

# 2026 604 Late Model

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 in DIRTcar Racing and 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.
- 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 the minimum of the SFI 3.2A/5 specifications 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. 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
- i ALL weight/lead must be paned white and include the car number
  - ii 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 / Battery Disconnect
- i ALL cars MUST have a kill switch within easy reach of the driver, and clearly marked "OFF" and "ON."
  - ii One (1) mandatory batter disconnect switch MUST be installed on the rear deck, behind the driver seat, in a location easily accessible from outside the racecar. The switch MUST be clearly labeled with off/on direction. The switch MUST be directly in line with the negative battery cable and be capable of completely disconnecting the battery's negative terminal from

- the racecar. Negative or “ground” wiring connections MUST not be made anywhere from the battery negative terminal to the input side of the disconnect switch.
- 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 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. 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
- b. The winner must weigh prior to any Winner’s Circle Interview or Presentation
- c. 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
- d. The scales used for the event, provided by the track, will be considered the official scales for the event
- e. All weight determinations will be measured on the scales provided by Volusia Speedway Park.
- f. Scales will be available for any team to verify its car weight as determined by the official scales for that event
- g. 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.
- h. At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- i. 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.
  - j. 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. Engine Protests

- a. Protest fee for an initial tear down on an engine that finishes the feature event is \$1,500. Initial tear down is the only option available. The protest fee must be paid to the race director or technical director, in cash, within 10 minutes after the checkered flag has fallen on the feature. Must finish in the top 5 to be eligible to protest. **Any part or parts found to be illegal will be confiscated.**
- b. Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$8,095 or current cost, whichever is greater, from Chevrolet Performance dealer (Parts). The engine claimed will be just as it comes from Chevrolet Performance and WILL NOT include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and will be penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 above).
- c. Engine Claim Procedure: Competitor, either driver or car owner, finishing in the top five of the feature race must hand a Volusia Speedway Park official \$8,095 cash, or current cost from dealer (Parts), whichever is greater, within ten (10) minutes after the checkered flag falls on the feature race.

## F. 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 4 – Technical Rules and Regulations

## Section 1 - Engines

- A. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) commonly referred to as “602” engine and/or Chevrolet Performance Part #88958604/19318604 (CT400) commonly referred to as “604” engine.
- B. Engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.
  - a. Engines MUST be sealed in these six (6) locations with either Chevrolet Performance cap seals or approved aftermarket seals.
- C. Approved Seals:
  - a. GM twist off bolts/engines will NOT be legal.
  - b. Chevrolet Performance cap seals
  - c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
  - d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.
  - e. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
- D. **Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by Volusia Speedway Park. Volusia Speedway Park authorized rebuilders will be notified of any such alterations, modifications, or change.**
  - a. **Approved changes/modifications for Chevrolet Performance 604 engines are noted as follows:**
    - i **Engine rings may be replaced with the Hastings Ring (Part #2M4626).**
    - ii **Engine may run King (Part #MB5575I), Speed Pro (Part #139M) or Clevite “P” (Part #M5909P) Main Bearings. King (Part#CR8075I), Speed Pro (Part#8-7100CH), or Clevite “P” (Part #CB663P) Rod Bearings. No narrowed bearings.**
    - iii **Timing cover may be replaced with Chevrolet Performance 602 Timing Cover (GM Part #12342089) and 602 Timing Tab (GM Part #12342011).**
- E. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition.
  - a. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to disqualification.

- F. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
- G. Engine's Chevrolet Performance serial number, and when applicable, Crate USA build certification number, must be clearly visible to track technical inspectors.
- H. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine.
  - a. *After much research, Volusia Speedway Park along with Chevrolet Performance officials determined that in some cases the original factory cylinder heads and valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates are published in the Chevrolet Performance Technical/Specification Manual.*
- I. Engine Setback
  - a. Engine setback will be 6" from center of top ball joint to the #1 spark plug with a 1-inch tolerance.
  - b. There will be a 50-pound penalty, mounted forward of the engine plate, for each 1/2" of setback beyond seven (7) inches.
  - c. No cars with more than an eight (8) inch engine setback will be allowed to compete.
- J. Carburetor
  - a. One four (4) barrel carburetor only. Any manufacturer. Willy's Equalizer Ok.
  - b. Must have conventional, "Holley" style boosters. No tunable boosters. No individual cylinder tuning.
  - c. The engine must be naturally aspirated.
  - d. CT 400 (604) Engines – may use one (1) carburetor spacer, one (1) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
  - e. CT 350 (602) Engines – may use one (1) carburetor spacer (two (2) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
  - f. Spacer MUST NOT extend into intake manifold at any point.
- K. Distributor
  - a. Any standard distributor types of electronic ignition allowed. MSD ok.
  - b. No magnetos and No crank triggers.
  - c. No electronic traction control devices allowed. Drivers finishing in the top 5 may protest another top 5 finishers box for \$300. VSP keeps \$300 protest fee.
- L. Starter
  - a. All cars must have a starter in working order.
- M. Water Pump
  - a. Cast or aluminum water pump permitted.
  - b. No electric water pumps.

<b>Valve Spring Specifications – New (Unused)</b>			
<b>Description</b>		<b>CT350 (602)</b>	<b>CT400 (604)</b>
<b>Valve Spring P/N</b>		<b>10212811</b>	<b>12551483</b>

<b>Diameter</b>	(A)	1.250"	1.32"
<b>Free Height</b>	(B)	2.021"	2.145"
<b>Installed Height</b>	(C)	1.70"	1.78"
<b>Lbs. @ installed height (+/- 4 lbs.)</b>	(D)	80 lbs.	101 lbs.
<b>Open Height</b>	(E)	1.270"	1.300"
<b>Open Pressure (+/- 8 lbs.)</b>	(F)	195 lbs.	260 lbs.
<b>Coil Bind</b>	(G)	1.20"	1.21"
<b>Wire Diameter</b>		.177"	.178"

<b>CT 400 (604)</b>	<b>Beehive Springs for Fastburn Heads</b>
<b>Valvespring P/N</b>	12625033 (Blue)
<b>Free Height</b>	2.122"
<b>Installed Height</b>	1.780"
<b>Lbs. @ installed height (+/- 4 lbs.)</b>	98 +/- 4.5 lbs.
<b>Open Height</b>	1.300"
<b>Open Pressure (+/- 8 lbs.)</b>	267 +/- 13 lbs.
<b>Coil Bind</b>	1.210"
<b>Wire Diameter</b>	Ovate [4.29 x 5.37]
<b>Retainer 19303149 (8 Pk)</b>	Mass 11.9 g
<b>Keeper 19302868 (16 Pk)</b>	Mass 3.9 g
<b>Spring Seat 19303150 (8 Pk)</b>	
<b>Valve Spring Service 12499224 (16 Pk)</b>	

## **Section 2 – Exhaust, Muffler, and Sound Reduction Devices**

### **A. Exhaust**

- a. Collector type headers required. Must have four (4) tube into one (1) collector.

- b. Mufflers are not required UNLESS track mandates them. *If mandated, mufflers must have some type of internal noise dampening characteristics i.e., baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements.*
- c. No tri-y headers or merged headers allowed.
- d. No square tube headers.

## Section 3 – Fuel, Fuel Cells, and Fuel System

### A. Fuel

- a. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.
- b. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified.
- c. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
- d. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified.

### B. Fuel Cell, and Fuel Pump

- a. 32 gallon maximum, must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of 2" x 1/8" steel straps.
- b. Must have roll over check valve in fuel cell vent.
- c. Fuel cells must be completely visible from the rear of the car.
- d. Mechanical fuel pump only. Cam driven or belt driven.

### C. No electric fuel pumps.

- D. Drivers finishing in the top 5 may protest the fuel of car or cars finishing ahead of them. Protest fee is \$150. The driver filing a protest must have money with them and notify track official within 5 minutes of the checkered flag in that event. Fuel sample(s) will be taken and sent to an independent lab chosen by the track for testing. All official's decisions and lab results are final and official.

- a. **ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT VSP'S DISCRETION.**

## Section 4 - Body

### A. Body

- a. Crate Racin' USA body rules will apply. See 2025 Body Diagram/Specifications for further body specifications.
- b. Plastic body panels will be allowed but must meet Body Specifications/Measurements.
- c. No raised or gurney lips of any type allowed on body.
- d. Doors and quarters must be flat or may have an outward roll. No doors or body panels allowed to be rolled inward.
- e. The maximum distance between the bottom of the doors (measured at the back of the door) is 90" wide.
- f. No tunneling of any type allowed underneath the body, along frame, or around fuel cell area.

- g. Stone shield for remote oil filter or transmission is allowed. 24" x 24" maximum, located near rear engine plate.
  - h. Stone shield along right side frame rail must remain behind right front assembly and may only be 36" maximum total from farthest point to farthest point.
  - i. Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28") with a maximum of thirty-three inches (33").
  - j. Right rear wheel opening between the quarter panel and the door must be a minimum of twenty-nine inches (29") with a maximum of thirty-two inches (32"), and a maximum of nine inches (9") from the top of the quarter panel to the wheel opening above the hub.
- B. Spoilers
- a. 8" maximum spoiler. Must be made of solid material such as Lexan, sheet aluminum, or material of equal strength.
  - b. Spoiler and spoiler supports should be made of equal material and size in all areas.
  - c. No open spoiler supports.
  - d. Spoiler height, width, and angle must always be the same for the entire area of the spoiler. No varying spoiler heights or spoiler angles.
- C. Roof supports
- a. "C" pillars on both sides must be made of equal material.
- D. Window
- a. openings are allowed but must be the same size opening on left and right side. If clear Lexan is used, it must be used on both sides. BOTH sides must be either open or both sides must be closed.
- E. Curved or arced roof supports
- a. .3" maximum arc allowed at widest point. Will be checked with straight edge extended from roof edge to door edge.
  - b. Cars may NOT run topless. Topless races will not count for points, unless approved in advance by Volusia Speedway Park officials, in which drivers will be given notice. These exceptions will be a rare occasion, or long-standing event, and not acceptable on a regular basis.

## **Section 5 – Chassis and Frames**

- A. Frame
- a. All frames must be of steel construction.
  - b. Square or rectangular frame must have a minimum of 2" x 2" material, .083 wall thickness.
  - c. Round frame tubing must have a minimum of 1 3/4" outside diameter, .083 wall thickness.
- B. Roll Cage
- a. All cars must have a suitable and deemed safe steel roll cage protecting the driver's compartment, including headrest.
- C. Side Roll Bars
- a. Are mandatory and must extend into the door panels. A minimum of three (3) bars must be on the left side.
  - b. Each bar must be at least 1 1/2" in diameter, with a minimum material thickness of .083".
  - c. Roll cages must be welded to frame.
- D. Weights

- i. CT 350 or “602” – 2,200 lbs.
- ii. CT 400 or “604” – 2,300 lbs.
- iii. 1 lb. per advertised-green-flag-lap burn off during Feature Events Only
- iv. Cars MUST weigh the required weight with NO BURNOFF for qualifying events.

#### E. Weigh-In

- a. Track officials reserve the right to weigh any car at any time during any event.
- b. The track scales used on site will be the official scales used to determine the legality of weight.
- c. Heat race and B-Main/Consolation race winners, transfer cars, and any cars instructed to do so, must proceed directly to the scales to be weighed immediately after the completion of the event. Do not go to your pit area before crossing the scales, as this will result in disqualification.
- d. The top 5 finishers in the feature event will be required to proceed directly to the scales at the completion of the main event.
- e. A car failing to make weight on the first attempt will be allowed to be backed off the scales and rolled back on for a reweigh. This will be allowed ONE time and under the supervision/direction of Volusia Speedway Park officials.
- f. Any car weighing light after qualifying or heat race, that car will be penalized to the rear of the next scheduled preliminary event.

## **Section 6 – Suspension, Suspension Components, Springs, Shocks, and Steering**

#### A. Suspension

- a. Standard Late Model suspension only.
- b. No spring loaded or shock type 4 bar rods. Only standard solid 4 bar rods.
- c. one (1) shock per wheel, except on left rear. Left rear is allowed two (2) shocks:
- d. one in front of rear end and one behind. Shocks must be mounted vertical to axle tube, not horizontal.
- e. No torsion bar on front or rear suspension.
- f. Sway bar ok.
- g. Standard one-piece bird cages. No split bird cages.
- h. Chassis brackets must be fixed. No movement.

#### B. Shock

- a. Shocks at any position on the car, including lift bar and torque arm shocks, must be constructed of magnetic steel or aluminum.
- b. Shocks of the “thru-rod” style are NOT permitted.
- c. Remote reservoirs are permitted.
- d. Each shock may have a maximum of three (3) external adjustment mechanisms. External reservoir may only have one (1) external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir. Cockpit adjustable shocks are NOT permitted.
- e. No electronic adjustment whether hard wired or wireless. Remote nitrogen gas cannister will be permitted. The remote adjuster may contain compression adjustment.
- f. Shock/Damper devices that are or can be referred to or defined as an “inertor” or referred to or defined as a “j-damper” are not permitted anywhere on the car.

- g. All official's decisions are final. Rules can and may be adjusted to maintain fairness. New or updated devices or suspension parts should be approved before use in competition.

## **Section 7 – Ignition Boxes, Traction Control, Radio, and Transmission Devices**

### A. Transmission

- a. Must have at least one forward and one reverse gear in working order.
- b. No straight drives or in and out boxes.
- c. Drive shafts must be painted white for safety.
- d. Carbon fiber drive shafts are legal.
- e. Ball spline transmissions strongly recommended to run carbon fiber drive shaft only for safety.

## **Section 8 – Steering Components, Wheels, and Tires**

### A. Wheelbase

- a. 103" minimum wheelbase.

### B. Brakes

- a. Steel brake rotors only.
- b. No carbon fiber, titanium, or other exotic material brake systems allowed.

### C. Wheels

- a. Any brand or type of wheel allowed.
- b. Must be mounted with lug nuts.
- c. No knock-off or center-lock wheels.
- d. 14" maximum wheel width.
- e. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.

### D. Tires

- a. **Hoosier Racing Tire D-21 stamped Crate-21 and shoulder plated.**
- b. D-21 must punch 46 or harder when checked cold. VSP's durometer is an official durometer, and all official's decisions are final.
  - i. Any tire that fails to punch properly will result in disqualification of driver for remainder of the event. Any tire in question may be confiscated.
  - ii. Grooving and siping allowed.
- c. **Hoosier Racing Tire D-55 stamped Crate-55 and shoulder plated or stamped RUSH D-55 and shoulder plated**
- d. D-55 must punch 60 or harder when checked cold. VSP's durometer is an official durometer, and all official's decisions are final.
  - i. Any tire that fails to punch properly will result in disqualification of driver for remainder of the event. Any tire in question may be confiscated.
  - ii. Grooving and siping allowed.

### E. Grinding/Buffering of tire is permitted.

- F. All tire sidewall markings (i.e., compound, date code, shoulder plate, Volusia Speedway Park, etc.) must be visible and not removed or covered.
- G. Tires must remain in factory manufactured condition. Any alterations from factory manufactured tire is prohibited. ALL decisions are FINAL. Track may or may not use laboratory testing to test for any alteration of tires, and tires must meet the factory supplied benchmark. If the inspected tire does not comply with this benchmark, the competitor will be disqualified. Track may use any means necessary to determine if tire(s) meet Hoosier supplied benchmark, and that decision is the sole discretion of the track. All decisions are final.
- H. **Warning:** Volusia Speedway Park and Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound, such as but not limited to tire soaking or use of tread “softener.” Volusia Speedway Park and Hoosier Racing Tire also forbid the physical defacement (altering, removal, or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in serious injury or death.
- I. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$500 per tire. The driver filing the protest must have money with them and notify track official within ten (10) minutes of the checkered flag in that event.
- J. Tire samples will be taken at any time throughout the event and sent to an independent lab chosen by the track for testing. All official’s decisions and lab results are final and official.

## **Section 9 – Electronics, Gauges, and Dash Modules**

- A. Two-way communication devices in and/or attached to the race vehicle or on the 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 phone 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 and/or global positioning systems (GPS) will not be permitted.
- E. Only approved lap timing and/or lap recording devices (transponders) will be permitted

## **Section 10 – Numbers and Graphics**

- A. Car numbers must be a minimum of 18 inches in height and 14 inches in width
  - 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

**RED AMB + YELLOW WESTHOLDS**



**YELLOW AMB**

