

PRO(CRATE) LATE MODEL RULES

Body Rules:

Lucas Oil or UMP

Officials may test any engine at any point to verify that the engine meets the GM factory specs. Testing can include compression checks, valve spring checks, rocker arm checks, and any other tests officials deem necessary. Officials may also confiscate any engine at the completion of any event to perform a complete tear down of the engine.

Top 3 from that event are allowed to claim the winner only. The driver must make protest to speedway officials immediately after feature event and must pay official \$1,750 cash at that time. \$500 will go to the GM Certified Motor Builder and/or Track. \$1250 will go to the winner of the protest.

A driver and/or car owner refusing to allow his engine to be tested or confiscated for official teardown or protest will be penalized the same as those found to be cheating within the sealing system. Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event, and suspended from racing for one year and be fined an amount to be determined. Any illegal parts will be confiscated for destruction and/or further inspection. After that period, the driver and/or car owner can only compete in events with an engine equipped with original factory GM sealing bolts.

Any violation of the engine rules and/or factory specs outside the sealing bolts of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended and fined at official's discretion.

Engine's GM serial number and any seal certification number must be clearly visible.

Crate Motors:

GM 602 or 604 Only in Crate Class

Weight-

Steel Block (Including Sealed Crates): 2300 lbs.

NO BURN-OFF, WEIGHT IS WITH DRIVER AT CONCLUSION OF RACE!!

Spoiler:

8" Spoiler on all cars

Front Tires: (TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

Any tire or manufacturer allowed – Open

Rear tires- (TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

Hoosier: FT400, FT200, LSB21, LSB55, Crate21, Crate 55, 1350, 1600, LM40, 1640, Spec D55

American Racer: Crate Spec 48, Crate Spec 56, 48, 56

** Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the "A"-Main, the driver's money will be held until the tire sample has cleared the lab.

Carb:

Only 1 Carburetor permitted, naturally aspirated.

Fuel:

Drivers must claim the type of fuel they are using for a comparison test. E-85 must be plant-based E-85; NO METHANOAL. Drivers claiming pump E-85 should have a specific gravity of 85 +/- 3. Drivers who claim racing E-85 will be matched the specs of the manufacture. Drivers will be expected to present those specs.

- Fuel and Motor Oil tests may be performed during post-race tech or sent to the labs for testing. Any suspicious fuel or motor oil will then be sampled, and lab tested.

Misc:

Raceceivers and Transponders are MANDATORY at all events. (Rentals are Available at track)

Protest:

\$100 protest allowed for Top 3 on the winner's fuel or tires.