



2026

# Vores Compact Touring Series Official Rules and Regulations

## **GENERAL RULES**

### **VCTS Event Rules and Participant Compliance**

The rules and regulations established for the Vores Compact Touring Series (VCTS) are intended to ensure the orderly conduct of all racing events. These guidelines set forth the minimum acceptable requirements that must be met by all participants and govern the conditions under which each VCTS event operates.

#### **Mandatory Adherence**

Every driver and crew member participating in VCTS events is required to comply fully with these rules. By choosing to take part in any event, all participants—including drivers, crew members, and officials—voluntarily agree to follow all VCTS rules, regulations, and procedures. This agreement constitutes a pledge of complete compliance with VCTS and its officials regarding the application and enforcement of these standards.

#### **Liability and Safety Disclaimer**

It is important to note that the publication of these rules and regulations, or compliance with them, does not imply any express or implied warranty of safety. These standards are provided solely as a guide for the proper conduct of the sport and do not serve as a guarantee against loss, injury, or death to participants, spectators, or any other individuals involved.

#### **Voluntary Acknowledgement of Non-Liability**

Participation in any VCTS event constitutes a voluntary acknowledgement by each participant that VCTS and its officials will be held non-liable and blameless in all legal matters related to the event.

## **NOTICE TO ALL COMPETITORS**

### **Rule Modification and Enforcement Authority**

The management and staff of the Vores Compact Touring Series (VCTS) maintain the authority to modify, revise, or eliminate any rule as deemed necessary to uphold fairness within the competition. Due to the ongoing advancements and changes in the racing environment, it is recognized that rules and their enforcement may require updates or adjustments that cannot always be foreseen during the initial drafting of the regulations.

On race day, the responsibility for interpreting and enforcing all rules and procedures lies with the Racing Competition Director and/or the Competition Technical Director. Their decisions regarding the application and enforcement of these rules are final and binding for all participants.

Furthermore, the management and staff of VCTS reserve the right to impose suspensions or fines on any driver, team member, or car owner found in violation of track rules, policies, or procedures. This authority ensures that all aspects of the event are conducted in accordance with established standards and that appropriate actions are taken in response to any infractions.

## **TRACK/SPEEDWAY RULES**

### **Track Rules Compliance**

All VCTS competitors are responsible for thoroughly reviewing and fully understanding the track rules at each facility where events are held. It is essential that every participant is familiar with these local regulations in addition to the standard VCTS rules.

Track rules may, at times, take precedence over VCTS regulations or lead to temporary changes in VCTS rules when necessary to ensure the smooth operation and safety of the racing event. Competitors must be prepared to comply with any such modifications as directed by event officials.

## **PROMOTIONAL RELEASE**

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Any competitor or crew member who enters the pit area of a sanctioned VCTS event, or who competes in or participates in a VCTS event, thereby provides consent for the use of their name, images of themselves, and images of their car for purposes of publicity, advertising, and endorsements. This consent applies both before and after the events take place. Furthermore, by participating, all individuals relinquish any rights to photographs taken in association with VCTS events. This includes providing permission for the publication or sale of such photos by VCTS or its designated representatives.

## **PARTICIPATION RULES**

### **Participant Conduct and Safety Regulations**

#### **Team Responsibility for Conduct**

Car or team owners are accountable for the actions and behavior of their drivers, crew members, and any other personnel associated with their team. In the event that any individual connected with a team commits a conduct infraction, penalties may be imposed on the entire team. All participants are expected to demonstrate proper behavior at all times, not only at the racetrack but also on the grounds and in any area designated by VCTS officials.

#### **Social Media Conduct**

Owners, drivers, or crew members may be held responsible for any social media posts deemed detrimental to racing by VCTS officials. This applies regardless of whether the post appears on a VCTS platform or a private page, and whether it references VCTS, partner tracks, drivers, or teams. If VCTS determines that a post negatively impacts the credibility of

grassroots racing, necessary disciplinary action will be taken at the discretion of VCTS officials.

### **Unsportsmanlike Behavior**

Unsportsmanlike conduct—including inappropriate hand gestures, use of foul language, throwing objects, on-track retaliation, or visible displays of bad temper by drivers or crew members—will result in penalties as determined by the Competition Director and VCTS officials. Sanctions may include expulsion from the event or series.

### **Fighting and Physical Altercations**

Fighting is strictly prohibited. Any owner, driver, or crew member who initiates or participates in a fight may incur loss of team points, forfeiture of purse or point money, and may face disqualification, suspension, or permanent expulsion from VCTS events, as determined by VCTS officials.

### **Hostile and Threatening Behavior**

Verbal abuse, hostile conduct, or physical threats directed at VCTS officials, track employees, fans, or fellow competitors by any owner, driver, or crew member will not be tolerated. Such behavior will result in penalties, which may include expulsion from the event or the entire racing series.

### **Reckless and Dangerous Actions**

Deliberate reckless behavior—whether on or off the track—by owners, drivers, crew members, or other team affiliates that endangers officials, track crews, competitors, or fans will be penalized up to and including expulsion from the event or series, as decided by VCTS officials. Rough driving, intentional contact or collision with another competitor's vehicle, jumping restarts, or failure to maintain proper pit area or caution lap speed will result in on-track penalties or expulsion as appropriate.

### **Substance Use Policy**

The consumption or use of intoxicating or mind-altering substances, including illegal drugs and alcohol, is strictly forbidden prior to and during VCTS events. Alcohol use in the pit or paddock area by officials, drivers, crew members, or car owners is prohibited at all times during the event. If VCTS officials suspect a participant is under the influence—based on behavior, appearance, speech, or other indicators—the individual will be immediately expelled and permanently banned from future VCTS events. Onsite law enforcement may be consulted to administer breathalyzer tests if necessary.

### **Driver Eligibility and Skill Assessment**

Drivers must be at least 13 years old and must be able to demonstrate adequate racing ability to the Competition Director. The Competition Director has sole discretion to assess and determine whether a competitor meets the required skill level to participate. Drivers younger than 13 may be permitted only if they exhibit satisfactory racing ability and if track rules allow. Participation may be denied to any driver who does not meet the standards of racing ability as judged by the Competition Director.

### **Personal Safety Equipment Requirements**

Each competitor is individually responsible for ensuring the effectiveness of their personal safety equipment. VCTS, its officials, volunteers, tracks, promoters, and safety crews are not

accountable for the adequacy of any personal safety equipment. Competitors are expected to thoroughly research and evaluate available safety equipment. All participants are advised to maintain a fully charged, minimum 10-pound dry chemical (or equivalent) fire extinguisher with a visible, operational pressure gauge in their pit area at all times.

Drivers must wear a helmet rated at least Snell SA 2020, flame retardant driving suits (one-piece or two-piece), racing gloves, a head restraint or head/neck restraint, and racing shoes that fully cover the foot whenever on the race track. Seat belts must be engaged during all events and anytime the vehicle is on the racing surface.

## **COMPETITION RULES**

### **Vehicle Appearance and Identification Requirements**

#### **Professional Presentation Standards**

VCTS is a professional touring series, and all participating vehicles are required to maintain a clean, complete, and professional appearance at all times during the event. This includes ensuring that all body panels are present and securely attached to the car at the start of the racing event. Required body panels include bumper covers, fenders, deck lid, hood, and rear deck lid or hatchback.

#### **Numbering and Identification**

Each car must display clearly legible numbers—spray paint is not permitted. These numbers must be visible to race control and scorekeepers and must be located on the left door, right door, and roof of the vehicle. Additionally, each car is required to have a clearly legible number, at least 5 inches tall, displayed on the upper right (passenger side) area of the windshield and on the driver's rear deck lid.

#### **Driver Identification**

The driver's name must be displayed above the window openings on both sides of the vehicle, ensuring clear identification for officials and spectators.

## **ELIGIBLE CARS**

### **Eligible Cars**

Only compact cars equipped with either four or six-cylinder engines and front-wheel drive are permitted to participate. The following vehicle types are strictly prohibited: full-size cars, midsize cars, wagons, SUVs, crossovers, pickups, and vans. All eligible vehicles must retain their factory wheelbase, which must fall between 93 and 107 inches. Any alteration of the wheelbase is not allowed.

Additionally, convertibles, all-wheel drive vehicles, all-wheel steering vehicles, rear-engine vehicles, and mid-engine vehicles are not permitted. The use of turbochargers,

superchargers, or any chemical power adders—including nitrous oxide, benzene, methanol, and similar substances—is strictly prohibited.

Four-cylinder engines may be configured as pushrod, single overhead cam (SOHC), or dual overhead cam (DOHC). Original equipment manufacturer (OEM) variable cam timing is allowed only for four-cylinder engines with a displacement of 2.4 liters or less. Six-cylinder engines must be either SOHC or pushrod configurations, with a maximum displacement of 3.5 liters.

## **SAFETY EQUIPMENT**

### **Safety Inspection and Roll Cage Requirements**

Safety inspections are mandatory for each participating vehicle and will be conducted annually. However, VCTS officials reserve the right to inspect any car at any time during a VCTS event. Vehicles that successfully pass inspection and meet VCTS safety standards will be visibly marked by VCTS officials. Any vehicle that has not undergone inspection and received approval from VCTS will not be permitted to participate in the event, unless VCTS officials grant a single-race waiver.

### **Roll Cage Construction and Design**

All vehicles must be equipped with a roll cage of either 6-point or 8-point design. The roll cage must be constructed from steel tubing measuring at least 1.75 inches or 1.5 inches in diameter, with a minimum wall thickness of 0.095 inches. Only roll cage tubing types such as HREW, CREW, or DOM are acceptable. All joints, connections, seams, and bracing must be fully welded; tack welds are strictly prohibited.

The roll cage structure must be securely attached to the vehicle's floor or unit frame, either by welding directly to the rocker rail or by using sandwich plates of at least 1/4 inch thickness that are bolted through the floor. Reinforcing materials, such as plate, tubing, or steel angle, must be installed on the inside of the rocker rails. The main hoop of the roll cage must include a diagonal reinforcing bar.

### **Door Bar Configuration**

The design must feature a minimum of three door bars on each side, with spacing bars positioned between each door bar. On the driver's side, the door bars must be arched outward, away from the driver's seat area, and must be connected to the rocker rail with tubing or bracing to minimize inward bending upon impact. Additionally, the driver's door bars must be covered externally with a steel plate that is at least 1/8 inch thick, providing full coverage from the A-pillar to the B-pillar, top to bottom.

### **Additional Roll Cage Specifications**

The roll cage must incorporate at least five lateral bars running side to side: one at the top of the main hoop, one at the front of the halo, one dash bar, one in the middle of the main hoop, and one at the bottom of the main hoop. There must also be a bar connecting the left and right

door bars behind the driver's seat. While bars extending through the firewall to the front uni-rails are permitted, they may not extend forward of the strut towers.

Diagonal bracing from the front uprights (A-pillar bars) to the dash bar is strongly encouraged, as are diagonal support bars from the main hoop to the rear, provided they do not extend closer than 10 inches to the rear bumper. Only bars necessary to protect the fuel cell and accessories are allowed in the rear-most portion of the car; diagonal bars must not extend into the rear bumper area. Teams are encouraged to install additional bracing within the roll cage as deemed necessary for enhanced safety.

Any roll cage that fails to meet the approval of VCTS officials will not be permitted on the racetrack.

### **Padding and Reinforcement**

Safety padding is required on the driver's door roll cage bars. Additional padding is recommended for any area—such as other roll cage bars or the steering wheel—where a driver's limb or body could make contact during a collision.

### **Core Support**

Core supports may be reinforced or replaced with tubing, but this structure must not extend rearward beyond the forward edge of the strut towers. Tubing that directly connects the core support to the roll cage is not allowed.

## **SEAT AND HARNESS**

### **Seat and Harness Requirements**

An aluminum full containment racing style seat, or a seat retrofitted with a full containment kit, is required for all participating vehicles. This mandate is designed to restrict side-to-side movement of the driver, enhancing safety during competition. The seat must be securely mounted to the roll cage using tubing with a minimum diameter of one inch, or material offering equivalent or greater strength. Installation must be done using at least six bolts that are 3/8 inch or larger in diameter, constructed of grade 5 or better, and paired with washers to prevent pull-through. The use of "halo type" head restraints and shoulder supports is strongly recommended to further protect drivers.

Each car must be equipped with a safety harness that is at least three inches wide and features either a five-point or six-point configuration. The harness must be installed using hardware of grade 8 or higher, attaching it securely to the roll cage and/or seat mount. The belts must display a certification date no earlier than 01/01/2026, and the certification tags must remain attached. Drivers are required to properly latch their seat belts before entering the racetrack, during all events, and whenever the car is on the track.

The expiration year for the safety belts is indicated on the certification tag. For example, if the tag reads "June 2026," the belts will be considered valid and approved for use throughout the 2026 racing season.

## **HELMET**

## **Helmet Requirements**

All drivers are required to wear a Snell SA approved helmet while on the racetrack. The helmet must have a certification date of SA2020 or newer to ensure compliance with current safety standards. Only helmets bearing a permanent, factory-installed Snell SA certification mark will be accepted for use at events.

Helmets rated Snell M (motorcycle) or designed for dirt bike use are strictly prohibited and will not be permitted under any circumstances. This restriction helps maintain the highest level of driver safety by ensuring that only appropriate motorsport helmets are used.

## **SUIT, GLOVES AND SHOES**

### **Suit, Gloves, and Shoes**

All drivers are required to wear a flame-retardant driving suit that is SFI rated. The suit must be maintained in a clean and sound condition, meaning there should be no tears, holes, or other forms of damage present. This ensures effective protection in the event of fire exposure during competition.

In addition to the driving suit, flame-retardant gloves are mandatory for all drivers. These gloves must also be in good condition, free of any damage that could compromise their protective qualities. Proper racing shoes that are specifically designed to be flame-retardant are required as well, further contributing to the driver's safety by providing critical protection to the feet.

## **HEAD AND NECK**

### **Head and Neck Restraint Devices**

The use of head and neck restraint devices is mandatory for all drivers. Each device must be SFI approved, with accepted brands including HANS, NecksGen, ZAMP, or other similar devices that meet the same standards. This requirement is intended to provide maximum protection for the driver by reducing the risk of head and neck injuries during competition.

All head and neck restraint devices must carry a certification no older than five years. Specifically, any device certified before 01/01/2021 or with an expired certification must be recertified to remain eligible for use. If recertification is required, the device must be sent to the manufacturer for proper inspection and renewal of certification.

## **WINDOW NET**

### **Window Net Requirements**

All vehicles must be equipped with a driver's side window net that is SFI approved. The window net must be in its original, unaltered, and unmodified condition; modifications such as taping for sunscreen or any other alterations are not permitted. Proper installation is mandatory, with the latching device securely mounted at the top of the window net assembly. For safety, the window net must remain latched at all times while the car is on the racetrack.

## **EMERGENCY SHUT OFF AND SWITCH**

## **Emergency Shut Off and Battery Installation Requirements**

The fuel pump must be securely mounted at the left front (driver's side) of the vehicle interior, or in another location that is easily accessible to both the driver and track safety personnel. To ensure quick identification and operation in case of emergency, the switch controlling the fuel pump must be clearly labeled.

Both battery and fuel pump emergency shut off switches are mandatory for all vehicles. These switches must be installed in easily accessible locations and be clearly marked for rapid response during emergency situations.

The battery may be relocated to the area behind the driver if necessary. When installed in this position, the battery must be placed inside a covered battery box and securely bolted to the vehicle to prevent movement.

For vehicles equipped with both a trunk-mounted battery and a trunk-mounted fuel cell, the battery must be completely enclosed within a sealed battery box or compartment. Alternatively, an OPTIMA battery may be used without a battery box, subject to evaluation and approval at the discretion of the technical official.

## **FUEL CELL - MANDATORY**

### **Fuel Cell Requirements**

All fuel cells must be securely mounted within the trunk area of the vehicle. The capacity of the fuel cell is limited to a maximum of 15 gallons. Only racing-specific, purpose-built fuel cells are permitted; the use of marine tanks, portable gas containers, gas cans, or jerry cans is strictly prohibited.

If the fuel cell is constructed from plastic or a polyethylene material, it must be installed inside a fully sealed trunk compartment with no floor openings and must be enclosed within a full steel protective tub. In addition, protective bars are required to safeguard the fuel cell.

Any part of the fuel cell mounting that is exposed to the underside of the car must be enclosed within a protective steel can. Furthermore, a fuel cell safety cage or impact bar must be used to provide additional protection.

All fuel cells are required to have anti-rollover valves and must be vented to the exterior of the trunk at the left rear corner. The fill cap must latch securely, and the fuel cell must be mounted using straps or tubing that are a minimum of 1/8" thick and 1" wide, or 1" tubing.

Every vehicle equipped with a fuel cell and/or fuel pump must have a metal firewall that completely seals the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be firmly mounted to prevent them from becoming dislodged or disconnected in the event of a collision. Only suitable high-pressure fuel lines and fittings are to be used.

If a VCTS official deems any fuel system unsafe, the vehicle will not be permitted on the track until the issue is resolved.

Many factory fuel lines run through the driver compartment; therefore, these lines must be enclosed within a steel conduit pipe and clearly painted red with white lettering stating “FUEL LINE – DO NOT CUT.”

## **FIRE SUPPRESSION SYSTEM – MANDATORY**

### **Fire Suppression System Requirements**

All vehicles must be equipped with a fire suppression system. The system must have a minimum capacity of 5 lbs, such as the RC500 Fire Bottle system. Owners and drivers may opt for systems with greater capacity if desired. The choice between manual or automatic activation is left to the discretion of the owner or driver.

The fire suppression system must be installed following the instructions provided by the manufacturer or supplier. At least one nozzle is required to cover the engine compartment, while the remaining nozzles should be positioned to protect the driver’s compartment.

### **Certification and Recertification**

Fire Bottle brand systems require recertification every 2 years and replacement every 6 years from the date indicated on the bottle. All drivers and owners should review and be familiar with these requirements. If using a fire suppression system from a brand other than Fire Bottle, it is essential to understand and follow the specific recertification procedures for that system.

### **Fire Bottle Recertification Process**

To recertify a Fire Bottle system, email a picture of your fire bottle’s certification sticker and gauge to Fire Bottle. If the certification is valid, you will receive a recertification sticker. The cost for recertification is \$25 for a 5 lb bottle and \$35 for a 10 lb bottle. Contact Fire Bottle at [Firebottleracing@gmail.com](mailto:Firebottleracing@gmail.com) for this process.

## **BODY**

### **Body and Exterior Regulations**

#### **Exterior Trim and Materials**

All exterior trim components—including lights, body moldings, mirrors, and similar parts—must be removed from the vehicle. The car must retain its stock frame, stock firewall, and stock floor pans, which are required to be complete and unmodified. The use of carbon fiber body panels or flat-fabricated body panels is strictly prohibited.

#### **Required Body Components**

Each car must be equipped with the following body parts: a front bumper cover, hood, both front fenders, windshield, all doors (based on the model—two or four), both quarter panels, deck lid (which must enclose the trunk area), and a rear bumper cover. A fiberglass hood may be used. For Late Model vehicles, only the hood, front fenders, nose, and tail sections are permitted to be made from fiberglass.

### **Body Panel Specifications**

Stock or stock-appearing steel body panels are required. When replacing body panels, sheet steel with a minimum thickness of 22 gauge, or sheet aluminum of at least 18 gauge, may be used, provided the replacement panels replicate the original body lines.

### **Bumper Covers and Prohibited Styles**

Stock-appearing bumpers and bumper covers are allowed, including those manufactured for oval racing or aftermarket covers, as long as their shape, size, and style resemble factory parts. However, certain nose styles—specifically Downforce, Shovel, or Dirt Late Model bumper covers—are strictly prohibited.

### **Door and Interior Modifications**

Doors must be either bolted or welded shut and may be skinned. The car interior may also be skinned to provide space for the roll cage and safety equipment, but no “gutting” of rails or roof pillars is permitted. Skirting is allowed on the front and sides but must not extend more than 1/4 inch beyond the outside width of the tires and must not have sharp or protruding edges or ends.

### **Aerodynamic and Ventilation Restrictions**

Splitters and rear air diffusers are not permitted. Venting of the interior, floor, hood, fenders, roof, quarter panels, doors, or trunk panels is not allowed, except for systems associated with the fuel cell and driver ventilation. Aftermarket hood scoops are also prohibited. Brake cooling ducts or vents connected to the front bumper cover are allowed.

### **Panel Attachment and Safety Compliance**

All body panels must be securely attached to the car prior to the start of the racing event. Any panel, wheel opening, or body attachment deemed illegal or unsafe by VCTS officials must be corrected before the car may enter the racetrack.

### **Structure Repairs and Modifications**

Allowances will be made for front and rear tubular repairs, provided that the connection areas do not interfere with the movement of strut towers. Plating or bracing for strut tower strength is an approved procedure. Each repair case will be fully evaluated, photographed, and approved by the Competition Tech Director. If any changes or corrections are required, a one-race allowance will be granted to address the required modifications.

### **Floor, Firewall, and Trunk Modifications**

All openings in the floor and firewall must be covered. The trunk floor may be modified to accommodate the installation of a fuel cell. Both the hood and deck lid must be secured with a minimum of two hood pins each. Deck lids should be removable to allow for full inspection of the fuel cell and its mounting hardware.

### **Glass, Interior, and Safety Trim**

All glass must be removed from the vehicle except for the front windshield. Flammable interior trim and sharp trim brackets must be removed from both the interior and trunk areas. All air bags must be removed from the car.

## **WINDSHIELD**

### **Windshield and Window Regulations**

#### **Front Windshield**

The front windshield may be replaced with Lexan (polycarbonate) or a dirt screen. If a windshield is found to be cracked in any manner, a one-race participation pass will be granted to allow time for replacement with Lexan. When a Lexan windshield is installed, a center brace supporting the Lexan is required for safety. In cases where a dirt screen is used, three safety bars must be installed in front of the driver, and the driver is required to wear a full-face helmet equipped with eye protection.

#### **Side Windows**

Side windows must be made of clear Lexan and may not extend further back than 12 inches from the front of the window opening. This measurement begins at the leading edge of the window and must go straight up at a 90-degree angle from the door window ledge, without any flaring to accommodate the mirror or other attachments. Window headers or any other modifications are not allowed.

#### **Entry and Exit**

Safe entry and exit from the vehicle is expected in the event of an emergency.

#### **Quarter and Rear Windows**

Lexan quarter windows are permitted. All Lexan windows must be see-through and must not be tinted or painted over in any way. Rear windows are considered optional; however, if installed, they must also be made of Lexan.

## **SPOILER AND LIGHTS**

### **Spoiler and Lighting Regulations**

#### **Rear Deck Spoilers**

Rear deck spoilers are permitted on vehicles, subject to specific size and placement restrictions. The maximum allowable spoiler size is 5 inches tall and 50 inches wide. Additionally, the tallest point of the spoiler must not extend more than 6 inches above the surface of the deck lid. All fabricated spoilers must be constructed from see-through Lexan material. These spoilers must not obstruct visibility, ensuring that hand gestures and signals are clearly visible to others. If a spoiler is determined to be unsafe by VCTS officials, it must be removed prior to the vehicle being allowed on the racetrack.

The design of the spoiler must not include vertical elements, shark fins, billboards, or similar devices. The front edge of the spoiler must be located within 4 inches of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3 inches beyond the rear edge of the deck lid, also measured horizontally. Roof-mounted spoilers are prohibited, as are window-mounted spoilers and any other aerodynamic devices attached to windows. However, window-mounted NACA ducts may be used for driver ventilation systems.

## **Lighting Requirements**

Vehicles are not permitted to have brake lights, strobe lights, under-car mounted lights, or headlamps installed.

# **WEIGHT RULE**

## **Weight Requirements**

All participating vehicles and driver combinations must meet or exceed the minimum weight standards detailed below. Compliance will be verified by scaling vehicles following qualification runs and races.

### **Minimum Weight Standards**

- Up to 2.1 – 2250 lbs
- 2.2 to 2.4 – 2350 lbs
- “K” motors – 2450 lbs
- V6 – 2350 lbs

### **Weight Distribution**

Weight distribution for all vehicles must adhere to a maximum of 55% weight on the left side and a minimum of 45% on the right side. Minor deviations may be allowed at the discretion of the Competition Tech Director or designated officials.

### **Post-Qualification and Race Procedures**

If a left side weight overage is identified after qualifying or a heat win, the participant must start behind the fastest qualifier. The driver is responsible for locating an official or director for rescaling and confirming that the correction has been made before participating in the next on-track session. If a left side weight overage is discovered after a feature win, the participant will be disqualified.

### **Ballast Requirements**

All ballast must be composed of solid steel mass. The use of ball bearings, steel shot, sandbags, or similar materials is not permitted. Additional weights must be painted white and clearly marked with the car number or driver name for easy identification. Ballast must be securely fastened to the vehicle using bolts, welding, or equivalent methods.

It is highly recommended to use grade 8 fasteners with the necessary washers for attaching ballast. All ballast must be affixed in a manner that prevents detachment during collisions or any on-track activities. No ballast may be located inside the driver’s compartment.

### **Weight Loss During Competition**

Any loss of weight during competition, regardless of whether it results from a collision, will lead to immediate disqualification and suspension from further participation in that event. The vehicle will also be subject to a thorough inspection before being permitted to compete in any remaining events.

# **TIRES AND WHEELS**

## **Tires and Wheels Regulations**

### **Approved Tire Specification**

The designated tire for VCTS competition is the Hoosier 795. All participating vehicles must use this specified tire type to ensure uniformity and compliance with series regulations.

### **Racing Wheel Requirements**

All wheels used in competition must be racing wheels constructed of steel. The diameter of the wheels must be consistent at all four corners of the vehicle, either all 13-inch or all 14-inch wheels. Mixing wheel diameters, such as three wheels of one size and one of another, is strictly prohibited.

### **Tire Staggering**

Tires may be staggered by a maximum of one size. For Hoosier 795 tires, “one size” is defined as the difference between a 23.5-inch tire and a 24.5-inch tire. This allows limited adjustment for handling while maintaining fairness among competitors.

### **Tire Treatment Policy**

The soaking of tires or the use of any tire treatment—including “armor-all”—is expressly forbidden. If there is suspicion of tire soaking, officials reserve the right to remove and closely inspect all four tires for evidence of prohibited treatment.

### **Wheel Dimensions and Backspacing**

Steel racing wheels must not exceed a maximum width of 7 inches and a maximum diameter of 14 inches. Wheel backspacing must be at least 3 inches, and the same backspacing must be used on each side of the car. For example, if the left front wheel has a 3-inch backspacing, the left rear wheel must also have a 3-inch backspacing. A small allowance will be made for minor machining variances during inspection.

If a wheel spacer is required to clear the brake caliper, the spacer must not exceed 1/2 inch in thickness.

### **Wheel and Fender Safety**

Tires and wheels must not protrude beyond the bodywork in a manner deemed unsafe. To accommodate wheels, fender flares and rub rails are permitted, provided they do not compromise safety standards.

### **Wheel Stud and Lug Nut Requirements**

Wheel stud threads must extend to at least the top of the lug nuts, ensuring secure wheel attachment. The use of 1-inch lug nuts is permitted and strongly encouraged to promote safety and reliability during competition.

## **SUSPENSION, DRIVETRAIN, and BRAKES**

## **Suspension, Drivetrain, and Brakes Regulations**

### **Minimum Ride Height Requirements**

Each car is required to maintain a minimum ride height of 3 inches with the driver seated in the vehicle. If, upon inspection, the car and driver combination is found to be lower than the specified 3-inch minimum, the vehicle must be able to safely clear the scales without issue. Any entry deemed too low will be required to make corrections before being permitted on track or undergoing official scaling. No body panel, skirting, or frame rail may extend lower than 3 inches above the ground. Additionally, no engine or drivetrain component may be positioned lower than this limit. The only exception permitted is for the exhaust exit, which may pass below the frame or body rail; however, the exhaust outlet must not enter the driver's compartment in any manner.

### **Shock and Strut Regulations**

The use of shocks or struts manufactured specifically for racing applications—such as those produced by Penske, Afco, Pro Shocks, and similar brands—is strictly prohibited. Adjustable struts or shocks are not permitted, including any that feature adjustment knobs, rods, bolts, or screws for rebound or compression. Any spring that fits into the stock mounting location is allowed. All vehicles must use stock or stock-style replacement struts or shocks. Adjustable sleeves that can be installed over the stock strut body are permitted. Shocks or struts equipped with Heims (spherical rod ends) are not allowed, nor are shocks or struts with threads permanently made in their bodies. All strut, spring, and shock mounting locations must remain as originally designed by the manufacturer.

### **Control Arms and Suspension Alignment**

Front suspension must utilize stock-type control arms. Modifications to control arms and their mounting locations are allowed solely for the purpose of camber and suspension alignment. Strut mounting holes may also be modified to facilitate camber adjustment. Tie rods may be substituted with steel tube versions fitted with Heim ends. The Milbrand Racing Components Bump Stop Tie Rod Correction is accepted for use. The use of solid metal bushings is not permitted.

### **Rear Suspension Requirements**

Rear trailing arms must remain original equipment manufacturer (OEM) stock. Rear control arms may be replaced with steel tube versions featuring Heim ends, but only for safety considerations. Stock rear trailing arms, control arms, and suspension mounting points may be reinforced or braced for added strength.

### **Sway Bar Regulations**

Stock, aftermarket, and performance sway bars are permitted as long as they utilize the stock mounting points. Sway bars manufactured specifically for racing or multi-piece sway bars are not allowed.

### **Brake System Requirements**

All four brakes must be fully operational. Drilled or slotted brake rotors are permitted. The use of stock brake calipers is required, and these must be fully functional. Brake cooling ducts are allowed, but only on the front brakes. The parking brake must be disabled, rendered inaccessible, or made inoperable by the driver during competition (such as by zip-tying during events). The use of a stock brake master cylinder is required. A proportioning valve is allowed

on the rear brakes only, provided it is not adjustable by the driver and is mounted either in the engine compartment or in the trunk.

## **ENGINE AND TRANSMISSION**

### **Engine, Intake, Exhaust, and Fuel Regulations**

#### **Intake Airflow Restrictor Requirements**

All participating vehicles are required to utilize the intake airflow restrictor specified and provided by VCTS officials. Any attempt to circumvent this requirement will result in penalties, which may include loss of feature race eligibility, forfeiture of points, and payout winnings. VCTS officials will conduct random inspections of restrictors at any time to ensure compliance.

Intake restrictors must be installed at the track with their identification numbers clearly visible on race day. They must be returned at the end of each event in the same condition as issued; payout will be withheld until the restrictor is returned. Distribution to teams will be conducted via random assignment.

Any intentional 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, with numbers visible for inspection. Placement must be within 8" to 10" of the throttle body opening, and it must be possible to inspect the restrictor without removing it. If the restrictor is installed within the intake tube, it must comply with these visibility and sealing requirements.

#### **Exhaust System Specifications**

All participating vehicles are required to have a complete exhaust system that adheres to the following specifications. The exhaust must consist of a single pipe that extends from the manifold or header exit to a point on either the left or right side of the vehicle, located behind the driver's seat and before the rear wheel. The exhaust pipe's inner diameter must not exceed 2.50 inches and must remain consistent in diameter from the header or manifold collector—or from the flange or reducer—all the way to the exit of the system. Exhaust tips are permitted but must not be longer than 7 inches in total length.

The exhaust system's exit point must reach at least to the pinch weld located under the rocker panel, and the routing of the system must be entirely beneath the floor pan. At no point may any part of the exhaust system enter the driver's compartment. Dual exhaust systems are strictly prohibited. For headers, the maximum allowable combined collector or reducer length is 20 inches. Open headers are not permitted under any circumstances.

All exhaust connections may be either welded or bolted, provided they are secure and leak-free. The presence of any exhaust leaks, including loose or leaking gaskets or connections, will result in disqualification from competition. However, "pin-hole" sized leaks may be permitted solely at the discretion of VCTS officials, who retain exclusive authority to determine what qualifies as a "pin-hole" leak in the interest of fairness.

### **Exhaust System Recommendations for Nashville**

For events conducted at the Nashville venue, it is strongly recommended that all vehicles be equipped with a complete exhaust system that includes a functional muffler. This recommendation is designed to support compliance with local track regulations and to minimize noise levels during competition. The installation of a full exhaust system with a properly operating muffler may also enhance safety and contribute to a more enjoyable experience for both participants and spectators.

### **Engine and Transmission Requirements**

All cars must utilize an OEM engine type and brand that matches the make of the vehicle. No V6 engines may be installed in cars that were not originally built with a V6. For further clarification, only four-cylinder engines may be installed in vehicles originally offered with a four-cylinder option, and V6 engines may only replace another V6, provided other rule conditions (such as SOHC and displacement of 3.5 liters or less) are met.

Engine swaps are permitted only within the same make and engine series (e.g., B series to B series or H series to H series for Honda). No engine swaps from other vehicle makes are allowed. For example, a V6 truck engine cannot be installed in a Dodge Neon. If necessary, rules may be updated during the season for competition or safety reasons.

The throttle body must attach to the intake manifold at its original factory location. Throttle body spacers are strictly prohibited, and any found must be removed before participation. If discovered post-race or post-qualification, the participant will be disqualified. Aftermarket intake manifolds and fabricated manifold plenums are not allowed. Throttle body EFI or multipoint EFI systems are permitted.

Carburetors are not permitted. Only one fuel injector per cylinder is allowed, and an OEM-style starter must be used.

Internal engine modifications—including porting, polishing, decking, and camshafts—are allowed. Factory motor markings must be maintained, and any attempt to alter, hide, or modify engine identification will result in disqualification.

Stock OEM transmissions matching the make and model of the car are required. All forward gears and reverse gear must operate properly. Locked differentials are not permitted.

### **Fuel Usage and Restrictions**

Permitted fuels include Pump Gas, Race Gas, and E85 (2024). Methanol is strictly prohibited. Any car using E85 must display an E85 sticker next to the safety inspection sticker on the windshield; this sticker will be provided by series officials. This identification assists series and racetrack personnel. Teams may be required to submit fuel samples for testing.

No fuel additives—including benzene, nitromethane, or methanol—are allowed. Use of these substances will result in expulsion from the series. Anti-freeze is prohibited at all tracks.

### **Prohibited Driver Adjustable Devices**

Driver-adjustable tuning devices for braking systems, suspension, engine, or transmission are not permitted during competition.

## **Computer Tuning Devices and Procedures**

All computer tuning devices are strictly prohibited at the track; all tuning must be performed at the participant's home or garage. Re-flashing or changes to the rev limiter must occur only in the presence of the tech director or a VCTS official. Code checking or clearing must be done with a VCTS official in the pit before starting the procedure. Possession of tuning devices at the track will result in the driver's suspension for that day and forfeiture of all points earned that day. A second offense will lead to a mandatory three-race suspension. Further violations will result in suspension for the remainder of the season.

Participants must notify the tech director or series official before beginning any of these procedures.

## **ADDITIONAL RULES & DRIVER RESPONSIBILITIES**

### **Technical Inspection and Driver Responsibilities**

#### **Access for Inspection**

Drivers and teams must allow VCTS officials complete and unrestricted access to their race vehicles at all times for the purpose of inspection and rules compliance. Any attempt by a driver, team member, or team representative to obstruct access to a race vehicle or to conceal a rules infraction from VCTS officials will result in immediate disqualification, regardless of the actual condition of the car. Disqualification may involve changes to heat race or feature race starting positions, adjustments to on-track racing positions during a race, alterations to heat or feature race finishing results, or outright expulsion from the racing event or series.

#### **Reporting for Inspection**

When directed by VCTS officials, drivers are required to present themselves and their cars at the inspection area designated by VCTS officials on race day. Notice to report for inspection may be given verbally during the drivers' meeting, directly from a VCTS official, via Raceceiver radio transmission (464.0125) (1122), or through hand signals or gestures from VCTS officials.

It is the driver's responsibility to know when and if they are required to report to the technical inspection area, as well as the location of this area. Failing to report directly to the technical inspection area when required is considered a deliberate attempt to conceal a rules violation and will result in automatic disqualification.

If a driver required for technical inspection stops at, or visits, their own or another team's pit area before or while en route to the inspection area, they will be disqualified. All vehicles and parts must remain in the exact same condition as they were at the end of the race until technical inspection is completed. Any unauthorized removal, installation, or adjustment of parts prior to or during inspection is prohibited and will result in disqualification.

#### **Inspection Area Procedures**

During post-qualifying and post-heat/feature technical inspections, only the driver and two crew members per car are allowed in the inspection area. Restrictor testing will be conducted twice—once by a tech official and once by the tech director. Failure on both tests will result in immediate disqualification.

Any driver or crew member not associated with the car(s) being inspected must stay outside the inspection area. No driver or crew member may refuse, delay, or limit VCTS officials in conducting a technical inspection. Violations will lead to the team's disqualification.

### **Race Communications and Spotter Rules**

Spotters are not permitted. The only frequency that may be monitored is race control (464.0125) (1122) during line-ups, practice, qualifying, racing, or any time the car is on the racing surface. The Raceceiver must be worn at all times when the driver and car are on the racetrack, or as directed by the Competition Director.

### **Disqualification and Penalties**

Drivers disqualified from an event will forfeit event championship points, starting pay, and event purse payout, as determined by VCTS officials and the Race Director. All decisions by VCTS officials regarding scoring, payout, and penalties are final. Disqualified drivers are not eligible for contingency bonuses or prizes. A suspended or disqualified driver may not use that event as their throw-out race.

If a race is rained out after cars have been on the track, 25 show-up points will be awarded as bonus points, which are not subject to the throw-out race rule.

### **Disabled Vehicles and Conduct**

Drivers must remain with any disabled vehicle to assist track personnel with its removal from the racing surface and return to the pit area. Leaving a car unattended will result in automatic disqualification and being parked for the remainder of the event, except in cases where the driver is taken away by ambulance. Drivers with wrecked or disabled cars must not exit their vehicles until instructed by track or safety officials, unless there is an immediate threat to safety such as fire, leaking fuel, smoke, or fumes.

Drivers leaving their vehicles to confront another competitor or official will not be tolerated. Obscene gestures and profanity are prohibited. Any driver leaving their car without permission from VCTS or track safety personnel will be penalized or expelled. Crew members or family members who enter the racing surface without permission will be expelled from the event. Penalties for improper conduct may include fines, suspension, or expulsion from the series.

### **Transponder and Towing Device Requirements**

Transponders must be mounted at or behind the right rear axle, using a proper mounting bracket or required pouch. Drivers are responsible for the cost of a replacement transponder if lost or damaged. Pouches should be secured with zip ties to the right side rear axle, perpendicular (90 degrees) to the axle, with the clasp on the top side of the car and away from the exhaust exit, unless otherwise directed by a VCTS official.

Secure towing devices (hook, chain, cable, bracket, etc.) must be installed at both the front and rear of the vehicle. These devices should be clearly fastened, labeled or painted orange, and positioned to avoid presenting a hazard in the event of contact. Drivers should be ready to assist safety crews with locating towing devices unless incapacitated.

## **Points and Standings Procedures**

To maintain consistency in season scoring and standings, all points will be posted within 72 hours after an event concludes. All drivers and teams are encouraged to verify their points and standings within 10 days of posting; any disputes must be raised within that 10-day period.

## **Mandatory Raceceiver Frequency**

Important: The Raceceiver frequency is (464.0125) (1122), and monitoring is mandatory whenever the car is on the track.

# **Dirt Track Addendum**

## **Dirt Track Tire and Wheel Regulations**

### **Approved Tires**

The specified tire for VCTS dirt track events is the Hoosier 795. Teams are permitted to substitute DOT-stamped tires provided that each tire has a treadwear rating of 300 or higher, features a 60 series or taller sidewall, and has a maximum section width of 215 or less.

Winter tires are strictly prohibited.

### **Tire Combinations and Placement**

Teams may utilize a combination of Hoosier and DOT tires. However, both tires on any one side and mounting location must be of the same type. For example, it is permissible to run DOT tires on the front and Hoosier tires on the rear, or vice versa, but both tires on the front or rear must match in type and mounting location.

### **Tire Preparation and Modification**

No grooving or shaving of tires is allowed under these regulations. Additionally, soaking tires or applying any tire treatment—including products such as “armor-all”—is expressly forbidden. If there is suspicion of tire soaking, officials reserve the right to remove and inspect all four tires from the vehicle.

### **Racing Wheels Specifications**

All racing wheels must be of steel construction, and the diameter must be uniform at all four corners of the car. The maximum permitted wheel width is 7 inches, while the maximum wheel diameter is 15 inches. Wheels must feature a backspacing of at least 3 inches, and the same backspacing must be used on each side of the vehicle. Minor machining variances may be tolerated during inspection. If a wheel spacer is required to clear the brake caliper, the spacer must not exceed ½ inch in thickness.

### **Stagger and Sizing**

Tires may be staggered by a total of one “size.” A “size” is defined as a difference such as 23.5 inches versus 24.5 inches, or 26.5 inches versus 27 inches, specifically for Hoosier 790 tires. When staggered tires are used, both the front and rear tires on the staggered side must be the same size.

### **Safety and Installation Requirements**

Tires and wheels must not extend beyond the bodywork in a manner deemed unsafe. Fender flares and rub rails are permitted to accommodate the wheels. All wheel stud threads must reach or extend beyond the top of the lug nuts. The use of 1-inch lug nuts is allowed and strongly encouraged.

### **Applicability**

These tire and wheel regulations apply exclusively to dirt track events and do not pertain to any other racing locations.

### **Contact for Rule Clarifications**

For any questions or requests for clarification about the rules, please do not hesitate to seek assistance. You may contact Patrick Reed, Competition Tech Director, via email at [RaceTech2016@gmail.com](mailto:RaceTech2016@gmail.com) or by phone at 317-332-1916.

If you call, please leave a comprehensive message detailing your inquiry. Kindly note that responses will be provided within 24 to 48 hours.