

2026 602 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 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.
- 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
- a. ALL weight/lead must be panned 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 / Battery Disconnect
- a. ALL cars MUST have a kill switch within easy reach of the driver, and clearly marked "OFF" and "ON."
 - b. 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

A. 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.

B. Engine: GM 602 CRATE ONLY

- a. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads. Crate engines must not be altered, modified, or changed from factory specs.
- b. The penalty for anyone tampering with, or modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from any racing event for the remainder of the season. This can also be the reason for a fine or suspension from the track.
- c. No changes are allowed to the engine, intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part/or parts on/in engine.
- d. No vacuum pumps.
- e. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from the factory specs. Must meet GM/Crate USA engine specs

D. Carburetor

- a. Any 4-barrel carburetor.
- b. Engine must be naturally aspirated
- c. May use one carburetor spacer (1" maximum) 1.350" maximum including gaskets. One gasket between intake
- d. requirement

E. Water Pump

- a. Cast or aluminum water pump permitted.
- b. No electric water pumps.

Section 2 – Exhaust, Muffler, and Sound Reduction Devices

A. Exhaust

- a. Collector type headers only, 4 tubes into 1 per side
- b. NO 180, Zoomies, Tri-Y, or merged collector headers
- c. No square tube headers

Section 3 – Fuel and Fuel Systems

A. Fuel Pumps

- a. No electric pumps permitted

B. 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. Any fuel tested and found to contain any of the above will be deemed illegal.
- b. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .786 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 .786 at 60 degrees.

Section 4 - Body

- A. Crate Racin' USA Body Rules apply.
- B. Light tube bracing behind bumpers. NO pipes or push bars in front of bumpers.
- C. Spoiler 8" maximum high, 8" maximum width on side pods. Spoiler width is 72" maximum.
- D. All Body Panels Must Be Solid, No Holes, Slots, or Air Gaps.
- E. Deck height is 38" max (1" tolerance) measure in the center of the T-bar, no bent or curved T-bars allowed
- F. May run a head/stone shield on the right side of the frame rail

Section 5 – Chassis and Frames

A. Frame

- a. 103" wheelbase minimum, 1" tolerance
- b. NO Aluminum frames
- c. Any late model chassis allowed, square tube or round tube. Square tube frames must be a minimum of 2" x 2" (two inches – by – two inches) tubing; round tube must be a minimum of 1 3/4" (1 and 3/4 inches) tubing. Full racing roll cage mandatory, 1 1/2 OD x .090 steel tubing minimum

B. Weights

- a. 2,400 lbs. minimum
- b. No lead or additional ballast bolted to any suspension component.
- c. All lead must be securely mounted, painted white, and have the car number on it.

- d. There will be no burn off for qualifying, heat races, consolation races, or last chance showdown races. There will be a 1 lb. per (advertised) green-flag-laps for feature races only

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

- A. Suspension - Standard Late Model suspension only.
 - a. No spring loaded, or shock type 4 bar rods allowed, rods may be constructed of steel/aluminum and be solid.
 - b. No torsion bars
 - c. 1 mechanical traction device allowed. (5th coil, torque link, or pull bar) NOT BOTH
 - d. 1 90/10 shock allowed horizontally over rear end E. 1 coil spring per corner of car, 1 coil spring for the 5th coil, and 1 coil spring for the 6th coil allowed. Take up springs ok.
 - e. No stacked springs allowed; any single spring ok
 - f. LR in front shock (traction shock) allowed
 - g. Spring rubbers allowed.
 - h. Bump stops allowed on RF only. Packers/shims ok
 - i. 1 bump stop washer allowed on LR, RR, and LF as a shock saver to prevent rod-end jam nut from damaging rod guide (1/8" max thickness)
- B. Shock Rules
 - a. 7 shocks allowed on car max. (1 LF, 1RF, 1RR, 2 LR, 1- 5th coil, and 1 90/10 over rear end)
 - b. Shocks can be steel or aluminum
 - c. Non-adjustable shocks only, no remote reservoirs
 - d. No thru rod or J-damper shocks allowed
 - e. Schrader valves and piercing valves for gas replacement/adjustment ok.
 - f. Shock claim rule is \$250 per shock. You must finish on the lead lap and in the top 3 to claim shocks. Any driver finishing in the top 3 may claim shocks from any car that finishes in top 3. Shock claim does not include springs or coil over kits, it does include anything attached to shock shaft (bump stops, bump springs, shock/extensions)
 - g. NO AIRSHOCKS, NO DUMP VALVES

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

- A. Transmission
 - a. Standard 4 speed or automatic transmission. After-market SAFETY bell housing and automatic cases permitted.
 - b. Bert or Brinn transmission allowed.
 - c. Transmissions must have two (2) working forward and a reverse gear
 - d. No Tex, Jerico, or quick-change transmissions
 - e. Ball spline transmissions mandatory to run carbon fiber shaft. This is a safety requirement.
- B. Rear-End
 - a. Standard quick change rear-end permitted. No titanium or exotic material axles, spools, gears, or other materials inside the rear-end.

C. Ignition / Distributor Rules

- a. Any electronic ignition system, MSD or HEI
- b. No crank triggers or magnetos
- c. If car has a pick-up distributor/dual boxes, only one pick-up. Driver must not have the ability to swap coil, pickup, or ignition from inside the cockpit.
- d. NO TRACTION CONTROL, Ignition boxes may be confiscated for testing

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. No GPS/brake-controlled or traction-controlled devices
- d. Brake floater

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. Bead-lock permitted any position.
- e. Wide 5 wheels and adapters permitted
- f. 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. Hoosier Spec 1350, Hoosier Spec 1600, and NDRA 1350 are also allowed tires.
- f. Grinding/Buffering of tire is permitted.
- g. All tire sidewall markings (i.e., compound, date code, shoulder plate, Volusia Speedway Park, etc.) must be visible and not removed or covered.

- h. 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.
- i. **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.
- 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



Disclaimer: It is stated in the rules above what you can do to your car. Please consult tech-man for certification only. If not in writing, no “he said/she said” is acceptable by management. All tech decisions are final, and a disqualification means ALL money, prizes, and points are forfeited. All drivers visiting track for first time must go through Pre-Tech.

No grinding or defacing of any casting numbers. Any engine parts with missing or altered casting numbers are illegal regardless of the reason.

Tech inspector will weigh and inspect various parts of Top finishing cars every week after heats and features. A competitor may file a protest to further inspect cars and engines.

Crate Engine Protest: \$150 to vacuum test, rate valve springs, compression test and verify seals. (Further inspection and teardown will be decided by track officials and tech inspector).

Crate Engine Claim: \$4650 claim rule on 602 GM crate engine-\$150 to track. Will be delivered as it comes from GM- no accessories. Must finish in TOP 5 to claim-May only claim a higher finishing competitor.

All Protests must be Submitted to Tech Inspector at Scale Shed within 10 minutes of completion of feature. All Protest must be submitted in writing and have the cash in hand. All Counter Protest must be submitted in writing and with cash in hand with in 10 minutes of original protest. Track officials and tech inspector reserve the right to inspect and teardown any car at any time. Management is committed to maintaining a fair and even playing field for all competitors and will consistently be researching and evaluating all facets of tech inspection.