



2024 Street Stock Rules

Douglas County Dirtrack Officials have final say in all decisions.

In keeping with the Douglas County Dirtrack commitment to maintaining proper balance in the competition arena, it may be necessary for the Douglas County Dirtrack to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance safety and/or close competition. In the best interest of the sport Douglas County Dirtrack's has a goal of starting full field of equally match teams in each race while ensuring the highest level of safety.

1) Safety

a) Fire Suits

- i) A fire-resistant suit designed for auto racing will be REQUIRED at all times that the car is on the track. A one- or two-piece fire-resistant suit is permitted. Fire resistant gloves and shoes are REQUIRED. Fire resistant socks and head socks are HIGHLY RECOMMENDED. The highest quality suits are recommended for all drivers.
- ii) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED to be worn during competition or on the racing surface at all times.

b) Gloves

- i) Gloves certified to SFI Spec 3.3 are REQUIRED to be worn during competition or on the racing surface at all times.

c) Socks and Shoes/Boots

- i) Shoes certified to SFI Spec 3.3 are REQUIRED, socks certified to SFI 3.3 are HIGHLY
- ii) RECOMMENDED to be worn during competition or on the racing surface at all times.

d) Helmets, Head and Neck Restraints

- i) Snell rated SA2010 and SA2015 helmets are required at all times that the car is on the track. (M rated helmets are not permitted). It HIGHLY RECOMMENDED that drivers utilize SFI approved helmet skirts, neck and head restraint systems.
- ii) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI
- iii) 31.1/2015 is REQUIRED to be worn during competition or on the racing surface at all times.

e) Head and Neck Restraints

- i) Head and neck restraint devices/systems are REQUIRED.
- ii) At all times during an event (practice, time trials, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to the series. The device/system must display a valid SFI Spec 38.1 label.
- iii) The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions.



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- iv) It is the responsibility of the driver, not the Douglas County Dirtrack, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.
- f) **Seat Belts & Restraint Systems**
 - i) Minimum 3-inch-wide, 2-inch shoulder belts are allowed, SFI approved five-point safety belts are REQUIRED. Center crotch belt must be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to the main roll cage. Must complete matching set from manufacturer.
 - ii) The use of a seven-point driver restraint system is strongly recommended.
 - iii) The use of a five, six- or seven-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions.
 - iv) All driver restraint systems shall not be in excess of two years of age past the date of manufacture.
 - v) All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade five or better hardware.
- g) **Seat**
 - i) A professional racing seat is required. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. It is HIGHLY RECOMMENDED for seat to provide rib protection, have leg extensions and have head rest on both sides. No fiberglass, plastic or homemade seats are permitted.
 - ii) SFI 39.2 certified seats are recommended for all drivers.
 - iii) All seats must be full containment type constructed of aluminum or carbon fiber (SFI 39.2 rated) to the general design specifications of SFI 39.2 standards. Design shall include comprehensive head surround, shoulder and torso support system, and energy impact foam.
 - iv) A non SFI 39.2 seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system and energy impact foam. Must be installed in accordance to seat manufacturer's instructions. Non SFI 39.2 seats must be made of aluminum.
 - v) Seats must be used as supplied and instructed by the seat manufacturer.
 - vi) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.



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- vii) Seat mounting brackets must use properly sized bolts and washers for the hole in bracket.
No
- viii) oversized holes or slotted holes in the bracket.
- ix) **Communication**-Raceivers are mandatory for communication to drivers from the race director. No 2-way radios, two channel raceivers, phones, or smart watches permitted.
- x) **Window Net** – Rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be in good condition.
- xi) **Fire Control** – All entrants must have a fully charged 10-lb Halon 1211, Haltron-1 or equivalent fire extinguisher in their pit.
- h) Window Nets**
 - i) Window nets certified to SFI Spec 27.1 or safety nets certified to SFI Spec 37.1 are strongly
 - ii) recommended and must be mounted in accordance with the manufacturer's instructions and
 - iii) technical director's satisfaction.
- i) Cockpit Tubs**
 - i) Eighteen-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
- j) Fire Suppression**
 - i) All race cars are HIGHLY RECOMMENDED to 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 pounds of fire extinguishing agent, steel or steel reinforced lines, and two thermally activated discharge nozzles.
 - ii) All systems must meet or exceed SFI 17.1 specifications.
 - iii) Systems must be fully charged with ten pounds of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
 - iv) 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.
 - v) The cylinder must be connected to the nozzles with steel or steel reinforced lines.
 - vi) Two thermally activated nozzles must be used. One nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area. An optional engine bay nozzle may be added.
 - vii) An optional manual override cable may be added to the system.



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2) Conduct

a) Suspension items:

- i) No two-way radios. No crew to and from driver radio or transmitted communications of any kind.
- ii) No "in-cockpit driver controlled" electronic devices of any kind permitted.
- iii) No computer-controlled devices of any kind permitted.
- iv) No rear-view mirrors of any kind permitted.
- v) No cellular devices in cockpits.
- vi) No cameras of any type permitted below the interior (deck) of the car.
- vii) No data systems or harnesses of any kind permitted.
- viii) Entering into another pit spot in anger.
- ix) Approach the flag stand (never allowed).
 - (1) your concerns will be dealt with after the races.
 - (2) Result of approaching the flag stand will be a 2-race suspension.
- x) During yellow while race is in progress and you work on your car trackside. All work must be done in pits.
- xi) During red while race is in progress and you work on your car trackside.
- xii) No work on any cars during red and all tire changes must be done in the hot pits. Any alcohol or drug use deemed to affect negative outcomes before and during racing events.
 - (1) dumping gas, oil or chemicals, use of traction device of any.

b) One-Way Single Channel Radio Receivers

- i) One-way radio receivers are required to be used in every portion/segment of an event.
- ii) Race Director and Head Scorer are the only people permitted to transmit on a one-way radio receiver device. Use of any other type of radio is not permitted.
- iii) Approved single channel one-way radio devices include: Nitro Bee, Raceceiver Fusion, or Racing Electronics Solo. Use of nitrous oxide.

c) Signaling

- i) Lights are not permitted
- ii) Two inches maximum diameter non lighted items with a length of thirty inches (30") are allowed to signal from a safe area where pit pass access is required.
- iii) No signaling from the general admission area unless otherwise instructed at the driver meeting.

3) General Rules



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- a) Acceptable appearance of the car will be managed by the tech official.
- b) Numbers must be minimum of 24-inches tall, displayed on roof and both sides of car.
- c) Number on side of car must be in center of the side door.
- d) Must have 10-inch numbers on front and back of car.
- e) Must have pick up hook, hoop or chain (front and rear).
- f) Must be self-starting, with full size battery that is secured, and positive terminal must be covered.

4) Bodies

a) General Body Rules:

- i) Any 1964 or newer American made rear wheel drive passenger car is permitted. No convertibles, or sport models. Minimum wheelbase of 101 inches.
- ii) Pickup and station wagon steel bodies allowed on complete perimeter car frame.
- iii) Motor and body brand must match. Frame and body manufacture must match ex- GM to GM
- iv) Body must be complete and stock appearing.
- v) Body must remain in stock location
- vi) All cars must have complete firewall and floor pan. May be fabricated, must be steel and resemble stock dimensions.
- vii) NO outlaw dirt bodies, must have factory or replacement rocker panels in place and must retain a stock appearance.
- viii) All glass must be removed, other than front windshield, which must be strapped into place (1/4-inch metal screen is permitted)
- ix) Drivers' area to be complete, with sealed firewalls between engine and trunk area.
- x) Side rails on body permitted with 1-1/4 inch OD max diameter and must be within 1- 1/2 inch of body panel. Must be capped at each end.
- xi) No mirrors permitted.

b) Stock Nose Pieces

c) Roof and Roof Supports

- i) Stock steel or stock aftermarket fiberglass roof is allowed.
- ii) A, B (if so equipped from the factory) and C roof pillars must remain intact.

d) Front Fenders and Hood

e) Doors

- i) Aftermarket doors panels are allowed and must be made with no less than 22-gauge steel. Aluminum replacement doors allowed but must match body lines.

f) Quarter Panels

- i) Aftermarket lower quarter panels are allowed and must be made with no less than 22-gauge steel.



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g) Deck Height

h) Spoiler

- i) No rear spoilers permitted (602 crate can have up to 6 inches)

i) Interiors

- i) All cars must have complete firewall and floor pan. May be fabricated, must be steel and resemble stock dimensions.

j) Bumpers

- i) Bumper is mandatory- Stock bumpers must be attached to fenders and quarters with at least a one-inch-wide steel strap and bolted to the bumper and fender or quarter.
- ii) Tubular grill protectors are allowed provided they are attached to a stock bumper.
- iii) Tubular bumpers are allowed provided they are covered with an approved plastic bumper cover front and rear.
- iv) The bumper covers must be stock appearing. You may submit your bumper cover to the track for approval prior to racing.

5) Wheelbase

6) Chassis

a) General Items

- i) No titanium chassis or suspension components.
- ii) No titanium fasteners.

b) Frames

i) General Items

- (1) While frame repairs can sometimes be needed to salvage damaged cars, fabricated rear clips are not generally acceptable from the center of the rear end forward. If it is believed to have been changed for any reason other than repair, the tech official will have to review and approve at their sole discretion.
- (2) Frames and bodies may be interchanged. No aftermarket frames allowed. Unibody frames may be connected. Frames may be repaired using rectangular tubing.
- (3) Front frame must match rear frame-(Example Camaro front clip attached to Camaro subframe) no switching between frame types. (Example Camaro front clip attached to Chevelle frame- not allowed)

ii) Roll Cages

- (1) Cars must have a suitable steel roll cage in driver's compartment.
- (2) Cars must be equipped with a full four point or better roll cage.
- (3) Roll cage must be a minimum of 1-3/4 inch roll bar tubing of 0.090 inch wall thickness.
- (4) Main cage must be welded directly to the frame in full frame vehicles.



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- (5) Unibody cars must be welded to a 6- inch by 6-inch by 1/4inch steel plate that is welded to the floor pan.
- (6) Cage must have a minimum of four door bars on both driver and passenger sides.
- (7) It is HIGHLY RECOMMENDED that the driver's door bars be plated with 1/8inch steel on the outside of door bars covering the lower 2/3's of the bars.
- (8) One dash bar across the front of the roll cage, two vertical door support bars on each door, tow horizontal bars behind the seat, one diagonal bar behind the seat from the top corner of the cage to the opposite bottom of the cage and two bars from the top of the main hoop down to the rear frame or trunk floor.
- (9) Front hoop allowed. Roll cage must be welded to the frame.
- (10) Roll cage must be above the driver's helmet thirty-eight inches (38") minimum between floor pan and the bottom of the roll cage.
- (11) No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
- (12) Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

7) Steering Components

- a) One mechanical power steering pump permitted. Electronic steering components are not permitted.
- b) Steering box/ Steering rack are permitted; however, you may not switch from a rack to a box or vice versa.
- c) Aftermarket steering boxes with quickeners are permitted.
- d) Steering racks that are permitted include Woodward Part #GE366CB1975 or Sweet direct equivalent replacement only. This applies only to cars that came from the factory with rack and pinion steering.

8) Shocks and Springs:

- a) One steel non-adjustable shock per wheel mounted in any location.
- b) No coil overs, no Schrader valves, no adjustable shocks



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Suspension Components

c) General Items

- i) All lower suspension components (both front lower control arms and rear lower trailing arms and front mount for leaf spring cars), must be stock OEM steel and located in stock location (except for exception listed later in the rules), for that make and model.

d) Front Suspension

- i) All lower suspension components (both front lower control arms and rear lower trailing arms and front mount for leaf spring cars), must be stock OEM steel and located in stock location (except for exception listed later in the rules), for that make and model.
- ii) Aftermarket mounts, weight jack bolts, and adjustable shackles are permitted

e) Rear Suspension

- i) All lower suspension components (both front lower control arms and rear lower trailing arms and front mount for leaf spring cars), must be stock OEM steel and located in stock location (except for exception listed later in the rules), for that make and model.
- ii) Aftermarket mounts, weight jack bolts, and adjustable shackles are permitted
- iii) Rear suspension mounting location must be located in the stock position, no lowering or raising of trailing arms/upper links/front of leaf springs from stock front mounting location). Adjustable rear shackles are permitted on leaf spring cars.
- iv) Tubular upper control arms are permitted and can be relocated.
- v) All mounting hardware attached to the rear-end must be welded in place. Spring cups, trailing arm brackets and leaf spring attachment pads must be welded. No floating or "bird cage" style mounts that will allow the rear end to move independently of it's suspension components
- vi) Rear axle lower trailing arm mounts must measure 2- 1/2 inches from the bottom of the axle housing tube to the center of the mounting bolt (+ or - 1/4" tolerance).

f) Heims

- i) Heim joints are permitted on tie rods, shocks, upper control arms, throttle linkage and steering column.

g) Lift Arm, Pull Bar, and Pan Hard Bar

- i) Car may not use a pan hard bar and must retain both upper links where applicable. Any cars that came stock with single upper arms are considered to be sports cars and are not permitted.

h) Remote Control Suspension Devices

- i) NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!



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9) Brakes, Brake Components, Wheel Hub

- a) OEM/OEM Replacement brake components only
- b) Aftermarket bias valves, pedals and master cylinders are permitted
- c) Brakes must be on all four corners of the vehicle and be able to stop all four wheels.
- d) No aftermarket front hubs

10) Tires

- a) Hoosier G60 Tires only
- b) No slicks
- c) Grooving permitted.

11) Wheels

- a) 8" or 10" steel wheels only
- b) Bead lock wheels are permitted on right side only
- c) Minimum of 5/8inch wheel studs

12) Electrical System

a) Batteries

- i) NO batteries to be located in the driver's compartment/cockpit.
- ii) The battery must be securely mounted with positive fasteners and brackets.
- iii) All battery supports must be braced in two axis - two horizontal and one vertical.
- iv) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the

b) Battery Disconnect Switch

- i) One mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car.
- ii) The switch must be clearly labeled with off/on direction.



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- iii) The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or “ground” wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch.
- iv) An additional battery disconnect switch within the driver's reach may also be used

13) Fuel Systems

a) Fuel Cell

- i) A firewall must be installed between the fuel tank and driver’s compartment.
- ii) Fuel cell shall be securely mounted.
- iii) Recommended to be a minimum of 10 inches off of the ground at all times.
- iv) AF steel framework, welded to the frame rails, must be used to mount the fuel cell.
- v) A fuel cell protector bar made from a minimum of 1-1/4inch x 0.09 steel tubing is required. Fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member

b) Fuel Lines

- i) Fuel lines must be encased in steel when running through the interior. The use of glass fuel filters are not permitted due to safety.

c) Fuel Pump

- i) Fuel pump must mount in stock location.

14) Fuel

- a) Gasoline or Alcohol only.
- b) Nitrous gases or other nitrate additives are not permitted.

15) Engines

- a) Engines must be based on a factory design and must be naturally aspirated.
- b) OEM or aftermarket cast iron steel blocks and heads only
- c) No overhead camshafts
- d) 1 carburetor permitted
- e) Roller cam shafts permitted



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- f) No dry sump or external oil pumps permitted
- g) All ignitions system permitted, except Magneto
- h) Engine location must be centered between main frame rails and no further back than #1 plug even with lower ball joint.
- i) Headers are permitted

16) Mufflers

- a) Mufflers are MANDATORY. Only variance of this rule will be where not required by host track.
- b) Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.
- c) Must have muffling device resulting in 95dba at 100ft. Super traps to be used only with another muffling device.

17) Transmission, Clutch, and Axle Housing (Rear End)

a) Transmission and Clutch:

- i) Any OEM production transmission with at least one forward and one reverse gear is permitted
- ii) Manual transmission must run approved steel scatter shield
- iii) Berts, Brinn, Falcons, etc..... are not permitted
- iv) Automatic transmissions are not permitted.
- v) The transmission must be mounted to the rear of the engine and lead to one drive shaft.

b) Rear End:

- i) No independent rear suspensions are permitted.
- ii) No independent rear axles
- iii) Stock rear axle housing may be replaced by a Ford 9inch, or with a full floating ford 9-inch housing allowed.
- iv) Rear end may be locked by welding, spool or OEM posi
- v) Quick changes are not permitted
- vi) Must be located in stock location

18) Drive Shafts

- a) All drive shafts must be painted silver or white with car number painted on it.
- b) The drive shaft must be protected with a secure drive shaft chain, hoop or sling at both ends.



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19) Traction Control Devices

- a) All Traction Control Devices are strictly prohibited.
- b) All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- c) At NO time during the 2018 season and beyond will there be any type of ping control devices, dial chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car.
- d) There shall be NO driver-controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.
- e) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason. Weight Limit

20) Minimum Weight Rule:

- a) Minimum post-race weight is 3300lbs
- b) Minimum post-race weight for 602 Sealed Crate Option is 3100lbs
- c) Weight must be identified clearly on the front edge of door or window post- no less than 3-inch letters
The scales used by the Series will be considered the official scales for the event.
- d) Scales will be available at all events.
- e) Series officials have the right and duty to weigh any car at the official's discretion.

21) Attached Weight (Lead)

- a) Any attached weights must be securely attached to the frame, painted white and have the car
- b) number clearly displayed on them. All weights must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two weight clamps per each piece. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high-risk factor involved, Any car that loses lead weight during an event may be fined or face disqualification.



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- c) All added weight(s) must be securely attached to the frame below the body decking.
- d) Frame is defined as the steel welded structure only.
- e) Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.
- f) No weights may be attached to rear bumper.
- g) No driver-operated weight adjustment devices are permitted.

22) Infraction Penalties:

a) Car Construction Infraction Penalties

- i) You may be given a simple warning.
- ii) You may be asked to correct the infraction.
- iii) You may be assessed a weight penalty of twenty-five pounds (25 lbs.) to one-hundred pounds (100lbs.).

b) Traction Control Device Infraction Penalties

- i) A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.
- ii) You may be disqualified when found and/or noticed with an infraction.
- iii) You may choose to leave.

c) Shock, Spring, and Suspension Penalties and Infractions

- i) If violations are found during pre-race technical inspection: The driver and/or team will receive a warning and must meet full compliance before being allowed to compete.
- ii) If a violation is found after pre-race technical inspection: No Winnings, Points, Winners Circle Pay will be paid and a fine of \$500 may be assessed to the violating team and or driver.

“OFFICIAL DECISIONS ARE FINAL!”