



2023

Vores Compact Touring Series Official Rules

GENERAL RULES:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Vores Compact Touring Series (VCTS) racing events and to establish the minimum acceptable requirements for such events.

These rules shall govern the condition of all VCTS events. By participating in these events, all drivers and crew members are required to comply with these rules. By participating in an event, all drivers, crew members, and officials do give voluntary consent to VCTS, and do pledge complete compliance with VCTS and its officials, in regards to the application and enforcement of all rules, regulations, and procedures. No express or implied warranty of safety shall result from publication 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 loss, injury or death to participants, spectators or others. Participation in any VCTS event is considered as voluntary acknowledgement that VCTS and its officials are to be held non-liable and blameless in all legal matters related to the event.

NOTICE TO ALL COMPETITORS:

The management and staff of VCTS reserve the right to adjust, alter or delete any rule in the interest of maintaining equity in competition.

Continuous developments in racing may necessitate rules or rule enforcement changes that cannot be anticipated at the time the original rules are formulated. It will be the decision of the Racing Competition

Director and/or the Competition Technical Director on race day how to apply and enforce all rules and procedures, and the Competition Director's determination in all rule and procedure matters will be final. The Management and staff of VCTS reserve the right to suspend and/or fine any driver, team member, or car owner for any violation of track rules, policies, or procedures.

TRACK/SPEEDWAY RULES:

All VCTS competitors are required to review and understand the track rules of the facilities we visit. Track rules may supersede, or result in a temporary modification of, VCTS rules if necessary to facilitate the racing event.

PROMOTIONAL RELEASE:

Any competitor or crew member who enters the pit area of a sanctioned VCTS event, or competes in or participates in a VCTS event, consents to the use of his/her name, pictures of himself/herself and his/her car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events, and consents to the publication or sale of such photos.

PARTICIPATION RULES:

Car or team owners will be held responsible for the behavior of their driver, crew members and any other personnel connected with their team. Penalties may be enforced against the entire team for conduct infractions committed by any one member. PROPER BEHAVIOR IS REQUIRED AT, BUT NOT LIMITED TO, THE RACE TRACK, GROUNDS OR ANY AREA DETERMINED BY VCTS OFFICIALS.

An owner, driver or crew member can/will be held accountable for any social media posting that VCTS deems detrimental to racing. No matter if it is on a VCTS page or private page. It doesn't matter, whether it mentions VCTS or any partner tracks, driver or team. If we feel the post hurts the credibility of grass roots racing, then we can/will take the action deemed necessary.

Unsportsmanlike conduct such as hand gestures, foul language, throwing of objects, on-track retaliations or visual display of bad temper by drivers or their crew will result in appropriate penalties, up to and including expulsion, at the discretion of the Competition Director and VCTS officials.

Fighting is strictly prohibited. An owner, driver or crew member initiating or participating in a fight may cause the team(s) loss of points; purse/point money accumulated by team(s) and may result in disqualification, suspension, or permanent expulsion of team(s) or individual(s) at the discretion of VCTS officials.

Verbal abuse, hostile behavior, or physical threats made to VCTS officials, track employees, fans, fellow competitors, etc. by any owner, driver or crew member, will not be tolerated and will result in appropriate penalties, up to and/or including expulsion from the event or racing series.

Deliberate reckless behavior by owners, drivers, crew members or other team members, on or off track, endangering the safety of officials, track crews, fellow competitors or fans, will result in penalties, up to and/or

including expulsion from the event or racing series, at the discretion of VCTS officials. Rough driving, deliberate contact or collision with another competitor's vehicle, "jumping" a restart, or failure to maintain appropriate pit area or caution lap speed will result in on-track penalties and/or expulsion from the racing event or racing series as deemed appropriate by the Competition Director or other VCTS officials.

The consumption or use of intoxicating or mind-altering substances, including illegal drugs and/or alcohol, prior to and during VCTS events is strictly prohibited. Alcohol consumption in the pit/paddock area by officials, drivers, crew members or car owners is prohibited at any time during the racing event. Any driver or crew member that VCTS officials suspect (based upon behavior, physical appearance, speech, or other indicative conduct) as under the influence of any intoxicating substance, including but not limited to alcohol, legal drugs, or illegal drugs, during a racing event will be immediately expelled from the event and permanently banned from participating in all future VCTS events, this includes consulting onsite law enforcement to administer breathalyzer tests.

Drivers must be a minimum of 13 years of age and be able to demonstrate their racing ability to the Competition Director. It is the sole judgment of the Competition Director to determine if a competitor demonstrates an adequate enough racing ability to compete in a VCTS event. The Competition Director reserves the right to allow drivers younger than 13 to participate if satisfactory racing ability is exhibited and track rules allow. The Competition Director reserves the right to not allow the participation of any driver that does not exhibit satisfactory racing ability.

Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. VCTS, VCTS officials and volunteers, tracks, track officials, promoters or safety crew ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment available. All participants are recommended to have in their pit area, as part of their equipment at all times, a fully charged minimum 10-pound dry chemical or its equivalent fire extinguisher with a visible, operating pressure gauge. Drivers are required to wear at all times on the race track a helmet, with a performance rating no less than Snell SA 2015. Drivers are required to wear flame retardant driving suits (one piece or two piece), racing gloves, a head restraint or head/neck restraint, and racing shoes that cover the entire foot. Seat belts must be used and

engaged for all events, and at any time the vehicle is on the racing surface.

COMPETITION RULES:

VCTS is a professional touring series. All cars must have a clean, complete, and professional appearance. All body panels must be on the car including bumper covers, fenders, deck lid, hood, and rear deck lid/hatchback at the start of the racing event. Cars must have clearly legible numbers (no spray paint) that are visible by race control and score keepers, on the left door, right door, and roof. All cars must have a clearly legible, minimum 5" tall, number on the upper right (passenger side) of the windshield and drivers rear deck lid. Cars must have the driver's name above the window openings on each side.

ELIGIBLE CARS:

Four or six cylinder, front wheel drive COMPACT CARS ONLY. No full-size or midsize cars allowed. No wagons, SUVs, cross-overs, pickups, or vans permitted. Factory Wheelbase must be between 93 - 107 inches, no altered wheelbases accepted. No convertibles allowed. No all wheel drive allowed.

No all wheel steering allowed. No rear engine allowed. No mid-engine allowed. No turbochargers allowed. No superchargers allowed. No chemical power adders of any kind (nitrous oxide, benzene, methanol, etc allowed.

Four cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is allowed on four cylinders displacing 2.4 liters or less only. Six-cylinder engines must be SOHC or Pushrod only. Maximum displacement for V6 engine is 3.5 liters.

SAFETY EQUIPMENT:

Safety Inspections will be conducted for each car on a yearly basis. Cars that meet VCTS approval for safety will be marked by series officials. Inspections will be performed for any car submitted for inspection at any VCTS event. Any car that has not been inspected and approved by VCTS will not be allowed to participate until approval or a single race waiver has been granted by VCTS tech officials.

Roll cage must be 4 or 6- or 8-point design, constructed of 1.75" or 1.5" (minimum) .095" steel tubing. Tubing must be roll cage tubing (HREW, CREW, or DOM). All tubing connections, seams, bracing, etc. must be fully welded (no "tack welds" permitted). Cage must be sufficiently attached to the floor/unit frame of the vehicle by welding to the rocker rail or to ¼" minimum thickness sandwich plates bolted through the floor. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Driver's side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing, or bracing, to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum 1/8" thickness). Roll cage design must include a minimum of 5

bars extending side to side (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting the left and right-side door bars behind the driver's seat is permitted. Bars extending through the firewall to the front uni-rail(s) are permitted, but may not extend forward of the strut towers. Diagonal bracing from the a-pillar bars (front uprights) to the dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged, and may extend to a distance no closer than 10" from the rear bumper. Only bars to protect fuel cell and accessories will be permitted in the most rear portion of car, this does not mean your diagonals may continue to rear bumper area. Teams are encouraged to include as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of VCTS officials will not be allowed on the racetrack.

Safety padding on the driver's door roll cage bars is required. Safety padding is strongly encouraged on any roll cage bar/steering wheel that a driver's limbs or body may contact is also required.

Core supports may be reinforced or replaced with tubing. Core support structure may not extend rearward beyond the forward edge of the strut towers. Tubing directly connecting the core support to the roll cage is not permitted.

An aluminum racing seat is required. Full containment style seat is required or retrofitted seats with full containment kits, intent of this requirement is to limit side to side movement. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength, and bolted with a minimum of six 3/8" or larger (grade 5 or better) bolts with washers to prevent "pull through". Use of seat "halo type" head restraints and shoulder supports are strongly encouraged.

A minimum of a three-inch wide, five (or six) point safety harness is required, and must be attached with grade 8 hardware (or better) to the roll cage and/or seat mount. Belts must have a certification date no earlier than 01/01/2020 and must have certification tags still attached. Seat belts must be used and securely latched prior to entering or exiting race track for all events and at any time the car is on the race track.

A Snell SA approved helmet with no earlier than a SA2015 certification is required and must be worn at all times when on the race track. Helmet must have permanent factory Snell SA certification mark to be approved. No Snell M rated (motorcycle) or dirt bike helmets will be allowed.

Drivers are required to wear a flame retardant SFI rated driving suit, in clean and sound condition with no tears or holes present. Flame retardant gloves and racing shoes are also required.

Head and neck restraint devices are mandatory/required at all track facilities. SFI approved HANS, Necks Gen, ZAMP or similar device is required and mandatory. If your head/neck has certification that is any older than 5 years (01/01/2018 or older certifications MUST be recertified), please send to manufacturing company for recertification.

A SFI approved driver's side window net is required and must be securely mounted with the latching device at the top. Window net must remain latched whenever the car is on the race track.

A battery main shut-off switch is required. A fuel pump shut off switch is also required, and must be mounted at the left front (driver's side) of the interior or in a location that can be reached easily by both the driver and track safety personnel, and the switch must be clearly labeled. Battery may be relocated to the area behind the driver. Battery must be mounted inside a covered battery box and securely bolted to the car.

Any car that has a trunk mounted battery AND a trunk mounted fuel cell MUST have the battery completely enclosed in a SEALED battery box or battery compartment.

An OPTIMA battery may be used without a battery box, pending tech official evaluation and approval/discretion.

FIRE SUPPRESSION SYSTEM - MANDATORY 2022

Any fire suppression system is required, basic requirements are 5lbs (RC500 - Fire Bottle system) more than this is up to the owner/driver, manual or automatic, your choice. All system mounting should include one nozzle for the engine compartment and the remaining should cover the driver's compartment. Please follow your system supplier's installation instructions. If more than two nozzles, third should cover the fuel cell area.

Fire Bottle 2yr recertification/6yr replacement from date on bottle.
Please familiarize yourself with this information.

#Clarification of this fire bottle rule is still forthcoming# Stay tuned, updates to follow at a later time.

FUEL CELL - MANDATORY (2018):

Fuel cells must be mounted in the trunk area. The maximum fuel cell capacity permitted is 15 gallons. Fuel cells must be true, made for racing fuel cells, no marine (boat) tanks or portable gas containers (gas cans, jerry cans) allowed. If fuel cell is made of plastic/poly format, cell must be in sealed trunk, no floor opening and full steel protective tub.

Protective bars for the fuel cell are required.

Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can, and also be protected with a fuel cell safety cage or impact bar. Fuel cells must be equipped with anti-rollover valves and vented to the outside of the trunk at the left rear corner. Fuel cells must have a securely latching fill cap. Fuel cell must be mounted with a minimum 1/8" thick, 1" wide straps or 1" tubing. All cars with fuel cells/fuel pumps must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so that they cannot become dislodged or disconnected during a collision. Proper high-pressure fuel line and fittings must be used. Any fuel system deemed unsafe by VCTS officials will not be allowed on the track until the problem is corrected. Many factory fuel lines traverse/run thru the driver compartment, for this reason...this new ruling MUST be followed: **Any fuel lines running thru

drivers' compartment MUST be enclosed in a STEEL CONDUIT PIPE and MUST BE PAINTED RED WITH WHITE LETTERS "FUEL LINES - DO NOT CUT". **

BODY:

All exterior trim, including lights, body moldings, mirrors, etc. must be removed. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors (2 or 4 depending on model), both quarter panels, deck lid (must enclose trunk area), and a rear bumper cover. All Carbon Fiber body panels of any kind or sort are strictly prohibited.

#FIBERGLASS HOODS WILL BE ALLOWED IN 2023#, all other panels MUST conform to the above/below requirements.

Stock or stock appearing steel body panels must be used.

No flat-sided fabricated bodies or aluminum sheeting or fiberglass, plastic body panels. Stock appearing bumpers and bumper covers, including made for oval racing or aftermarket covers, may be used if the shape, size, or style resembles the factory parts.

Late model noses are accepted, although preference is to keep things as STOCK/FACTORY as possible, however understanding cost factors with trying to find STOCK/FACTORY appearing nose, you may use a late model nose...must meet and appear to follow present body lines.

THESE NOSES ARE STRICTLY PROHIBITED: Downforce, shovel, or dirt late model bumper covers are not allowed.

Doors must be bolted or welded shut. Doors may be skinned. Interior may be skinned to allow room for roll cage and safety equipment. No "gutting" of rails or roof pillars will be permitted. Skirting on the front and sides is permitted, but must not extend greater than 1/4in beyond the outside width of the tires, and must not have sharp protruding edges or ends. No splitters are allowed. No rear air diffusers allowed. No venting of interior, floor, hood, fenders, roof, quarter panels, doors, or trunk panels (except for fuel cell and driver ventilation systems) is allowed. No aftermarket hood scoops. Brake cooling ducts or vents, connected to the front bumper cover are permitted. All body panels must be securely attached to the car at the beginning of the racing event. Any panel, wheel opening, or body attachment that is deemed illegal or unsafe, must be corrected at the direction of VCTS officials before the car will be permitted onto the race track.

Cars must have stock frame, stock firewall, and stock floor pans, complete and un-modified. With this being said, we understand that our racing cars age prevents some factory fenders, doors, etc. Use of sheet steel conforming to the body lines is permissible.

We will make allowances for front and rear tubular repairs provided the connections areas don't interfere with moving of strut towers...plating/bracing for strut tower strength is an approved procedure. Each of these cases will be fully evaluated and photographed and approved by the Competition Tech Director, any required changes or corrections will be given a one race allowance to address the required change if needed.

All openings in floor and firewall must be covered. Trunk floor may be modified to allow for fuel cell installation. Hood and deck lid must be secured with a minimum of two hood pins each. Deck lids should be removable for full inspection of fuel cell and mounting hardware. All glass must be removed from the vehicle except for the front windshield. All flammable interior trim and sharp trim brackets must be removed from the interior and trunk areas. All air bags must be removed.

Front windshield may be replaced with Lexan (polycarbonate) or dirt screen. If your windshield has begun the cracking in any manner, you'll have a one race participation pass to get it replaced with Lexan. If using a Lexan windshield, a center brace supporting the Lexan is required. If using a dirt screen, 3 safety bars in front of the driver are required,

plus a full face helmet with eye protection is required. Side windows must be clear Lexan, and may extend no further back than 12" from the front of the window opening and must go straight up at a 90-degree angle from the door. Windows limiting the ability of the driver to exit the car are prohibited.

Lexan quarter windows are permitted. Lexan windows must be see-through, and not tinted or painted over in any way. Rear windows are considered optional and must be Lexan if used.

Rear deck spoilers are allowed. Maximum spoiler size is 5" tall and 50" wide. Maximum height of spoiler may not exceed 6" above the deck lid surface. Fabricated spoilers must be see through (Lexan) must not limit visibility, so hand gestures and signals may be clearly seen. Any spoiler deemed unsafe by VCTS officials must be removed before the car will be permitted on the race track. No verticals, shark fins, billboards, or similar devices allowed. The front edge of the spoiler must be within 4" of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3" beyond the rear edge of the deck lid, measured horizontally. No roof mounted spoilers are allowed. No window mounted spoilers or any other window mounted aerodynamic devices are permitted. Window mounted NACA ducts for driver ventilation systems are permitted.

No brake lights, strobe lights, under-car mounted lights, or headlamps are allowed.

WEIGHT RULE:

All participating vehicles and driver combinations should meet or exceed minimum weight as specified below:

All car/driver combinations must scale - Post Qualify/Race weights

- Up to 2.1 - 2250
- 2.2 to 2.4 - 2350
- "K" motors - 2450
 - V6 - 2350

Weight distribution is to follow 55% left maximum/45% right minimum, small variances will be permissible...this variance will be set by Competition Tech Director/Officials discretion.

If left side weight overage is found post qualify/heat win, participant must start behind fast qualifier, driver must find official/director for rescaling and verification of correction before next on track sequence. If found post feature win, disqualified.

ALL ballast(steel) solid mass), (ball bearings, steel shot, or sandbags similar NOT ALLOWED) additional weights must be painted white, clearly marked with car number/name for easy identification and MUST be securely fastened to vehicle, bolted, welded, etc.

HIGHLY RECOMMENDED utilizing grade 8 fasteners for attachment.

Ballast must be securely attached to the car (welded or bolted) in a manner that will not allow it to become detached during an impact. All ballast must be painted white and have the car number clearly marked on it. **No ballast is permitted inside the driver's compartment.**

ANY weights lost during competition whether or not involved in collision, will result in immediate disqualification and suspension from further participation of that event and will be subject to thorough inspection before returning to any remaining competition events.

TIRES AND WHEELS:

Hoosier 795 will be the specified tire for VCTS. 795s will be mandatory both sides.

Racing Wheels must be the same diameter (13 inch or 14 inch) at all four corners, not 3 of one size, 1 of another)

Tires may be staggered a total of one "size" (a "size" is defined as 23.5" vs. 24.5" for Hoosier 795 tires).

Soaking tires or use of tire treatment, including "armor-all" is prohibited. If soaking of tires is suspected, we reserve the right to remove and inspect all four tires.

All wheels must be steel racing wheels. Maximum wheel width is 7".

Maximum wheel diameter is 14". Permitted backspacing of wheels is 3" or greater. Same wheel backspacing must be used on each side of the car, in other words, 3in left front, 3 in left rear, etc. When inspecting wheel backspacing, small allowance will be granted for machining variances. If wheel spacer is used to clear brake caliper, nothing beyond a ½ inch is permitted.

Tires and wheels shall not extend beyond the bodywork in an unsafe manner, fender flairs and rub rails are allowed to accommodate wheels.

Wheel stud threads must meet or exceed the top of the lug nuts.

1" lug nuts are permitted and strongly encouraged.

SUSPENSION, DRIVETRAIN, and BRAKES:

Car must maintain a minimum of **4in** ride height with driver. No body panel, skirting, or frame rail lower than 4in above the ground is allowed. No engine or drivetrain component lower than **4 in** above the ground is allowed. Only exception is for exhaust exit below frame/body rail and exhaust outlet MUST not enter drivers' compartment in any manner.

No made for racing (i.e. Penske, Afco, Pro Shocks, and similar) shocks or struts are allowed. No adjustable struts or shocks are allowed (Any strut or shock with rebound or compression adjustment knobs, rods, bolts, or screws is prohibited). Any spring that fits in the stock mounting location is permitted. Stock or stock style replacement struts or shocks are required. Adjustable sleeves that slide down over the stock strut body are permitted. No shocks or struts using Heims (spherical rod ends) are allowed. Shocks or struts with threads made permanently in their body are not allowed. Stock strut, spring, and shock mounting locations are required.

Stock type front control arms are required. Control arms and mounting locations may be modified for camber and suspension alignment. Strut mounting holes may be modified for camber adjustment. Tie Rods may be substituted with steel tube and Heims end. No solid metal bushings are permitted.

Rear trailing arms must remain OEM stock. Rear control arms may be replaced with steel tube and Heim ends for safety. Stock rear trailing arms, control arms, and suspension mounting points may be braced for strength.

Stock, aftermarket, and performance sway bars using the stock mounting points are permitted. No made for racing or multi-piece sway bars allowed.

All four brakes must work. ABS sensors must be disconnected or removed. No functioning ABS systems are allowed. Drilled or slotted rotors are allowed. Stock brake calipers must be used and fully functional. Brake cooling ducts are allowed on the front brakes only. Parking brake must be disabled, or rendered inaccessible or inoperable by the driver while competing (Zip Tied during competition). Stock brake master cylinder is required. A proportioning valve, on the rear brakes only, is permitted if it is not driver adjustable and is mounted in the engine compartment or trunk.

ENGINE AND TRANSMISSION:

All cars are required to use the intake airflow restrictor specified and provided by VCTS officials.

Any attempt to not use the required restrictor will result in penalties up to and including forfeiture of feature race participation, points forfeiture and payout winnings - VCTS Officials will perform random inspections of restrictors at any given time.

Intake restrictors must be installed at the track on race day and returned on race day in same condition as issuance at the end of each event (payout will be withheld until restrictor is returned). Restrictors will be provided to teams by random assignment.

Any tampering, manipulation, modification, mutilation, or distortion of the intake restrictor will result in automatic and permanent expulsion from the racing series.

Restrictors must be properly sealed to the throttle body or intake tract and be visible for inspection and within 8" to 10" of the throttle body opening, without removing the restrictor for inspection, in other word, if your placement is in intake tube, it must fully visible and sealed without removing for testing.

A complete exhaust system, consisting of a single pipe extending from the manifold or header exit to an exit point located on the left or right side, behind the driver's seat, and before the rear wheel is required. Exhaust must be no greater than 2.50" in inner diameter, and must be the same diameter from the header/manifold collector or flange/reducer to the system exit (exhaust tips less than 7" in total length are allowed). The exhaust system exit must extend to the pinch weld under the rocker panel at minimum. No open headers allowed. Exhaust may be welded or bolted, but NO exhaust leaks are permitted the entire length of the exhaust. Loose or leaking exhaust gaskets or exhaust connections will result in disqualification. "Pin-hole" sized leaks may be waived at VCTS official's discretion in the interest of fairness. VCTS tech officials have the sole discretion in determining what constitutes as a "pin-hole" leak. Exhaust must be routed under the floor pan, and no part of the exhaust system may enter the driver's compartment. No dual exhaust systems are allowed. The maximum combined collector/reducer length permitted for headers is 20".

Cars must use an OEM engine type and brand matching the make of car, the exception to this rule, No V6s may be placed in a car, never built with a V6.

To further clarify, this new policy, four cylinder to four cylinder....

You may install a four cylinder (if the car was produced with a 4 cyl) in a car with a V6 or another V6 provided you stay within the other conditions in the rules (SOHC) and 3.5 or less.

(Example: Any Honda engine in a Honda is allowed. No aftermarket blocks allowed. Cylinder heads must be a stock type casting for the engine.

As of 2017, we have made the allowance for head swaps only, (Example B series to B series; H series to H series). No engine swaps of non-stock engine types from other makes of vehicles are allowed.

(Example: A V6 truck engine in a Dodge Neon is not allowed).

*If during the 2023 racing season, we see a need to alter/change something, we will for the sake of competition and/or safety.

Throttle body must attach to the intake manifold at the stock location. THIS MEANS UNDER NO CIRCUMSTANCES MAY A THROTTLE BODY SPACER BE USED. Any throttle body spacer found, must be removed prior to participation or continued participation, if found post-race/qualification, participant will be disqualified. No aftermarket intake manifolds allowed. No aftermarket or fabricated manifold plenums are allowed. Throttle body EFI or multipoint EFI allowed. No carburetors permitted. A maximum of one fuel injector per cylinder is permitted. OEM style starter must be used. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, and camshafts ARE ALLOWED.

All cars will be required to maintain factory motor markings. Any attempt to alter factory markings, hide/mislead/modify engine type will result in disqualification.

Stock OEM transmissions for the same make and model of car are required. All forward gears must work. Reverse gear must work. No locked differentials.

Fuel is restricted to Pump/Race Gas and E85(2023)

No(methanol)fuel is permitted. Any car using E85 will be required to display an E85 sticker directly next to the rear car number. This sticker will be provided by series officials. This identification is being used for series and race track personnel. In addition, you may/will be required to submit a fuel sample for testing purposes.

No fuel additives (benzene, nitromethane, methanol) are allowed. Use of benzene or nitromethane, methanol will result in expulsion from the series.

Just a reminder: ANTI-FREEZE IS PROHIBITED AT ALL TRACKS

No driver adjustable braking system tuning devices allowed.

No driver adjustable suspension tuning devices are allowed.

No driver adjustable engine or transmission tuning devices are allowed.

All Computer tuning devices are strictly prohibited at the track, all tuning should be performed at participants' home/garage. Reflashing or changing rev limiter must be performed in presence of tech director.

Any code checking/clearing must be done with a VCTS official in pit before beginning procedure. Anyone found with tuning devices at track, driver/participant will be barred from that day's competition and will forfeit all points obtained for that day. Second offense will result in mandatory 3 race suspension. Any tuning found beyond second offense, suspension for the duration/remainder of season.

YOU MUST NOTIFY TECH DIRECTOR/SERIES OFFICIAL PRIOR TO STARTING ANY OF THESE ITEMS.

ADDITIONAL RULES & DRIVER RESPONSIBILITIES:

Drivers and teams are required at all times to allow complete and unfettered access to their racing vehicles by VCTS officials for the purposes of inspection and rules compliance. Any attempt by a driver, team member, or team representative to limit access to a race vehicle, or to conceal a rules violation from VCTS officials, will result in an immediate disqualification regardless of the condition of the race vehicle. Disqualification can include: a change in heat race or feature race starting position, a change in on-track racing position during a race, a change in heat race or feature race finishing position, or expulsion from the racing event or racing series.

Whenever ordered by VCTS officials, the driver is required to present himself/herself and his/her car to the inspection area determined by VCTS officials on race day. This order may come in the form of a verbal notice during the driver's meeting, a verbal notice directly from a VCTS official, a notice via radio transmission (Raceceiver) (464.0125) (1122) or by hand signals or gestures from VCTS officials.

IT IS THE RESPONSIBILITY OF THE DRIVER TO KNOW WHEN AND IF HE/SHE IS REQUIRED TO REPORT TO THE TECHNICAL INSPECTION AREA, and where the inspection area is located. Failure to directly report to the technical inspection area when required will be considered a deliberate attempt to conceal a rules violation and will result in an AUTOMATIC disqualification.

Any driver required to report to technical inspection that deliberately stops, or visits his/her or another team's pit area before or while in route to the inspection area will be disqualified. All race drivers required to report for technical inspection are required to maintain their race vehicle in the EXACT same condition as it was during the race, from the time the vehicle completes the race until technical inspection by VCTS officials is completed. Any part removal, part installation, or adjustment to the race vehicle prior to and/or during the technical inspection process that is not authorized by VCTS officials is considered illegal and will result in disqualification.

During post qualifying and post heat/feature technical inspections, only the driver and two crew members belonging to each race car will be permitted in the inspection area. Any driver or crew member not belonging to the car(s) being inspected by VCTS officials are required to remain outside the tech inspection area.

No driver or crew member may refuse, attempt to delay, or in any way limit or prevent VCTS officials from performing a technical inspection. Violations of these rules will result in the offending team being disqualified.

NO SPOTTERS permitted. The only frequency to be monitored is race control (464.0125) (1122) during line-ups, practice, qualifying, racing or any other time the car is on the racing surface. THE RACECEIVER MUST BE WORN AT ALL TIMES WHEN THE DRIVER/CAR ARE ON RACE TRACK or AS DIRECTED BY COMPETITION DIRECTOR.

Drivers disqualified from an event will be subject to loss/forfeiture of event championship points, applicable event starting pay, and event purse payout as determined by VCTS and the Race Director. All decisions by VCTS officials on scoring, payout, and penalties are final.

A disqualified driver will not receive any contingency bonuses/prizes.

A suspended or disqualified driver will NOT be allowed to use that race as your throw out race.

If a race is rained out after cars have been on the track, 25 show up points will be awarded. They will be used as bonus points, not subjective to throw out points race.

Drivers MUST remain with any disabled car to assist track personnel in removing the car from the racing surface and returning the car to the pit area. IF YOU LEAVE YOUR CAR UNATTENDED, AUTOMATIC DISQUALIFICATION AND PARKED FOR DURATION OF EVENT, Only exception, Ambulance ride to pit(s).

Drivers with a wrecked or disabled car may not exit their car until instructed to do so by a track or safety official, unless the driver is in direct danger of physical harm (such as fire, leaking fuel, smoke in the cockpit, fumes, etc.). Drivers leaving their cars to confront another competitor or a race official will not be tolerated. Obscene gestures and profanity will not be tolerated. Any driver that leaves their vehicle without the permission of VCTS or track safety personnel will be penalized or expelled. Any crew member that approaches the racing surface for the purpose of confronting a competitor or official will be penalized or expelled. Any crew member or family member coming onto the racing surface without the permission of VCTS officials will be expelled from the event.

Penalties for improper conduct may also include fines, suspension from racing events, and/or expulsion from the racing series.

Transponders must be mounted at or behind the right rear axle, under the car, using a proper mounting bracket or required pouch. Any driver that loses or damages a transponder will be responsible for the full cost of a new replacement transponder. Pouches should be installed using zip ties to right side rear axle in a perpendicular or 90 degree angle to axle with clasp to topside of car and mounted away from exhaust exit, unless otherwise directed by VCTS official.

Towing devices are required and requested. A secure towing device (hook, chain, cable, bracket, etc.) MUST be in place both front and rear, securely fastened, labeled and/or painted ORANGE, and located so as not to present a hazard in the event of contact. We are guests at the tracks we visit, tow hooks are mandatory. Please respect those safety crews by fabricating safe, easily accessible and usable tow devices. Be ready to assist or aide safety crew with direction to towing devices, unless injured and being taken away by medical services personnel.

In an effort to maintain consistency in scoring/standing for season, all points will be posted within 72 hours after conclusion of an event. ALL

drivers/teams are required and encouraged to verify points/standings within 10 days after that posting, any challenges must be done within that 10 day window.

Important information: Raceiever Frequency is (464.0125) (1122) and mandatory monitoring at all times on track.

Dirt Track Addendum-

Tires:

Hoosier 795 will be the specified tire for VCTS. Teams may substitute DOT stamped tires with a treadwear rating of 300 or greater, a 60 series or taller sidewall, and with a maximum of a 215-section width or narrower.

NO WINTER TIRES PERMITTED!!!

Teams may use combinations of Hoosier and DOT Tires, BUT THEY MUST BE THE SAME TIRE BOTH SIDE(S) AND MOUNTING LOCATION (i.e., DOT FRONT/HOOSIER REAR OR VICE VERSA).

NO GROOVING OR SHAVING of tires will be permitted!

Racing Wheels must be the same diameter at all four corners.

Tires may be staggered a total of one "size" (a "size" is defined as 23.5" vs. 24.5", or 26.5" vs. 27" for Hoosier 790 tires). If using stagger, must be same front and rear on staggered side.

Soaking tires or use of tire treatment, including "armor-all" is prohibited. If soaking of tires is suspected, we reserve the right to remove and inspect all four tires.

All wheels must be steel racing wheels. Maximum wheel width is 7". Maximum wheel diameter is 15". Permitted backspacing of wheels is 3" or greater.

Same wheel backspacing must be used on each side of the car. When inspecting wheel backspacing, small allowance will be granted for machining variances. If wheel spacer is used to clear brake caliper, nothing beyond a ½ inch is permitted.

Tires and wheels shall not extend beyond the bodywork in an unsafe manner, fender flairs and rub rails are allowed to accommodate wheels.

Wheel stud threads must meet or exceed the top of the lug nuts.

1" lug nuts are permitted and strongly encouraged.

The above only applies to dirt tracks and should NOT be misconstrued to apply to ANY other racing location.

In the event of questions regarding rules, please feel free to email or call:

Patrick Reed

Competition Tech Director

RaceTech2016@gmail.com or 317-332-1916

If calling, please leave a detailed message.

Please allow 24 - 48 for a response