

~VOLUSIA SPEEDWAY PARK~

Rules 2016 – UPDATED 2-26-16!

Divisions Rules for Late Model, UMP Modified, Limited Late Model, Hobby Stock, V8 Thunder Stock, Mini Stock & Gladiator

Rule Book Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of 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.

Raceceivers are mandatory

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

LATE MODEL

THIS IS A PROTEST DIVISION NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

NO TRACTION CONTROL ALLOWED

Glow Sticks allowed in designated areas only. NO FLASHING, See officials

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 95 rating. Neck brace or Hans device recommended.

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.

Aluminum racing seats are mandatory. A single quick release 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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.

We are running, NLMSS motor 2300, 362 motor 2450, 525 motor 2350 with 50 lbs in front of flywheel D21 & D55 and 70 Tires.

<http://www.lucasdirt.com/rules>

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

MODIFIED

NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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.

Aluminum racing seats are mandatory. A single quick release 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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.

SEE UMP DIRT CAR OPEN WHEEL MODIFIED RULES

<http://www.umpracing.com>

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

LIMITED LATE MODEL

THIS IS A PROTEST DIVISION NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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.

Aluminum racing seats are mandatory. A single quick release 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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.

BODIES:

Late Model type bodies Optional with 8" spoiler.

All bodies must remain stock appearing.

After market steel and/or aluminum bodies may be used and must remain stock appearing.

NO fiberglass bodies allowed. A fiberglass roof and hood are allowed. Must be able to prove that these items meet fire retardant standards.

Stock-type nose pieces are optional.

No lowering of roofs.

Factory-type bumpers or round tubing in original location. NO SHARP EDGES. ALL BUMPERS MUST TURN BACK TOWARD FRAME.

No wings, no mirrors.

Skirts allowed 6" below front bumper.

TUNNEL Drivers' side must have full floorboard. Drivers' seat must be 3" ahead of left rear wheel.

Must have tow hook on front and rear of car.

FULL WINDSHIELD SCREEN MANDATORY. (Maximum 1×2 square).

Pick-up truck bodies – OK. Must have truck type nose.

CHASSIS AND SUSPENSION:

Steel tubular clip chassis or stock clip chassis are allowed.

No aluminum or titanium allowed in chassis construction.

Rear frame optional. Minimum wheel base is 101 inches.

Any round tube, square tube or rectangular tubing with minimum 1 ½ inch X .083" wall tubing.

Cars must have a suitable steel roll cage in drivers compartment including seat bracket and head rest mounted safely.

A minimum of three (3) door bars are mandatory on driver's side of roll cage. Each door bar must be round tubing with a minimum of 1 ½ inch X .095" wall thickness.

All cars must have either a 16 gauge steel plate welded to outside of door bars or a ¼" aluminum plate bolted to outside of door bars.

This plate must reach from lowest door bar to highest door bar and from behind driver's seat to at least 6 inches in front of seat.

Roll cage must extend at least 1" above driver's helmet.

Roll cage must be welded to the frame.

Frame to body or motor to frame optional. Engine to body optional.

Front suspension, steering box, steering quickener, rack and pinion, and a-frames are optional.

SHOCKS:

Racing shocks allowed.

Steel or Aluminum Coil-over and coil-over eliminators allowed. Spring size optional.

NO canister or remote reservoir shocks allowed.

Steering rods may be shortened or lengthened. Tie rod ends may use steel or aluminum adjustment sleeves plus heim tie rods. STEEL HEIM JOINTS ONLY. NO aluminum or titanium. Aftermarket spindles OK. Sway bars and safety hubs on front are optional.

Rear suspensions optional. i.e. Coil, coil-over, coil-over eliminators, or leaf springs allowed. No mismatches: i.e. leaf/coil combination. Must be same on both sides of rear. No fiberglass or carbon fiber springs. Sliders on rear leaf cars permitted. 4-bar or 3-bar suspensions are allowed.

Fifth coil set-ups on lift bars allowed. All trailing arms or heim joints on rear suspension must be steel. NO aluminum trailing arms or heim joints. Birdcages on rear ends are allowed. These birdcages are allowed to swivel. Single pan hard bars may be used on coil spring cars only, but must be approved by Tech Inspector. Heim ends may be used for mounting. NO adjustments while running.

REAR END:

Rear End may be locked, Interchanged in rear end permitted. 2" offset rear ends. Quick change optional. Stock floaters optional. No Detroit lockers or any other ratchet type rear end; spools are authorized, steel or aluminum.

Rear safety hub. Dual spline axle (safety hub) will be allowed. Grand National type.

BRAKES:

Brake and clutch pedals may be stock or aftermarket style. Four wheel disc brakes permitted. Calipers are optional. All must be operating. Right front brake optional.

DRIVE SHAFT:

ALUMINUM, STEEL, and CARBON FIBER allowed. Must have driveshaft loop.

TRANSMISSION:

Must have operational reverse gear. Automatics may remove torque converter.

Bert and Quick-change transmissions OK.

NO direct drive or in/out boxes allowed.

CLUTCH:

Any type clutch in stock location. Ram couplers OK.

MUST HAVE A 3" INSPECTION HOLE IN BELL HOUSING.

RADIATOR:

Must be in stock location. Aluminum radiators allowed.

ENGINE:

Engine must be stock except for those items specifically spelled out in these rules. NO interchanging of internal parts. No high performance engines or parts. ALL accessories must be powered by engine.

MINI-STARTERS ALLOWED. No aftermarket blocks. Manufacturer only oil pump. Engine oil pump may be high pressure and high volume. (Stock configuration).

GM CRATE MOTOR:

GM Crate Motor 602 (GM part number 88958602) are allowed.

The 602 crate motor must remain sealed as it was supplied by factory.

NO ALTERING, TAMPERING, CHANGING OR REMOVING OF ANY PARTS WILL BE ALLOWED. The GM Crate Motor #604(88958604) is allowed in the Limited Late Model class but may only use Holley 4412 or 80541 for carburetion.

BLOCK:

Milling of block permitted. Porting or polishing block is not permitted. NO ALUMINUM BLOCK. Lifter trays and screen on top of block allowed.

PISTONS:

Any flat top piston, maximum .060 overbore, + .015 tolerances. Floating wrist pins allowed. Engines may be balanced.

RODS AND CRANKSHAFT:

Stock stroke for block being used +.010 tolerance. GM 350, Ford 351W, Chrysler 360. No 400 blocks.

Rods GM 5.7"

Ford 5.956"

Chrysler 6.123"

Any steel rod.

Polished stock rods.

Crank balancing optional.

Minimum weight on crank – 48 lbs.

HEADS & VALVES:

Any ratio rocker arms.

All Chevy heads must remain within one degree of 23 degree valve angle heads.

Dodge heads must remain within one degree of 18 degree valve angle.

Ford heads must remain within one degree of 20 degree valve angle.

ALL HEADS MUST BE OEM STOCK OR OEM STOCK REPLACEMENT HEADS. APPROVED OEM STOCK REPLACEMENT STEEL

HEADS:

Dart Heads: World Products: GM Performance Parts:

10021070 #043600-1 or -2 #3991492

10021070s 043610-1 or -2 141010837

10024360 043640-1 or -2 1409621

10024361 043650-1 or -2 10239906-vortec

10024362 12558062-vortec

10024364 Summit Racing:

10024365 #SUM-151124-vortec Racing Head Service:

10024370 #12400

12402

12407-vortex

Pro Topline: Smiley's Racing Products:

223 7694 167T #CC167CS

223 7694 217 CC167ES

223 6494 083 JPA350HS

223 6494 906- Vortec JPA350HH

JPA350HL

Dodge or Ford OEM Stock Replacement heads must be approved by Volusia Speedway Park tech.

NO titanium valves. Valve retainer optional. Stainless steel valves O.K. No porting, polishing or gasket

matching. NO ALUMINUM HEADS. Screw-in studs and guide plates optional. Roller rockers optional.

Valve springs optional, machining of head for large valve spring O.K. Retainers optional.

VALVE SIZE:

Chevrolet: intake-1.94" maximum / Exhaust maximum 1.625

Ford: intake- 2.02" maximum / Exhaust- 1.654" maximum

Mopar: intake- 2.02" maximum / Exhaust- 1.625" maximum

INTAKE MANIFOLD:

Any aftermarket 4-barrell intake may be used. No porting or polishing, or gasket matching allowed. Maximum 1.65 inch height adapter plate between carburetor and intake manifold. This includes spacer plus 2 gaskets.

ENGINE LOCATION:

Tubular clip chassis= Chevrolet engine-maximum 6" set back. No Tolerance. Must have 100 lbs. added in front of flywheel.

Ford engines-maximum 6" setback. Must have 50 lbs. added in front of flywheel.

Stock clip chassis= maximum 6" set back. No tolerance.

Engine may be offset a maximum 2" from center, measured from ball joints.

CAMSHAFT:

Any flat tappet cam and lifters. No mushroom lifters or roller cams

Any non-adjustable push rod allowed.

IGNITION:

Any stock factory electronics permitted. Dual point distributor may be used as long as one side is blocked off and functions only as a single point system. External coil wires on G.M. electronic distributor ok. MSD BOXES Ok.

One 12-volt battery per car. NO 18-volt batteries.

No battery inside driver's compartment.

ALUMINUM WATER PUMP PERMITTED

FUEL SYSTEMS:

NO ROTARY FUEL PUMPS. NO ELECTRIC FUEL PUMP.

Any stock (GM TO GM) fuel pump or aftermarket pump. Carter, Holley, etc. 8 lbs. pressure MAX.

CARBURETOR:

Holley 4412 2 bbl. 1850, 3310, Holley 80541, or Quadrajet.

. Choke plate may be removed.

. Jets and Power valve may be changed.

. NO Other modifications to increase air flow.

. Billet metering blocks allowed.

CARBURETORS MUST PASS TRACK GAUGES.

FUEL TANK:

Fuel tanks 33 gal. maximum.

Plastic fuel cells must be encased in aluminum canister.

No electric fuel pumps. Fuel petroleum base. (GAS!) Regular pump type gas, CAM2 or equivalent. NO TRICK ADDITIVES...NO ALCOHOL, etc.

WHEEL AND TIRES:

Hoosier D21, D55 or 70. 10 or 12 inch steel or aluminum rims.

No tire softeners. NO soaking of tires. NO preheating of tires. No chemicals of any type inside tire except oxygen or nitrogen.

EXHAUST SYSTEMS:

Headers or stock exhaust manifolds O.K.

Definition of stock means no modification to factory parts or factory specifications.

P. WEIGHT:

Total weight minimum after race with driver. Stock front clip cars = 2650lbs.

Stock front clip cars with 602 crate motor = 2500lbs.

Tubular clip cars = 2700lbs.

Tubular clip cars with 602 crate motor = 2550lbs.

All tubular clip cars with Chevrolet engine must have 100 lbs. mounted in front of flywheel.

All tubular clip cars with Ford engine must have 50lbs. mounted in front of front of flywheel.

All cars with 604 engines must move 50lbs of lead in front of flywheel.

NO TOLERANCE!!

Top 5 finishers must go across scale after feature and then report directly to TECH SHED. Tech inspector will inspect first five and anyone else track sees fit.

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman..

HOBBY STOCK DIVISION

THIS IS A PROTEST DIVISION NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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 pipe or tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. All rear and front roll cage tubes must sit on original frame. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side.

NO exceptions. 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.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must latch at the top and 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 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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. Stock appearing. No front wheel drive, compacts, foreign cars, trucks or convertibles.

Firewall and floorboards must be stock or steel that is the same thickness (20 gauge or .359) or greater than OEM and in stock location.

Cars without full, stock or stock appearing fire wall and floor pan must add 100lbs.

Floor pan may be removed from behind driver's seat rearward.

Bodies may be hulled. Removal of dash permitted. Trunk must be sealed from driver's compartment.

No sharp edges. Bodies may be cut for tire clearance.

No lowering of roofs. The used any roof considered to be a flat roof by a tech official must be mounted level, front to back and left to right.

Must have stock frame to middle of rear end.

Rear spoiler 6" X 60" or 5" X 72" permitted. Spoiler sides must be same height as spoiler.

Minimum 5" frame height.

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

Aftermarket hood okay. Steel or aluminum body okay (.040 minimum thickness). 72" maximum rear deck width.

Aftermarket nose stock to car must match body. No sloped or late model noses. **Maximum 20 degree angle.**

Nesmith street stock/AR Bodies Approved.

WHEELBASE:

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

No chopping, shortening, or channeling. Altering of the stock frame will not be permitted.

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

The rear frame may be replaced beyond the rear shocks for repairs

Unibody cars may be tied together not to exceed 10" overlap at joint front and rear. No double frame.

CHASSIS AND SUSPENSION:

Must remain completely factory stock. No shortening, chopping or channeling.

FRONT SUSPENSION:

May relocate top A-frames. Tubular upper control arms ok.

May run outboard non-adjustable steel shocks and wedge bolts on front with 50lb weight penalty.

Any steel non-adjustable shock in stock location. Changing of springs allowed.

All steering components must be stock and unaltered for year, make, and model.

Lower control arms and mounts must remain stock to frame being used and unaltered.

AFCO updated centerlink permitted on metric cars. May use steering quickener.

Strut cars may use heims on top of front strut only.

REAR SUSPENSION:

Changing of springs allowed. Coil for coil, leaf for leaf. No Chrysler leafs in a Camaro. **Coil springs must stay vertical.**

Sliders, adjustable shackles 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.

Lower rear trailing arms must remain stock to frame being used and unaltered with the exception of boxing in the bottom of the trailing arm.

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

Any non-adjustable steel shock in relative stock mount on rear.

Aftermarket bushings are allowed as long as arm is not altered, may be offset bushings, no slots or adjustable ends.

No coil overs allowed-any type. No coil eliminators.

SHOCK CLAIMER:

\$125 claim rule on shocks, must finish within (3) spots of competitor. And give up your shocks, as well.

Shocks forfeited must be in working order with no damage.

ENGINE: Must sit in stock location. Engine may be set back with #1 spark plug even with ball joint but must move 25lbs of lead ballast in front of flywheel. **NO TOLERANCE!**

No high performance engines or parts unless noted otherwise herein.

OPTIONAL:

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 okay.

CYLINDER HEADS & VALVETRAIN:

Double hump/fuelie heads okay. 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 #10021070, 10024361, or 10024360

Mopar #p5007145 or OEM 1.92 intake, 1.625 exhaust.

No GM 202 heads. No Vortex heads.

Pinning of rockers arm studs ok. 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.

Stock appearing stamped steel rocker arms 1.5 ration only. Or 1.5 roller rocker optional.

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, under chassis or over the frame rail. Tri-y

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.

Stock OEM manifold 25 lb. weight break.

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. Piston must be stock appearing and in stock position.

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:

Must run factory stock carburetor for make and model. Any Quadra-jet or Holley #4412, two barrel.

Max carburetor adaptor is 1 1/2". No spacers. Adapters only. No carburetor hats or cold air boxes.

Removal of choke, butterflies, shaft and changing of jets and power valve permitted.

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

No other modifications allowed. No electric fuel pumps.

Ford may use 1850 Holley. Jets, power valve, and accelerator pump may be changed.

No secondary metering blocks.

Carburetor claimer \$200.00.

IGNITION:

12 volt battery fired ignition only, **No 16 or 18 volt batteries.** OEM or single point distributor.

HEI ok, super coil ok, no MSD boxes. No traction control. MSD distributors ok.

602 CRATE OPTION:

Sealed crate motor part #88958602 allowed as an option with Holley 80541 carburetor.

Must remain untouched as it comes from the factory. Cars with the 602 must weigh a minimum of 2900lb.

CLUTCH:

Any OEM factory stock steel flywheel and clutch assembly. Min 10 1/2".

No lightweight aftermarket assemblies. Clutch disc must be full circle.

MUST RUN STEEL BELLHOUSING. NO EXCEPTIONS. May use solid hub clutch disc.

BRAKES:

Any OEM factory brakes.

All cars must have at least 3 working brakes.

If RF brake is not use, it must be removed from spindle. No shutoffs.

Brakes cannot be adjustable from driver's seat.

After market brake pedals okay non-adjustable.

RADIATOR:

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

TRANSMISSION:

Must be completely stock with all gears operating.

DRIVESHAFT:

Must be stock steel only painted white. Must have safety hoop.

REAR END:

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

Trailing arm brackets may be aftermarket. Ford 9 inch floater rear end ok.

Stock rear end 75lb weight break.

WHEELS & TIRES:

8" steel wheels max.

Tires 8" wide. Must be track approved.

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

Modifications to wheel bearings for safety permitted. May run bead locks on the right side.

Tire will be the Hoosier A . No grooving of tires.

FUEL CELL: MANDATORY.

Racing gas permitted. No other additives.

WEIGHT:

All cars must weight a minimum of 3000 lbs. after race with driver. Crate motor cars 2900lb.

SAFETY REGULATION:

All cars and drivers must meet & pass safety regulations.

Window net mandatory. Must latch at top.

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

**THIS IS A PROTEST DIVISION
NO RADIOS ~ RACECEIVERS MANDATORY**

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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 pipe or tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. All rear and front roll cage tubes must sit on original frame. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side.

NO exceptions. 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.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must latch at the top and 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 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

21.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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.

CAR:

Any 1970 or newer American made production 2 or 4 door sedan.

The minimum wheelbase allowed is 101", 1" tolerance, centerline of front wheels to centerline of rear wheels. NO TOLERANCE. Unibody cars may be tied together not to exceed 10 inches "overlap at joint front and rear".

Ride height will be as follows, 6" Inch minimum height at stock frame rails.

In case a frame issue comes up from a wreck, get with tech to see how or if the chassis is capable to be put back to be legal. No chopping, shortening, or channeling. No double frame.

No subcompact cars. No foreign convertibles, four wheel drive or front wheel drive cars allowed.

WEIGHT:

3100 lbs. with original driver after completion. **No burn off unless notified.**

BODY:

Completely stock for year make and model. No modifications or alterations of any kind unless outlined below.

Stock body panels or self-made body panels aluminum or steel only that are as close to stock appearing as possible with no sharp edges or protrusions. May be replaced with 18 gauge steel or .040 aluminum. Stock OEM body parts are allowed, may be stock replacement aftermarket.

No fiberglass or aluminum hood must have hood pins in front, hinges or pins at rear. Hood must close in original stock position. Hoods must be steel. 20-22 ga. Steel stock appearing steel okay. **No hood scoops.**

Stock steel roofs are required. No aluminum roofs. No flaring of bodies. **Doors must meet rocker panels.**

Side skirts may be (6) inch maximum height and run length of body from front wheel opening to rear wheel opening.

Rear quarter panels must have stock taper at bottom. Rear skirts allowed, must follow taper of bottom rear quarter panel and meet 6" height rule. Side skirts and must also match 6" inch height rule.

Removal of interior parts which can be removed with hand tools are okay. No cutting of any panels allowed. Any interior part that is flammable must be removed.

Left and right passenger doors may be gutted for roll bars. All exterior trim must be removed. Inner front fender panels may be removed. Fenders may be trimmed for tire clearance.

Complete stock floor pan must be retained. No sheet metal floor pan. In case of repairing damaged, rusting or rotted floor pan you must use same gauge or heavier of stock floor pan.

The window channel on the front doors of a sedan style body may be removed. All other window posts must remain as placed by manufacturer in original location, stock appearing okay. No side windows.

Plastic stock appearing noses only. No slope or late model style noses. **Nose 5" inch minimum from ground.**

Factory spoilers and side skirts are okay. 6" by 60" maximum after-market spoiler. No side spoilers.

Bumpers may be steel tubing with no sharp edges, corners, must be rounded. Pipe may not be larger than 1 3/4" by .095 thickness.

Steel tubing may be used to brace or protect radiator. One hoop bar over radiator attached to frame horns may be used. It may be braced with bars angled to frame horns.

Inner skin of hood and trunk lid may be gutted. Floor of trunk area may be removed from centerline of rear end back.

May have rub rails (one per side only) made of 1" round or square tubing, ends must be capped at a 45 degree angle. Lexan style okay.

Trunk and fuel cell must be tightly sealed from the driver compartment. **Trunk must retain stock dimensions and open.**

May deck from behind driver seat to rear window. Rear spoiler, from deck height to top of spoiler must not exceed 6" at any angle.

Dashboards are required and may be made of steel or aluminum.

All sheet metal, roof height, firewalls, floor pans, and body mounts must remain in stock location and dimensions.

Performance Bodies Camaro panels must be steel and approved by tech for stock appearance.

CHASSIS & SUSPENSION:

All chassis, suspension, and steering components must be stock for year, make, and model unless otherwise noted. Quick release allowed. Quick steer okay.

FRONT SUSPENSION:

11" or 12" springs only, no spring cups. May trim for ride heights. Spring rubbers approved.

Caster and Camber may be adjusted with any length bolts. Stock unaltered upper and lower control arms.

Upper and lower control arm mount must be stock, unaltered. Strut towers must remain stock and unaltered. Factory replacement offset upper control arm shaft okay. Polyurethane bushings permitted.

Sway bar may be removed. If the sway bar remains on car it must be stock mount and non-adjustable for year, make, and model. **Both sides same height.**

REAR SUSPENSION:

Rear springs must stay vertical in stock location, may use aftermarket perch in stock location only.

Rear coil spring bucket spacers okay, non-threaded. Heights optional.

Upper and lower trailing arms and mounting points must be stock and unaltered. Polyurethane bushings permitted, No offset bushings.

Leaf springs may run aftermarket shackles to compensate for bent frame rails, may be adjustable. Shackles must be the same length. No composite leaf springs. Lowering blocks may run up to two inch max. Can interchange one inch or two inch. No adjustables.

Cars with factory torque arms and panhard bars must stay completely stock, mounting points must remain in stock location, non-adjustable and unaltered.

SHOCKS:

ANY SHOCK ALTERED FROM ORIGINAL MANUFACTURERS SPECIFICATION OR PRODUCTION WILL BE DEEMED ILLEGAL.

50/50 or split valve stock replacement shocks in factory stock location only. Shocks must mount as manufactured, by manufacturer without alteration to any part of shock with the exception of direct mate extension (stud to stud, t-bar to t-bar). No adjustable shocks. **No 9" inch stroke shocks on rear.**

No racer friendly (do it yourself) screw on or welded ends. Factory welds or manufacturer mounted ends acceptable.

SIMPLE SOLUTION: BUY A SHOCK, REMOVE FROM MANUFACTURERS BOX, BOLT IT ON.....

Must be steel, no welding, cutting or grinding on any part of shock stem, body or mount.

Shock manufacturer and part number must be legible for shock identification.

Shock claimer rule, \$75 per shock and must forfeit own shocks. Driver claiming shock(s) must have finished in top five (5) and be on the lead lap. Claim and money must be presented to tech official within ten (10) minutes of race completion. Claimee must also bring car straight to tech after completion of race for exchange.

ENGINE:

Stock for make and model. GM350, Chrysler360, Ford351 MAX. Metric cars will be allowed 350 cubic inches.

Engine location in stock position for make and model in factory mounts. Engines must remain strictly stock as produced by manufacturer. No modifications of any kind unless outlined herein.

All internal components cannot exceed factory OEM specs. It is your responsibility to provide factory data to back up your specs and not the tracks. No high performance parts of any kind unless noted otherwise herein.

602 Crate Engine Approved. Must be factory sealed. All VSP rules apply.

Any competitor caught tampering with crate engine. 1st offence ~ two weeks suspension, 2nd offence ~ suspended for remainder of season.

Will be teched by G.M. Specifications.

Grate Engine Carburetor: Holley 80541HP

No billet parts. Must remain within Holley specifications.

Must pass track gauges

ROTATING ASSEMBLY:

Eagle Rods part # 5700 BPLW non-bushed or bushed. Scat Rods part # 31CR5700 bushed or non-bushed.

Crankshaft OEM stock cast or forged. May balance on bottom of counter weights only. No grinding on any part of crankshaft. Must have a legible part number, if there is no part number it will be deemed illegal.

May use Eagle Crank part # 103503480 two piece or one piece. Scat crank shaft part # 9-10442 two piece or # 9-10526 one piece. 3.48" stroke only. 48 lb. cast crank. 51 lb. steel crank. No knife edge, may balance.

OEM 4 eyebrow flat top pistons are okay. Stock type replacement with stock type configuration, forged pistons ok. Total dry weight of piston, rings, pin, and rod will be a minimum of 1194 grams. Bearing not included.

Piston must be stock appearing and in stock position. 3 Ring grooves, stock diameter wrist pins. Piston material must extend passed wrist pin boss. No drilling, cutting or grinding on any part of piston. No gas porting.

Maximum overbore allowed is .060 + .010 for clearance. Piston must not protrude above cylinder deck surface. Stock replacement balancer, No fluid dampeners.

CAMSHAFT & LIFTERS:

GM .390/.410, Ford .425/.450, Dodge .390/.420, Pontiac .388/.424 maximum lift at valve. Hydraulic only.

Camshaft may be degreed. **Hydraulic flat tappet lifters only**, No solid lifter. Must be stock OEM diameter lifters.

Any 3 piece steel timing chain and gear set. Cam buttons approved. No gear drives. **No 4-7 swap camshafts.**

CYLINDER HEADS & VALVETRAIN:

Heads 70cc minimum. 56cc head is acceptable for Ford Engine only with a 50 pound weight penalty.

3 angle valve job is okay. Final cut no greater than 75 degrees.

Must use stock valve size for cylinder head used. Maximum valve size 1.94 intake 1.50 exhaust.

No 2.02 head. No Vortec. No closed chamber. No angle milling. No porting, No gasket matching.

Bronze guides okay. Stainless OEM stock replacement valves. Neck downs and swirl polished are okay.

1.270" O.D. maximum valve spring diameter. No beehive springs, No wedge or taper springs. **No dual valve springs.**

OEM replacement valve spring retainers are okay. No light weight, aluminum, or titanium.

Rocker arms 1.5 ratio stamped steel only. No other ratio, no roller tip, no roller.

Screw in studs, guide plates, and poly locks are okay. **7/16 studs allowed.**

No stud girdle. Absolutely untouched accept for what is specified in the rules.

Lifter valley baffle and screens are okay. Push rods stock length and diameter. (7.800") **Hardened push rods approved.**

CARBURETOR & INTAKE

GM factory OEM stock 2 or 4 Barrel Quadrajet (choke plate and shaft may be removed).

Optional carburetor is the Holley 4412 500 cfm with Mr. Gasket PT#1929 adapter.

May remove choke plate and shaft, change jets, power valve and accelerator pump.

Ford may use Holley 1850. Ford may use Mr. Gasket 1933, which is a 2 barrel to 4 barrel adapter.

May remove choke plate and shaft, change jets, power valve and accelerator pump.

No secondary metering block. Any air cleaner, steel top. No air boxes.

Cast iron intake only. No marine or bowtie intakes. No gasket matching, grinding, or porting.

IGNITION:

12 volt battery fired ignition only **no 16 or 18 volt batteries**. Battery must be self-contained and securely mounted in battery tray. OEM points or HEI distributor only. May use billet distributor housing.

Distributor may be locked. May use curve kit. No printed circuit board modules. No hot coils.

No aftermarket modules. Alternator is okay.

TRANSMISSION & DRIVETRAIN:

Rear end must be strictly stock for make and model. Welded rear end is okay. Mini spool is okay.

C-clip eliminator kit is allowed. May use aftermarket OEM replacement axles. **NO FULL SPOOLS! No lockers period. NO CAMBERED REARENDS!**

Z/28 flywheel is okay. **Minimum weight is 14 lbs. Weight does not include bolts.** Solid hub clutch discs are okay. Must be full circle.

No lightweight clutch assemblies, stock replacement. Steel bell housing. All standard transmission must have a scatter shield.

Cars that did not come with a standard transmission can use a hydraulic clutch pedal, slave cylinder or release bearing.

EXHAUST:

Stock OEM cast iron manifold or under chassis header with 3 inch collector. **3" inch 45' or 90' degree turn outs approved. If you retain exhaust pipes, must be 2 1/2" from collector past driver.**

Must show receipt or part number for header. \$250 max on header.

Mufflers are okay. Center dump manifolds okay without frame alteration.

FUELS:

No additives allowed. Pump or racing fuel is allowed. Maximum of 22 gallon fuel cell.

Cutting the trunk for the fuel cell is permitted. No electric fuel pumps.

Fuel cell must be in 18 gauge can and centered.

Must be securely mounted with at least two 2" by 1/8" steel straps.

BRAKES:

Stock factory OEM 4 wheel working brakes only (calipers must be the same size).

No brake bias devices of any kind. May remove OEM proportioning valve. No aftermarket brake pedals.

Rear disc brakes allowed, this is for safety. No aluminum, or light weight calipers. No aluminum rotor hats, steel only.

Brakes must retain OEM stock master cylinder and stock pedal assembly. No drilled or scalloped rotors.

WHEELS & TIRES:

Maximum 8" wheels. Minimum 7/16" studs with 1" lug nuts on all 4 wheels.

Tires must be DOT approved. Radial 70 series only. All tires must be same size except right front.

May use (1) beadlock anywhere. No wheel spacers. Any offset (2,3,4)

RIGHT FRONT WHEEL:

8" or 10" wheel with Hoosier A 40 will be the only tire, 26.5 or 27.5 is acceptable.

No wide fives with adapters. No wheel spacers.

OPTIONAL:

Pulleys, oil pan, oil pump rod, engine fasteners, any steel fan, stock replacement fuel pump (8psi max.), fuel pump rod, valve covers, air cleaner (steel or aluminum top), motor mounts (block mount, no mid mounts), distributor cap, rotor, wires.

Aluminum radiator and water pumps are okay. Water only for coolant.

Aftermarket power steering pump and engine cooler are okay.

Stock configuration style solid motor mounts allowed and must be mounted in stock location.

May chain, strap, or use OEM replacement urethane motor mounts.

For any other mounts please check with tech official before installation

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

MINI STOCK DIVISION

THIS IS A PROTEST DIVISION NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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 pipe or tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. All rear and front roll cage tubes must sit on original frame. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side.

NO exceptions. 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.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must latch at the top and 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 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of your car on the track at any time you are immediately disqualified from the event.

Throttle toe strap is mandatory. Throttle linkage must have two return springs.

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.

COMPETING MODELS

Any four cylinder American or Foreign made production sedan.

No sports cars, convertibles, high performance cars, station wagons, turbo or rotary cars.

BODY

After market bodies legal, **stock appearing noses only. No homemade wedge noses.**

Trunk and engine compartments must be sealed from driver's compartment with a steel firewall.

Must have safety bars in front of driver.

Must pass safety and technical inspection.

Spoilers maximum 6 inches high may not exceed width of rear deck.

SUSPENSION

Stock type suspension.

Changing of springs permitted.

Front Coil overs ok.

Lowering blocks and wedge bolts permitted.

Strut cars may use adjustable plates for caster camber adjustments.

Frame may be tied together with box tubing.

Tube chassis ok, must be tied to driver compartment.

Rear suspension optional.

After market rack and pinions ok.

Any stock chassis with full firewall, floor pan and suspension mounts or pick-ups will receive a 50 lb weight break. (Must be approved by the tech official before race.)

ENGINE

Front of head must not sit more than one inch behind ball joint.

No porting or polishing.

No 2000 truck engines.

HEADS

No aftermarket or 4 valve heads permitted.

Overhead cams may machine lifters bosses for lash adjusters.

Overhead cam heads may have cam towers reinforced.

VALVE

Three angle permitted.
Stainless valves ok, must be stock diameter for engine.
May use aftermarket springs retainers and locks.
No titanium anywhere.

PISTONS

Any flat top maximum .060 overbore plus wear.

RODS

Steel rods only. May change rod bolts and float pin end of rod.

CRANKSHAFT

Stock cranks only
No light weight or knife edging.
May balance with normal balancing procedures.

BLOCKS

Stock blocks only. No aftermarket. Piston may not protrude from deck.
Head main studs optional.

OPTIONAL EQUIPMENT

Valve covers, oil pan, air filters, camshaft, headers and timing gears. No roller gears. No roller cam lifters or rocker arms.

INTAKE

Stock OEM unaltered intake

CARBURETOR

Factory stock carburetor or stock factory replacement carburetor or any track approved two barrel not to exceed 500 CFM.
May run Holley 4412, 500 CFM two barrel.
Removal of choke butterflies and shaft permitted.
May change jets.

Carburetor Adapter

May be made of aluminum or material to isolate heat.
May not exceed 1" height.

IGNITION

Must be stock type, battery operated.
Optional aftermarket MSD ok.
No crank triggered.

FUEL

Gasoline only!
May run electric fuel pumps with oil pressure cut off switch and master electrical shut-off switch.
Accessible to driver and safety personnel.

TRANSMISSION

Stock type must have all forward and reverse gears.
Steel drive shafts only. Must be painted white.

REAR END

Interchanging of rear ends and transaxles permitted.
Locked differential permitted.

CLUTCH

Stock diameter steel flywheel (8 lb minimum). Stock diameter clutch assembly (8 lb minimum). Racing disc permitted

BRAKES

Must have 3 working brakes
May run aftermarket pedals and master cylinders.
Brake bias permitted.

TIRE/WHEELS

8" wide track approved racing tires permitted (Hoosier RC-4).
Steel wheel only 8" maximum width.
Over-sized studs and lugs permitted for safety.
13 inch tires only.
May run bead locks on right side.

FUEL CELL

Mandatory! Must pass safety inspection.

BATTERY

May be relocated and must be covered and securely strapped down.
Cars must be self-starting at all times.

WEIGHT

Minimum weight one pound per cc minus 150 lbs. No penalty for overbore.

i.e. 2300 = 2150

(2500 cc engines must weigh 2350)

Any stock chassis with full firewall, floor pan and suspension mounts or pick-ups will receive a 50 lb weight break. (Must be approved by the tech official before race.)

The absence of a specific rule or item does not mean it is approved. Consult with the tech for approval. All interpretations by the track are final. The track reserves the right to add weight to any competitor in the fairness of competition.

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

GLADIATOR DIVISION

THIS IS A PROTEST DIVISION NO RADIOS ~ RACECEIVERS MANDATORY

SAFETY:

The Volusia Speedway Park officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

Glow Sticks allowed in designated areas only. See officials

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 95 rating. Neck brace or Hans device recommended.

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.

NO exceptions. 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.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must latch at the top and 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 4 point harness (minimum 3" belts) dated 2011 or newer is required in all vehicles. All required belts must be in use anytime the car in 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 weighs must be painted red or orange. If weight falls off of 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.

Keep it inexpensive, easy and fun. The general rules apply to drivers eligible for this division.

SAFETY: SPECIAL TO GLADIATORS

4 point safety harness mounted to roll cage. Lap portion may be mounted securely to the floor or original seat belt mounting points.

Battery disconnect switch must be accessible to driver, track safety crew and track officials.

Fire suit, fire shoes, and fire gloves required. Neck brace recommended.

DOT approved helmet and safety goggles or face shield.

Window net with approved release. Drivers windshield must be removed and have bars or wire mesh installed for safety.

If no factory installed fuel shutoff, one must be mounted within reach of the driver, safety crew, and track officials.

Approved fire extinguisher mounted within reach of driver.

Battery may be relocated to driver's compartment. Must be in a marine type sealed battery box.

CAR or TRUCK:

Any 4 or 6 cylinder, front or rear wheel drive car or truck, max 106" wheel base.

COMPLETELY STOCK OEM! No turbos or super chargers. No special order or high performance cars.

Must be available for purchase in the USA. No gutting, chopping, torching, or cutting. LEAVE IT ALONE!

Engine: Completely OEM stock engine for year make and model. NO TINKERING with engines. GM 3.1 maximum. Ford 3.0 maximum. Dodge 3.0 maximum. No boring. No cleaning of engines.

Differential: Stock OEM for make and model. Cannot be welded or locked. No posi-traction

Suspension: Stock OEM. No modifications of any kind.

Transmission: Stock OEM. No modifications of any kind.

No fuel additives.

Tires: All tires same size all rims same size. 13", 14", 15" or 16" rims okay. Stock offset. 60/70/75/78/80 series DOT tires approved. No truck or trailer tires. No truing or SOAKING of tires. No leaning of tires.

Aluminum wheels ok.

Stock gas tank in stock location as long as it is in front of the rear axle. Optional fuel cell/steel boat gas tank (max 12 gallon) IF MOUNTED IN TRUNK. Must be in a steel case with at least 2 steel straps mounted securely to the floor of the trunk.

Remove all glass from vehicle. Door panels may be removed to remove door glass. Doors must be welded shut. Hood hinges must remain in stock location. All hoods must have hood pins, latches removed. All body sheet metal must be kept in place. Trunks must have lid pins and latches removed. Trucks must weld tail gate shut. No sheet metal screws, pop rivets only.

Head lights and tail lights must be removed. If equipped with a third tail light in the middle leave and let the fans watch it. Remove the hood insulation.

Roll Cage: 4 point minimum. Must have at least single loop roll bar with crossbar and down bars. Cage may exit driver's compartment. Must be welded to 4" x 4" x 1/8" plate and bolted or welded to floor pan or frame. Driver's door bar must extend 3" past front and rear of driver's door. Continuous welds must be used on all joints.

If equipped with airbags they must be disarmed.

Keep the horn in working order so you can honk it at the fans.

Catalytic converter and muffler may be removed. Exhaust must exit past driver.

CAR CLAIMING PROCEDURES:

In order to claim a car the driver must have competed in six race events in the Gladiator division. The driver must finish on the lead lap and behind the car he/she is claiming. The driver then may claim the car for \$650.00 cash. The driver must stop on the front straight away and notify the flagman of the claim. Then the cars will be pushed to tech. The driver being claimed may remove all safety equipment from the car including fuel cell if installed. The driver being claimed keeps the entire amount of cash \$650.00 and the car of the claiming driver. The claiming driver may also remove his/her safety equipment. If a driver refuses to surrender a car being claimed he/she will be disqualified. Abuse of this claimer rule will not be tolerated. Volusia Speedway Park reserves the right to also claim any ones car in the division for the same dollar amount. Remember inexpensive racing!

Drivers may not move down more than one division without permission from the management. The top three finishers from the previous week will start at the rear of the feature the next race event.

Top three (3) from previous week must start last. Next to last and 2nd to last next time driver and car show up. Anyone winning three races in a row will be torn down by track.

RULE BOOK DISCLAIMER: THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF 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 THE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL. THE TRACK RESERVES THE RIGHT TO ADD WEIGHT IN THE FAIRNESS OF COMPETITION.

DISCLAIMER:

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult techman 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.

No grinding or defacing of any casting numbers. Any motor parts with missing or altered casting numbers are illegal regardless of the reason. To pull and inspect a carburetor is \$50. To check lift on camshaft will be \$100. To pull a head, the protest will be \$200. To pull a motor out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector). Tear down and inspection of chassis and suspension (shocks, springs and all mounting points) will be \$500 (\$100 will go to tech inspector). Should the car be found illegal, the money minus the \$100 on a motor being pulled will go back to the protesting party. Total tear down of engine and suspension will be \$1,000 (\$200 to tech inspector). Track fee of \$200 will be charged for any protest, and is nonrefundable. Should the car be found legal, all money minus fees will go to the car being protested.

A PROPER PROTEST WILL BE COMPLETED AS FOLLOWED:

The protest has to be done by the driver on the front straightaway immediately after the feature and only by cars finishing in the top five and on the Lead Lap. The driver must notify the flagman or the front straightaway track official, which will then alert the car being protested. The car will then be impounded in tech and the protesting party will have 10 minutes to present the money as stated above for what is being protested. This must be presented in the form of cash, money order, or cashier check. No personal checks will be accepted. The track officials, and only the track officials, shall determine when the 10 minutes will begin and the funds must be presented to the techman.

VOLUSIA SPEEDWAY PARK... 2016