



2011 NATIONAL TOUR AND WEEKLY RACING SERIES RULES AND REGULATIONS

NATIONAL AND WEEKLY GENERAL RULES:

1. THE RULES AND/OR REGULATIONS SET FORTH HEREIN DOES NOT EXPRESS OR IMPLIES WARRANTY OF SAFETY, FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDELINE FOR THE CONDUCT OF THE CRATE RACIN' USA DIRT LATE MODEL SERIES, AND ARE IN NO WAY A GUARANTEE AGAINST INJURY TO PARTICIPANTS.
2. THESE RULES AND/OR REGULATIONS WILL APPLY TO ALL CRATE RACIN' USA DIRT LATE MODEL SERIES SANCTIONED EVENTS.
3. CRATE RACIN' USA DIRT LATE MODEL SERIES OFFICIALS SHALL HAVE FULL AUTHORITY OVER SAID SANCTIONED EVENTS, AND IN THE EVENT OF ANY DISPUTE, THE HEAD OFFICIAL'S DECISION WILL BE FINAL.
4. ALL ARE SUBJECT TO BE INSPECTED BY THE CRATE RACIN' USA DIRT LATE MODEL SERIES TECHNICAL INSPECTORS AT ANY TIME DURING THE EVENT.
5. **THE SERIES RESERVES THE RIGHT TO CONFISCATE ANY SUSPICIOUS, OR DEEMED ILLEGAL, COMPONENTS.**
6. THE CRATE RACIN' USA DIRT LATE MODEL SERIES RESERVES THE RIGHT TO ALTER OR AMEND THESE RULES AND/OR REGULATIONS IN THE INTERESTS OF FAIR COMPETITION.
7. THE RULES AND REGULATIONS FOR THE CRATE RACIN' USA DIRT LATE MODEL SERIES HAVE BEEN SANCTIONED AND APPROVED BY THE CRATE RACIN' USA DIRT LATE MODEL SERIES, P.O. BOX 1346, CARTERSVILLE, GA 30120, AND AVAILABLE ONLINE AT WWW.NeSMITHRACING.COM.

NATIONAL AND WEEKLY MEMBERSHIP AND ENTRY FEES:

1. TO BE ELIGIBLE TO EARN CRATE RACIN' USA DIRT LATE MODEL SERIES NATIONAL POINTS AND OR WEEKLY RACING SERIES POINTS, POINT FUND MONIES, AND SERIES CONTINGENCY AWARDS, A DRIVER MUST PAY AN ANNUAL MEMBERSHIP FEE OF \$100.

NATIONAL AND WEEKLY SPONSOR DECALS - DECAL REQUIREMENTS:

1. ALL PARTICIPANTS MUST DISPLAY REQUIRED DECALS AS PRESCRIBED BY THE SERIES TO BE ALLOWED TO COMPETE.
2. CONTINGENCY SPONSORS: TO BE ELIGIBLE FOR CONTINGENCY SPONSORSHIPS PARTICIPANT MUST FOLLOW THE REQUIREMENTS OF EACH COMPANY I.E. DECALS, PATCHES, PRODUCT, ETC. THESE REQUIREMENTS WILL BE PROVIDED.

RACEceivers:

1. EACH CRATE RACIN' USA DIRT LATE MODEL SERIES PARTICIPANT WILL BE REQUIRED TO USE A RACECEIVER ONE WAY RADIO COMMUNICATION DEVICE (AVAILABLE FROM THE SERIES) TO RECEIVE COMMUNICATION FROM THE CRATE RACIN' USA DIRT LATE MODEL SERIES RACE DIRECTOR DURING ALL EVENTS. EVENTS INCLUDE THE HOT LAPS, TIME TRIALS, HEAT RACES, CONSI FEATURES AND THE A-MAIN EVENT. GENERALLY, THE DRIVER SHOULD HAVE HIS RACECEIVER INSTALLED AND TUNED IN TO THE DESIGNATED FREQUENCY WITH THE VOLUME TURNED UP TO RECEIVE COMMUNICATIONS AT ANY TIME THEY HAVE THEIR HELMET ON AND ARE PREPARED TO

COMPETE. THIS WOULD INCLUDE THE TIMES DURING LINE-UP AND THE RUNNING OF THE EVENT AND UNTIL RETURNING TO THEIR OWN PIT SPACE.

2. DRIVERS NEED TO MAKE SURE THEIR RACECEIVERS ARE TURNED ON AND IN WORKING ORDER BEFORE THEY GO ON THE RACE TRACK. CRATE RACIN' USA OFFICIALS CAN COMMUNICATE A REQUEST FOR YOU TO THE RACE DIRECTOR FOR A RACECEIVER RADIO CHECK. IT IS THE RESPONSIBILITY OF THE DRIVER TO MAKE SURE THEY HAVE A NEW BATTERY INSTALLED IN THEIR RACECEIVERS AT EACH EVENT. REMOVE THE BATTERY FROM THE RACECEIVER EACH TIME YOU COME BACK TO YOUR PIT AREA. KEEP SPARE BATTERIES WITH YOU AT THE TRACK.

SHOULD YOUR RACECEIVER NOT WORK PROPERLY, REMOVE THE BATTERY AND PUT IT BACK IN TO RESET THE UNIT. IF THAT DOESN'T FIX THE PROBLEM, TRY PUTTING IN A NEW BATTERY. IF IT STILL DOESN'T WORK, CONSULT WITH A CRATE RACIN' USA OFFICIAL.

NATIONAL AND WEEKLY ENGINE RULES:

1. GM PART NUMBER 88958602 & GM PART NUMBER 88958604.
2. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM GM. CRATE USA SEALS ALLOWED, **NO RM BOLTS**, FOR ANY OTHER SEALING SYSTEM CONTACT CRATE RACIN USA FOR APPROVAL. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
3. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH; ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY CRATE RACIN' USA SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
4. NO CHANGES ARE ALLOWED TO THE ENGINE - INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER OR ANY OTHER PART / OR PARTS ON / OR IN ENGINE.
A) Beginning in January 2010 Competitors may run a maximum of a .020" shim under valve springs on repaired or rebuilt engines, or on new engines, that inconsistencies are found with "install height" or "free height" of replacement valve springs, and must remain within the GM specifications for install height (604-1.780", and valve spring seat pressure, 604 105lb maximum. Crate Racine USA Valve Spring Tester is the official tester, and all final rulings will be based on this tester ONLY. **WARNING!!** It is the racers responsibility to ensure each INDIVIDUAL valve spring has the correct "install height" and meets the maximum valve spring pressure rule, as per the GM specification manual.
5. NO VACUUM PUMPS.
6. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
7. ENGINE'S GM SERIAL NUMBER AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.
8. 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 SERIES COMPETITION FOR 365 DAYS AND PAY A \$1,000 FINE. AFTER THAT PERIOD, THE DRIVER CAN ONLY COMPETE IN SERIES EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS, OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND, AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.
9. 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 COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO BUT NOT MORE THAN 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00, AT SERIES OFFICIALS DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.

NATIONAL AND WEEKLY ENGINE SETBACK RULE:

1. ENGINE SETBACK WILL BE 6" FROM CENTER OF TOP BALL JOINT TO THE #1 SPARK PLUG WITH A 1-INCH TOLERANCE ON ENGINE SETBACK. THERE WILL BE A 50 POUND PENALTY FORWARD OF THE MOTOR PLATE FOR EACH 1/2-INCH OF SET BACK BEYOND SEVEN (7) INCHES OF ENGINE SETBACK. NO CARS WITH MORE THAN AN EIGHT (8) INCH ENGINE SETBACK WILL BE ALLOWED TO COMPETE.

NATIONAL AND WEEKLY CARBURETOR RULES:

1. ONE FOUR-BARREL CARBURETOR ONLY OF ANY MANUFACTURE.
2. ENGINE MUST BE NATURALLY ASPIRATED.
3. **604** - MAY USE ONE CARBURETOR SPACER (1 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR.
4. **602** - MAY USE ONE CARBURETOR SPACER (2 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR

NATIONAL AND WEEKLY DISTRIBUTOR RULE:

1. ANY ELECTRONIC DISTRIBUTOR-TYPE IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM.

NATIONAL AND WEEKLY STARTER RULE:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER.

NATIONAL AND WEEKLY WATER PUMP RULES:

1. CAST OR ALUMINUM PERMITTED.
2. NO ELECTRIC WATER PUMP.

NATIONAL AND WEEKLY EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER.
2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATES.
3. NO TRI-Y HEADERS OR MERGED HEADERS ALLOWED
4. NO SQUARE-TUBE HEADERS ALLOWED

NATIONAL AND WEEKLY FUEL - FUEL CELL - FUEL PUMP RULES:

1. AN APPROVED FUEL CELL (32 GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS.
2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR.
3. GASOLINE OR RACING GAS **ONLY** – **NO** ETHANOL (E85, OR E105) **NO** METHANOL, OR ALCOHOL - **NO** NITROUS OXIDE. **NO** PROPYLENE OXIDE, OR CHEMICAL ADDITIVES. FUELS MUST HAVE A SPECIFIC GRAVITY OF LESS THAN .745. ANY FUEL WITH A SPECIFIC GRAVITY OF .745 OR GREATER WILL BE DISQUALIFIED. IT IS THE RACERS RESPONSIBILITY TO KNOW WHAT HE/SHE IS PUTTING IN THE FUEL CELL. THE NEW VP CHP RACING FUEL IS STRONGLY RECOMMENDED, AS IT IS SPECIALLY FORMULATED FOR THE GM PERFORMANCE CIRCLE TRACK ENGINES FOR MAXIMUM PERFORMANCE AND DURABILITY.

4. MECHANICAL FUEL PUMP ONLY, CAM DRIVEN OR BELT DRIVEN, NO ELECTRIC FUEL PUMPS.

NATIONAL & WEEKLY EVENT ENGINE PROTESTS:

1. THE PROTEST FEE FOR A COMPLETE TEAR DOWN AN ENGINE THAT FINISHES THE A-MAIN IS \$900, AND THE FEE MUST BE PAID TO THE RACE DIRECTOR OR TECHNICAL DIRECTOR, IN CASH, WITHIN 10 MINUTES AFTER THE CHECKERED FLAG HAS FALLEN ON THE A-MAIN. MUST FINISH IN THE TOP 5 TO BE ELIGIBLE TO PROTEST. \$250 OF PROTEST FEE WILL GO THE SERIES OR TRACK, REMAINING \$650 WILL GO TO WINNER OF PROTEST.
2. ANY CRATE RACING USA SANCTIONED RACE TRACK IS AUTHORIZED TO CALL FOR AN ENGINE INSPECTION OR TEAR DOWN BY CRATE RACING USA NATIONAL TECHNICAL DIRECTOR. IF THIS HAPPENS TRACK WILL REMOVE ENGINE AT RACE TRACK, AND IMPOUND UNTIL INSPECTION DAY CAN BE ARRANGED FOR ALL PARTIES INVOLVED.
3. FAILURE AND/OR REFUSAL TO TEAR DOWN AN ENGINE AND/OR FOR YOUR RACE CAR TO BE INSPECTED BY SERIES OFFICIALS AT ANY TIME WILL RESULT IN A 365-DAY SUSPENSION AND FINE OF A DETERMINED AMOUNT BY SERIES OFFICIALS.
4. ONLY THREE PEOPLE FROM THE PROTESTED CAR AND 1 PERSON DESIGNATED FROM THE TEAM PROTESTING WILL BE ALLOWED IN THE TECH AREA DURING A PROTEST

NATIONAL AND WEEKLY BODY RULES:

1. CRATE RACIN' USA BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. NO TUNNELLING OF ANY TYPE ALLOWED UNDERNEATH BODY, ALONG FRAME, OR AROUND FUEL CELL AREA. A STONE SHIELD FOR REMOTE OIL FILTER OR TRANSMISSION IS ALLOWED, 24" X 24" MAXIMUM LOCATED NEAR REAR ENGINE PLATE. (See illustrations at the end of this Rulebook for further body specifications).
2. SPOILER SIZE MAXIMUM 12". SPOILERS MUST BE MADE OF A SOLID MATERIAL SUCH AS LEXAN OR, SHEET ALUMINUM, OR MATERIALS OF EQUAL STRENGTH. SPOILER & SPOILER SUPPORTS SHOULD BE MADE OF EQUAL MATERIAL ON ALL AREAS. NO OPEN SPOILER SUPPORTS. SPOILER HEIGHT, WIDTH, AND ANGLE MUST BE THE SAME AT ALL TIMES FOR THE ENTIRE AREA OF THE SPOILER. NO VARYING SPOILER HEIGHTS OR SPOILER ANGLES.
3. ROOF SUPPORTS OR "C" PILLARS ON BOTH SIDES MUST BE MADE OF EQUAL MATERIAL. WINDOW OPENINGS ARE ALLOWED BUT MUST BE THE SAME SIZE OPENING ON LEFT AND RIGHT SIDE. IF CLEAR LEXAN WINDOW IS USED IT MUST BE USED ON BOTH SIDES. BOTH SIDES OPEN OR BOTH SIDES CLOSED.
4. THE AEROTECH DOMINATOR NOSE PIECE IS ALLOWED.
5. NO MIRRORS.
6. NO RADIOS.
7. RACEceiver IS MANDATORY.

NATIONAL AND WEEKLY FRAME RULES:

1. ALL FRAMES MUST BE OF STEEL CONSTRUCTION.
2. SQUARE OR RECTANGULAR FRAME MUST HAVE A MINIMUM OF 2" BY 2" MATERIAL, .083 WALL THICKNESSES.
3. ROUND TUBE FRAME, TUBING MUST HAVE A MINIMUM OF 1-3/4" OUTSIDE DIAMETER, .083 WALL THICKNESSES.

NATIONAL AND WEEKLY WHEEL BASE RULE:

1. MINIMUM WHEELBASE WILL BE 103".

NATIONAL AND WEEKLY ROLL CAGE RULES:

1. ALL CARS MUST HAVE A SUITABLE STEEL ROLL CAGE PROTECTING THE DRIVER'S COMPARTMENT, INCLUDING HEADREST.

2. SIDE ROLLBARS ARE MANDATORY, AND MUST EXTEND INTO THE DOOR PANELS. A MINIMUM OF THREE (3) BARS MUST BE ON THE LEFT SIDE.
3. EACH BAR MUST BE AT LEAST 1 - 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".
4. ROLL CAGES MUST BE WELDED TO FRAME.

NATIONAL AND WEEKLY SAFETY RULES:

DRIVER SAFETY IS THE DRIVERS RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY AND SAVE MONEY, ANY MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

1. ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS AND MUST BE ATTACHED TO ROLL CAGE. 3YRS MAXIMUM AGE STRONGLY RECOMMENDED.
2. ALL CARS MUST BE EQUIPPED WITH A 2 POUND ABC FIRE EXTINGUISHER. CRATE USA STRONGLY RECOMMENDS A 5LB HALON SYSTEM.
3. CRATE USA STRONGLY URGES AND RECOMMENDS SOME TYPE OF HEAD AND NECK RESTRAINT SYSTEM, BUT IS NOT REQUIRED.
4. ALL DRIVERS MUST WEAR A COMPLETE FIRE SUIT.
5. GLOVES ARE NOT REQUIRED, BUT HIGHLY RECOMMENDED.

NATIONAL AND WEEKLY TRANSMISSION RULES:

1. MUST HAVE AT LEAST ONE FORWARD AND ONE REVERSE GEAR IN WORKING ORDER.
2. NO STRAIGHT DRIVES OR IN AND OUT BOXES.
3. DRIVE SHAFTS MUST BE PAINTED WHITE - CARBON FIBER DRIVE SHAFTS ARE LEGAL.
4. BALLSPLINE TRANSMISSIONS-STRONGLY RECOMMENDED TO RUN CARBON FIBER DRIVE SHAFT ONLY! (This is for your safety)

NATIONAL AND WEEKLY BRAKE RULES:

1. STEEL BRAKE ROTORS ONLY--NO CARBON FIBER BRAKES, TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS.

NATIONAL AND WEEKLY WHEEL RULES:

1. ANY BRAND OR TYPE OF WHEEL ALLOWED MUST BE MOUNTED WITH LUG NUTS.
2. NO KNOCK-OFF OR CENTER LOCK WHEELS.
3. MAXIMUM WHEEL WIDTH - 14".

NATIONAL AND WEEKLY TIRE RULE:

1. HOOSIER D21 AND D55 STAMPED CRATE RACIN' USA AND SHOULDER PALTED. TIRES WILL BE DUROMETERED AND CRATE RACIN' USA D21 MUST PUNCH 48 OR HARDER, AND CRATE RACIN' USA D55 MUST PUNCH 60 OR HARDER AT ANY TIME WHEN TESTED. GROOVING AND SIPING ALLOWED.
2. ANY DRIVER AT ANY TIME DETERMINED TO HAVE SOFTENED OR CHEMICALLY ALTERED TIRES WILL BE DISQUALIFIED FROM THE REMAINDER OF THE EVENT. DRIVER AND/OR CAR OWNER MAY BE FINED UP TO \$1000 PER TIRE, AND COULD BE SUSPENDED, AT SERIES OFFICIALS DISCRETION. DRIVER AND/OR OWNER WILL NOTIFIED IN WRITING OF DECISION, ALL DECISION'S ARE FINAL.

3. ANY INDEPENDENT LAB TESTING WILL BE DONE AT CRATE RACING USA OFFICIALS SOLE DISCRETION. ANY SAMPLES TAKEN FOR TESTING WILL BE DONE IN THE PRESENCE OF DRIVER OR DESIGNATED TEAM REPRESENTATIVE. TIRE IN QUESTION WILL BE CONFISCATED, MARKED AND HELD BY CRATE RACING USA, UNTIL DECISION IS FINAL

WARNING: THE NESMITH DIRT LATE MODEL SERIES (CRATE RACIN' USA) AND HOOSIER RACING TIRES STRICTLY FORBIDS ANY CHEMICAL ALTERATION OF THE TIRE CARCASS AND/OR TREAD COMPOUND, SUCH AS TIRE SOAKING OR USE OF TREAD "SOFTENER." THE NESMITH DIRT LATE MODEL SERIES (CRATE RACIN' USA) AND HOOSIER RACING TIRE STRICTLY FORBIDS THE PHYSICAL DEFAACEMENT (REMOVAL, ALTERING, OR COVERING) OF TIRE SIDEWALL MARKINGS IN ANY MANNER. FAILURE TO COMPLY WITH THIS WARNING COULD RESULT IN PREMATURE OR CATASTROPHIC TIRE FAILURE AND MAY RESULT IN SERIOUS INJURY OR DEATH.

ANY TIRE THOUGHT TO BE PHYSICALLY DEFACED OR ALTERED WILL BE CONFISCATED. WHILE TIRE IS IN QUESTION ALL MONEY, AND POINTS FOR THAT DRIVER WILL BE HELD UNTIL A RULING IS MADE FINAL. ANY TIRE DEEMED TO HAVE BEEN PHYSICALLY DEFACED OR ALTERED WILL RESULT IN THE DRIVER BEING SUSPENDED FOR A PERIOD UP TO 365 DAYS AND MAY BE FINED UP TO \$1,000 BEFORE BECOMING ELIGIBLE TO COMPETE WITH THE NESMITH DIRT LATE MODEL SERIES (CRATE RACIN' USA) AGAIN.

NATIONAL AND WEEKLY WEIGHT RULES:

1. GM CRATE ENGINE #88958602 - 2200 LBS. AT QUALIFYING, 1LB PER LAP BURN OFF ON HEATS, CONSYS, & FEATURE RACE. (GREEN FLAG LAPS ONLY)
2. GM CRATE ENGINE # 88958604 - 2350 LBS. AT QUALIFYING, 1LB PER LAP BURN OFF ON HEATS, CONSYS, & FEATURE RACE. (GREEN FLAG LAPS ONLY)
3. ATTACHED WEIGHT MUST BE SECURELY BOLTED TO FRAME WITH 1/2" OR LARGER BOLTS. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACE TRACK IS DISQUALIFICATION FROM THE EVENT.

NATIONAL EVENT WEIGH-IN RULES:

1. SERIES OFFICIALS RESERVE THE RIGHT TO WEIGH ANY CAR AT ANY TIME DURING AN EVENT.
2. HEAT RACE AND CONSOLATION RACE WINNERS AND TRANSFER CARS WILL PROCEED DIRECTLY TO THE SCALES TO BE WEIGHED IMMEDIATELY AFTER THE EVENT HAS BEEN COMPLETED. DO NOT GO TO YOUR PIT AREA FIRST! THIS WILL RESULT IN A DISQUALIFICATION.
3. THE TOP SEVEN FINISHERS IN THE FEATURE EVENT WILL PROCEED DIRECTLY TO THE SCALES TO BE WEIGHED IMMEDIATELY AFTER THE EVENT HAS BEEN COMPLETED. DO NOT GO TO YOUR PIT AREA FIRST! THIS WILL RESULT IN A DISQUALIFICATION.
4. THE TOP FIVE FINISHERS WILL BE WEIGHED, AND THE SIXTH AND SEVENTH-PLACE FINISHERS WILL WAIT AT THE SCALES AS ALTERNATES, AND WILL BE WEIGHED SHOULD ONE OR MORE OF THE TOP FIVE FINISHERS DOES NOT MAKE WEIGHT.
5. IF A CAR DOES NOT MAKE WEIGHT ON THE FIRST ATTEMPT, THE CAR MAY BE ROLLED BACK OFF THE SCALES AND ROLLED BACK ON THE SCALES - ONE TIME ONLY - UNDER THE SUPERVISION OF CRATE RACIN' USA DLMS OFFICIALS.
6. SHOULD A CAR WEIGH IN LIGHT AFTER QUALIFYING OR A HEAT RACE, THE CAR WILL BE PENALIZED TO THE REAR OF THE NEXT SCHEDULED PRELIMINARY EVENT.
7. SHOULD A CAR WEIGHT IN LIGHT AFTER A MAIN EVENT, THE CAR WILL BE PENALIZED TO THE LAST PLACE FINISHING POSITION.

NATIONAL TOUR RACE PROCEDURES:

NATIONAL EVENT SPIN RULES:

1. ANY CAR SPINNING OUT TWICE (2) AND/OR STOPPING ON THE TRACK WHICH BRINGS OUT THE CAUTION FLAG TWICE, WILL BE BLACK FLAGGED AND SENT TO THE PITS.
2. ON INITIAL START OF A RACE, IF CONTACT IS MADE CAUSING A CAR OR CARS TO SPIN OUT, AND NO LAPS ARE COMPLETED; THE CARS INVOLVED WILL GET THEIR RESPECTIVE STARTING SPOTS BACK FOR THE COMPLETE RESTART. IF NO CONTACT IS INVOLVED AND A CAR SPINS OUT ON THE INITIAL START, THAT CAR WILL RESTART IN THE LAST STARTING POSITION.

NATIONAL EVENT STARTS AND DOUBLE-FILE RESTARTS:

1. IF A DRIVER JUMPS THE ORIGINAL START OF A RACE, THE CAUTION FLAG WILL COME OUT, AND THE DRIVER JUMPING THE START WILL GET ONE WARNING. IF THE SAME DRIVER JUMPS THE START A SECOND TIME, THE CAUTION WILL COME OUT, AND THAT DRIVER WILL BE PENALIZED ONE ROW.
2. RESTARTS IN ALL RACES AFTER THE ORIGINAL START WILL BE "DELAWARE" DOUBLE-FILE RESTARTS. DURING THE CAUTION PERIOD, CARS WILL REMAIN SINGLE-FILE WHILE THE FIELD IS RESET VIA RACECEIVER RADIO IN THE ORDER BY THE LAST COMPLETED LAP. ONCE THE FIELD IS SET, THE SECOND-PLACE DRIVER WILL BE ASKED VIA RACECEIVER RADIO TO CHOOSE THE INSIDE OR OUTSIDE LINE FOR THE RESTART. THE THIRD-PLACE CAR AND THOSE BEHIND WILL FILL IN THE APPROPRIATE LINE FOR THE RESTART. THE RACE LEADER WILL BE IN A ROW BY HIMSELF, AND MAY RESTART EITHER INSIDE OR OUTSIDE. ONCE THE DOUBLE-FILE LINE-UP HAS BEEN SET, THE ONE-TO-GO SIGNAL WILL BE GIVEN, AND DRIVERS MUST HOLD THEIR POSITION UNTIL THE GREEN FLAG IS DISPLAYED.
3. IF A DRIVER JUMPS A DOUBLE-FILE RESTART, THAT DRIVER WILL BE PENALIZED TWO POSITIONS FOR EACH CAR JUMPED ON THE RESTART. THE DRIVER WILL BE MOVED BACK IN THE RUNNING ORDER AT THE NEXT CAUTION FLAG FROM THE POSITION HE WAS RUNNING AT THE TIME OF THE RESTART, OR AT THE END OF THE RACE, WHICHEVER COMES FIRST.
4. OFFICIALS RESERVE THE RIGHT TO GO A SINGLE-FILE RESTART AT ANY TIME DURING AN EVENT DUE TO TRACK CONDITIONS.

NATIONAL EVENT REGISTRATION AND SIGN-IN:

1. EACH DRIVER MUST SIGN-IN DURING THE DESIGNATED TIMES BEFORE THE DRIVER'S MEETING AT EACH EVENT TO DRAW FOR A QUALIFYING SPOT. DRIVERS THAT FAIL TO REGISTER DURING THIS TIME WILL BE PENALIZED TO EITHER THE BEGINNING OR THE END OF THE QUALIFICATION LINE AND ONLY RECEIVE ONE LAP ON THE CLOCK.
2. EACH DRIVER MUST PAY THEIR ENTRY FEE AT THE SIGN-IN BEFORE PRESENTING THEIR RACE CAR AT THE PRE-RACE TECHNICAL INSPECTION.
3. EACH DRIVER WILL ALSO PROVIDE ANY INFORMATION TO THE SERIES P.R. PERSONNEL REGARDING EQUIPMENT (CAR NUMBER/CHASSIS/ ENGINE NUMBER & ENGINE BUILDER), TEAM PERSONNEL (DRIVER NAME/HOMETOWN/ CREW CHIEF/CAR OWNER), AND SPONSORS, OR ANY CHANGES IN APPROPRIATE INFORMATION.
4. ALL DRIVERS MUST FILL OUT AND SIGN A DRIVER/CAR OWNER INFORMATION SHEET TO SERIES OFFICIALS AT SIGN-IN WITH CONTACT AND TAX INFORMATION, OR INFORM SERIES OFFICIALS OF ANY CHANGES IF THEY HAVE PREVIOUSLY FILLED OUT A DRIVER INFORMATION FORM. **COMPETITORS ARE STRONGLY URGED TO PROVIDE AN E-MAIL ADDRESS IN ORDER TO RECEIVE IMPORTANT SERIES INFORMATION DURING THE SEASON IN A TIMELY MANNER.**
5. DRIVER MUST **COMPLETELY** FILL OUT AND SIGN A REGISTRATION FORM, EITHER ONLINE OR AT AN EVENT, IN ORDER TO RECEIVE A MEMBERSHIP CARD. IF REGISTERING ONLINE, THE DRIVER MUST SIGN THE REGISTRATION FORM AT THE FIRST SANCTIONED EVENT THEY ATTEND.

NATIONAL EVENT TECHNICAL INSPECTION:

1. SERIES OFFICIALS RESERVE THE RIGHT TO TECH ANY CAR AT ANY TIME DURING AN EVENT.

2. ALL CARS WILL BE INSPECTED BY SERIES TECHNICAL OFFICIALS BEFORE HOT LAPS. DRIVERS MUST PAY THEIR ENTRY FEE AND COMPLETE ANY REQUIRED PAPERWORK AT THE SERIES REGISTRATION TABLE BEFORE PRESENTING THEIR CAR AT THE PRE-RACE TECHNICAL INSPECTION.
3. DRIVERS WILL RECEIVE A TECH TICKET AFTER COMPLETING THEIR REGISTRATION TO PRESENT TO THE TECHNICAL INSPECTOR THAT SHOWS YOU HAVE COMPLETED YOUR REGISTRATION FOR THE EVENT AND THAT YOUR RACE CARS IS READY FOR TECHNICAL INSPECTION.
4. NOTIFICATION WILL BE GIVEN AT THE DRIVERS MEETING AS TO THE POST-RACE TECHNICAL INSPECTION PROCEDURE.
5. ANY CAR FOUND TO BE IN VIOLATION OF THE CRATE RACIN' USA RULES, OTHER THAN WEIGHT, DURING THE POST-RACE INSPECTION WILL BE DISQUALIFIED FROM THAT EVENT AND RECEIVE NO POINTS AND NO MONEY.

NATIONAL EVENT DRIVERS MEETING:

1. ALL DRIVERS MUST ALWAYS ATTEND THE DRIVERS MEETING, AS IMPORTANT ANNOUNCEMENTS CONCERNING THE EVENT, ITS FORMAT, AND PROCEDURES WILL BE GIVEN.
2. THE TIME AND PLACE OF THE DRIVERS MEETING WILL BE ANNOUNCED AND POSTED AT EACH EVENT, AND WHEN POSSIBLE, WILL ALSO BE POSTED THE WEEK OF THE EVENT ON THE SERIES WEB SITE AT WWW.NeSMITHRACING.COM.

NATIONAL EVENT HOT LAPS:

1. EACH DRIVER WILL BE ASSIGNED A HOT LAP SESSION ACCORDING TO WHERE THEY DREW FOR QUALIFICATIONS. THE DRIVER MUST HOT LAP IN THEIR RESPECTIVE GROUP UNLESS APPROVED OTHERWISE BY THE CRATE RACIN' USA DIRT LATE MODEL SERIES RACE DIRECTOR.
2. EACH DRIVER WILL RECEIVE ONE HOT LAP SESSION UNLESS OTHERWISE STATED.

NATIONAL EVENT QUALIFICATIONS:

1. DRIVERS MUST QUALIFY IN THE ORDER IN WHICH THEY DREW FOR QUALIFICATIONS, AND EACH DRIVER THAT QUALIFIES IN THE PROPER ORDER WILL RECEIVE TWO LAPS ON THE CLOCK.
2. DRIVERS THAT QUALIFY OUT OF ORDER WILL RECEIVE ONE QUALIFICATION LAP.
3. EACH DRIVER WILL RECEIVE ONE ATTEMPT TO QUALIFY.
4. SHOULD THERE BE A CLOCK MALFUNCTION; THE DRIVER WILL BE NOTIFIED ON THE RACECEIVER RADIO TO STAY ON THE TRACK FOR A MAKE-UP LAP.
5. ANY TIE IN THE QUALIFICATION TIME WILL BE BROKEN BY THE DRIVER THAT QUALIFIED FIRST IN THE QUALIFYING ORDER.

NATIONAL EVENT RACE PROCEDURES FOR \$2,000 AND \$2,500-TO-WIN EVENTS:

1. EACH DRIVER WILL TAKE TWO LAPS ON THE CLOCK DURING QUALIFICATIONS WITH THE FASTEST LAP RECORDED AS THAT DRIVER'S OFFICIAL TIME. THE TOP SIX (6) QUALIFIERS WILL BE LOCKED INTO THE A-MAIN EVENT STARTING STRAIGHT UP.
2. DRIVERS QUALIFYING FROM 7TH ON BACK WILL LINE UP FOR A B-MAIN BY QUALIFYING TIME. THE NUMBER OF B-MAINS AND THE NUMBER OF LAPS AND TRANSFER POSITIONS WILL BE DETERMINED BY THE CAR COUNT, AND ANNOUNCED AT THE DRIVERS MEETING.
3. B-MAIN TRANSFERS TO THE A- MAIN WILL START THE A-MAIN BEHIND THE QUALIFYING TRANSFERS.
4. A-MAIN WILL START AT LEAST 24 CARS.
5. \$2,000-TO-WIN MAIN EVENTS WILL BE 40-LAPS

6. \$2,500-TO-WIN MAIN EVENTS WILL BE 50 LAPS

NATIONAL EVENT RACE PROCEDURES FOR 5K AND 10K-TO-WIN EVENTS:

1. EACH DRIVER WILL TAKE TWO LAPS ON THE CLOCK DURING QUALIFICATIONS WITH THE FASTEST LAP RECORDED AS THAT DRIVER'S OFFICIAL TIME.
2. EACH DRIVER WILL LINE-UP FOR A HEAT RACE STRAIGHT UP BY TIME. THE NUMBER OF LAPS AND TRANSFER SPOTS TO THE A-MAIN WILL BE DETERMINED BY THE CAR COUNT AND ANNOUNCED AT THE DRIVERS MEETING.
3. TRANSFERS FROM THE HEATS WILL LINE-UP FOR THE A-MAIN STRAIGHT UP ACCORDING TO THEIR HEAT RACE FINISH.
4. DRIVERS FAILING TO TRANSFER TO THE A-MAIN THROUGH A HEAT RACE WILL LINE UP FOR A B-MAIN ACCORDING TO THEIR FINISH IN THE HEAT RACE. THE NUMBER OF B-MAINS TRANSFER SPOTS, AND LAPS WILL BE DETERMINED BY THE CAR COUNT AND ANNOUNCED AT THE DRIVERS MEETING.
5. B-MAIN TRANSFERS TO THE A- MAIN WILL START THE A-MAIN BEHIND THE HEAT RACE TRANSFERS.
6. ALL 10K-TO-WIN EVENTS WILL BE TWO-DAY EVENTS WITH QUALIFYING AND HEATS ON THE FIRST DAY, AND B-MAINS AND A-MAIN ON THE SECOND DAY.
7. 5K A-MAIN WILL BE 75 LAPS AND START 24 CARS.
8. 10K A-MAIN WILL 100 LAPS AND START 24 CARS.

NATIONAL EVENT PROVISIONALS:

1. TWO PROVISIONAL STARTERS MAY BE ADDED TO THE A-MAIN STARTING FIELD IN THE 23RD AND 24TH STARTING POSITIONS BASED ON THE TOP POINT DRIVER IN THE TOP 15 OF THE CRATE RACIN' USA NATIONAL POINTS COMING INTO THE EVENT. IF ONE OR BOTH PROVISIONALS ARE NOT FILLED, THE 23RD, AND OR 24TH STARTING POSITION WILL BE FILLED BY THE NEXT ELIGIBLE FINISHER(S) IN THE B-MAIN(S).
2. EACH DRIVER WILL RECEIVE FOUR PROVISIONALS DURING THE 2010 SEASON, AND ONE BONUS PROVISIONAL FOR EACH SIX RACES OF PERFECT ATTENDANCE.
3. PROVISIONALS FOR THE FIRST FIVE (5) EVENTS OF THE 2010 SEASON WILL REVERT TO THE TOP 15 OF THE 2010 FINAL POINT STANDINGS.

NATIONAL EVENT CAUTION PERIODS:

1. WHEN THE CAUTION FLAG COMES OUT, ALL DRIVERS MUST SLOW DOWN AND HOLD THEIR POSITIONS. THE RACE DIRECTOR WILL ADVISE WHEN POSSIBLE VIA THE RACECEIVER WHERE THE PROBLEM IS ON THE RACE TRACK AND SUGGEST A SAFE LANE AROUND THE PROBLEM.
2. ONCE THE FIELD HAS SLOWED DOWN, ALL LAP CARS SHOULD DROP TO THE REAR OF THE FIELD.
3. THE RACE DIRECTOR WILL ADVISE OF ANY CHANGES IN THE RESTART ORDER VIA THE RACECEIVER.
4. WHEN POSSIBLE, ONCE THE FIELD IS PROPERLY LINED UP FOR THE RESTART, THE FLAGMAN WILL GIVE THE ONE-TO-GO SIGNAL BEFORE GOING GREEN.
5. ANY DRIVER THAT GETS OUT OF HIS CAR DURING A CAUTION PERIOD IS DONE FOR THAT EVENT, UNLESS IT IS FOR A SAFETY PRECAUTION.
6. **IMPORTANT NOTE: IF THE FIELD IS PROPERLY LINED UP AFTER THE LEAD CARS HAVE PASSED THE FLAGSTAND, THE RACE DIRECTOR MAY ELECT TO TURN OUT THE YELLOW LIGHTS, AND NOTIFY THE DRIVERS VIA THE RACECEIVER THAT THEY WILL BE GOING GREEN WHEN THEY GET BACK TO THE FLAGSTAND.**

NATIONAL EVENT RED FLAG PERIODS:

1. SHOULD THE RED FLAG COME OUT, ALL DRIVERS MUST STOP AS QUICKLY AND AS SAFELY AS POSSIBLE TO ALLOW EMERGENCY PERSONNEL TO REACH THE SCENE OF AN ACCIDENT.
2. NO CARS CAN MOVE DURING THE RED FLAG PERIOD AND CANNOT GO TO THE PITS UNTIL THE YELLOW FLAG IS DISPLAYED.
3. DRIVER MAY GET OUT OF THEIR CARS DURING A RED FLAG PERIOD, BUT MUST BE IN THEIR CAR, READY TO RACE, WHEN THE YELLOW LIGHT COMES ON. FAILURE TO BE READY TO RACE WHEN THE YELLOW FLAG COMES ON WILL RESULT IN A PENALTY TO THE REAR OF THE FIELD FOR THE RESTART.

NATIONAL EVENT DRIVER/CAR CHANGES AND SUBSTITUTIONS:

1. A DRIVER MAY GO TO A BACKUP CAR AT ANY TIME IN THE EVENT OF ACCIDENT OR MECHANICAL FAILURE, PRIOR TO THE BEGINNING OF THE FEATURE. ONCE FEATURE EVENT HAS BEGUN NO DRIVER OR CAR CHANGES WILL BE ALLOWED. THE USE OF A BACK UP CAR MUST BE APPROVED BY CRATE RACIN' USA OFFICIALS PRIOR TO USE. THE BACKUP CAR MUST BE TECHED BEFORE ENTERING INTO COMPETITION.
2. A DRIVER MAY ONLY ENTER ONE CAR PER EVENT, UNLESS A BACKUP CAR IS UTILIZED.
3. A DRIVER ALREADY QUALIFIED FOR THE A-MAIN MAY GO TO BACK UP CAR OR ANOTHER CAR IF NECESSARY, BUT ANY TIME AFTER QUALIFYING A DRIVER CHANGES CARS FOR ANY REASON, THEY MUST MOVE TO THE REAR OF THE FIELD FOR THEIR NEXT RACING EVENT, (HEAT, B-MAIN, OR A-MAIN).

NATIONAL EVENT PENALTIES:

1. UNDER GREEN FLAG OR CAUTION FLAG CONDITIONS, THE SERIES DIRECTOR RESERVES THE RIGHT TO INVOKE PENALTIES AND/OR SUSPENSIONS OF ANY DRIVER WHOSE ACTIONS ARE DEEMED TO BE OVERLY AGGRESSIVE, OR FALL INTO THE CATEGORY OF ROUGH DRIVING.
2. DRIVERS WILL BE NOTIFIED OF PENALTIES THAT HAVE BEEN LEVIED BY THE SERIES DIRECTOR. ALL DECISIONS SHALL BE FINAL.
3. NOTE: THIS RULE IS NOT INTENDED TO ELIMINATE COMPETITION OR ACCIDENTAL CONTACT; HOWEVER, IS INTENDED THAT DELIBERATE CONTACT AND/OR OVER-DRIVING, WILL BE PENALIZED.
4. ANY COMPETITOR THAT VERBALLY ABUSES A SERIES OFFICIAL BY USING PROFANE AND/OR DISRESPECTFUL LANGUAGE IS SUBJECT TO A FINE OF \$100 FOR THE FIRST OFFENSE, A \$300 FINE, A ONE-RACE SUSPENSION AND LOSS OF POINTS FOR THE SECOND OFFENSE, AND MORE THAN TWO OFFENSES WILL BE SUBJECT TO A ONE MONTH OR MORE SUSPENSION AND LOSS OF POINTS.
5. ANY PHYSICAL CONFRONTATION, EITHER ON THE RACE TRACK OR IN THE PITS, WILL RESULT IN THE AGGRESSOR OR AGGRESSORS BEING SUSPENDED FOR ONE RACE, LOSS OF POINTS, AND FINED \$300 FOR THE FIRST OFFENSE. THE SECOND OFFENSE WILL BE A SUSPENSION FOR THE REMAINDER OF THE SEASON, AND A MINIMUM OF A \$500 FINE.
6. ANY DRIVER WHO ENTERS ANOTHER DRIVER'S PIT AREA WILL BE DEEMED THE AGGRESSOR. AWAY FROM EITHER DRIVERS' PIT AREA, BOTH DRIVERS WILL BE CONSIDERED AGGRESSORS. DRIVERS SHOULD BE AWARE THAT THEY WILL BE HELD RESPONSIBLE FOR ANY MEMBERS OF THEIR RACE TEAM, AND THE ABOVE PENALTIES WILL APPLY EVEN IF THE DRIVER CONCERNED IS NOT DIRECTLY INVOLVED.
7. ANY INCIDENTS THAT OCCUR DURING THE LAST FIVE EVENTS OF THE SEASON COULD RESULT IN PENALTIES BEING APPLIED AT THE BEGINNING OF THE FOLLOWING SEASON.
8. ANY INCIDENTS THAT ARE JUDGED TO BE DELIBERATE ACTS OF AGGRESSION, WHETHER ON OR OFF THE TRACK, UNDER GREEN OR CAUTION, WILL RESULT IN DISQUALIFICATION AND A MONETARY FINE TO BE DETERMINED BY SERIES OFFICIALS.
9. SERIES OFFICIALS RESERVE THE RIGHT TO INCREASE THE ABOVE PENALTIES, DEPENDING ON THE SEVERITY OF THE INCIDENT.
10. ANY DISQUALIFICATION OTHER THAN A WEIGHT VIOLATION WILL RESULT IN NO POINTS AND NO MONEY FOR THE EVENT.

FORMATS AND RACE PROCEDURES FOR WEEKLY RACING SERIES EVENTS WILL BE MADE BY EACH SANCTIONED TRACK

NATIONAL EVENT PAYOUTS:

	PURSE A	PURSE B	PURSE C	PURSE D
1	\$2,000	\$2,500	\$5,000	\$10,000
2	\$1,000	\$1,250	\$2,500	\$5,000
3	\$700	\$850	\$1,750	\$3,000
4	\$550	\$700	\$1,500	\$2,000
5	\$500	\$650	\$1,250	\$1,750
6	\$425	\$550	\$1,000	\$1,500
7	\$375	\$500	\$850	\$1,300
8	\$350	\$450	\$750	\$1,200
9	\$325	\$400	\$700	\$1,100
10	\$300	\$375	\$650	\$1,000
11	\$275	\$350	\$600	\$800
12	\$250	\$300	\$550	\$700
13	\$225	\$280	\$500	\$600
14	\$200	\$260	\$450	\$500
15	\$175	\$250	\$400	\$450
16	\$150	\$240	\$380	\$440
17	\$140	\$220	\$360	\$430
18	\$125	\$200	\$340	\$420
19	\$125	\$200	\$320	\$400
20	\$125	\$200	\$300	\$400
21	\$125	\$200	\$300	\$400
22	\$125	\$200	\$300	\$400
23	\$125	\$200	\$300	\$400
24	\$125	\$200	\$300	\$400
TOTALS:	\$8,815	\$11,525	\$21,350	\$34,590
ENTRY FEE:	\$75	\$100	\$150	\$200
TOW MONEY:*	\$35	\$50	\$75	\$100

(* DRIVERS MUST START B-MAIN TO RECEIVE TOW MONEY)

NATIONAL EVENT POINTS SYSTEM:

1. 100
2. 96
3. 94
4. 92
5. 90
6. 88

7. 86
8. 84
9. 82
10. 80
11. 78
12. 76
13. 74
14. 72
15. 70
16. 68
17. 66
18. 64
19. 62
20. 60
21. 58
22. 56
23. 54
24. 52

DRIVERS THAT COMPLETE A QUALIFYING RUN, BUT FAIL TO TRANSFER TO A-MAIN RECEIVE 30 POINTS FOR CAR COUNTS LESS THAN 50.

DRIVER THAT COMPLETE A QUALIFYING RUN, BUT FAILS TO TRANSFER TO A-MAIN WITH A CAR COUNT 50 OR MORE WILL RECEIVE THE FOLLOWING POINTS BASED ON NON-TRANSFER FINISHING POSITION: 48, 46, 44, 42, 40, 38, 36, 34, 32, 30 THROUGH FIELD.

NATIONAL TOUR POINT FUND PAYOUT - \$50,000 (80 Percent Payout If Less Than 20 Events)

1. \$20,000
2. \$7,000
3. \$5,000
4. \$4,500
5. \$3,500
6. \$3,000
7. \$2,500
8. \$2,000

9. \$1,500

10. \$1,000

DRIVERS IN BOTH THE TOP TEN OF THE TOURING SERIES AND THE WEEKLY RACING SERIES REGIONS MUST ATTEND THE AWARDS BANQUET TO RECEIVE THE FULL AMOUNT OF THEIR POINT FUND MONEY. DRIVERS THAT DO NOT ATTEND THE AWARDS BANQUET WILL RECEIVE HALF OF THEIR POSTED POINT FUND MONEY.

NATIONAL EVENT TIME NOTICE:

ALL DRIVERS PLEASE NOTE: ALL EVENTS WILL BE CONDUCTED ACCORDING TO SCHEDULE IN A TIMELY MANNER. MAIN FEATURE EVENTS WILL BE STARTED BY 10:00 P.M. WHENEVER POSSIBLE. SCHEDULES WILL BE POSTED IN THE PITS, AS WILL LINE-UPS, AND QUALIFICATION ORDERS. IT IS YOUR RESPONSIBILITY TO ADJUST YOUR WORK LOAD ACCORDINGLY, AND BE READY WHEN CALLED.

ATTENTION ALL CAR OWNERS AND DRIVERS:

PLEASE REMEMBER THAT WE ARE HERE BECAUSE OF THE FANS, PROMOTERS AND THE SPONSORS. IF THEY DON'T BENEFIT, WE WON'T BENEFIT. WHILE WE UNDERSTAND THAT THIS COMPETITION INVOLVES SUBSTANTIAL FINANCIAL STAKES, THERE IS NO EXCUSE FOR BAD OR UNRULY BEHAVIOR, WHICH WOULD TEND TO BRING THE SERIES INTO DISREPUTE.

IN THE EVENT OF ANY FELONY CONVICTION OF A DRIVER, TEAM MEMBER OR TEAM SPONSOR, THE DISCIPLINARY ACTION SHALL BE A MINIMUM 12 MONTH BAN FROM THE SERIES BEGINNING WITH THE DATE OF THE CONVICTION, OR, THE DATE OF THE COMPLETION OF ANY INCARCERATION SUBSEQUENT TO SAID CONVICTION, WHICHEVER DATE SHALL LAST OCCUR.

DISCIPLINARY ACTION MAY ALSO INCLUDE, BUT IS NOT LIMITED TO, THE RIGHT OF THE SERIES ORGANIZERS AND OFFICIALS TO SUSPEND EITHER TEMPORARILY, OR PERMANENTLY, ANY DRIVER, TEAM MEMBER OR TEAM SPONSOR, WHOSE ACTIONS, IN THE SOLE OPINION AND DISCRETION OF THE SERIES ORGANIZERS AND OFFICIALS, MAY HAVE RESULTED IN, OR MAY RESULT IN, HARM OR DETRIMENT TO THE CRATE RACIN' USA DIRT LATE MODEL SERIES.

THE SERIES ORGANIZERS AND OFFICIALS ALSO RESERVE THE RIGHT TO REQUEST THE REMOVAL OF ANY DEROGATORY OR DISTASTEFUL STATEMENTS ON ANY RACE CAR, TRAILER OR TRANSPORTER. FAILURE TO COMPLY WITH THIS REQUEST FOR REMOVAL MAY RESULT IN DISQUALIFICATION FROM SOME OR ALL OF THE CRATE RACIN' USA DIRT LATE MODEL SERIES EVENTS.

THE DECISIONS MADE, AND THE DISCIPLINARY ACTIONS TAKEN, BY THE SERIES ORGANIZERS AND OFFICIALS HEREUNDER SHALL NOT BE APPEALED BY THE DRIVER, TEAM MEMBER OR TEAM SPONSOR AFFECTED THEREBY.

PLEASE NOTE: BY ENTERING, QUALIFYING AND/OR RACING IN A CRATE RACIN' USA DIRT LATE MODEL SERIES EVENT, YOU ARE ACCEPTING THESE RULES AND REGULATIONS AS BEING THOSE UNDER WHICH YOU ARE PREPARED TO RACE. ANY DRIVER ENTERING AND COMPETING IN A CRATE RACIN' USA DIRT LATE MODEL SERIES EVENT ACKNOWLEDGES AND ACCEPTS THE FOLLOWING: THE CRATE RACIN' USA DIRT LATE MODEL SERIES AND ITS ASSIGNS MAY USE THE DRIVERS NAMES, PICTURES, LIKENESS, AND PERFORMANCES IN ANY WAY, MEDIUM, OR MATERIAL; INCLUDING WITHOUT LIMITATION BY AND THROUGH, TELEVISION, RADIO, AIR WAVE: CABLE AND SATELLITE BROADCASTS, FILM PRODUCTIONS, VIDEOTAPE REPRODUCTIONS, AUDIOTAPE REPRODUCTIONS, TRANSMISSIONS OVER THE INTERNET, AND PUBLIC AND PRIVATE ON-LINE SERVICES AUTHORIZED BY THE CRATE RACIN' USA DIRT LATE MODEL SERIES AND THE LIKE, BEFORE, DURING AND AFTER THE EVENT, FOR PROMOTING, ADVERTISING, RECORDING OR REPORTING IN THE EVENT OR ANY OTHER CRATE RACIN' USA DIRT LATE MODEL SERIES SANCTIONED EVENT, AND DUE HEREBY RELINQUISH ALL RIGHTS THERE TO FOR THESE PURPOSES, PROVIDED HOWEVER, THAT THE CAR OWNER AND DRIVER SHALL RETAIN THE EXCLUSIVE USE OF ITS OR HIS NAME; PICTURE AND LIKENESS IN CONNECTION WITH PRODUCT ENDORSEMENTS AND THE SALE OF PRODUCTS, SERVICES, CONCESSIONS AND MERCHANDISE.

WEEKLY MEMBERSHIP AND ENTRY FEES:

1. TO BE ELIGIBLE TO EARN CRATE RACIN' USA WEEKLY RACING SERIES POINTS, POINT FUND MONIES, AND SERIES CONTINGENCY AWARDS, A DRIVER MUST PAY AN ANNUAL MEMBERSHIP FEE OF \$100.
2. TO BE ELIGIBLE TO EARN CRATE RACIN' USA WEEKLY RACING SERIES POINTS, POINT FUND MONIES, AND SERIES CONTINGENCY AWARDS, A DRIVER MUST PAY A \$10 ENTRY FEE AT EACH SERIES WEEKLY EVENT.

WEEKLY RACING SERIES POINTS SYSTEM:

8 OR MORE CARS:

1. 50
2. 49
3. 48
4. 47
5. 46
6. 45
7. 44
8. 43
9. 42
- 10-THRU FIELD 41

LESS THAN 8 CARS:

1. 40
2. 39
3. 38
4. 37
5. 36
6. 35
7. 34

NON EVENT QUALIFIER OR DOES NOT START FEATURE RACE: 25 (MUST PARTICIPATE IN AT LEAST HOT LAPS TO BE COUNTED IN THE CAR COUNT TOTAL FOR THE EVENT AND RECEIVE THE 25 POINTS. JUST ENTERING THE EVENT AND PACKING THE TRACK DOES NOT COUNT AS PARTICIPATION IN THE EVENT.)

BEST 16 FINISHES ALONG WITH BONUS POINTS, OVER THE WEEKLY RACING SEASON THAT RUNS FROM APRIL 1, 2011 TO OCTOBER 2, 2011 WILL BE COUNTED FOR POINT TOTALS. IF A DRIVER COMPETES IN MULTIPLE EVENTS DURING THE WEEK THAT BEGINS ON MONDAY AND ENDS ON SUNDAY, ONLY THE DRIVER'S HIGHEST EVENT POINT TOTAL FOR THE WEEK WILL COUNT IN THE BEST 14 FINISHES. THE LOWER EVENT TOTALS FOR MULTIPLE EVENTS DURING A WEEK OF COMPETITION WILL BE DISCARDED.

BONUS POINTS: UP TO 100 REGIONAL BONUS POINTS MAY BE EARNED IN 2 DIFFERENT WAYS IN 2011.

1. ANY DRIVER WHO ATTEMPTS TO QUALIFY FOR A NESMITH CHEVROLET DIRT LATE MODEL SERIES NATIONAL TOURING EVENT WILL RECEIVE 25 BONUS POINTS. DRIVERS MAY RECEIVE BONUS POINTS FOR A MAXIMUM OF 4 RACES (100 POINTS), WHICH WILL EQUATE TO 2 WINS WITH IN THE REGION.

2. ANY DRIVER WHO HAS PERFECT ATTENDANCE AND ATTEMPTS TO QUALIFY AT HIS WEEKLY SANCTIONED RACING FACILITY FOR 4 CONSECUTIVE WEEKLY SNCTIONED RACING POINTS EARNING EVENTS WILL RECEIVE 25 BONUS POINTS, (MAXIMUM 100 BONUS POINTS), WHICH WILL EQUATE TO 2 WINS WITH IN THE REGION.

PROPOSED WEEKLY RACING SERIES POINT FUND TOTAL - \$140,000:*

WEEKLY TRACK: \$3,300 (PAYOUT TO BE DETERMINED BY EACH TRACK)

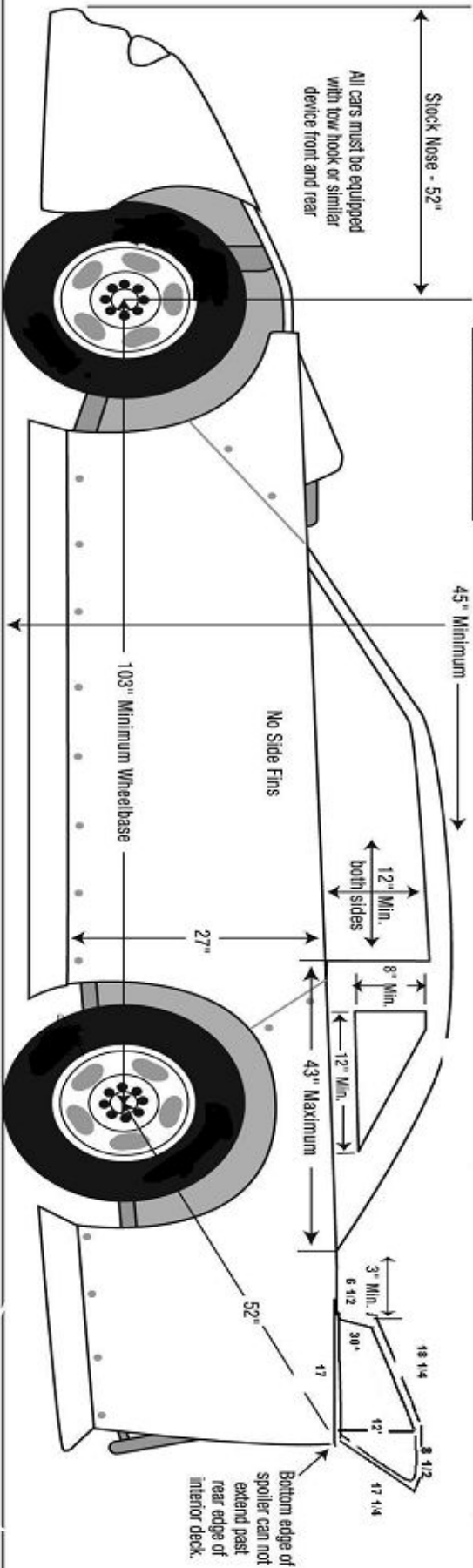
REGIONAL: \$5,000-TO-WIN AND PAYING BACK TEN (10) POSITIONS

FALL NATIONALS INVITATIONAL RACE: TBD

* - BASED ON AN AVERAGE OF 15 CARS AT EACH WEEKLY TRACK, 8 WEEKLY TRACKS PER ZONE, AND 4 ZONES

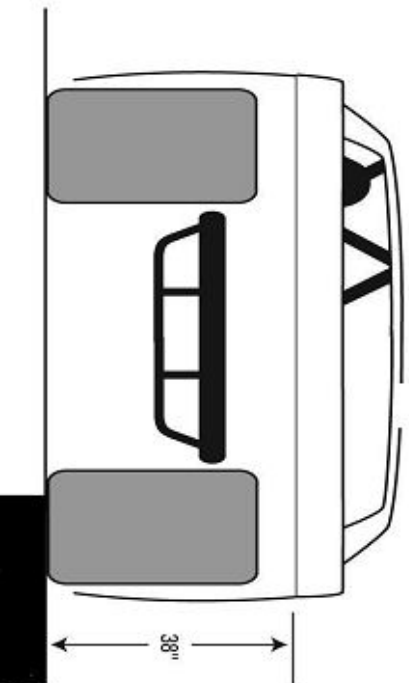
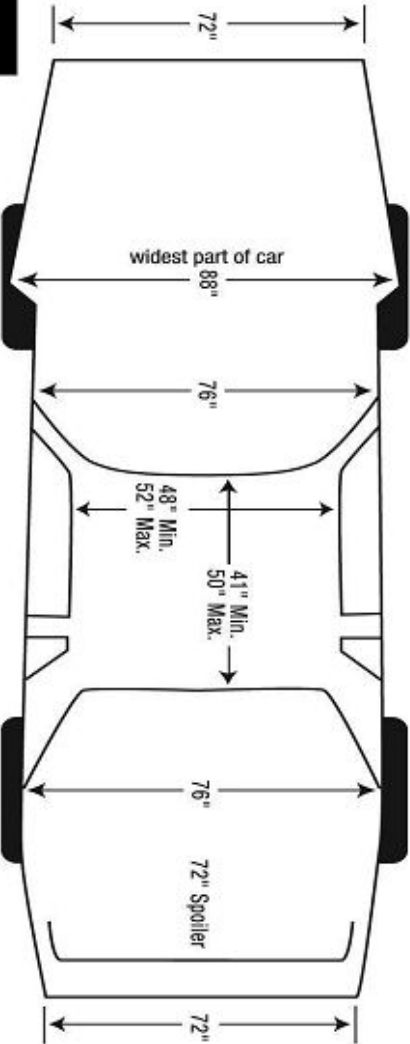
**Crate Racin USA
2010 Body Rules**

Vent windows cannot be mounted past windshield opening at top and may not be longer than 18 inches at bottom.

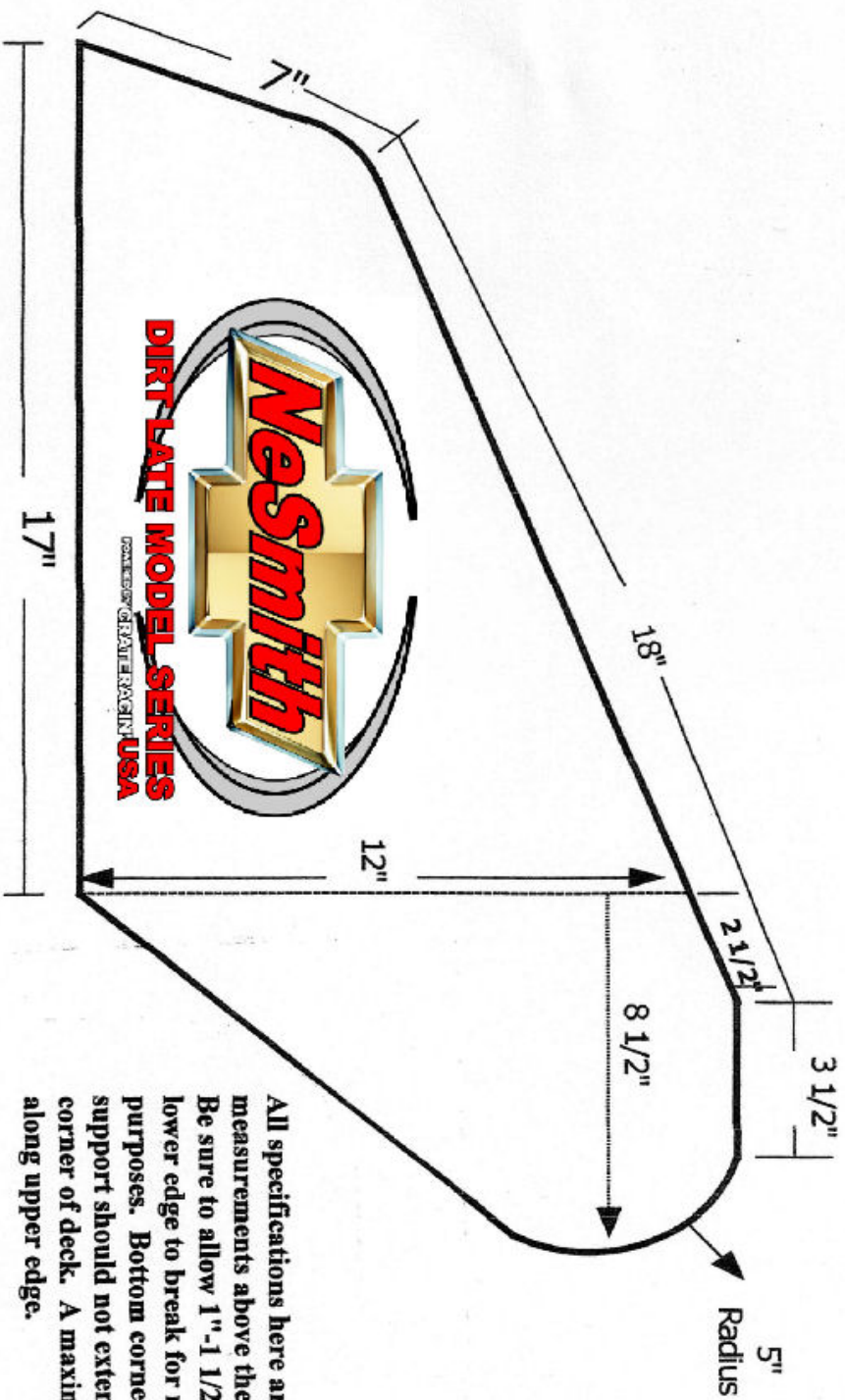


All body components 4" Min. above ground.

All body measurements are Max. unless otherwise specified.



NeSmith Dirt Late Model Series Spoiler Support Dimensions



All specifications here are measurements above the deck. Be sure to allow 1"-1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck. A maximum of 1" break along upper edge.