



Weekly Racing Late Model Rules 2022

Changes for 2022 will be in **RED**

General Rules:

1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of Crate Racin' USA sanctioned Weekly Racing Series events, and are in no way a guarantee against injury or death to participants, spectators, or officials.
2. The Rules and/or Regulations will apply to all Crate Racin' USA Weekly Racing Series sanctioned events. The Rules and/or Regulations will also apply to events sanctioned by the Crate Racin' USA Weekly Racing Series, but not counting for National points (i.e. events held outside of points dates, sanctioned but non-points events, etc.).
3. Crate Racin' USA 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 competitors and cars are subject to inspection by Crate Racin' USA Technical Inspectors or their representatives at any time during any event.
5. Crate Racin' USA, and its officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.
6. Crate Racin' USA reserves the right to alter or amend these Rules and/or Regulations in the interest of fair competition, efficient completion of an event, or for safety. All official's decisions are final.
7. The Rules and/or Regulations for the Crate Racin' USA Weekly Racing Series have been sanctioned and approved by Crate Racin' USA, P.O. Box 195, Lincoln, AL, 35096, and available online at www.CrateRacinUSA.com.
8. There is NO appeal process in the determination of or application of fines and/or penalties assessed by the series. All Official's decisions are final, and drivers will not be allowed to compete in any sanctioned events until all fines are paid, penalties assessed have been cleared, and/or suspensions have been served.

Safety Rules:

1. **Safety is the primary responsibility of the RACER!!**
2. Series recommends Drivers have a SFI-Approved full fire suit (top and bottom), gloves, and shoes. Full Fire Suit (top and bottom or one-piece) is required (SFI rating optional, but highly recommended).
3. Snell rated SA2010 or SA2015 full-face helmet required.
4. Series recommends the use of a head and neck restraint system, but is not required.
5. All cars must have a fully charged fire 2 lb. extinguisher mounted within reach of the driver. Series recommends a 5 lb. halon system.
6. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
7. All cars must have a quality fuel cell with roll over valve(check valve) in fuel cell vent.
8. Minimum three(3) inch wide, two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. (Recommend belts be no more than two years old.)
9. Any pre-race technical/safety inspection and car or equipment is deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!
10. All track specific general safety rules or requirements will apply at all times to all participants(i.e. window nets, gloves, door plates, head and neck restraints, etc.) at that track.
11. RaceCeiver one way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver(or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
12. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature). No lighted signal devices(light sticks, flashlights, cell phones, etc.)
13. No mirrors are allowed at any location on the car.
14. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

Membership and Registration:

1. All drivers participating at Crate Racin' USA Weekly Racing Series sanctioned tracks and events must purchase an Annual Membership at a cost of \$100 per year if purchased directly from the series by calling the office, purchasing on the series website, or via mail, or \$110 if purchased at a Weekly sanctioned track (\$10 goes to track for Processing Fee). This membership makes the driver eligible for any National Touring Series and/or Weekly Racing Series points fund monies and contingency awards.
2. A driver may purchase Temporary Membership at a cost of \$25 per race to compete on a race-by-race basis.
3. Any driver competing at a National Touring Series and/or Weekly Racing Series Sanctioned race track/event must complete the required Membership Application in its entirety, and pay the required race entry fee before being allowed to enter, pill draw, or present their car for technical inspection.
4. RACE TRACK OPTION FOR 2022 (NOT REQUIRED): Any driver competing at a Weekly Sanctioned race track/event must pay a \$10 entry fee which goes back into the track's point fund. ALL entry fee monies collected through the season will be sent back to the track and disbursed by each track at season's end.
5. Drivers and/or car owners may be required to complete W9 tax information for certain speedways before receiving payout at that event. This will be as required by each sanctioned event.

Series Decal Requirements:

1. The following are **REQUIRED**: Series decal will be required to be placed on the upper front of the door under the pillar post, on each side. Chevrolet Performance, VP Racing Fuels, VP Racing Lubricants must be placed in clear view on each side of the car, drivers may choose to avoid interference with personally obtained sponsors (rear sail panel, bottom of door, etc.). Hoosier Racing Tire sticker must be placed above the rear tire wheel well on each side.
2. Certain other manufacturers will award Contingency Prizes and/or Money. To receive these awards, the manufacturer's decal must be displayed on each side of the car. Cars will be checked by track and series personnel to verify appropriate decals are in place.

Technical Rules and Regulations:

It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendment(s) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice.

Any new components (i.e. engine, suspension, body, frame, etc.) utilized in competition must be approved by Crate Racin' USA officials before being allowed in competition.

Failure to receive prior approval for any component may result in disqualification, loss of points and money, and a suspension or fine of the series choosing.

Engine Rules:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) commonly referred to as "602" engine and/or Chevrolet Performance Part #88958604/19318604 (CT400) commonly referred to as "604" engine.
2. **Weights:**
 - a. CT 350 or "602" – 2,200 lbs.
 - b. CT 400 or "604" – 2,300 lbs.
 - c. 1 lb. per lap burn off during any race (Heat, B-Main, Feature, etc.)
 - d. Cars MUST weight required weight with NO BURNOFF for qualifying.
3. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.
4. The ONLY seals allowed for competition are:
 - a. GM twist off bolt engines will NOT be legal.
 - b. Chevrolet Performance cap seals
 - c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
 - d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.
 - e. NO ACAS, NDRA, **FASTRAK**, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
 - f. To compete with ANY other seal/sealing system contact Crate Racin' USA for approval.
5. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by CRUSA. CRUSA authorized rebuilders will be notified of any such alterations, modifications, or change.

6. 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, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any Crate Racin' USA sanctioned event for the remainder of the season and future seasons, as determined by officials.
7. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine.
 - a. *After much research, Crate Racin' USA along with Chevrolet Performance officials determined that in some cases the original factory cylinder heads and valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates are published in the Chevrolet Performance Technical/Specification Manual.*

Valve Spring Specifications – New (Unused)			
Description		CT350 (602)	CT400 (604)
Valve Spring P/N		10212811	12551483
Diameter	(A)	1.250"	1.32"
Free Height	(B)	2.021"	2.145"
Installed Height	(C)	1.70"	1.78"
Lbs. @ installed height (+/- 4 lbs.)	(D)	80 lbs.	101 lbs.
Open Height	(E)	1.270"	1.300"
Open Pressure (+/- 8 lbs.)	(F)	195 lbs.	260 lbs.
Coil Bind	(G)	1.20"	1.21"
Wire Diameter		.177"	.178"

CT 400 (604)	Beehive Springs for Fastburn Heads
Valvespring P/N	12625033 (Blue)
Free Height	2.122"
Installed Height	1.780"
Lbs. @ installed height (+/- 4 lbs.)	98 +/- 4.5 lbs.
Open Height	1.300"
Open Pressure (+/- 8 lbs.)	267 +/- 13 lbs.
Coil Bind	1.210"
Wire Diameter	Ovate [4.29 x 5.37]
Retainer 19303149 (8 Pk)	Mass 11.9 g
Keeper 19302868 (16 Pk)	Mass 3.9 g
Spring Seat 19303150 (8 Pk)	
Valve Spring Service 12499224 (16 Pk)	

8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
9. Engine's Chevrolet Performance serial number, and when applicable, Crate USA build certification number, must be clearly visible to series technical inspectors.
10. Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$6,000. Engine claimed will be just as it comes from Chevrolet Performance and WILL NOT include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 below).
11. Any new components, including engine components, suspension components, body designs, frame designs, and/or components of any type utilized in competition must be approved by CRUSA before being introduced into competition.

Engine Infraction Penalties:

- 1) 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 CP cap seals, 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, via certified mail. All official's decisions are final.
- 2) Any violation of the engine rules and/or factory specs outside the sealing system of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended from series competition for up to but not more than 30 days and fined up to but not more than \$500 at series' officials' discretion. Driver and/or owner will be notified in writing of series decision. All decisions are final.

Engine Protests and Claims:

1. Protest fee for a complete tear down on an engine that finishes the feature event is \$1,500. Complete tear down is the only option available. The protest fee must be paid to the race director or technical director, in cash, within 10 minutes after the checkered flag has fallen on the feature. Must finish in the top 5 to be eligible to protest. \$300 will go to the series and/or track. Remainder of the protest money (\$1,200) will go to the winner of protest. **Any part or parts found to be illegal will be confiscated.**
2. Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$7,000. Engine claimed will be just as it comes from Chevrolet Performance and WILL NOT include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 above).

Engine Claim Procedure:

- Competitor, either driver or car owner, finishing in the top five of the feature race must hand a Crate Racin' USA official **\$7,000 cash, or current cost from dealer (Newsome Raceway Parts), whichever is greater,** within five (5) minutes after the checkered flag falls on the feature race.
 - Engine will be removed and inspected by CRUSA officials upon being claimed. If legal, competitor claiming engine will receive the engine and will have to have engine re-sealed by a certified rebuilder of their choice. Series will provide seals for re-sealing. If engine is found to be illegal, driver being claimed will be penalized as outlined in infraction penalty #1 below and claiming driver will receive refund of their claim money.
3. Any time an engine is protested, and driver/car owner accepts the protest and agrees to tear down, the engine being protested, along with the carburetor, must be removed and/or inspected immediately. Any refusal for removal, impound, or inspection will result in disqualification.
 4. There will be NO counter/reverse protesting or claims allowed (cannot protest or claim car finishing behind you).
 5. If an engine is torn down by series' and not protested by another driver, series will provide gasket set and Crate USA engine seals to the Certified Rebuilder of choice, of the driver being torn down.
 6. Only two (2) people from the car being protested, and the driver filing the protest will be allowed in the determined tech area during any tear down. Driver initiating the protest must be present unless extreme circumstance and arrangement is made with officials. All official's decisions are final.
 7. Failure and/or refusal to tear down any engine or refusal to allow your car to be inspected by series officials at any time will result in a 365-day suspension and a fine in an amount to be determined by series officials.

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.
2. There will be a 50-pound penalty, mounted forward of the engine plate, for each 1/2" of setback beyond seven (7) inches.
3. No cars with more than an eight (8) inch engine setback will be allowed to compete.

Carburetor Rules:

1. One four (4) barrel carburetor only. Any manufacturer. Willy's Equalizer Ok.
2. Must have conventional, "Holley" style boosters. No tunable boosters. No individual cylinder tuning.
3. Engine must be naturally aspirated.
4. CT 400 (604) Engines – may use one (1) carburetor spacer, one (1) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
5. CT 350 (602) Engines – may use one (1) carburetor spacer (two (2) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
6. Spacer MUST NOT extend into intake manifold at any point.

Distributor Rules:

1. Any standard distributor type electronic ignition allowed. MSD ok.
2. No magnetos and No crank triggers.
3. No electronic traction control devices allowed. Drivers finishing in the top 5 may protest another top 5 finishers box for \$100. Series keeps \$100 protest fee.

Starter Rule:

1. All cars must have a starter in working order.

Water Pump Rules:

1. Cast or aluminum water pump permitted.
2. No electric water pumps.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tube into one (1) collector.
2. Mufflers not required UNLESS track mandates them. *If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements.*
3. No tri-y headers or merged headers allowed.
4. No square tube headers.

Fuel, Fuel Cell, and 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 2" x 1/8" steel straps.
2. Fuel cell must be completely visible from rear of car.
3. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.
 - a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - b. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - c. It is the competitor's responsibility to know what is being put into their fuel cell.
4. **VP Racing Fuels and Lubricants is the Official Fuel and Lubricant of Crate Racin' USA. We encourage competitors to find your local VP Racing Fuel dealer as their products are proven to be most consistent and always "Makin Power".**
5. Drivers finishing in the top 5 may protest the fuel of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Fuel sample(s) will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.
6. **Penalties for any illegal fuel are as follows:**
 - a. **First Offense** - \$500 fine and 30-day suspension from any Crate Racin' USA sanctioned events
 - b. **Second Offense** - \$1,000 fine and 90-day suspension from any Crate Racin' USA sanctioned events
 - c. **Third Offense** - \$2,000 fine and 365-day suspension from any Crate Racin' USA sanctioned events.
 - d. **ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.**
7. Mechanical fuel pump only. Cam driven or belt driven.
8. No electric fuel pumps.

Body Rules:

1. Crate Racin' USA body rules will apply. See 2022 Body Diagram/Specifications for further body specifications.
2. No raised or gurney lips of any type allowed on body.
3. Doors and quarters must be flat or may have an outward roll. No doors or body panels allowed to be rolled inward.
4. No tunneling of any type allowed underneath body, along frame, or around fuel cell area.
5. Stone shield for remote oil filter or transmission is allowed. 24" x 24" maximum, located near rear engine plate.

6. Spoilers

- a. 8" maximum spoiler. Must be made of solid material such as Lexan, sheet aluminum, or material of equal strength.
 - b. Spoiler and spoiler supports should be made of equal material and size on all areas.
 - c. No open spoiler supports.
 - d. Spoiler height, width, and angle must always be the same for the entire area of the spoiler. No varying spoiler heights or spoiler angles.
7. Roof supports or "C" pillars on both sides must be made of equal material.
 8. Window openings are allowed but must be the same size opening on left and right side. If clear Lexan is used, it must be used on both sides. BOTH sides have be either open or both sides must be closed.
 9. Curved or arced roof supports allowed. 3" maximum arc allowed at widest point. Will be checked with straight edge extended from roof edge to door edge.
 10. Cars may NOT run topless. Topless races will not count for points, unless approved in advance by Crate Racin' USA officials, in which drivers will be given notice. These exceptions will be a rare occasion, or long-standing event, and not acceptable on a regular basis.
 11. No mirrors at any location on the car.
 12. No Radios, or any type of two-way communication. RaceCeiver one-way communication is the ONLY communication device. Please see Safety Rules for more info.

Frame Rules:

1. All frames must be of steel construction.
2. Square or rectangular frame must have a minimum of 2" x 2" material, .083 wall thickness.
3. Round frame tubing must have a minimum of 1 3/4" outside diameter, .083 wall thickness.

Suspension Rules:

1. Standard Late Model suspension only. No spring loaded or shock type 4 bar rods. Only standard solid 4 bar rods.
2. Standards Late Model suspension equals one (1) shock per wheel, except on left rear. Left rear is allowed two (2) shocks: one in front of rear end and one behind. Shocks must be mounted vertical to axle tube, not horizontal.
3. No torsion bar on front or rear suspension. Sway bar ok.
4. Standard one-piece bird cages. No split bird cages.
5. Chassis brackets must be fixed. No movement.

Shock Rule:

1. Shocks at any position on the car, including lift bar and torque arm shocks, must be constructed of magnetic steel or aluminum.
2. Shocks of the "thru-rod" style are NOT permitted.
3. Remote reservoirs are permitted.
4. Each shock may have a maximum of **three (3)** external adjustment mechanisms. External reservoir may only have one (1) 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 NOT permitted.
5. No electronic adjustment whether hard wired or wireless. **Remote nitrogen gas cannister will be permitted. The remote adjuster may contain compression adjustment.**
6. 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.
7. All official's decisions are final. Rules can and may be adjusted in order to maintain fairness. New or updated devices or suspension parts should be approved before use in competition.

Wheelbase Rule:

1. 103" minimum wheelbase.

Roll Cage Rules:

1. All cars must have a suitable and deemed safe steel roll cage protecting the driver's compartment, including headrest.
2. Side roll bars 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" in diameter, with a minimum material thickness of .083".
4. Roll cages must be welded to frame.

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 for safety.
4. Carbon fiber drive shafts are legal.
5. Ball spline transmissions strongly recommended to run carbon fiber drive shaft only for safety.

Brake Rules:

1. Steel brake rotors only.
2. No carbon fiber, titanium, or other exotic material brake systems allowed.

Wheel Rules:

1. Any brand or type of wheel allowed.
2. Must be mounted with lug nuts.
3. No knock-off or center-lock wheels.
4. 14" maximum wheel width.
5. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.

Tire Rules:

1. Hoosier Racing Tire D-21 stamped Crate Racin' USA and shoulder plated (Hoosier HTS 1350 will be allowed as option for 2022).
 - a. D-21 must punch 46 or harder when checked cold. Series' durometer is official durometer, and all official's decisions are final.
 - b. Any tire that fails to punch properly will be disqualified for remainder of the event. Any tire in question may be confiscated.
 - c. Grooving and siping allowed. No needling. No drilling. Official's discretion will be used, and all official's decisions are final.
2. Hoosier Racing Tire D-55 stamped Crate Racin' USA and shoulder plated (Hoosier HTS 1600 will be allowed as option for 2022).
 - a. D-55 must punch 60 or harder when checked cold. Series' durometer is official durometer, and all official's decisions are final.
 - b. Any tire that fails to punch properly will be disqualified for remainder of the event. Any tire in question may be confiscated.
 - c. Grooving and siping allowed. No needling allowed. No drilling.
3. Grinding/Buffering of tire is permitted. No visual cuts should be present on tires. Use of carbide/nail style discs is prohibited.
4. All tire sidewall markings (i.e. compound, date code, shoulder plate, Crate Racin' USA, etc.) must be visible and not removed or covered.
5. Tires must remain in factory manufactured condition. Any alterations from factory manufactured tire is prohibited. ALL decisions are FINAL. Series may or may not use laboratory testing to test for any alteration of tires, and tires must meet the factory supplied benchmark. If the inspected tire does not comply with this benchmark, the competitor will be disqualified. Series may use any means necessary to determine if tire(s) meet Hoosier supplied benchmark, and that decision is the sole discretion of the series. All decisions are final.
6. **Warning:** Crate Racin' USA and Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound, such as but not limited to tire soaking or use of tread "softener". Crate Racin' USA and Hoosier Racing Tire also forbid the physical defacement (altering, removal, 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.
7. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.
8. **Penalties for illegal tires:**
 - a. First Offense - \$500 fine and 30-day suspension from any CRUSA sanctioned event
 - b. Second Offense - \$1,000 fine and 90-day suspension from any CRUSA sanctioned event
 - c. Third Offense - \$2,000 fine and 365-day suspension from any CRUSA sanctioned event
 - d. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

Weigh-In Rules:

1. Series officials reserve the right to weigh any car at any time during any event.
2. The track scales or series scales used on site will be the official scales used to determine legality of weight.
3. Heat race and B-Main/Consolation race winners, transfer cars, and any cars instructed to do so, must proceed directly to the scales to be weighed immediately after the completion of the event. Do not go to your pit area before crossing the scales, as this will result in a disqualification.
4. The top 5 finishers in the feature event will be required to proceed directly to the scales at the completion of the main event.
5. A car failing to make weight on the first attempt will be allowed to be backed off the scales and rolled back on for a re-weigh. This will be allowed ONE time and under the supervision/direction of Crate Racin' USA officials.
6. Any car weighing light after qualifying or heat race, that car will be penalized to the rear of the next scheduled preliminary event.
7. Any car weighing light after the Main/Feature event will be penalized to the last finishing position.

Event Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and car must be fully in compliance before allowed to compete.
2. Legality of Part(s): Any question concerning legality of part(s) by CRUSA or track technical inspector, the part(s) in question will be confiscated and sent to Chevrolet Performance or CRUSA for further inspection. The finish for this race will be held until legality of part is determined. Points, monies, and finish will be adjusted in the event of a disqualification. Any parts deemed illegal will be confiscated. Failure to allow confiscation of any part will be penalized the same as an inside the sealing system engine infraction and penalized accordingly (see Engine Option #1 Penalty #1).
3. By entering and/or competing in any Crate Racin' USA sanctioned event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.
4. All decisions of series officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against Crate Racin' USA, LLC, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant (driver) and/or owner expressly agrees to reimburse Crate Racin' USA, LLC for all its attorney fees and costs in defending against such legal action.
5. By signing the annual membership/registration agreement, participants agree that they will comply with the written rules and procedures of Crate Racin' USA, LLC. If the participant breaches this membership/registration agreement, he or she will be liable for actual and liquidated damages sustained by Crate Racin' USA, LLC.

Code of Conduct and Conduct Penalties:

1. Drivers, car owners, and teams are to always conduct themselves in an orderly and professional manner while competing at any CRUSA sanctioned event. Series director will judge incidents of conduct accordingly and use the following criteria to assess any penalties upon a driver, car owner, or race team as necessary.
2. Driver will be notified of penalties that have been levied by the series director. All series director's decisions are final.
3. Series director may choose to levy monetary fines, suspension from sanctioned events, and deduct points as deemed necessary by the rules infraction or actions taken by a driver at any time. Series and tracks reserve the right to enforce or levy fines, points penalties, require changes, or suspension from competition for any actions deemed detrimental to the sport, series, or track. This includes, but is not limited to, social media posts, and/or derogatory or distasteful statements/slogans/photos/graphics on cars or any other driver related material visible to the public (i.e. helmets or driver's suits, trailer or transporter, etc.).
4. Series will adhere to, and uphold any suspension levied on a driver by a specific track. If a driver has been suspended or barred from entering the property, that will be upheld by the series. Series and sanctioned event do not overrule a track's decision to refuse entry to any driver, car owner, or crew member.
5. NOTE: These rules are not intended to eliminate competition or accidental contact. However, they are intended and may be used to penalize deliberate contact and/or over-driving or deemed deliberate acts of aggression towards other drivers.
6. No driver will be allowed to compete/participate while under the influence of any alcoholic beverage or illegal/controlled substances. If a driver is found to be participating in such a manner, that driver will be immediately suspended and removed from competing.
7. Any competitor that verbally abuses a series or track official by using profane and/or disrespectful language is subject to a fine of \$100 for the first offense. A \$300 fine, one-race suspension, and loss of points for the second offense. After a second offense, driver is subject to 30-day or longer suspension and loss of points as determined by officials.

8. Any physical confrontation, either on the track or in the pit area, will result in the aggressor(s) being suspended for one race, loss of points, and \$300 fine for the first offense. A second offense will result in the driver being suspended for the remainder of the seasons, and a \$500 fine.
9. Any driver who enters another driver's pit area, or approaches another driver's car on the speedway, will be deemed the aggressor. Away from either driver's pit area, both drivers will be considered aggressors. Drivers should be aware that they are responsible for any member of their race team, and the above penalties will apply to the driver concerned even if the driver is not directly involved.
10. In the event of a felony conviction of a driver, team member, or team sponsor, disciplinary action could be a minimum of a 365-day ban from the series beginning with the date of the conviction or the date of the completion of any incarceration to said conviction, whichever date shall last occur.
11. 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 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 Crate Racin' USA.
12. Any incidents occurring during the last five events of the season, may result in penalties being applied to the beginning of the following season.
13. Any incident(s) 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.
14. Series officials reserve the right to increase the above penalties, by either adding additional money, suspension time, or points loss, depending on the severity of the incident.
15. Series officials reserve the right to revoke a competitor's membership at any time. All official's decisions are final.
16. Any threat of, or legal action taken or levied against the series by a driver/race team, will immediately result in that driver's indefinite suspension from competition in any/all Crate Racin' USA sanctioned divisions and events.
17. Any disqualification, other than a weight violation, will result in no points and no money for the event. Weight violation will move the driver to the end of the finish order.
18. The decisions made and disciplinary actions taken by the series and officials hereunder shall not be appealed by the driver, team member, or team sponsor affected thereby.
19. ALL OFFICIAL'S DECISIONS ARE FINAL.

ATTENTION CAR OWNERS AND DRIVERS:

Please remember that we are here and can race because of the fans, promoters, and 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, tracks, or sponsors into disrepute.

PLEASE NOTE: By entering, qualifying, and/or competing in a Crate Racin' USA 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 event acknowledges and accepts the following: Crate Racin' USA and its assigns may use the drivers names, pictures, likeness, and performance 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 and the like, before, during, and after the event, for promoting, advertising, recording or reporting in the event or any other Crate Racin' USA sanctioned event, and do 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/her name, picture and likeness in connection with product endorsements and the sale of products, services, concessions, and merchandise.

Drivers will have the option to run for Weekly Racing Series points at National Touring Series events. Drivers MUST state their intentions of which points they will want to count at Driver Registration at National Touring Events. Driver can ONLY run for one points structure and MUST claim their intentions before the start of the racing program.

Tracks may make-up Weekly Racing Series events by scheduling Double Feature/Make-Up events, but no Double Points races. Tracks wishing to schedule a Make-Up/Double Feature event MUST contact the Crate Racin' USA office by no later than 5 P.M. the Monday of the week that the event is to be ran. Failure to do so could result in your request for Make-Up event being denied.

The Series reserves the right to deny or approve Double/Make-Up Features to insure fairness to both competitors and fellow tracks/promoters. Series will make every effort possible to work as a liaison between all parties to ensure fairness and the best possible chance to make such an event successful.

Sanctioned tracks will NOT be allowed to schedule Double/Make-Up Feature events in the final two weeks of the Weekly Racing Series season.

Sanctioned tracks are required to enforce the technical and points procedure rules and regulations of the division as fairly and completely as possible.

The Series does not govern, dictate, or require a certain format for sanctioned speedways and how they determine heat or feature race lineups. This allows each track to do what works best for their area and customer. We do request that races are carried out with fairness in competition to each competitor. If there is cause for concern that races are being manipulated or setup with unfairness towards any competitors or area tracks, the series reserves the right to intervene and setup a reasonable solution/procedural program suitable for all parties.