

# 2026 ¾ Modified Rules

Changes for 2026 will be in RED

## Chapter 1 – General Rules

- A. The Rules and/or Regulations set forth herein do not express or imply warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of Volusia Speedway Park events and are in no way a guarantee against injury or death to participants, spectators, or officials.
- B. The Rules and/or Regulations will also apply to events sanctioned by the Volusia Speedway Park.
- C. Volusia Speedway Park officials shall have full authority over said sanctioned events, and in the event of any dispute, the head official's decision will be final.
- D. All competitors and cars are subject to inspection by Volusia Speedway Park Technical Inspectors or their representatives at any time during any event.
- E. Volusia Speedway Park, and its officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.
- F. Volusia Speedway Park reserves the right to alter or amend these Rules and/or Regulations in the interest of fair competition, efficient completion of an event, or for safety. All official's decisions are final.
- G. All drivers must be a DIRTcar Member to participate at Volusia Speedway Park events

## Chapter 2 – Safety Equipment

### A. General

- a. 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.

### B. Seats

- a. All current seats must be full containment type constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. The design shall include a comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- b. Carbon fiber seats must have a current valid SFI 39.2 certification.
- c. Up fitting a current seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Components must include a comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance with seat manufacturer's instructions. Combining components may not meet SFI 39.2 Certification.
- d. Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- e. If the left-side head surround is 7"-inches or less when measured from the back of the headrest, then a left-side head net meeting the SFI 37.1 must be installed with a quick-release latch. A minimum left side head surround of 4"-inches is required.

- f. All cars should have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch. Seat Belts and Restraint Systems
- C. Seat Belts and Restraint Systems
  - a. Each car must be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system. The restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with the manufacturer's instructions.
  - b. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
  - c. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
- D. Helmets
  - a. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell EA 2016, Snell SA 2020, Shell SA2025, and/or a valid SFI 31.1/2020 label.
- E. Head and Neck Restraints
  - a. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers installation and use instructions) connected to an approved head and neck restraint.
  - b. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
- F. Protective Clothing
  - a. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform. Drivers MUST wear gloves at all times they are on track.
  - b. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
  - c. Drivers MUST wear shoes that meet the minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.
- G. Roll Bar Padding
  - a. Only SFI 45.1 may be used. Knee, Sterring pad, and/or additional padding may be utilized
- H. One-Way Radio Communication
  - a. MANDATORY (Racing Electronics Switch, Solo II, or Solo III – Frequency 454.0000)
- I. Weight/Lead
  - a. ALL weight/lead must be paned white and include the car number
  - b. Weight must be securely fastened to the car with a minimum of two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e., heat, B-Main, feature) will result in disqualification for that event.
- J. Kill Switch
  - c. ALL cars MUST have a kill switch within easy reach of the driver and clearly marked "OFF" and "ON."
- K. Fire Suppression systems are HIGHLY recommended and WILL be mandated in the future.
- L. All teams should have an easily accessible fire extinguisher or its equivalent in the team's pit area.

- M. Drivers/Teams failing to meet the safety requirements above will be subject to disqualification and suspension deemed by Tech and/or Race Director.
- N. ANY Driver/Team who has out-of-fate safety equipment MUST acquire the correct equipment BEFORE competing in ANY event.

## **Chapter 3 – Tech, Weight and Scales**

### A. Inspection Procedures and Legality

- a. Officials may at their discretion, impound part(s) and/or component(s), engine and/or any other components and/or the complete car for competitive, and/or research data analysis
- b. World Racing Group and/or Volusia Speedway Park is not responsible for any cost incurred as a result of inspection
- c. Officials may at their discretion, inspect any car entered for competition in any racing event at any time

### B. Weighing and Scales

- a. Minimum Weight Requirement is 1400 pounds with a driver in the car
- b. No Weight Burn Off per lap
- c. All cars will weigh as directed by announcement, radio message or posted at the designated Scales, per the weight rule, and track layout. All cars must weigh in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty
- d. The winner must weigh prior to any Winner's Circle Interview or Presentation
- e. Any detour to the scale, may result in loss of finish position or time. Should any car stop on the way to the Scales and be touched by anyone other than a Race Official, the Driver may be disqualified. Any car not meeting the minimum weight, after the designated event will lose its time, and/or finishing position from that event
- f. The scales used for the event, provided by the track, will be considered the official scales for the event
- g. All weight determinations will be measured on the scales provided by Volusia Speedway Park.
- h. Scales will be available for any team to verify its car weight as determined by the official scales for that event
- i. The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board and/or instructed via the driver's one-way radio.
- j. At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- k. Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the final attempt will become the entered weight.
- l. If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
  - i. Qualifying: The car forfeits the earned qualifying and must start last in a heat race.
  - ii. Heat Race: Car is penalized for that event but remains eligible for the next qualifying race.

- iii. Preliminary Mains, LCS and Feature: Car and Driver will forfeit their finishing position, all points, and all monies earned during the event.

#### C. Restrictions

- a. Once a racecar has been started or once any race has been started, all work on the racecar must be completed in the designated work area unless informed otherwise. Any participants who do not work on the car in the designated work area are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Volusia Speedway Park Officials and/or World Racing Group Supervisory Officials
- b. Drivers and/or team members will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World Racing Group Supervisory and/or Volusia Speedway Officials
- c. Any driver, crew member or team associate that enters the race surface without express approval from an official are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World Racing Group Supervisory and/or Volusia Speedway Park Officials
- d. All drivers should not exit their car unless there are extenuating emergency circumstances. They should shut off the electrical power, remain in their car and wait for track and/or safety officials without removing any personal safety equipment. At no time should a driver and/or crew member approach any portion of the racing surface or another moving vehicle

#### D. Tire Protests

- a. Tire protests may involve any tire. The fee will be \$500 (\$50) per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by World Racing Group to the authorized laboratory for benchmark testing. The determination of the facility will be final and non-appealable. ONLY DIRTcar Members are allowed to make any protests for tires.

#### E. Technical Rules and Regulations

- a. It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendment(s) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice.
- b. Any new components (i.e., engine, suspension, body, frame, etc.) utilized in competition must be approved by Volusia Speedway Park officials before being allowed in competition.
- c. Failure to receive prior approval for any component may result in disqualification, loss of points and money, and a suspension or fine of the track's choosing.

## **Chapter 2 – Technical Regulations**

### **Section 1 – Engines**

- A. Any Honda, Kawasaki, Suzuki, or Yamaha manufacturer, date is not to be any newer than 2019.
- B. High-performance engines or parts are not permitted even if they come from the factory. Must be baseline stock engines. Example: a Camaro SS vs. a stock Camaro is an unfair advantage. 200 maximum horsepower
- C. Low-profile racing pans are permitted for ground clearance.
- D. Engines must remain stock, including airbox.
- E. Wiring harness cutting is permitted.
- F. 1000cc fuel injected or 1100 cc carbureted maximum.
- G. No traction control is allowed, if the motor comes equipped it must be disassembled prior to the season starting.
- H. Engine mode cannot be controlled from inside the car.
- I. Power commander 5 or Dobeck commanders are permitted. Air to Fuel ratio mixture only!
- J. No modifications of any kind will be allowed to the internal engine or parts within.
- K. Stock air cleaners shall be intact.
- L. The motor must be securely mounted forward of the cockpit.
- M. Must have tip-over switch, factory or aftermarket.
- N. At any time during the season your motor may be subject to Tech without notice.

### **Section 2 – Fuel, Fuel Cells, and Fuel System**

- A. The Fuel Cell must be a safe after-market fuel cell of steel casing with a bladder.
  - a. Must be securely fastened to the frame with 2-inch steel straps on top of the cell for mounting.
- B. Steel braided fuel lines only
- C. Pump fuel only must be between 87 octane and 93 octane only, no race fuel or additives of any kind will be allowed with the exception of Ethanol eliminator.
- D. Fuel will be subject to tech at any time.
- E. The battery must be secure and fastened down with steel or aluminum strapping, an On / Off disconnect switch must be placed on the upper right side of the deck, reachable from outside the car by track safety personnel and inside the car by the driver.

### **Section 3 – Exhaust, Muffler, and Sound Reduction Devices**

- A. The exhaust must be securely fastened to the frame and engine.
- B. 3-wheel brakes are mandatory, 4th is optional.
- C. Steel rotors are mandatory, cutting and scalloping of rotors will be allowed, the surface must not be less than ¼ inch in width, and competition-type twin master cylinders are permitted.
- D. NO high performance exhaust systems permitted, cutting of factory headers for routing purposes is permitted

## Section 4 – Chassis and Frames

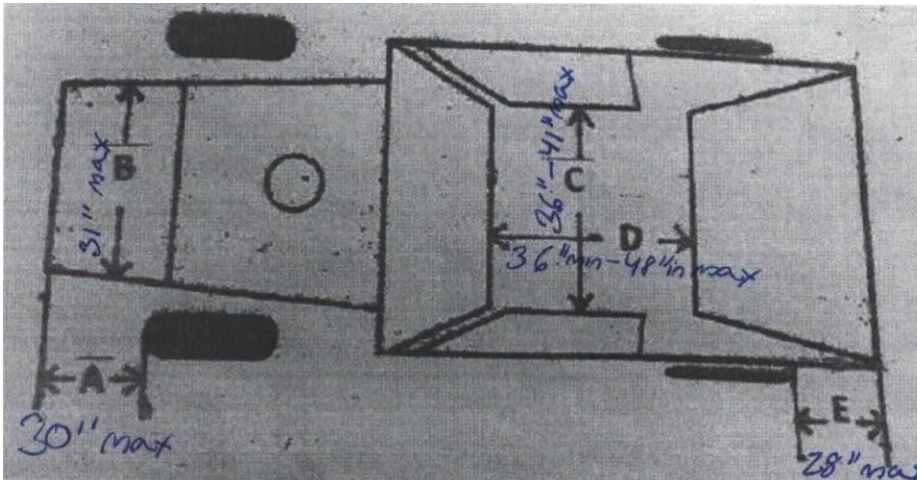
- A. The wheelbase will be from Front to Rear shall be between 88-92 inches and shall be measured from the center of the wheel to the center of the wheel.
- B. Maximum track width from the driver's side to the passenger's side will be measured from the outside edge of the tire to the outside edge of the tire and must not exceed 73 inches at any given point. The outside edge is defined as where "HOOSIER" is printed on the tire by the manufacturer.
- C. If a tire is more than 4 inches outside the body Nerf bars are required to prevent wheel hops.
- D. All chassis must have a minimum of 3 door bars on the driver's side 1 1/2 .095 and must be a minimum of 16-gauge steel armor on 90% of the driver's side.
- E. All must have a front and rear bumper with a minimum of 1" x.083 round tubing.
- F. The chassis must have sufficient cross bracing and must be structurally sound as deemed by Tech.
- G. The roll cage over the driver's head must be a minimum of 1.5" x .095 round tubing to protect the driver. All of the driver's cock pit must be made of 1 1/2" - .095 steel for safety.
- H. The top of the roll cage must be 2" minimum above the top of the driver's helmet.
- I. The main cage around the driver must be 4 point, 1 1/2 .095 tubing, including 3 door bars minimum.
- J. Frame rails can be round or box steel tubing.
- K. Rear-end chain limiters are permitted. A chain cushion is permitted. The cushion must be of neoprene, rubber, or coil spring construction.

## Section 5 - Body

- A. All body panels will be of aluminum and/or composite construction. Plastic skirting will be allowed at the bottom of doors and quarter panels and nose and if installed will not be included in maximum body allowances.
- B. Side skirts and rub rails are permitted.
- C. External side "rub rails" are permitted and must not exceed beyond tires more than one inch at any point. No sharp edges and all tubing are to be rounded and securely attached.
- D. The spoiler is to have a maximum length of 6 inches. Length is determined by where the spoiler meets the deck to its highest point. Split spoilers and adjustable spoilers are permitted but must not be adjustable from the driver's compartment.
- E. Maximum height of 37" from the ground to the top of the rear of the deck at the highest point.
- F. 7-inch max rake on the body from the front of the firewall to the rear of the spoiler attach point on the deck, the roof must be no more than 3 inches raked from the deck.
- G. Top deck may not exceed 62 inches in width. Sides may have a maximum of 2 inches tape on both sides with a maximum body width of 66 inches at the bottom. H. Ride height will have a 4-inch minimum.
- H. Wickers 1-inch front nose and roof side only. Wickers are not to be included in overall body measurements.

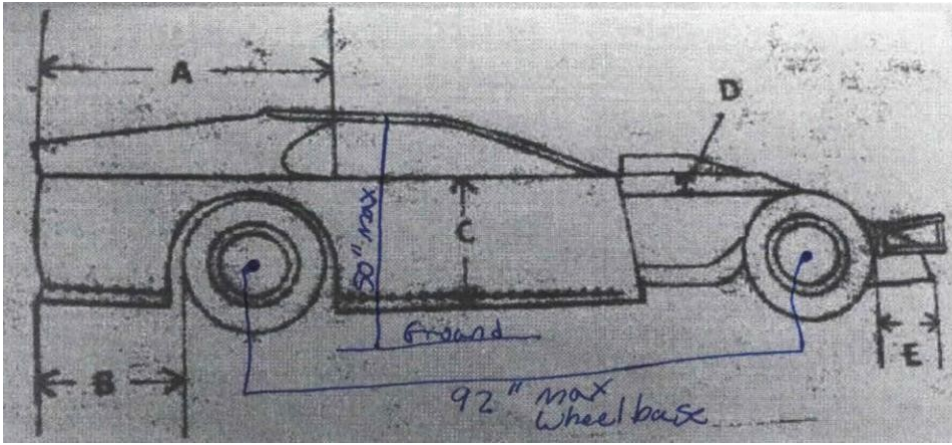
## Dimensions of the body

- A. Roof Height is a maximum of 55 inches from the top of the roof to the ground to the highest point, excluding wicker IF installed. MAXIMUM
- 30 INCHES MAXIMUM
  - 31 INCHES MAXIMUM
  - 36 INCHES MINIMUM AND 41 INCHES Maximum
  - 36 INCHES MINIMUM AND 48 INCHES MAXIMUM
    - The roof will have no more than a 3-inch rake from front to back measuring off of the deck.
  - 30 INCHES MAXIMUM



## Sail Panels

- A. Sail panel 48 inches minimum and 58 inches maximum (panels must be solid no cut-outs)
- Sail panels will have no more than a 2" bow from top of roof to quarter panel measured with a straight line from top corner of roof to corner of deck. May not exceed 6" at rear of deck and cannot extend past rear of deck.
- B. 30-inch maximum length
- C. 32-inch maximum
- D. Hood sides 4-inch maximum
- E. 30-inch maximum



## Section 7 – Steering Components, Wheels, and Tires

- A. Tires must be Hoosier Star Racing Tires –Compound Medium only sizes of 205,215,235 60-13 no cross grooving, not scythed.
- B. Tires are not to be chemically treated in any way and must pass punch test/ lab test when sampled.
- C. 13×8 maximum size steel wheels only, bead lock wheels are optional.
- D. Offset is up to driver/owner discretion.
- E. NO aluminum spindles – STEEL ONLY

## Section 8 – Suspension, Suspension Components, Springs, Shocks, and Steering

- A. 3-link assembly only, no 4 links permitted.
- B. No spring bar – solid or biscuit bar only. The center link is to be 24 inches maximum.
- C. The center link and J-Bar need to be of solid construction and cannot be adjustable from the center of the bars.
- D. Solid swing arms only
- E. No chains in the a-arm left front.
- F. Springs need to be 1” 7/8 coil-over springs with NO modifications. Any manufacturer permitted; barrel springs permitted. Bump stops and wedge bolts ARE NOT permitted.
- G. Shocks need to be 1” 5/8 Bilstein steel body “g” series or “g2” series only, one shock per corner.
- H. Steel drive shaft only. Must have a minimum of three (3) safety loops for a one-piece shaft, or four (4) safety loops for a two-piece shaft. Steel banding, no chain loops
- I. The steering shaft is to be steel with at least one universal knuckle to prevent the steering shaft from coming straight into the driver. J. Brake bias is permitted.
- K. No driver shall have the ability of any kind to adjust the suspension from inside the car.
- L. Rear-end must be Steel Tubes Required, no independent rear suspension allowed.

## Section 9 – Electronics, Gauges & Dash Modules

- A. Two-way communication devices in and/or attached to the race vehicle or on them driver’s person will not be permitted.
- B. Cellular, satellite, and Wi-Fi, devices in and/or attached to the race vehicle or on the driver’s person will not be permitted (Including cell phones and/or smart watches).
- C. Antennas will not be permitted in and/or attached to the race vehicle or carried by the driver.
- D. All forms of vehicle position systems will not be permitted. (GPS)
- E. Only approved lap timing and or lap time recording devices (transponders) will be permitted.
- F. Micron 5 data logger and GoPro are permitted.

## Section 10 – Numbers and Graphics

- A. Car numbers must be a minimum of 12 inches in height and 12 inches in width – 2” stroke
  - a. MUST be displayed on both side of the car
  - b. MUST be displayed on the roof of the car with the bottom of the number on the passenger’s side
- B. Sponsor and Contingency stickers
  - a. Display DIRTcar, DIRTVision, VP Racing Fuels, and Hoosier sponsor stickers
  - b. Display all sponsorship stickers that the driver has self-acquired
- C. All graphics must be done tastefully done as not to offend others

## Section 11 – Transponder Mounting Locations

