



Stock Car Rules

(version February 16, 2026)

Yellow highlights are changes from the 2025 rules

Introduction

These rules are to be used to govern weekly Stock Car events at Fulton Speedway. Track management reserves the right to amend these rules as necessary in the interest of competition. All rulings by the Speedway technical staff are final. While these rules offer a good guideline, not everything can be covered by a written rule. Any part can be deemed illegal at any time.

For further information on technical rules contact track Technical Inspector, Russ Marsden, at (315) 529-1983.

I. PROCEDURAL

1. Refer to the DIRTcar Rulebook at www.dirtcar.com for procedural and disciplinary rules which governs all on and off-track activity at the Fulton and Brewerton Speedways. Brewerton Speedways. Find the DIRTcar membership (DIRTcar UMP Factory Stock) information and application at www.dirtcarmembers.com.

II. DRIVER SAFETY AND RACING EQUIPMENT

Each competitor is 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.

1. Helmets

- a. A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

2. Head and Neck Restraint System

- a. The use of SFI 38.1 approved (legible and valid SFI 38.1 label) recommended.

3. 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 for 2 years from the date of manufacture or the expiration date. 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 unless using type of mount in which the seat belt wraps around the roll cage.

- 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.

4. **Protective Clothing**

- a. All drivers are 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. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. Shoes should meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label

5. **Seats**

- a. Aluminum and/or carbon fiber-type composite seats only permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended.
- b. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) are recommended.
- c. All areas surrounding the head should have padding.
- d. The driver's seat must be securely fastened to the frame and/or cage in six positions with a minimum of six (6) 3/8"-inch bolts, grade 5 or better. There should be a minimum of four (4) bolts on the bottom and two (2) in the back of the seat.
- e. All seats must be a minimum of 1/8"-inch magnetic steel plate under and up the back 4" inches and be as wide as the seat. Only single piece high back type seats are permitted.

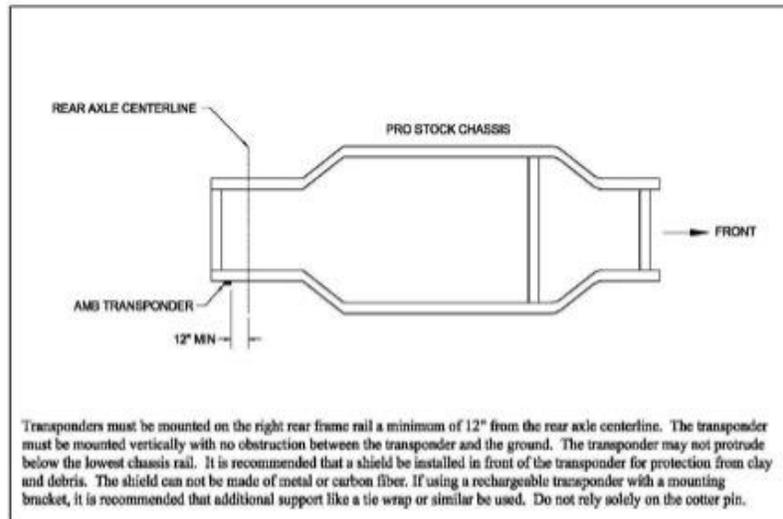
6. **Other General Safety Items**

- a. All cars must be equipped with an SFI 27.1 certified driver's side window net securely mounted to the roll cage and in place during activity on track.
- b. Sharp and/or protruding edges in and around the cockpit will not be permitted.
- c. SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended
- d. All teams must have a minimum of 2.5 lb. fire extinguisher in their hauler with minimum ABC rating.
- e. Battery cannot be mounted in the driver's compartment. No exceptions.
- f. Ballast weight must be mounted securely with at least two (2) grade 8 bolts and painted white with car number on it mounted inside the frame rail.
- g. Car must have an approved fuel cell, with metal can. All fuel cells must have rubber flaps.

7. **Racing Equipment**

- a. All drivers must have a one-way radio tuned to channel 454.000 during all on-track activity including hot laps.

- b. Mylaps transponders required. Refer to the DIRTcar Pro Stock diagram and rule for mounting location and specifications.



III. CHASSIS

1. Car and Body

- a. Open to any American made rear wheel drive production car.
- b. Full frame cars may replace rear frame after kick-ups with 2 x 3 tubing.
- c. Stock unibody cars must use 2 x 3 tubing from front clip to end of chassis. No jig-built cars. Fabricated floor must run from top of transmission to right hand door.
- d. No torque arm cars.
- e. Minimum weight of 3200 lbs. with driver at completion of race with open engine. Cars with GM Crate engine will receive a 100 lb weight break (3100 lbs). Track scales will be used to determine weight and will be final.
- f. Ballast weight must be mounted securely with at least two (2) grade 8 bolts and painted white with car number on it mounted inside the frame rail.
- g. Four-point roll cage minimum with four (4) door bars on driver's side, front and rear hoops 1 3/4" .095 tubing.
- h. Stock steel bodies or aftermarket steel or aluminum bodies allowed. Fiberglass hood allowed, max 5" spoiler allowed.
- i. No cock pitting.
- j. Floor and firewall must be minimum .22 gauge steel.
- k. All cars must be presentable.
- l. Door intrusion plate mandatory.
- m. Maximum one-inch (1") wide by two-inch (2") tall steel rub rail is permitted. Must be flush to the body with no sharp edges.
- n. Tow chain front and rear required.
- o. No underslung frames.

2. Front Suspension

- a. All suspension and steering components must be OEM and in stock location with the exception of steel tubular non-adjustable replacement upper control arms. Allowed

- a solid welded one-piece upper control arm 8 ½ - 10 ½. Lower control arms must be stock.
- b. Steering quickeners allowed.
 - c. Adjustable spring cups allowed. Wedge/jacking bolts permitted on front only.
 - d. One non-adjustable shock allowed per wheel. No Schrader Valves permitted. Welded heim end only. 7" or 9" permitted.
 - e. Racing springs allowed.
 - f. Chassis components must be same as chassis being used.
 - g. Screw-in lower ball joints allowed.
3. **Rear Suspension**
- a. Steel multi-leaf springs permitted only. No mono, no fiberglass, etc.
 - b. No pull bars. No 3 link, no panhard or j-bars allowed.
 - c. Rear shock must be + or – 1" from stock location. Rear can be heim end.
 - d. Multiple hole spring shackles permitted. Sliders allowed.
 - e. Wedge/jacking bolts permitted on rear.
 - f. May run Ford 9" with bolt in axles. Floaters allowed.
 - g. Aftermarket upper and lower trailing arms (stock replacement, non-adjustable only). 14" max height. Equal height for both sides.
 - h. Adjustable aftermarket spring cup allowed. Stock location.
 - i. Racing springs allowed. Coil cars permitted sizes 11" to 16".
 - j. Rear end mounts must all be in stock location, no exceptions.
 - k. All suspension components must be in OEM locations.
 - l. Steel spool allowed, no lockers or traction control components.
4. **Brakes**
- a. Four-wheel brakes mandatory.
 - b. Balance bar permitted.
 - c. OEM steel calipers only.
 - d. Aftermarket master cylinders allowed.
5. **Tires and Wheels**
- a. Steel wheels only with maximum width 8".
 - b. Beadlocks allowed.
 - c. The only permitted wheel cover is one that is manufactured as part of the beadlock.
 - d. Foam mud plugs permitted.
 - e. Any offset permitted.
 - f. Wheel spacers permitted but must have full lug nut on stud.
 - g. No wide 5 hubs allowed.
 - h. 1" lugs are mandatory.
 - i. 5/8" wheel stud mandatory.
 - j. Any 8" tire permitted.
 - k. Grooving and siping permitted.
6. **Transmission, Bellhousing, Driveshaft**
- a. Any automatic or standard OEM transmission allowed. No direct drives allowed. Standard transmission must have steel bellhousing and stock or stock replacement clutch and flywheel, no smaller than 10.4". No lite weight or triple disc allowed.

- b. Automatic transmission minimum of 11" functional torque converter.
- c. Steel drive shaft painted white only.
- d. Drive shaft loops mandatory 6" from front u joint and another in middle of driveshaft.
- e. All gears must work.

IV. ENGINE

1. Option A – Factory sealed 602 GM Crate
 - a. All crate engine rules from DIRTcar Sportsman class are in effect (See DIRTcar Rulebook for crate engine specifics).
 - b. Box stock Holley 4412.
 - c. Holley 650 permitted on sealed crate engine only.
 - d. Gas only. No E85.
 - e. Factory seals only.
 - f. DIRTcar verification not required.
2. Option B – Open Engine
 - a. All engines must remain stock stroke configuration for manufacturer and cubic inch.
 - b. Stock replacement cranks unaltered allowed with minimum 52 lbs. No lightweight crankshafts.
 - c. Flat top or dished pistons only, flat tops must be 2 or 4 valve relief. May use I-beam rods, no H beam or billet.
 - d. Max overbore GM 350 .060, Ford 351.060, Chrysler 360.040.
 - e. Stock production blocks only.
 - f. Cast iron stock production heads only. Vortec heads 062 and 906 permitted. Bow tie heads permitted.
 - g. No race flow or undercut valves allowed. No lash caps.
 - h. No porting of heads or intake allowed.
 - i. Screw in studs and guide plates allowed max 3/8 stud, no stud girdles.
 - j. No roller cams allowed, no 4/7 swap allowed. Hydraulic or solid camshaft.
 - k. Engine must be in stock location. The center line of the lower ball joint to the back of the engine must be 15 inches.
 - l. Factory stock distributor, points or HEI allowed. No circuit board modules. Lockout plates permitted to eliminate advance. Must remain factory firing order.
 - m. Twelve (12) volt system only.
 - n. Box stock Holley 4412 carb. **No XP Carbs.**
 - o. One-inch (1") carb spacer.
 - p. Stock 602 crate intake allowed with Crate Vortec heads. Optional: Summit part #2226062, Jegs part #555-513002. 4-bbl Edelbrock aluminum intake (part #2101) permitted with bow tie heads.
 - q. Stock style under car headers and stock exhaust manifolds allowed. Crossover headers allowed. No 180, no tri-y or merge collectors permitted. **IMCA style header permitted.**
 - r. Mufflers mandatory, must exit behind driver. 3" pipes max, no 2 into 1 muffler allowed or h or x pipes.
 - s. Site plug mandatory 3-6 inches from front pan on left side. Exception – crate engine.

- t. Stock rocker arms or roller rockers permitted (Elgin part #SSR840RS or Proform self-aligning rocker part #66914). No mixing ratios. No stud girdles.
- u. Aluminum or cast-iron water pumps permitted.
- v. Max valve spring diameter 1.250 with steel retainers only.

V: PROTESTS

1. Procedure

- a. All protests must be turned into track pit steward or technical inspector within ten (10) minutes of the checkered flag and/or conclusion of the race.
- b. The protest fee must be paid in cash at the time of the protest.
- c. Only the car owner, driver or authorized team representative of the car may submit an official protest. Protester must be a DIRTcar member and present membership at time of protest.
- d. Any refusal of inspection and/or non-compliance during an official protest will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by track officials.
- e. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee. Any lab and machine shop fees incurred shall be paid by the person filing the protest.
- f. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the filing fee. Any lab and machine shop fees incurred will be paid as part of the penalty.
- b. Track reserves the right to accept or deny any protest based on their sole discretion. Grudge protests and/or any protest that are not in the spirit of good standing will be denied.

2. Engine Protest

- a. To pull a head for top-end inspection, the protest will be \$500 (of which \$50 will go to the track).
- b. To check the bottom end will be \$1000 (of which \$100 will go to the track).

3. Visual Protest

- a. Visual protest must be made after a heat race and before the start of the feature event to be valid
- b. Visual protests are \$50 which track retains.