



2026

# Clayhill Motorsports Park

## 602 Late Model Rules

**ADJUSTMENTS, ADDITIONS OR DELETIONS** to the rules will be at the discretion of the Clayhill Motorsports Park officials.

If a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. If it is not covered in the rules, it will be determined by the track officials & their decision will be final.

The Rules and/or Regulations set forth herein do not express or imply a warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of CLAYHILL MOTOSPORTS PARK 602 Late Model Division events and are in no way a guarantee against injury or death to participants, spectators, or officials.

The Rules and/or Regulations will apply to all CLAYHILL MOTOSPORTS PARK 602 Late Model Division events. The Rules and/or Regulations will also apply to events sanctioned by the CLAYHILL MOTOSPORTS PARK 602 Late Model Division.

CLAYHILL MOTOSPORTS PARK officials shall have full authority over said sanctioned events, and in the event of any dispute, the head official's decision will be final.

All competitors and cars are subject to inspection by CLAYHILL MOTOSPORTS PARK Technical Inspectors or their representatives at any time during any event.

CLAYHILL MOTOSPORTS PARK, and its officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.

CLAYHILL MOTOSPORTS PARK 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 officials' decisions are final.

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.

All track specific general safety rules or requirements will always apply to all participants (i.e., window nets, gloves, door plates, head, and neck restraints, etc.) at that track.

Receiver one-way radios are **REQUIRED** at every sanctioned event. Failure to have a Receiver (or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e., dead battery, earphone failure, etc.) will not constitute any penalty.

NO two-way radios, cell phones, or other communication devices will be allowed. Receiver 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.)

No mirrors are allowed in any location on the car.

**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)  $\frac{1}{2}$ " 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.



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### 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. Series recommends the use of a head and neck restraint system but is not required. Full containment seats will be required.
5. All cars must have a fully charged 2 lb. fire 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, 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.
9. Any pre-race technical/safety inspection and car or equipment deemed unsafe by officials will result in not being allowed to compete. Officials' 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, etc.).
11. RaceCeiver one-way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver (or one-way device) could result in disqualification. Malfunction of such devices (i.e. dead battery, earphone failure, etc.) will not constitute any penalty.
12. NO two-way radios, cell phones, **smart watches**, 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 are allowed (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)  $\frac{1}{2}$ " diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, etc.) will result in disqualification.

### 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.



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### **Engine Rules:**

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.
2. 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.
3. The ONLY aftermarket 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.
4. 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 602 engines are noted as follows:
    - i. Engine rings may be replaced with the Hastings Ring (Part #2M4860)
    - 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.
5. 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 part s, 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.
6. 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 Racin' USA officials.
7. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
8. Engine's Chevrolet Performance serial number, and when applicable, Crate USA build certification number, must be clearly visible to series technical inspectors.

### **Engine Setback Rule:**

1. Engine setback will be 6" from center of top ball joint to the #1 spark plug with a one (1) inch tolerance. There will be a 50 pound penalty forward of the motor plate for each 1/2 inch of setback beyond seven (7) inches of engine setback. No cars with more than an eight (8) inch setback will be allowed to compete.



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### **Carburetor Rules:**

1. One (1) four-barrel carburetor only. Chevrolet Performance 602 Circle Track engines perform best with a quality 650 cfm carburetor.
2. All carburetors must have conventional style floats along with needles and seats. No individual cylinder tuning or equivalent.
3. Willy's Equalizer and Super Bowl Carburetor OK.
4. 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.

### **Weight Rules:**

1. 2350 lbs.
2. Cars will be allowed a one(1) pound per lap weight burn off for any race whether Heat, Consi, or Feature. (Only Green Flag Laps will count for burn off).
3. 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)  $\frac{1}{2}$ " 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.
4. No lead or ballast may be mounted to rear end or any suspension components.

### **Distributor Rules:**

1. Any electronic distributor-type ignition system.
2. No crank trigger, distributorless multi-coil, or magneto ignition system.
3. No dual ignition systems. If car has more than one(1) box, only one may be hooked up.
4. No electronic traction control devices. 5. MSD box may be confiscated by series/track at any time.

### **Starter Rule:**

1. All cars must have working starter.

### **Water Pump Rules:**

1. Cast or aluminum water pumps permitted.
2. Stock mounted water pump and fans only. NO electric fans.
3. No electric water pumps allowed.



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### 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. Gasoline, Racing Gas, or E-85(see below) 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.
2. 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".
3. 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.
4. 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 points for the season.
  - d. ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.



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5. An approved fuel cell (32 gallons maximum) must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of two 2" by 1/8" steel straps. 6. All fuel cells must be completely visible from rear of car. 7. Belt driven fuel pump OK. Reverse mount power steering pump is OK.

### **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. RaceCeiver one-way communication is the ONLY communication device. Please see Safety Rules for more info.



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### 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.

### 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.

### Wheelbase Rule:

1. Minimum wheelbase will be 103".

### Suspension Rules:

1. Standard Late Model suspension only. No spring loaded or shock type 4 bar rods. Only standard solid 4 bar rods.
2. No torsion bar on front or rear suspension. Sway bar ok.
3. Standard one-piece bird cages. No split bird cages.
4. Chassis brackets must be fixed. No movement.
5. One (1) mechanical traction device allowed, either 5th coil or torque link, but not both. One (1) 90/10 allowed with torque link, mounted center top of rear end to frame.
6. One (1) coil spring per wheel.
7. No progressive springs.
8. One (1) shock and one (1) spring per corner of car except you may run additional shock in front of rear end on left rear.
9. Shock "sleeve" protector allowed to protect body of shock.
10. No data acquisition devices of any type allowed.
11. Bump stop/bump spring allowed on right front only.

### Shock Rules:

1. Shocks at any position on the race car, including the lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. Shocks of the "thru rod" style are not permitted.
2. No adjustable shocks. No remote reservoir or cannister shocks. Schrader valve ok.



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3. No remote adjustment of shocks is permitted, including electronic adjustment whether hard-wired or wireless.
4. Shock/damper devices that are, or that can be referred to or defines as an “inerter” or referred to or defined as a “JDamper” are not permitted anywhere on the car.
5. All shocks must fully compress.
6. Shock claim:
  - a. \$300 per shock.
  - b. Car claiming shock(s) must finish in the top 5 and on the lead lap. Claims must be made to Tech Official within 5 minutes after the checkered flag falls on the feature event.
  - c. Refusal to allow shocks to be claimed or confiscated will result in driver losing all points and money from that event and face the following punishment:
    - a. First Offense – 2-week suspension and \$250 fine **and lose 200 championship points**.
    - b. Second Offense – 30-day suspension and \$500 fine **and lose 400 championship points**.
    - c. Third Offense – 365-day suspension and \$1,000 fine **and lose ALL points for the season**.
    - d. No reverse shock claims allowed (Cannot claim shocks from any car finishing behind you.)
7. Series may confiscate or claim shocks to determine they meet the required specifications at any time. If shock(s) are confiscated and deemed legal, they will be returned to driver. If shocks are determined to be illegal, driver will lose all points and money, and face the following punishment:
  - a. First Offense – 2-week suspension and \$250 fine **and lose 200 championship points**.
  - b. Second Offense – 30-day suspension and \$500 fine **and lose 400 championship points**.
  - c. Third Offense – 365-day suspension and \$1,000 fine **and lose ALL points for the season**.

### 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.



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### Tire Rules:

1. Hoosier Racing Tire D-21 stamped Crate Racin' 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 be disqualified for remainder of the event. Any tire in question may be confiscated.
  - c. No needling or drilling allowed. Grooving and siping are allowed. 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.
  - 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 are allowed on the D-55 tire. No needling or drilling allowed.
3. Grinding/Buffing of tire is permitted.
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 compound 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(s) does not comply with the 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. 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.
7. **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.
8. Penalties for illegal tires:
  - 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 points for the season**.



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- d. ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.
- e. 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.



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