



2018 Chevrolet Performance Super Late Model Series Rules

Any Changes For 2018 will be highlighted in **RED**

1. THE RULES AND/OR REGULATIONS SET FORTH HEREIN DOES NOT EXPRESS OR IMPLY 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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES, AND ARE IN NO WAY A GUARANTEE AGAINST INJURY TO PARTICIPANTS.
2. THESE RULES AND/OR REGULATIONS WILL APPLY TO ALL CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES SANCTIONED EVENTS.
3. CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES TECHNICAL INSPECTORS AT ANY TIME DURING THE EVENT.
5. **THE SERIES RESERVES THE RIGHT TO CONFISCATE ANY SUSPICIOUS, OR DEEMED UNAPPROVED, COMPONENTS.**
6. CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES HAVE BEEN SANCTIONED AND APPROVED BY THE CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES, P.O. BOX 1346, CARTERSVILLE, GA 30120, AND AVAILABLE ONLINE AT www.525superseries.com.

MEMBERSHIP AND ENTRY FEES:

1. DRIVER'S MUST PAY AN ANNUAL MEMBERSHIP FEE OF \$100 IN ORDER TO COMPETE IN CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES EVENTS. DRIVERS NOT PLANNING TO COMPETE ON A REGULAR BASIS MAY PURCHASE A \$25 TEMPORARY MEMBERSHIP. A TEMPORARY MEMBERSHIP MAY BE PURCHASED ONLY TWO TIMES. AFTER TEMPORARY MEMBERSHIPS ARE PURCHASED, AN ANNUAL MEMBERSHIP MUST BE PURCHASED TO CONTINUE COMPETING.

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 CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER 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, SO CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES 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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES OFFICIAL.

ENGINE RULES:

1. GM PART NUMBER 19271821 (CT525).
2. THESE ENGINES ARE SEALED AT CHEVROLET PERFORMANCE. ALL ENGINES MUST HAVE ORIGINAL CHEVROLET PERFORMANCE SEALING BOLTS. **ORIGINAL GM SEALING BOLTS, OR CRATE USA GEN. IV (GREEN) ONLY SEALS ALLOWED, SEALS NOT ALLOWED: NO RM BOLTS, NO GEN. I (SILVER), GEN. II (BLUE), OR GEN III (YELLOW).**
3. **THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. DURING ANY INSPECTION BY A CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES OFFICIAL IF IT IS DISCOVERED THAT THE INTEGRITY OF THE SEALING SYSTEM HAS BEEN COMPROMISED BY REMOVAL OR BEING TAMPERED WITH, THAT ENGINE WILL NOT BE APPROVED FOR COMPETITION AND CONFISCATED BY THE SERIES. THE SERIES WILL THEN DISASSEMBLE THE ENGINE, AND ANY PARTS THAT ARE FOUND TO BE DISAPPROVED AND/OR NOT FACTORY INSTALLED WILL BE CONFISCATED BY THE SERIES. ALL ENGINE PARTS DEEMED BY SERIES OFFICIALS TO BE APPROVED WILL BE RETURNED TO THE COMPETITOR. THE PENALTY FOR A COMPETITOR THAT HAS COMPROMISED THE INTEGRITY OF THE ENGINE SEALING SYSTEM AND MODIFIED ANY INTERNAL ENGINE COMPONENTS, AND/OR CHANGED THE COMPONENTS FROM STOCK AS DELIVERED FROM THE FACTORY, WILL BE SUBJECT TO A \$2,500.00 FINE AND A TWO-YEAR SUSPENSION FROM CHEVROLET SUPER SERIES EVENTS, PROVIDED THEY LET SERIES OFFICIAL CONFISCATE THE ENGINE IN QUESTION. IF THE COMPETITOR REFUSES TO ALLOW SERIES OFFICIALS TO CONFISCATE THE ENGINE IN QUESTION, THE PENALTY FOR THE INFRACTION WILL INCREASE TO A \$5,000.00 FINE AND A FIVE-YEAR SUSPENSION FROM CHEVROLET SUPER SERIES EVENTS.**
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.
5. NO VACUUM PUMPS.
6. ENGINE'S GM SERIAL NUMBER AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.
7. 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.

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.

CARBURETOR RULES:

1. ONE FOUR-BARREL CARBURETOR ONLY OF ANY MANUFACTURE. ANY CARBURETOR SPACER. ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR (MAXIMUM 0.070 INCH THICK). **AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA.**
2. ENGINE MUST BE NATURALLY ASPIRATED.

IGNITION RULE:

1. CT525 MUST RUN MSD LSX IGNITION CONTROLER
2. **MSD CONTROLLER PART #6014 CT AND CHEVROLET PERFORMANCE PART #19355863 ONLY**
3. MSD IGNITION CONTROLER MUST BE MOUNTED WITH EASY ACCESS, FOR TECHNICAL INSPECTORS. **MSD BOX WILL BE PROGRAMMED WITH CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES TIMING PROGRAM, AND RPM LIMIT (7,300 RPM), DURING PRE-RACE TECH, AND RECHECKED FOR TAMPERING DURING POST RACE TECH. ANY ALTERATION OF THE PROGRAMMING WILL RESULT IN DISQUALIFICATION.**
4. **MSD IGNITION CONTROLLER MAY BE CLAIMED FOR \$400.**

STARTER RULE:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER.

WATER PUMP RULES:

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

EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. TRI-Y HEADERS PERMITTED.
2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATES. WHEN MANDATED, MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS, BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC. MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS.
3. NO SQUARE-TUBE HEADERS ALLOWED

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, RACING GAS OR E-85 ALLOWED. NO METHANOL OR ALCOHOL. NO NITROUS OXIDE. NO PROPYLENE OXIDE. NO NITROETHANE OR MTBE. NO HYDRAZINE. NO ETHYLHEXANOL. GASOLINE OR RACING GAS MUST HAVE A SPECIFIC GRAVITY OF LESS THAN .761. ANY FUEL WITH A SPECIFIC GRAVITY OF .762 OR GREATER WILL BE DISQUALIFIED. IT IS THE RACER'S RESPONSIBILITY TO KNOW WHAT IS BEING PUT INTO THEIR FUEL CELL. SERIES RESERVES THE RIGHT TO TAKE FUEL SAMPLES AND SEND THEM TO AN INDEPENDENT LABORATORY

FOR TESTING AT ANY TIME.

Recommended Fuels To Use:

VP Race Fuels is the Official Fuel and Racing Lubricant of the Chevrolet Performance Super Late Model Series

4. E85 FUEL IS ALLOWED. **IT IS YOUR RESPONSIBILITY TO KNOW WHAT YOU'RE PUTTING IN YOUR FUEL TANK, E85 TESTERS ARE READILY AVAILABLE AND EASY TO USE TO INSURE YOU'RE WITHIN THE RULES. E85 FUEL TESTERS CAN BE PURCHASED EASILY FROM YOUR LOCAL RACE PARTS DISTRIBUTOR, OR SUMMIT OR JEGS. QUICK FUEL AND WILLY'S HAS A VERY AFFORDABLE TESTER RANGING FROM \$16-\$25.**
5. MECHANICAL FUEL PUMP ONLY, CAM DRIVEN OR BELT DRIVEN, NO ELECTRIC FUEL PUMPS.

ENGINE PROTESTS/CLAIMS:

1. THE PROTEST FEE FOR A COMPLETE TEAR DOWN OF AN ENGINE THAT FINISHES THE A-MAIN IS \$1,200. 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 TO THE SERIES; REMAINING \$950 WILL GO TO WINNER OF PROTEST.
2. SERIES OFFICIALS RESERVE THE RIGHT TO TEAR DOWN AN ENGINE AT ANY TIME. SERIES WILL SUPPLY GASKETS AND SEALS IN THE EVENT OF A SERIES INITIATED INSPECTION.
3. ENGINES MAY BE CLAIMED FOR THE COST OF NEW ENGINE, CT525-\$7,200 CLAIM. ANY ENGINE CLAIMED WILL BE TURNED OVER AS IT CAME IN THE CRATE LESS ANY BOLT ON ITEMS. REFUSAL TO ACCEPT CLAIM WILL RESULT IN DISQUALIFICATION, FINE AND SUSPENSION, AT THE DISCRETION OF CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES OFFICIALS. MUST COMPETE IN AND FINISH THE A-MAIN TO CLAIM AN ENGINE.
4. FAILURE AND/OR REFUSAL TO TEAR DOWN/ OR ACCEPT CLAIM OF 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.
5. ONLY TWO PEOPLE FROM THE PROTESTED CAR AND 1 PERSON DESIGNATED FROM THE TEAM PROTESTING WILL BE ALLOWED IN THE TECH AREA DURING A PROTEST OR ENGINE CLAIM. **DRIVER INITIATING PROTEST OR CLAIM MUST BE PRESENT.**

BODY RULES:

1. CRATE RACIN' USA BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. DOORS AND QUARTERS MUST BE FLAT, OR MAY HAVE AN OUTWARD BODY ROLL, NO DOORS OR BODY PANELS ALLOWED TO BE ROLLED OR CURVED INWARD. 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 8". 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. (See Body Illustration for details)
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. **CURVED OR ARCED ROOF SUPPORTS ALLOWED. 3" MAXIMUM ARC ALLOWED AT WIDEST POINT. CHECKED WITH STRAIGHT EDGE. EXTENDED FROM ROOF EDGE TO DOOR EDGE.**
4. NO MIRRORS.
5. NO RADIOS.
6. **RACECEIVER IS MANDATORY AT ALL TIMES.**

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.

SUSPENSION RULES:

1. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK.
2. STANDARD ONE PIECE BIRD CAGES; NO SPLIT BIRD CAGES.
3. STANDARD LATE MODEL SUSPENSION EQUALS ONE(1) SHOCK PER WHEEL, EXCEPT ON LEFT REAR. LEFT REAR IS ALLOWED TWO SHOCKS; ONE IN FRONT OF REAR END, AND ONE BEHIND. SHOCKS MUST BE MOUNTED VERTICAL TO AXLE TUBE, NOT HORIZONTAL.
4. **CHASSIS BRACKETS MUST BE FIXED. NO MOVEMENT.**

SHOCK RULE:

1. Shocks, at any position on the race car, including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. Shocks of the "thru rod" style are **NOT** permitted. Remote reservoirs **ARE** permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustable shocks are **NOT** permitted. **NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.**
2. STANDARD LATE MODEL SUSPENSION EQUALS ONE(1) SHOCK PER WHEEL, EXCEPT ON LEFT REAR. LEFT REAR IS ALLOWED TWO SHOCKS; ONE IN FRONT OF REAR END, AND ONE BEHIND. SHOCKS MUST BE MOUNTED VERTICAL TO AXLE TUBE, NOT HORIZONTAL.

WHEEL BASE RULE:

1. MINIMUM WHEELBASE WILL BE 103".

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.

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.

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)

BRAKE RULES:

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

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".

TIRE RULE:

1. HOOSIER D21 STAMPED CRATE RACIN' USA AND SHOULDER PLATED. HOOSIER D-55 STAMPED CRATE RACIN' USA AND SHOULDER PLATED. TIRES MAY BE DUROMETERED AND CRATE RACIN' USA D21 MUST PUNCH 46 OR HARDER WHEN CHECKED COLD, D55 MUST PUNCH 60 OR HARDER WHEN CHECKED COLD. ANY TIRE FAILING TO PUNCH PROPERLY WILL BE DISQUALIFIED FOR REMAINDER OF THE RACING EVENT. TIRE/TIRES IN QUESTION WILL BE CONFISCATED.

NO GROOVING, SIPING, OR NEEDLING ALLOWED ON THE CRATE RACIN' USA D-21(ONLY ORIGINAL FACTORY GROOVES MAY BE REGROOVED AND REPLACED). GROOVING AND SIPING WILL BE ALLOWED ON THE CRATE RACIN' USA D-55, NO NEEDLING.

GRINDING/BUFFING TIRES IS PERMITTED. NO VISUAL CUTS SHOULD BE PRESENT ON TIRES. USE OF CARBIDE/NAIL STYLE DISCS IS PROHIBITED. TIRES MUST REMAIN IN FACTORY MANUFACTURED CONDITION. ANY ALTERATIONS FROM FACTORY MANUFACTURED TIRE IS PROHIBITED. **ALL DECISIONS ARE FINAL.**

CRATE RACIN USA USES "THE SNIFFER" AS ONE OF ITS TOOLS FOR CHEMICAL DETECTION. AT ANY TIME "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE, OR WHEEL, THAT DRIVER/DRIVER'S WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE/TIRES IN QUESTION WILL BE CONFISCATED.

THE SERIES MAY OR MAY NOT USE LABORATORY TESTING TO TEST FOR ANY ALTERATION OF TIRES, AND ANY TIRE TESTED MUST MEET THE FACTORY SUPPLIED BENCHMARK, ANY TIRE FAILING TO MEET THE FACTORY SUPPLIED BENCHMARK WILL BE DISQUALIFIED. THE SERIES MAY USE ANY MEANS NECESSARY TO DETERMINE IF TIRES MEET HOOSIER SUPPLIED BENCHMARK, AND THAT DECISION IS THE SOLE DISCRETION OF THE SERIES. **ALL DECISIONS ARE FINAL.**

2. IT IS THE DRIVERS RESPONSIBILITY TO KNOW WHAT IS ON THEIR RACE CAR AT ALL TIMES. ANY USED WHEELS OR TIRES THAT MAY BE SUSPECT BY THE DRIVER SHOULD NOT BE USED.

3. **PENALTIES FOR ILLEGAL TIRES:** PENALTIES FOR ANY TIRE FAILING INSPECTION WILL BE AS FOLLOWS. FIRST OFFENSE, \$500 FINE & 30 DAY SUSPENSION FROM ANY CRATE RACIN USA SANCTIONED EVENT. SECOND OFFENSE, \$1,000 FINE & 90 DAY SUSPENSION FROM ANY CRATE RACING USA SANCTIONED EVENT. THIRD OFFENSE \$2,000 FINE & 365 DAY SUSPENSION FROM ANY CRATE RACING USA SANCTIONED EVENT. FAILURE TO ALLOW ANY TIRE/TIRES TO BE CONFISCATED WILL RESULT IN ADDITIONAL \$500 PER TIRE FINE, IN ADDITION TO ANY OTHER FINES AND PENALTIES. **ALL DECISIONS ARE 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 DEFACEMENT (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.

WEIGHT RULES:

1. ALL CARS MUST 2250LB AT QUALIFYING- 1LB PER LAP BURN OFF ON HEATS, CONSYS, & FEATURE RACE. (GREEN FLAG LAPS ONLY)
2. 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.

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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES 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.

RACE PROCEDURES:

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.

STARTS AND DOUBLE-FILE RESTARTS:

1. ON INITIAL STARTS OF FEATURE EVENTS, POLE SITTER WILL HAVE THE OPTION TO CHOOSE TO START INSIDE OR OUTSIDE OF FRONT ROW. ONCE ALL PARADE LAPS ARE COMPLETED, RACE DIRECTOR WILL ASK POLE SITTER TO CHOOSE INSIDE OR OUT, AND POLE SITTER MUST MAKE A DEFINITIVE MOVE TO ACKNOWLEDGE CHOICE. THIS AFFECTS FRONT ROW OF FEATURE EVENT ONLY.
2. 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.
3. 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.
4. 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.
5. OFFICIALS RESERVE THE RIGHT TO GO TO A SINGLE-FILE RESTART AT ANY TIME DURING AN EVENT DUE TO TRACK CONDITIONS. INSIDE 10 LAPS TO GO IN FEATURE EVENT, RACE DIRECTOR RESERVES THE RIGHT TO MAINTAIN DOUBLE-FILE RESTARTS OR TO GO SINGLE FILE RESTART DEPENDING ON TRACK CONDITIONS AND IN THE INTEREST OF GOOD COMPETITION.
6. IF A DRIVER EXITS THE SPEEDWAY PRIOR TO AN INITIAL START (FIRST GREEN FLAG) FOR ANY REASON, THEY MAY REJOIN THE FIELD IN THEIR ASSIGNED STARTING POSITION. ONCE THE INITIAL GREEN FLAG IS WAVED THE RACE HAS BEGUN, AND IF A DRIVER EXITS THE SPEEDWAY THEY MUST JOIN THE FIELD AT THE REAR UPON RETURN.

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) 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.
6. ALL CRATE RACIN, USA EVENTS, UTILIZE ELECTRONIC SCORING AND TIMING. IT IS MANDATORY THAT ANY ONE COMPETING AT A CRATE RACIN, USA EVENT, RENT THE NECESSARY TRANSPONDERS AND EQUIPMENT UPON REGISTRATION, FROM THOSE DESIGNATED BY CRATE RACIN, USA TO BE IN CHARGE OF ELECTRONIC SCORING AND TIMING, ON THE DAY OF THE RACING EVENT. NO PERSONAL TRANSPONDERS WILL BE ALLOWED.
7. DURING ANY RACING ACTION A COMPLETE LAP WILL BE DETERMINED AS FOLLOWS, THE RACE LEADER PLUS 1 CAR. IF THE LEADER PLUS 1 CAR CROSS THE START FINISH LINE PRIOR TO CAUTION BEING DISPLAYED THAT LAP WILL BE COUNTED AS A COMPLETE LAP.

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 YOU'RE RACE CAR 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 CHEVROLET PERFORMANCE SUPER LATE MODEL RULES, OTHER THAN WEIGHT, DURING THE POST-RACE INSPECTION WILL BE DISQUALIFIED FROM THAT EVENT AND RECEIVE NO POINTS AND NO MONEY.

DRIVERS MEETING:

1. ALL DRIVERS MUST ALWAYS ATTEND THE DRIVERS MEETING, AS IMPORTANT ANNOUNCEMENTS CONCERNING THE EVENT, IT'S 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.525SUPERSERIES.COM.

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.

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.

- 1a. FOR EVENTS WITH CAR COUNTS OF 30 OR MORE CARS – WE WILL UTILIZE A “GROUP” A and B QUALIFYING PROCEDURE. THE TOP 3 or 5 QUALIFIERS FROM EACH “GROUP” WILL BE LOCKED INTO THE A-MAIN EVENT STARTING STRAIGHT UP.
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.

RACE PROCEDURES:

1. EACH DRIVER WILL TAKE TWO LAPS ON THE CLOCK DURING QUALIFICATIONS WITH THE FASTEST LAP RECORDED AS THAT DRIVER'S OFFICIAL TIME.
 - 1a. FOR EVENTS WITH CAR COUNTS OF 30 OR MORE CARS – WE WILL UTILIZE A “GROUP” A and B QUALIFYING PROCEDURE. THE TOP 3 or 5 QUALIFIERS FROM EACH “GROUP” 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. DURING ANY RACING ACTION A COMPLETE LAP WILL BE DETERMINED AS FOLLOWS: THE RACE LEADER PLUS 1 CAR. IF THE LEADER PLUS 1 CAR CROSS THE START FINISH LINE PRIOR TO CAUTION BEING DISPLAYED THAT LAP WILL BE COUNTED AS A COMPLETE LAP.

PROVISIONALS:

1. THE TOP 2 DRIVERS OF THE TOP 15 DRIVERS IN THE POINT STANDINGS GOING INTO AN EVENT WILL BE ELIGIBLE FOR A PROVISIONAL STARTING SPOT. THE FIRST FIVE RACES OF A SEASON WILL USE THE TOP 15 POINT DRIVERS FROM THE PREVIOUS SEASON AS BEING PROVISIONAL ELIGIBLE. THE SERIES DIRECTOR AND TRACK DIRECTOR RESERVE THE RIGHT TO INSERT A 25TH OR 26TH PLACE STARTING POSITION, DECISIONS WILL NOT BE BASED ON ANY SPECIFIC CRITERIA.

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. PLEASE PAY ATTENTION TO THE RACE DIRECTOR'S INSTRUCTIONS DURING THE CAUTION PERIOD, AS HE MAY GIVE THE FIELD A VERBAL ONE-TO-GO SIGNAL WITHOUT THE FLAGMAN GIVING A VISUAL SIGNAL (See Paragraph 6).
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 THE GET BACK TO THE FLAGSTAND.

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.

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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES 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).
4. IN THE EVENT THAT A DRIVER ALREADY TRANSFERRED INTO THE FEATURE RACE WITHDRAWS BEFORE THE B-MAIN RACES, THE TRANSFERRED CARS WILL BE REALIGNED AND THE PREDETERMINED NUMBER OF CARS WILL TRANSFER FROM THE B-MAINS ALONG WITH THE AWARDED PROVISIONALS WILL FILL IN THE APPROPRIATE SPOTS IN THE FEATURE RACE LINE-UP. THE OPEN STARTING SPOT FOR THE FEATURE RACE WILL BE DETERMINED BETWEEN THE NEXT AVAILABLE FINISHERS IN EACH B-MAIN WITH THE DRIVER WITH THE FASTEST QUALIFYING TIME GETTING THE STARTING SPOT.
5. IN THE EVENT A DRIVER ALREADY TRANSFERRED INTO THE FEATURE RACE WITHDRAWS AFTER THE B-MAIN RACES HAVE BEEN COMPLETED, THE 1ST ALTERNATE FROM THE FIRST B-MAIN WILL BE ADDED TO THE TAIL OF THE FEATURE RACE STARTING LINE-UP.

PENALTIES:

1. UNDER GREEN FLAG OR CAUTION FLAG CONDITIONS, THE SERIES DIRECTOR RESERVES THE RIGHT TO INVOKE PENALTIES AND/OR SUSPENSIONS OF ANY DRIVER WHO'S 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.

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.

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 CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER LATE MODEL SERIES EVENT ACKNOWLEDGES AND ACCEPTS THE FOLLOWING: THE CHEVROLET PERFORMANCE SUPER 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 CHEVROLET PERFORMANCE SUPER 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.