

~Volusia Speedway Park Hobby Stock Rules- ~2017-2018~

Rule Book Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Race Director or Head Tech Inspector shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alterations or deviations. Any interpretation or deviation of these rules is left to the discretion of the officials and is final and binding.

On occasion when situations arise that are not covered by written rules herein, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

Any driver getting out of his car during an event will be DISQUALIFIED from that event, UNLESS, the vehicles is upside down or showing signs of fire.

The absence of a specific rule does not imply approval. The track reserves the right to add weight in the fairness of competition.

NOTICE FOR ALL DIVISIONS

If it's not stated in the rules it doesn't mean, it's approved. Please consult with the tech-man for approval. All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition.

NO ELECTRONIC ENHANCING DEVICES ALLOWED

SAFETY:

Track officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver. No in car lap timers.

All cars must have an extensive safety inspection each season before they race. All required safety equipment and apparel must be in use while the car is on the track. Racing helmet with minimum Snell SA2005 rating. Neck brace or Hans device recommended. Please see weight break.

Fire suit with SFI minimum rating of "1". No holes or torn fire suits allowed. Fire resistant gloves, shoes, and socks must be worn at all times when car is on track.

A minimum four-point roll cage. Must be steel tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side. No exceptions.

Steel plate recommended on Drivers door area -Will be required for 2018 season and beyond.

Roll bar padding recommended around driver. All cars must have a fire extinguisher minimum 2 lbs. with a working and visible gauge securely mounted within easy reach of the driver.

Complete fire suppression system highly recommended.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must be operational from inside and outside of the car. Drivers must be able to exit both sides of the car.

Aluminum racing seats are mandatory. A single quick release 5-point harness (minimum 3" belts) less than 5 years old is required in all vehicles. All required belts must be in use anytime the car is on the track. Racing harness must be attached to the roll cage.

Drive shaft must be painted white and include the car number. Drive shaft loop will be a 5" diameter steel loop.

1" wide and ¼" thick. It must be securely mounted to the frame 12" from the front universal. Must have one on rear drive shaft.

All lead ballast must be painted with car number and secured with one ½" bolt per 50 lbs. 50 + lbs require two (2) bolts. Will be inspected.

It is your responsibility to make sure your ballast stays in your car for everyone's safety.

Penalty weights must be painted red or orange. If weight falls off your car on the track at any time you are immediately disqualified from the event. All cars must have front and rear hook ups for towing.

If it's not stated in the rules it doesn't mean, it's approved. Please consult with tech official for approval.

All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition. You need to understand all safety requirements.

Track Management as well as the Tech official reserves the right to disqualify any car and/or driver that does not comply with all safety requirements. Competition will not and cannot come before safety.

BODY:

Any American made 1970 thru current production car. No front wheel drive, compacts, foreign cars, trucks or convertibles.

Firewall and floorboards must be steel.

Trunk must be sealed from driver's compartment.

Must have stock frame to middle of rear end.

Rear spoiler 8" X 60" or 5" X 72" permitted. Spoiler sides must be same height as spoiler. No longer than 18.5" measured at base.

Rear bumper covers are optional.

No radios. No mirrors. Must have bars in front of driver.

Steel or aluminum body. 72" maximum rear deck width. (Recommended any new builds or bodies make rear deck no wider than 64"-Will be a rule in 2018).

Aftermarket nose OK. No sloped or late model noses.

Nesmith street stock/AR Bodies Approved-Does Not have to match Chassis-May Run AR style Camaro, Mustang or Challenger body.

40" rear deck height measured at base of spoiler on ALL bodies. 1" tolerance after race.

Sail panels/B-Pillar must not protrude above roof, must be the same on both sides and not longer than 34" front to back measured horizontally. If windows are cut out, must be cut out on both sides.

WHEELBASE:

Min 101" wheelbase. 1" tolerance, centerline of front wheels to centerline of rear wheels.

Wheelbase and frame must be stock to year, make and model chassis being used.

CHASSIS:

No shortening, chopping or channeling.

Johnson Metric Fabricated frame allowed with OEM rear lower control arm option only. Includes front fabricated Lower control arms. If either or both is used must run an **Additional** 50lb weight penalty to be in front of flywheel (50lbs weight must be split into 25lbs on each side of engine within length of engine).

FRONT SUSPENSION:

May relocate top A-frames. Tubular upper control arms ok. Component or strut type assemblies permitted. Aluminum cross shafts ok. Stud type aftermarket ball-joints OK-Any length.

May run wedge bolts or Spring cups in front and rear. One spring per wheel. **5" minimum** diameter coil spring. Must mount in original location.

Any steel non-adjustable shock. No schrader valves. No Bulb end/expanded chamber shocks. Concentric body only. Must not be able to adjust pressures at track. One shock per wheel. No Aluminum, No Canister shocks.

Lower control arms and mounts must remain stock to frame being used and unaltered. May use steel, rubber or polyurethane bushings. No offset bushings.

Metric cars may use Johnson Chassis tubular lower control arms (JCI-09-02-01RC-L-B, AND JCI 09-02-01 RC-R-B) with an **ADDITIONAL** 50lbs penalty to be mounted ahead of flywheel (50lbs weight must be split into 25lbs on each side of engine within length of engine). Must use "0" slug in lower control arms. No offset bushings or slugs.

Any stock type centerlink-No adjustable. May use steering quickener.

Strut cars may use heims on top of front strut

Cast spindles with steel hubs only-No tubular-No Wide 5

May use hiem ends on inner and outer to replace tierods. Steel swedge tubes, heim ends, bolts and jam nuts only. No aluminum and no titanium. No carbon fiber.

REAR SUSPENSION:

Changing of springs allowed. **5" Minimum** diameter coils springs. Coil for coil, leaf for leaf. No Chrysler leaves in a Camaro or Nova.

Coil springs must be located over center of axle tube.

Sliders, adjustable shackles, wedge bolts allowed on leaf spring cars. Rear wedge bolts on coil spring cars permitted.

Lowering blocks optional. Adjustable lowering blocks ok.

Leaf spring cars can use aftermarket bracket in the rear of leaf spring only.

Upper rear trailing arm may be lengthened or shortened to obtain correct pinion angle-May be adjustable. May use aftermarket upper trailing arms-NO heim ends.

Lower rear trailing arms must remain within ½" of stock length to frame being used. May be aftermarket. No Hiem ends. May be offset or spherical bushings. No more than 1/2" tolerance from stock.

May not change or alter stock trailing arm or Leaf spring mount location on frame.

Any non-adjustable steel shock in relative stock location on rear. No Schrader valves. No bulb end/expanded gas chamber shocks. Concentric body only. 1 shock per wheel. No aluminum, No canister shocks. No coil overs allowed-any type. No coil over eliminators. Only one spring per wheel.

No wide 5 hubs

Engine Rules

FLORIDA OPEN ENGINE

OPTIONAL Equipment:

Valve covers, wind-age tray, cam button, air filter, oil pan, four bolt blocks, motor mounts, aluminum pulleys, push rods, timing chain & gears, rod bolts, balancing and blue printing ok. Any steel harmonic balancer approved.

Cylinder Heads:

Double hump/fuelie heads ok. No 461X double hump or no angle plug. No porting or polishing.

World heads GM #043610, #043600 1.94 intake, 1.50 exhaust. Ford #053030 1.94 intake, 1.50 exhaust.

RHS heads #12402 or #12400. Engine quest Part # EQ-CH350I

Dart heads #10021171, #10024361A, #10024365, & #10024365A

Dart heads #10021070, 10024361, or 10024360 Mopar

#p5007145 or OEM 1.92 intake, 1.625 exhaust.

No GM 202 heads. No Vortex heads.

Milling of heads permitted. No angle cutting.

Screw in studs, guided plates, stud girdles and poly locks permitted.

Valve springs must be stock configuration and specs for engine. 3-angle valve job permitted.

1.270 o.d. maximum valve spring diameter.

1.5 ratio roller rockers allowed. Stud girdle allowed. No shaft mounts. No 1.6 ratio.

GM 350, Ford 351, Mopar 360, C.I.D. 060 plus wears. No Clevelands.

Flat tappet camshaft and lifters only. Lifters must be stock diameter.

EXHAUST:

Headers permitted. No TRI-Y headers. Mufflers allowed.

INTAKE MANIFOLD:

Stock OEM, Edelbrock Torker or Performer only (Part #'s 7101, 2701, 2101) No air gap intakes.

No Victor Jr. manifolds, no marine manifolds or any other high performance manifolds allowed.

PISTONS & RODS:

Any sportsman Chevy 5.7 rods. Ford 6.0 rods. No H beam rods, floating pin ok.

Any flat top or dish piston. No Dome tops. Piston must not protrude above cylinder deck surface.

No aluminum rods.

CRANKSHAFT:

GM 3.480" Stroke, Ford 3.50". No knife edge, may balance. No grinding on any part of crankshaft. Must have a legible part number, if there is no part number it will be deemed illegal.

Cast crank 48lb minimum and steel crank 51lb minimum. **NO TOLERANCE!**

CARBURETOR:

Florida Open and Open engine may run Holly 4412 500cfm 2 barrel must pass NO-GO gauges. No grinding or polishing. Must have choke horn. May remove choke plates. May change jets and power valve. May use billet parts.

Florida Open engine may use 1850 HOLLEY 600CFM, Vacuum secondary only. May change jets and power valve. Center hung float bowls, fuel log and quick change secondary spring pod approved. Must pass track GO/NO-GO gauges. May run secondary metering block.

Max carburetor adaptor or spacer is 1.625 including all gaskets.

No electric fuel pumps. No Belt drive fuel pumps.

No vacuum pumps

602 Crate engine may run any Holley style carb with no more than a 1.250 spacer including gaskets.

Crate engine:

GM PART NUMBER 88958602/19258602

THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM. ORIGINAL GM SEAL BOLTS. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.

THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. 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 EXPULSION FROM RACING WITH TRACK FOR THE REMAINDER OF SEASON AND INTO NEXT SEASON IF NEAR END OF YEAR.

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 ENGINE.

NO VACUUM PUMPS.

ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS.

ENGINE'S GM SERIAL NUMBER, AND WHEN APPLICABLE MUST BE CLEARLY VISIBLE TO TECHNICAL INSPECTORS.

ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT.

MAY RUN ANY HOLLEY STYLE 4BBL CARB WITH NO MORE THAN 1.250" SPACER INC GASKETS

No belt driven or Electric fuel pumps.

ENGINE LOCATION:

All Engines must be mounted in center of chassis. #1 spark plug must be in front or centerline of upper ball joint.

OPEN ENGINE OPTION:

Any small block engine with 2.02 valves, Vortech heads and/or cubic inches exceeding 362in must with a gauge legal 500cfm 2bbl Holley 4412 carb with no more than 1.625 spacer including gaskets. Steel block and Steel heads only-No porting or polishing. Any intake-No porting or polishing. Stud mount rockers only. No stud girdles. Stock diameter valve springs Only-1.250" Maximum O.D. (Beehive Spring Allowed 1.310" maximum O.D.) No double valve springs. Any manufacturer (Chevy, Ford, or Dodge). Any Steel, Non-ported/polished cylinder head.

IGNITION:

Aftermarket ignition allowed. May have aftermarket high performance module with printed circuit board on HEI. May run soft touch Rev Control-Must not be within reach of driver.

MSD Allowed. No adjustable ignition timing boxes/devices. No traction control. No magneto's. No crank triggers.

CLUTCH:

Any Steel flywheel (Must weigh no less than 14lbs with bolts) and single disc stock style diaphragm clutch assembly. Min 10 1/2". No Aluminum Parts. Clutch disc must be full circle. May use solid hub clutch disc. No Puck style. Steel Bellhousing Only!

If using multi-disc/internal clutch option must have steel flex plate/flywheel and can run Aluminum Bellhousing.

BRAKES:

Steel GM style calipers only, No Aluminum, No Dual piston calipers. No scalloped rotors. No drilled rotors. No grooved rotors. No titanium, aluminum, carbon fiber or exotic material rotors. Must be mounted solidly-No brake floaters.

Dual master cylinders allowed. May be adjustable from driver's compartment. May have RF brake shutoff within driver's reach.

RADIATOR:

Any radiator, must remain in stock location. Water for coolant only.

TRANSMISSION:

Must be stock type with forward and reverse operating.

When utilizing Bert/Brinn/Falcon internal tranny clutch option you must use standard style block mount starter. No reverse mount starter. Aluminum bellhousing allowed. No ball spline.

If using multi disc clutch, must have steel flex-plate/flywheel-No Aluminum or titanium. Triple disc ok. Aluminum bellhousing allowed. No reverse mount starter.

DRIVESHAFT:

Must be painted white. Must have safety hoop. No ball spline.

REAR END:

Interchanging of rear ends, gear ratios and locking permitted. NO quick change.

Trailing arm brackets may be aftermarket. May have multiple holes. Ford 9-inch floater rear end ok.

WHEELS & TIRES:

8" wide steel wheels max. May run 10" wheel for 2017 season. May run bead lock wheels in any position. No wide 5 wheels or adapters.

Tires 8" wide. Must be track approved. Hoosier H500 only.

Minimum 1/2" lugs and 1" nuts required for safety. 5/8" Studs preferred.

Modifications to wheel bearings for safety permitted.

Tire will be the Hoosier H500 . No grooving of tires. No Siping allowed. No chemical treating

FUEL CELL: MANDATORY.

Racing gas or Pump gas will be permitted. No other additives. No oxygenates. E85 is allowed.

WEIGHT:

Florida Open engine option may run Holley 4412 500cfm gauge legal 2 barrel or Holley 1850 600cfm carb with no more than 1.625" spacer including gaskets at a minimum weight of 3150lbs with conventional transmission and clutch as outlined.

May run Florida Open engine option with Gauge legal Holley 4412 500cfm 2bbl and no more than a 1.625 spacer including gaskets with Bert/Brinn/Falcon internal clutch tranny or multi-disc clutch at a minimum weight of 3250lbs.

602 Crate engines may use any Holley type carb with 1.250 maximum spacer including gaskets at minimum weight of 3050lbs with conventional transmission and clutch as outlined or may run Bert/Brinn/Falcon Internal clutch tranny or multi-disc clutch at a minimum weight of 3150lbs.

Open engine option must weigh a minimum of 3400lbs with a gauge legal 500cfm 2bbl Holley 4412 carb with no more than 1.625 spacer including gaskets with conventional transmission and clutch or Bert/Brinn/Falcon internal clutch tranny or multi-disc clutch.

If using a Johnson fabricated frame and/or Johnson tubular lower control arms an **additional** 50lbs weight penalty must be added in front of flywheel (50lbs weight must be split into 25lbs on each side of engine within length of engine).

25# weight break for Full Containment Seat and 25# weight break for HANS/Head restraint System-Foam neck brace does not qualify.

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 and state their package and weight. Tech-man will inspect, evaluate and make a decision on accepted package and weight. Sticker will be applied to car for post-race with weight. Tech-man will record and compare after each race. If you change your package you must go back through tech to record.

\$200 claimer per shock. Cash only. Must provide your same location shock for exchange.

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.

Chassis Protest: Tear down and inspection of Chassis and suspension (shocks, springs and all mounting points) will be \$500(of which \$100 will go to tech inspector.)

Built Engine Protest: To pull a head, the protest will be \$250 (of which \$50 will go to tech inspector. To pull a engine out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector).

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

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.

