" (inch) bolts securing them to the frame in a positive manner. The weight(s) must be painted white with the car number clearly marked on them. All weights must be mounted under the body of the car.

26.5 – Fuel Cells and Fuel

- A. Only gasoline-type fuels will be permitted. It is up to each sanctioned track to determine specific fuel rules and regulations regarding the use of any gasoline-type fuels.
- 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. 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.
- D. Only gasoline will be permitted. Methanol and/or any other type of fuel and/or any type of fuel additive will not be permitted.

26.6 – Body

- A. The body, body mounting position and overall appearance must retain the stock position with a completely enclosed cockpit. The body must retain it's original appearance and have fabricated loops or chains in the front and rear for the purpose of towing. Aftermarket steel or aluminum bodies will be permitted.
 - a. Firewall(s) must be sealed and complete. Open holes in the firewall will not be permitted. The front of the rear firewall must maintain the same height as the top of the front of the dashboard. The firewall must be at a 90-degree angle from the floor pan.
 - b. A late model style interior will be permitted
 - c. All cars must compete with a hood.
 - d. All panels and doors must be fabricated from .040 aluminum and/or 24 gauge magnetic steel.
 - e. All glass, chrome, trim and/or the windshield must be removed.
 - f. Rearview mirrors of any type will not be permitted.
 - g. The minimum ground clearance in front of the front tires will be a minimum of 8"-inches.
 - h. The maximum body width at any point of the body will be 76"-inches.
 - i. The maximum width of the front nose piece including flares will be 81"-inches.
 - j. The minimum size of the window opening at any point (window or interior) will be 12"-inches.
 - k. The maximum body rake will be 4"-inches in a continuous place from the front firewall to the rear body.
 - l. A dropped interior will be permitted, provided no part of the quarter panel extends higher than the rear deck lid.
 - m. The deck lid must be a minimum of 18"-inches.

- n. A rear spoiler will be permitted. The spoiler must be a maximum 8"-inch in height, lexan or aluminum with three (3) 18"-inches long angled support(s). The supports must not extend past the top of the spoiler.
- B. Rub/side rails may be attached flush to the body from the fender well to the rear quarter panel. The maximum diameter of the rub rail is 1-3/4"-inches. The ends of the rub rails must be capped and/or turned in towards the frame and extended past the center of the tire.
- C. The front loop must not exceed 1-3/4"-inches in diameter (magnetic steel round tubing) with a maximum of .125"-inch wall thickness. Three (3) pegs may be used for support on each side. The loop must not exceed 5"-inches when measure from the front of the radiator in the stock position to the front side of the tubing.
- D. The front bumpers must be stock appearing. The tubing must extend to the from horn to prevent bumpers becoming locked. Sharp edges will not be permitted.
- E. Rear bumpers may be a loop that must not exceed 6"-inches in height. The loop may be supported by a maximum of four (4) pegs. The bumpers must be tied to the rear frame. The tubing must not exceed 1-3/4"-inches in diameter (magnetic steel round tubing) with a maximum of .125"-inch wall thickness. Sharp edges will not be permitted. A maximum of 18"-inches in height when measured at the center of the car. If the rear bumper is fabricated a maximum 2"-inch x 3"-inch rectangular or 1-3/4"-inch round tubing may be used.

26.7 – Suspension

- A. Modifying of any part in any manner unless otherwise stated in the rules, with the exception of heavy-duty ball joints on the lower 'A' frame will be permitted. Cockpit suspension adjustments of any type will not be permitted. Aluminum suspension components will not be permitted.
- B. The steering shaft may be a collapsible shaft.
- C. Aftermarket steering wheel and quick release are permitted.
- D. Steering quickening devices are permitted.
- E. After-marketing steering components will be permitted. After market steering components must be similar and/or replacement in type to the OEM application for the make and model of the vehicle. Inner and/or outer tie rod ends may be replaced with rod (heim) ends.
- F. Only DIRTcar approved magnetic steel Tubular-type A-Frames and/or stock OEM lower 'A' frames, mounted in their stock OEM location will be permitted. The A-Frames may be reinforced along the edges by welding round stock. Cutting and/or changing lengths of the A-Frames will not be permitted. A fabricated upper "A" frame mount will be permitted. Mono balls will be permitted.
- G. The front cross member may be altered for pump and steering clearance.
- H. Any magnetic steel non-quick-change rear end will be permitted. Mini spools and full spools will be permitted. Aluminum spools will not be permitted. Aluminum drive plates will be permitted. Quick change rear ends will not be permitted.
- I. The upper rear trailing arms may be altered (shortened and/or lengthened) to obtain the correct pinion angle.
- J. A three-link coil suspension will be permitted. The panard bar or J-Bar will be permitted with links limited to one (1) biscuit per side. Springs of any type in this application will not be permitted. The upper links will be limited to four (4) biscuits (rubber bushings) Ford type only. The maximum diameter of the biscuits will be 3.5"-inches with a maximum thickness of 1.75"-inches. The rear cross member may be altered and/or removed for a three-link rear suspension.
- K. If an upper trailing arm four (4) link suspension is used, it must remain in the stock location, with stock mounts and stock lengths. Poly-urethane biscuits will be permitted on pull bars with a maximum diameter of the biscuits will be 3.5"-inches with a maximum thickness of 1.75"-inches.
- L. Aftermarket bushings will be permitted, but the arm must not be altered in any manner. Slots and/or adjustable rod ends will not be permitted.
- M. Leaf-type springs will be permitted. Only stock OEM-type magnetic steel leaf spring(s) stack(s) will be permitted. Single leaf, mono-type-leaf and/or any type of slider and/or any composite leaf-type applications will not be permitted. Aluminum lowering blocks will be permitted in leaf spring rear end applications.

- N. Combinations of coil overs and leaf spring rear suspensions will not be permitted.
- O. Coil springs will be permitted. The coil spring location must remain in the stock OEM location. The upper spring bucket must not be removed. The center spring bucket may be removed. The lower coil spring mount must remain in the stock location. Coil over eliminators will not be permitted. The coil spring rear end suspension must use stock lower trailing arms in the stock location for the frame utilized in competition.
- P. A maximum of one (1) shock absorber per wheel. Only magnetic steel body, non-adjustable shock absorbers will be permitted. *The DIRTcar approved –A-type shock absorbers displaying the DIRTcar “Approved” decal will be permitted to compete.* Shock absorbers may be mounted outside the front ‘A’ frame(s).
- Q. Weight jacks on each corner of the car will be permitted. The jacking bolt must solid and fit directly into the spring. Mono-balls, swivels and/or heim ends will not be permitted.
- R. Hydraulic ratchet and/or electric weight jacks are not permitted.
- S. Drum and/or disc brakes will be permitted. Stock and/or aftermarket vented steel rotors and calipers will be permitted. Fabricated mounting brackets will be permitted. Drilling cutting and/or lightening of the rotor and/or drum will not be permitted. A minimum of three (3) brakes must be in working condition prior to and following the completion of competition. If only three (3) brakes are being utilized for competition, the right front assembly must be removed. After market brake pedals will be permitted. Brake bias adjusters and valves will be permitted.

26.8 – Wheels and Tires

- A. A maximum 8” (inch) wide steel racing wheel will be permitted. Aluminum and/or magnesium and/or mag-type and/or homemade wheels will not be permitted.
- B. One (1) inch magnetic steel lugnuts will be permitted on all four corners of the vehicle. Any five-lug pattern OEM spindle will be permitted. Spindle saver(s) will be permitted.
- C. Only Hoosier M-30 and M60 tires will be permitted.
- D. Siping of tires will be permitted. **Grooving will not be permitted.**
- E. Recapping of an approved tire is not permitted.
- F. Any type of alteration, chemical or mechanical, to the face and/or sidewall of the tire will not be permitted.
- G. A bead lock will be permitted on the right rear tire only.
- H. Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16-inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
- I. 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

26.9 – Personal Protection Equipment

- A. **Drivers refer to Section 3.0 of General Rules and Specifications for complete Personal Safety Equipment Requirements**
- B. 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. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

26.10 – Roll Cage

- A. A minimum 6-point competition roll cage is required. The roll cage must be constructed of magnetic steel tubing that is a minimum of 1 ½" 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.
- B. A minimum of three (4) horizontal door bars are required on the driver's side door and a minimum of three (3) horizontal door bars are required on the passenger side. A minimum of three vertical supports must be welded in place from the door to the frame in each door.
- C. A minimum of three (3) driver protection bars are required in the windshield. The windshield should be covered with wire mesh.
- D. The top of the driver's helmet must remain below the top hoop of the roll cage.
- E. Front and rear bars that pass through the firewall will be permitted, with one (1) kicker bar to the frame.
- F. A radiator protection bar will be permitted.
- G. Rear vertical roll bar hoops mounted on the rear frame rails (rearward of the rear body mounts) will not be permitted. *The rear vertical roll bar hoop of the roll cage should be perpendicular to the frame and must not exceed a ten (10) degree variation from perpendicular in its vertical rise from the frame.*

26.11 – Other

- A. 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.