



Touring Series Late Model Rules 2026

Changes for 2026 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 Touring 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 Touring Late Model Racing Series sanctioned events. The Rules and/or Regulations will also apply to events sanctioned by the Crate Racin' USA Touring Series.
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 Racing Series have been sanctioned and approved by Crate Racin' USA, P.O. Box 195, Lincoln, AL, 35096, and are 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. SFI-Approved full fire suit (top and bottom) and shoes required. **Racing gloves REQUIRED.**
3. Snell rated SA2020 or SA2025 full-face helmet required.
4. All current seats must be full containment type constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
5. Series recommends the use of a head and neck restraint system, but is not required.
6. All cars must have a fully charged 2 lb. fire extinguisher mounted within reach of the driver. Series recommends a 5 lb. halon system.
7. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
8. All cars must have a quality fuel cell with roll over valve(check valve) in fuel cell vent.
9. Minimum three(3) inch wide, or two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. Belts cannot be used past their expiration date or two(2) years past their date of manufacture.
10. 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!
11. 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.
12. 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.
13. NO two-way radios, cell phones, **smart wathces**, 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 lit signal devices allowed (light sticks, flashlights, cell phones, etc.)
14. No mirrors are allowed at any location on the car.
15. 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 Racing Series sanctioned tracks and events must purchase an Annual Membership at a cost of \$125 per year. 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. Drivers and/or car owners are required to complete W9 tax information before receiving payout at that 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.
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 weigh 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. Engines MUST be sealed in these six(6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
4. The ONLY seals allowed for competition are:
 - a. GM twist off bolts/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, FASTERAK, 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.
 - a. **Approved changes/modifications for Chevrolet Performance 604 engines are noted as follows:**
 - i. Engine rings may be replaced with the Hastings Ring (Part #2M4626).
 - ii. Engine may run King (Part #MB5575I), Speed Pro (Part #139M) or Clevite "P" (Part #M5909P) Main Bearings. King (Part#CR8075I), Speed Pro (Part#8-7100CH), or Clevite "P" (Part #CB663P) Rod Bearings. No narrowed bearings.
 - iii. Timing cover may be replaced with Chevrolet Performance 602 Timing Cover (GM Part #12342089) and 602 Timing Tab (GM Part #12342011).
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 Racín' 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, **unless noted otherwise or approved by Crate Racín' USA officials.**
 - a. *After much research, Crate Racín' 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. 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 Racín' 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 \$8,095 or current cost, whichever is greater, from Chevrolet Performance dealer (Rogers Dabbs Performance Parts). 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 will be 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 \$8,095 cash, or current cost from dealer (Rogers Dabbs Performance Parts), whichever is greater, within ten (10) 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 above 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 \$300. Series keeps \$300 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. Fuel Cell must have roll over check valve in fuel cell vent.
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 **and lose 200 championship points**
 - b. **Second Offense** - \$1,000 fine and 90-day suspension from any Crate Racin' USA sanctioned events **and lose 400 championship points**
 - c. **Third Offense** - \$2,000 fine and 365-day suspension from any Crate Racin' USA sanctioned events **and lose ALL championship points**
 - 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 2026 Body Diagram/Specifications for further body specifications.
2. Plastic body panels will be allowed, but must meet Body Specifications/Measurements.
3. No raised or gurney lips of any type allowed on body.
4. Doors and quarters must be flat or may have an outward roll. No doors or body panels allowed to be rolled inward.
5. Maximum distance between the bottom of the doors (measured at the back of the door) is 90" wide.
6. No tunneling of any type allowed underneath body, along frame, or around fuel cell area.
7. Stone shield for remote oil filter or transmission is allowed. 24" x 24" maximum, located near rear engine plate.
8. Stone shield along right side frame rail must remain behind right front assembly and may only be 36" maximum total from farthest point to farthest point.
9. **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.
10. Roof supports or "C" pillars on both sides must be made of equal material.
11. 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.
12. Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28") with a maximum of thirty-three inches (33").
13. Right rear wheel opening between the quarter pane and the door must be a minimum of twenty-nine inches (29") with a maximum of thirty-two inches (32"), and a maximum of nine inches (9") from the top of the quarter panel to the wheel opening above the hub.
14. 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.
15. 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.
16. No mirrors at any location on the car.
17. No Radios, or any type of two-way communication. Receiver 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.
6. **Rear Travel Limiter (Droop Rule)**
 - a. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunted they are as close to vertical as possible. One (1) compliance device may be used. The compliance device must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can pg. 11 be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material.
 - b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the under-slung frame rail one inch (1") in front of the rear axle tube, between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. Cars will be jacked up until a forty-thousandths of an inch (.040") shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. The measurement must not exceed fifty-one inches (51").
 - c. All droop limiter assemblies must support the unsprung mass of the rear-end. The stretched value of the droop limiter assembly may be no more than three-quarters of an inch (3/4") at 1,200 lbs. The procedure: preload 100 lbs. zero (0) distance, pull to a value of 1,200 lbs.

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. 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 Racine USA and shoulder plated.
 - 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 result in disqualification of driver 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 Racine USA and shoulder plated
 - 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 result in disqualification of driver 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 Racine 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 ten (10) 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 **and lose 200 championship points**
 - b. Second Offense - \$1,000 fine and 90-day suspension from any CRUSA sanctioned event **and lose 400 championship points**
 - c. Third Offense - \$2,000 fine and 365-day suspension from any CRUSA sanctioned event **and lose ALL championship points**
 - 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.

National Event Race Procedures:

National Event Registration, Sign-in, and Fan Zone:

1. All drivers must sign in during the designated times before the driver's meeting at each event to be eligible to draw for qualifying position. Drivers failing to register during the designated times, or after the completion of the driver's meeting, may be penalized to either the beginning or end of the qualification line, and could be only allowed one qualifying lap.
2. All drivers must pay the required entry fee and complete the required information for track/series personnel (example: membership application, tax information/form, etc.) before being allowed to draw for position or present their car for technical inspection.
3. Drivers are strongly urged to provide a valid e-mail address and sign-up for text updates in order to receive the latest information from the series.
4. Drivers that have a change in information such as a chassis, sponsor, or number change must notify series officials for Chassis points and to receive proper PR mentions.
5. All Crate Racin' USA events will utilize electronic timing and scoring. Drivers are required to rent the necessary transponders/equipment at registration from those designated by the series to oversee electronic timing and scoring of that event.
6. All cars are required to be equipped with a scoring transponder, and they must be securely mounted in the specified location. Competitors are responsible for ensuring proper installation and working conditions of transponders.
7. Cars with no transponder attached will receive no qualifying time and will not be scored. Malfunction will require drivers to replace transponder and series will determine if any penalty will be assessed.
8. Drivers that are in the Top 10 in National Touring Points are required to attend the Chevrolet Performance Fan Zone. Time and location of the Fan Zone will be given to each driver prior to the event if possible, and no later than the Driver's

Meeting if the Fan Zone is scheduled for intermission. Drivers are encouraged to bring “hero cards”, photos, and any other promotional or give away items, and the series will provide hero cards as well. Drivers that fail to attend Fan Zone festivities will face a 25-point deduction from their point fund total, and removal from the Winner’s Circle show-up check program. Only extreme and rare circumstances will be excusable for failure to attend. Series officials’ decisions will be final.

National Event Technical Inspection:

1. Series officials reserve the right to inspect any car at any time during an event.
2. All cars must be inspected by series technical officials prior to hot laps/qualifying. Drivers are required to handle all registration and sign-in information as noted in the Event Registration and Sign-in Rules.
3. Once all the required paperwork is completed, and the entry fee is paid, drivers will receive a “ticket” that must be presented to the Technical Official in order to go through pre-race technical inspection. Failure to do any of this will require the driver to be sent to the tail of the technical inspection line.
4. Drivers will be notified at the driver’s meeting, or via the Racever about post-race technical inspection procedures.
5. Any car found to be in violation of the Crate Racin’ USA rules and regulation, other than weight, during post-race inspection will be disqualified from that event and receive no points and no money.

National Event Driver’s Meeting:

1. All drivers must attend the driver’s meeting.
2. Time and location of the driver’s meeting will be announced via the track Public address system, on the series’ website when possible, and series officials will notify competitors on site. Important format and procedural instructions will be given at each driver’s meeting.

National Event Hot Laps:

1. Each driver will be assigned a Hot Lap session or group according to their pill draw when possible. Drivers must hot lap in their group unless approved or notified otherwise.
2. Each driver will receive one (1) hot lap session unless otherwise stated.

National Event Qualifications:

1. Drivers must qualify in the order in which they drew for qualifications at sign-in/registration.
2. Each driver that qualifies in their correct line-up position will receive two (2) laps on the clock. Drivers may qualify single car, or multiple cars on track at one time. Race Director will announce at the driver’s meeting the qualifying procedure.
3. Drivers that fail to make their position will receive one lap of qualifying.
4. Each driver will receive one attempt to qualify. Once a car has taken the green flag that will count as their attempt.
5. In case of a clock malfunction, drivers will be instructed to stay on the track or report to officials and will receive a make-up lap.
6. Any tie in qualifying times will be broken by the qualification pill draw order and/or driver that qualified first in the qualifying order set by the pill draw.
7. Any penalties associated with technical violations, etc. could be assessed by taking away qualifying laps or times. Driver will be notified of any such penalties, and official’s decisions are final.

National Event Starts and Re-Starts:

1. Initial starts of all races will be side-by-side, with the pole sitter setting the pace by the middle of the back straightaway without speeding up or slowing down.
2. Initial starts will take place inside the VP Racing Lubricants starting “box” at the exit of turn 4. This “box” will be marked via cones/barrels, and the front row starters will be given notice of the location and starting procedures via the Racever.
3. All initial starts will be double file, and officials reserve the right to go single file at any time if a double file start cannot be completed in a timely and orderly manner.
4. The pole sitter of the FEATURE ONLY has the option to choose the outside front row starting spot. After parade laps are complete, pole sitter will be asked to acknowledge/choose inside or outside of the front row. Once the green flag has been displayed, and if no lap is completed warranting a second attempt at a start, the pole sitter will not have the option of changing their choice.
5. Initial starts require the front row to be side-by-side and equal pace until entering the starting box. Should a driver jump the initial start, the caution flag will wave, and the driver will receive one warning. If the same driver jumps the start a second time, caution will wave, and they will be penalized one row.
6. If both front row drivers cannot cleanly and fairly start the race, race director may move both front row starters back one row.
7. Drivers must remain single file and at a safe speed in orderly fashion in case of caution to allow officials to set the lineup for any start/restart.

8. Drivers are to remain in a “tight” nose-to-tail format when preparing to take the green for any start/restart. Laying back off the car in front of them may be considered jumping/manipulating the start/restart.
9. Drivers are not to advance their position until clearing the second cone/barrel of the official starting box. If a driver should jump or advance their position, that driver will be penalized two positions for each car they jumped on the restart. This penalty will be enforced at the next caution period or at the end of the race, whichever occurs first.
10. Re-Starts after one lap is complete will be in the **true** double file format. The leader will be allowed to choose the inside or outside row for the restart.
11. The third-place car will go to the opposite lane and the remainder of the field will fill in accordingly. Double-file restarts will be implemented the entire distance of each event, unless the race director chooses to go to a single file restart as a result of track conditions and in the interest of fair competition. Race director may choose to go single file at any time.
12. Brake checking WILL NOT be tolerated and will be closely monitored. Any car determined by officials to be brake checking or stacking the field up will be charged with the caution and put to the tail of the field or disqualified from that event.
13. If a driver exits the speedway prior to an initial start of any event 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 will have to join the field at the rear upon return.
14. All races are scored at the designated start/finish line and will be marked by cones when possible. That location will be utilized for official timing and scoring, not any other location such as the flag stand, marking on wall, etc.

National Event Spin/Caution Rules:

1. On the initial start of the race, if contact is made causing a car(s) to spin, and no laps are completed, the cars involved will get their original starting position back for the complete restart.
2. If no contact is involved and a car spins out on the initial start, that car will restart in the last starting position.
3. Any car bringing out the caution twice by either spinning and/or stopping on the track bringing out the caution flag, will be black flagged and sent to the pits for that event.
4. Any car stopping and or blocking the track and determined to be intentionally bringing out the caution may be black flagged for that event.
5. Any car determined to intentionally spin or run into another competitor resulting in the caution will be charged with the yellow and sent to rear of the field.
6. Events do not have a “wheel stop” rule in place. This means if a car must stop to avoid another car or incident, they will not be sent to the tail of the field, only the car deemed to have caused the caution will be penalized to the tail.
7. All drivers must slow down and hold their position if the caution flag is displayed.
8. Any cars that are lap(s) down will be lined up at the rear of the field behind lead lap cars.
9. Flagman and race director will give the one to go signal when possible before going green. **PLEASE NOTE:** if the field is lined up properly and the lead cars have passed the flag stand, race director may elect to restart without giving one to go signal.
10. Any driver exiting their car during a caution period will be sent to the pits for that event, unless it is for a safety precaution.
11. Drivers are not to intentionally make contact with another car under caution. Doing so will result in the driver being black flagged for that event.
12. Crew members are not allowed to touch or work on cars during any caution period. Track/Series officials will make quick repairs to help drivers maintain safe competition, and to eliminate flat tires if and when possible.
13. Any time during the event that the caution is displayed, a completed lap will be determined as follows: once the leader plus one car (whether second place, lapped car, etc.) pass the start/finish line that lap will be counted as completed. Cars crossing the start/finish line will be scored as they cross, and all others will be lined up according to the last completed green flag lap.

National Event Red Flag Rules:

1. Should the red flag be displayed, drivers must come to a complete stop as quickly and safely as possible.
2. No cars can move during the red flag period, and cars cannot go to the pits until the yellow flag is displayed.
3. Drivers may exit their cars during a red flag period but must be in their car ready to race once the yellow is displayed. Failure to be ready to race when the yellow is displayed will result in that driver having to restart at the tail of the field.

\$3,000 to win or less Event Procedures (Formats are Subject to Change at anytime):

1. Each driver will take two laps on the clock for qualifying with the fastest lap recorded as the driver’s official time.
 - a. Events with car counts of 30 or more cars – “Group” A and B qualifying procedure will be utilized. The top 3,4, or 5 qualifiers from each “group” will be locked into the A-Main Event starting straight up.
 - b. Event with car counts of 29 or less – straight up qualifying will be utilized with the top 4,6,8 or 10 qualifiers being locked into the A-Main event starting straight up.
 - c. Officials may utilize or alter format changes at their discretion at any event and will inform competitors at the driver’s meeting of format being used.

2. Drivers qualifying outside the “locked-in” cars will line-up for B-Main(s) by qualifying time. Number of B-Main(s), number of laps of B-Main(s), and number of cars transferring to the A-Main will be determined by car count and announced at the driver’s meeting.
3. Cars transferring to the A-Main from the B-Main(s) will line-up behind the A-Main qualifying transfers.
4. A-Main will start at least 24 cars. Promoters and series have the option to add additional starters to the field.

\$5,000 and \$10,000 to win Event Procedures (Formats are subject to change at any time):

1. Drivers will be divided into “Groups” according to their pill draw during registration/sign-in. Drivers will hot lap, qualify, and heat race with their respective “group”.
2. Each driver will take two laps on the clock for qualifying with the fastest lap recorded as the driver’s official time.
3. Each Driver will be lined up for their heat race straight-up by their qualifying times.
4. The group which has the fastest qualifying time will race for the pole position of the Feature. Second fastest time will be for the outside front row, and this will follow suit for the remaining groups according to the fastest qualifying time of each group.
5. Number of laps and number of transfer cars will be announced at the driver’s meeting.
6. Cars transferring to the A-Main will line up straight up according to their Heat Race finish.
7. Drivers not transferring to the A-Main through a heat race, will line up in B-Main(s) according to the Heat Race finishes. Number of B-Main(s), number of laps of B-Main(s), and number of cars transferring to the A-Main will be determined by car count and announced at the driver’s meeting.
8. Cars transferring to the A-Main from the B-Main(s) will line-up behind the Heat Race transfers.
9. \$5,000 and \$10,000 to win events will be based on a two-day show with qualifying and heat races on the first day, and B-Main(s) and feature the second day unless otherwise noted. Officials reserve the right to alter and amend these procedures.
10. A-Main will start at least 24 cars. Promoters and series have the option to add additional starters to the field.

National Event Provisionals:

1. Two (2) provisional starters may be added to the A-Main starting field in the 23rd and 24th starting positions based on the top point drivers in the top 15 of the Crate Racin’ USA National Touring Series points coming into the event.
2. If one or both provisionals are not filled, the 23rd and 24th starting positions will be filled by the next eligible finisher(s) in the B-Main(s).
3. Each driver will receive four provisionals during the 2025 season, and one bonus provisional for every four races of perfect attendance.
4. Provisionals for the first four (4) events of the 2025 season will revert to the top 15 of the 2024 final point standings.
5. Emergency provisionals
 - a. Maximum of two (2) emergency provisional starters will be allowed to start at the tail of each main event. Emergency provisional starter(s) will be the highest car in national points with perfect attendance in 2024 that does not qualify for the A-Main.
 - b. Once a driver has used their two (2) emergency provisionals, they may be allowed additional emergency provisionals only if other perfect attendance drivers have qualified for the A-Main.
 - c. If a driver uses an emergency provisional, they will receive points for their finish position in the feature and will only receive payoff for the difference of start money and their finish position.
 - d. Drivers will maintain their perfect attendance and receive their Winner’s Circle payout by choosing to start the feature.

National Touring Series Winner’s Circle Program:

1. Drivers in the Top 10 in National Touring Series points, and with perfect attendance to each event, will be eligible for the Winner’s Circle that is paid out after each Tour event.
2. Drivers in positions 1 through 5 will receive \$200 per event. Drivers in positions 6-10 will receive \$125 per event.
3. Drivers must maintain perfect attendance and participate in the Chevrolet Performance Fan Zone activities to remain eligible to receive Winner’s Circle payout.
4. Hardship will be the only excuse for reinstatement of non 100% attendance.

National Event Driver/Car Changes and Substitutions:

1. Drivers may go to a backup car at any time in the event of an accident or mechanical failure prior to the beginning of the A-Main. Once the A-Main has begun no driver or car changes will be allowed.
2. The use of a backup car must be approved by Crate Racin’ USA officials prior to use, and the backup car must pass technical inspection before entering competition.
3. Drivers may only enter one car per event, unless a backup car is utilized.

4. Drivers already qualified for the A-Main may go to a backup car or another car if necessary.
5. Any time after qualifying a driver changes car for any reason, they must start on the rear of the field for their next racing event (i.e. heat, b-main, feature).
6. If a driver already into the A-Main withdraws before the B-Main races, the transferred cars will be realigned and the predetermined number of cars will transfer from the B-Main(s) along with the awarded provisionals will fill in the appropriate spots in the A-Main 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.
7. If a driver already in the A-Main withdraws after the B-Main race are complete, the 1st alternate from the first b-main will be added to the tail of the feature race starting line-up.

National Touring Series Point Fund (\$65,500):

1. \$15,000
 2. \$10,000
 3. \$7,500
 4. \$5,500
 5. \$4,200
 6. \$3,800
 7. \$3,400
 8. \$3,200
 9. \$2,900
 10. \$2,500
- Rookie of the Year – 1st - \$4,000; 2nd - \$2,000; 3rd - \$1,500

- The advertised point fund is based on the advertised number of races on the schedule at the beginning of each season. If an event or events or dropped from the advertised schedule at the beginning of the season due to cancelation by the track or by inclement weather, the series reserves the option to adjust the point fund to reflect the number of races completed at the completion of the season.
- Drivers competing in 100% of scheduled touring events will receive full point fund payout. Drivers competing in less than 100% of scheduled events, point fund payment will be prorated based on driver's participation (i.e. 60% of races completed = 60% of posted points payout; 70% of races completed = 70% of posted points payout, etc.)

Winter Shootout Series Point Fund (\$20,000):

1. \$4,000
 2. \$2,500
 3. \$2,000
 4. \$1,750
 5. \$1,500
 6. \$1,300
 7. \$1,200
 8. \$1,100
 9. \$1,000
 10. \$900
- Rookie of the Year – 1st - \$1,500; 2nd - \$750; 3rd - \$500

- Drivers competing in 100% of scheduled Winter Shootout events will receive full point fund payout. Drivers competing in less than 100% of scheduled events, point fund payment will be prorated based on driver's participation (i.e. 60% of races completed = 60% of posted points payout; 70% of races completed = 70% of posted points payout, etc.)
- Winter Shootout Point fund based on 8 or more events being completed for 100%-point fund payout. Point fund payout based on number of races completed if less than 8:
6-7 events = 80%; 4-5 events = 60%; 3 or less events = 50%

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 with 100% attendance for the season, and in attendance at a Tour event that is rained out or postponed for any reason after registration is complete, will receive 75 points for showing up and attempting the event.
- Drivers completing a Qualifying effort but failing to transfer to the A-Main will receive 30 points for car counts less than 50.
- Drivers completing a Qualifying effort but failing to transfer to the A-Main with car count of 50 or more will receive the following base on Non-Transfer finishing position: 48,46,44,42,40,38,36,34,32, and 30 through the field.
- **Hardship Points** – should a driver not be able to attend an event due to an unforeseen hardship such as an illness, death in the family, transporter breakdown, etc., series officials may award that driver 30 hardship points and credit for being at the missed event. Each situation will be reviewed by series officials on a case-by-case basis.
- **Driver's attending and competing in National Touring Events that are held at Weekly Racing Series sanctioned speedways will be eligible to run for Weekly Racing Series points or National Touring points. Driver will notify officials at registration of which points they would like to count for their efforts in the night's program. Their finish will then be given points based on their finish to either the Weekly Racing Series points structure or National Touring Series points structure. This allows local competitors the opportunity to compete at National Touring events without the fear of missing an event at their local track or not being able to count an event towards their Weekly Racing Series points total. Drivers will NOT be able to count an event towards BOTH Weekly Racing Series and National Touring Series points.**

National 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. **Droop Violation Penalties**
 - a. **These penalties will be enforced on all Time Trials, Heat Races, B-Main and A-Main events:**
 - i. **Fifty-one and one-sixteenth of an inch (51-1/16") to fifty-one and one-half inch (51-1/2"):**
 1. Post Time Trials will result in a one (1) row penalty in the original Heat Race line up.
 2. Post Heat Race, B-Main or A-Main will result in a four (4) position penalty for that event.
 - ii. **Fifty-one and nine-sixteenths of an inch (51-9/16") to fifty-two inches (52"):**
 1. Post Time Trials will result in a two (2) row penalty in the original Heat Race line up.
 2. Post Heat Race, B-Main or A-Main will result in an eight (8) position penalty for that event.
 - iii. **Fifty-two and one-sixteenth of an inch (52-1/16") or higher:**
 1. Post Time Trials will result in the driver being penalized to the rear of the original Heat Race line up.
 2. Post Heat Race, B-Main or A-Main will result in the driver being scored last for that event.
 - iv. **In an event format where points are being earned toward an overall event tally, driver will retain any points earned prior to the infraction. The driver will be awarded points for any event in which an infraction occurred based on the above penalties.**

3. 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).
4. 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.
5. 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.
6. 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 and 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 events 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 incident 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 do not 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.