

602 CRATE LATE MODEL RULES

1- GENERAL RULES

(A)- Driver Communication A.) One-Way Single Channel Radio Receivers i.) One-way radio receivers are required to be used in every portion/segment of an event. If you do not own a one way radio receiver, the series has rental units available for a \$20 rental fee. ii.) Race Director and Head Scorer are the only people permitted to transmit on a one-way radio receiver device. Use of any other type of radio is not permitted. iii.) Approved single channel one-way radio devices include: Nitro Bee, Raceceiver Fusion, or Racing Electronics Solo. B.) Signaling i.) Lights are not permitted ii.) (2) Two inch (2)'' maximum diameter with a length of thirty inches (30'') are allowed to signal from a safe area where pit pass access is required. No signalling from the general admission area unless otherwise instructed at a drivers meeting.

(B)- Technical Inspection A.) Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.

(C)- All race cars must pass through technical inspection before driver's meeting. ALL race cars must pass technical inspection before a technical sticker is issued.

(D)- Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps. No sticker means no Hot Laps. No exceptions.

(E)- After a race car has passed technical inspection, and sticker has been issued, No alterations may be made to the race car. Any changes to spoiler height, deck height, quarter panels, doors or any other part of body will result in loss of qualifying time or loss of position in either Heat Races or B-Mains.

(F)- Spot-checks can be made by the technical inspector at any time, and penalties will be applied to cars found illegal after tech stickers have been issued. All race cars are subject to be inspected by the North Georgia Tech personnel at any time during the event.

(G)-Any race car found to be illegal, as a result of changes, on the starting grid for the A-Main or a B-Main, will be changed back to legal and start from the rear

Changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in immediate disqualification, and the grid being filled with the next alternate. i.) If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal has been given in order to start from the rear. No exceptions

(H)- Rear car cover is allowed. It must remain on the rear of the car, and must be fastened to the rear t-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving pit stall. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the 2022 season. A second infraction will result in a loss of Hot Laps, a loss of qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

(I)- Drivers Meetings A.) It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the Red Clay Series Official Trailer. B.) Any rule, format or schedule changes will be discussed at the drivers meeting. C.) ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

(J)-All Drivers will be allowed one (1) Hot Lap session per day - either one-day show or two-day show. Hot Laps will be conducted in groups (minimum ten (10) cars) in order, as per the draw. Drivers/teams are responsible for knowing what group the driver/team is in. Lineups will be posted at the Red Clay Series official trailer in the pits. If a Driver does not make it to the staging area in time for hot laps, that driver will not be allowed to Hot Lap. NO EXCEPTIONS

(K)- Time Trials A.) Drivers must time trial in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification lap at the end of the time trial line. If the driver uses this option the driver can not start better than the first non-transfer spot in a heat race. B.) Group qualifying format will be used with four (4) heats or more.

(L) Cars will qualify two (2) laps back to back. Once the green flag is given to the driver to start the qualification run, there will be no wave offs. Drivers exiting the track for whatever reason will not be allowed to return to qualify. D.) Cars will either be weighed before or after qualifying, depending on the layout of the current racetrack, and will be determined by the Series Officials. All cars that are judged to weigh light crossing the scales after qualifying time and will start at the rear of a heat race.

If there is more than one car that has been judged light, those drivers will be lined up at the rear of the heat races by the qualifying order.

(M) Remember that all cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or B-Main Race in order to transfer to the A-main.

(N) Heats will be laps unless otherwise notified in the drivers meeting. In the event of Heat Race inversions, the race director will announce the inversions at the drivers meeting. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. B.) The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the race track concerned. C.) Depending upon the number of heats, either the first three (3) finishers from six (6) heats or four (4) finishers from four (4) heats, will transfer to the A-Main. All other Drivers, in order of Heat finish, will go through to either one (1) or two (2) B-Mains. D.) If more than sixteen (16) cars are present for the B-Main, they will be split into two (2) B-Mains in the following manner:

(O) If four (4) Heats are ran, positions five (5) through sixteen (16) in Heats one (1) and two (2) will go to B-Main one (1), and positions five (5) through sixteen (16) in Heats three (3) and four (4) will go to B-Main two (2). ii.) If six (6) Heats are run, the split will be Heats one (1), two (2), and three (3) to B-Main one (1) and Heats four (4), five (5), and six (6) to B-Main two (2). iii.) The top finishers from the two (2) B-Mains will complete the A-Main grid on a side-by-side basis

(P)-A maximum of twenty-four (24) or twenty-six (26) cars will start the A-Main (unless otherwise stated in the format), depending on Promoter/Track (see Promoter's Options). E.) B-Mains will be twelve (10) laps unless otherwise notified in the drivers meeting 2.9 Heat Race & B-Main Assignments A.) No car will be allowed to change Heat Race or B-main assignments. If it is deemed by the series officials to be a rare and uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear. Only in rare circumstances will this be allowed by the NGS director.

(Q)- Pre-Race Staging A.) Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include but not be limited to: Time Trials, Heats, B-Mains, Drivers Introductions & A-Main.

(R)-A brief tech inspection can occur before each event. It is the driver's responsibility to be in line early enough to pass through this technical inspection prior to Time Trials, Heats, B-Mains & the A Main. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event.

(S)- Ten-Minute Call A.) A ten-minute call will be given prior to each A-Main. The ten-minute call may be started during any on track race prior to but not limited to the A-Main. If the ten-minute call begins and a driver misses the ten-minute call, that driver could be forced to start the tail of the given event or race. A grace period may be awarded to the B-Main cars. Heat transferring cars must be on-time.

2-Race Procedures and Rules

Flagging Procedures

(A)- Standard flagging procedures will be used for each event. If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag falls.

(B)After an on-track incident, the car or cars that come to a stop on the racetrack that were involved in the incident will sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident may be allowed to keep their position in the line (at series officials discretion). Cars that were running on the lead lap will be sent to the tail of lead lap cars.

(C)-Starts A.) All original starts will be double file and start between the start flags and/or cones placed midway between turn four and the starter's stand. Front row should approach the start cone at a moderate pace, keeping nose pieces as even as possible. Once the front row reaches the start cone they may accelerate and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row.

(D)- If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re line ups, unless there are three (3) or more cars missing from a row, then field will be crossed.

(E)- Brake Checking A.) Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to disqualification from that race with no warning.

(F)-Cautions On First Lap A.) Once the green flag drops, the race is officially underway. On the original start and before one (1)complete lap is scored if only one car is invol if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

(G)- Caution Procedures After First Lap

(H)-In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the race track, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.

(I)- In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear. C.) In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap. D.) In the event of a caution, since there will be no racing back to the yellow flag, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one scored green flag lap

(J) Laps will count when the leader plus three (3) cars cross the finish line.

(K) Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader, and brings out the caution may be scored one lap down from that point onwards in the race. You can be notified by race receiver, series/track official or both.

(L)- Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop, and will be sent to the rear. Only track or series officials may work on cars on the track, and if the officials are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.

(M)-All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will WAIT until the next caution to re-enter the race. NO cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.

(N)- All drivers making a green flag pit stop during the Heat, B-Main or A-Main will NOT be allowed to re-enter the event until the next caution. Drivers will get two (3) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored as long as they make the one to go signal restart.

(O)- A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot & cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be NO courtesy laps awarded in the cold pit area.

(P)- Once a caution is thrown, cars must slow down. The field will be put into correct running order in a single-file line. ALL cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. Rest of field will line up double-file.

i.) EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc. etc. ii.) EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc. Once field is properly aligned, you will be given the one to go signal.

Any driver that stops on the track in order to cause a caution WITHOUT CAUSE is subject to being black-flagged from that event. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered WITHOUT CAUSE.

(Q)-Red Flag Procedures A.) Under red flag conditions, all race cars must come to a complete stop on the race track. i.) Unless directed to by the Race Director or series official, any driver that moves his race car under red flag conditions will be black-flagged and sent to the pits. That driver will not be allowed back on the track and no longer scored for the remainder of the race. ii.) Teams are not permitted to work on any race car during a red flag, on-track

Restarts

(R)-Delaware style double-file restarts - defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of inside or outside lane. i.) Delaware style double-file restarts will be used until three (3) remaining laps of any preliminary event. ii.) Single-file restarts will be used within three (3) remaining laps of any preliminary event.

(S)- Delaware style double-file restarts will be used until ten (10) or less remaining laps of any A-Main event that is thirty (30) laps or more in total distance.. v.) Series officials reserve the right to forgo use of Delaware style double-file restarts at any time. All restarts must be nose to tail

(T)-Leader may accelerate once inside the start box at a moderate. If leader accelerates early, defined as accelerating anywhere other than the start box, the leader will be warned for first offense – second offense they will be moved back a row. Drivers, other than the leader, may not pass until they have passed the start box. Doing so will be considered a jump-start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race

(U)- Racing Off-Track A.) A driver racing off the racetrack to gain a position may be black flagged and scored last.

(V)-Spin Rule A.) Any driver that is involved in two (2) single car incidents resulting in a caution will be black flagged from that event and sent to the pits.

(W)-Penalties A.) There is a distinct difference between being given the black flag and being disqualified. i.) Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, B-Main or Feature. Your car will not be scored from the Black Flag time onwards.

3-Disqualification Rules

Disqualification/Disqualified - means that you will not be allowed to take any further part in the competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

(A)- On Track Penalties No changing tires on the grid and no changing tires in the pits once the grid is released for an initial start.

(B) The following penalties will be applied after normal caution procedures have been followed, unless special circumstances apply

(C)- Under green flag or caution flag conditions, the NGS Director reserves the right to invoke penalties or suspensions of any driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by the NGS Director. All decisions shall be final. *Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized

(D)- Any physical confrontation, either on the race track or in the pits, will result in the aggressor or aggressors being suspended for the next three events or payment of a \$1,000 fine PLUS the loss of 50 points. A second offense will result in suspension for the rest of the season. 1.) Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may be considered aggressors. Drivers should be aware that they will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

(E)-Any incidents that are judged to be "deliberate acts of aggression", whether on or off the track, under green or caution, will result in disqualification. v.) The NGS officials reserve the right to increase the above penalties, depending on the severity of the incident. 1.) Any car that deliberately causes a caution, in the judgment of the NGS official or other officials, after the pace laps have been started or under green flag conditions, or as the race is about to go back to green will be scored one (1) lap down. An exception may be made in the event of a flat tire. At all events, a minimum of three courtesy laps will be given for a flat tire. If a car is black-flagged, it will not be scored from that point on. Failure to leave the track after being black-flagged may result in disqualification

(F)-All Events will be conducted according to schedule in a timely manner. A-Mains will be started by 10:00 p.m. whenever possible. Schedules will be posted in the pits, as will lineups and Time Trial orders. It is the drivers responsibility to adjust their workload accordingly and be ready when called.

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(G)- During Heat Races, drivers must be in the staging area before the end of the previous Heat. For the A-Main, Driver Introductions will begin at the end of the ten (10) minute call time period. If a driver is not in position by the required time during the program he/she will start from the rear of the field.

(H)-Cars must be presented for technical inspection when requested to do so by the technical inspector or Series Director. Delays in getting technical inspection completed, or refusal to unload in a timely manner will result in offending drivers being denied Hot Laps.

(I)-Weigh-In A.) All Cars will weigh in at the scales immediately before, or following, their Time Trials laps, as per the weight rule and track layout. The transferring cars must weigh in immediately following their Heat Races, and B-Mains.

Following the A-Main, all cars that finish in the top five must cross the scales and weigh correctly. This includes the winner, who must weigh prior to any winner's interview or presentation held on the front straightway

(J)- All cars must proceed directly from the racetrack to the scales. Any detour, to anywhere, may result in disqualification or the offending driver being relegated to last place. After Time Trials, any detour will result in loss of time. Should any car stop on the way to the scales, and be touched by anyone other than a race official, the driver will be disqualified. No exceptions.

(K)- Any car that does not meet minimum weight after Time Trials will result in loss of time and start at the rear of their assigned Heat Race.

(L)- Any car that is light at the scales following a Heat race, B-Main or A-Main will be relegated to last place for that race.

4-WEIGHT RULES:

1. CHEVROLET PERFORMANCE CRATE ENGINE PART #88958602 - 2400 LBS WITH BODY OPTION A AND 2350 WITH BODY OPTION B - 1LB PER LAP BURN OFF ON HEATS, CONSIG, & FEATURE RACE. (GREEN FLAG LAPS ONLY). WITH SPECIAL TWIST OFF BOLT HEADS FROM GM, 2450 AFTER JUNE 1ST, 2021. CARS UTILIZING THE GM BOTTLE CAP STYLE BOLTS WILL BE ALLOWED A 50 LB WEIGHT BREAK, WEIGHTING 2350 LBS. WEIGHT BREAKS CAN NOT BE COMBINED. LOWEST WEIGHT ALLOWED IS 2350 LBS.
2. ATTACHED WEIGHT MUST BE SECURELY BOLTED TO FRAME WITH 1/2" OR LARGER BOLTS. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACE TRACK IS DISQUALIFICATION FROM THE EVENT. RED CLAY SERIES ENGINE RULES: 1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602. 2. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS FROM GM OR BOTTLE CAP STYLE BOLTS ORIGINAL GM SEAL BOLTS, OR CRATE USA GEN. III (YELLOW), OR GEN. IV (GREEN) SEALS ARE THE ONLY SEALS ALLOWED. SPECIAL TWIST OFF BOLT HEADS FROM GM, PRODUCED IN 2017 OR LATER WILL BE ALLOWED FOR 2021, AFTER JUNE 1ST, 2021 THEY WILL CARRY A 50 LBS WEIGHT PENALTY. THESE STYLE BOLTS WILL BE ILLEGAL STARTING JANUARY 1ST, 2022. ANY DRIVER UTILIZING THE BOTTLECAP STYLE BOLTS WILL RECEIVE A 50 LB WEIGHT BREAK, 2350 LBS.
3. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY RED CLAY SERIES SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
4. NO CHANGES ARE ALLOWED TO THE ENGINE – INCLUDING BUT NOT LIMITED TO INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART/OR PARTS ON/OR IN ENGINE.
5. NO VACUUM PUMPS.
6. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS
7. ENGINE'S GM SERIAL NUMBER, AND WHEN APPLICABLE, CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.

8. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT, AND SUSPENDED FROM SERIES COMPETITION FOR 365 DAYS AND REQUIRED TO PAY A \$1,000 FINE. AFTER THAT PERIOD, THE DRIVER WILL ONLY BE ALLOWED TO COMPETE IN SERIES EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

9. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS OUTSIDE THE SEALING BOLTS OF THE ENGINE WILL RESULT IN THE DRIVER BEING DISQUALIFIED FROM THAT EVENT. DRIVER AND/OR OWNER COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO, BUT NOT MORE THAN, 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00, AT SERIES OFFICIAL'S DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

CARBURETOR RULES: 1. ANY 4 BARRELL CARBURETOR, MUST BE NEEDLE, SEAT AND ACCELERATOR PUMP SYTLE (BYPASS STYLE REGULATOR OKAY)

2. ENGINE MUST BE NATURALLY ASPIRATED.

3. MAY USE ONE 1 INCH, ONE PIECE, CARBURETOR SPACER (.040 TOLERANCE MAXIMUM) WITH TWO STANDARD GASKETS (MAXIMUM 0.070 INCH THICK); ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR. AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA.

DISTRIBUTOR RULE: 1. ANY ELECTRONIC DISTRIBUTOR-TYPE IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM. IF USING MSD BOX, 6AL OR 6ALN IS ONLY IGNITION BOX ALLOWED.

2. NO ELECTRONIC TRACTION CONTROL DEVICES. MSD BOX MAY BE CONFISCATED BY SERIES AT ANY TIME. STARTER RULE: 1. ALL CARS MUST HAVE WORKING STARTER.

WATER PUMP RULES: 1. CAST OR ALUMINUM PERMITTED. STOCK MOUNTED WATER PUMP AND FANS ONLY. NO ELECTRIC FANS. 2. NO ELECTRIC WATER PUMP.

EXHAUST RULES: 1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER.

2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATED. IF/WHEN MANDATED: MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS (BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC.)

MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS.

EXTERNAL MUFFLERS ONLY. 3. NO TRI-Y HEADERS, 180 DEGREE HEADERS, OR MERGED HEADERS ALLOWED 4. NO SQUARE-TUBE HEADERS ALLOWED

FUEL PUMP RULES: 1. AN APPROVED FUEL CELL (32 GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS. 2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR.

3. GASOLINE OR RACING GAS ONLY! NO METHANOL OR ALCOHOL. NO NITROUS OXIDE. NO PROPYLENE OXIDE. NO NITROETHANE. NO MTBE. E-85 IS ALLOWED AND NO "CHP". FUELS MUST HAVE A SPECIFIC GRAVITY OF LESS THAN .761. ANY FUEL WITH A SPECIFIC GRAVITY OF .762 OR GREATER WILL BE DISQUALIFIED. IT IS THE RACER'S RESPONSIBILITY TO KNOW WHAT HE/SHE IS PUTTING IN THE FUEL CELL. SERIES RESERVES THE RIGHT TO TAKE FUEL SAMPLES AND SEND THEM TO AN INDEPENDENT LAB FOR TESTING AT ANY TIME. 4. STOCK MOUNT MECHANICAL FUEL PUMP OR A REVERSE MOUNT PUMP ALLOWED, TANDEM PUMP WITH POWERSTEERING OK. NO ELECTRICAL FUEL PUMPS ALLOWED EVENT ENGINE

PROTESTS: 1. THE PROTEST FEE FOR A COMPLETE TEAR DOWN OF AN ENGINE THAT FINISHES THE A-MAIN IS \$1000. THE FEE MUST BE PAID TO THE RACE DIRECTOR OR TECHNICAL DIRECTOR, IN CASH, WITHIN 10 MINUTES AFTER THE CHECKERED FLAG HAS FALLEN ON THE A-MAIN. MUST FINISH IN THE TOP 5 TO BE ELIGIBLE TO PROTEST. \$200 OF PROTEST FEE WILL GO TO THE SERIES; \$500 WILL GO TO WINNER OF PROTEST AND \$300 TO THE ENGINE BUILDER THAT DISASSEMBLES THE ENGINE (BUILDER WILL BE NGS CHOICE)

IF ANY PARTS ARE DEEMED ILLEGAL DURING THE DISASSEMBLE PROCESS THE ENTIRE ENGINE WILL BE CONFISCATED. 2. AT ANY TIME AN ENGINE IS PROTESTED, AND DRIVER/CAR OWNER ACCEPTS PROTEST AND AGREES TO TEAR DOWN, THE ENGINE BEING PROTESTED MUST BE REMOVED AND IMPOUNDED BY SERIES OFFICIALS RIGHT THEN, AND MAKE ARRANGEMENTS FOR INSPECTION. ANY REFUSAL AT THIS POINT FOR ANY REASON WILL RESULT IN DISQUALIFICATION, AND DEALT WITH ACCORDINGLY. 3. FAILURE AND/OR REFUSAL TO TEAR DOWN AN ENGINE AND/OR FOR YOUR RACE CAR TO BE INSPECTED BY SERIES OFFICIALS AT ANY TIME WILL RESULT IN A 365-DAY SUSPENSION AND FINE OF A DETERMINED AMOUNT BY SERIES OFFICIALS. 4. ONLY THREE PEOPLE FROM THE PROTESTED CAR AND 1 PERSON DESIGNATED FROM THE TEAM PROTESTING WILL BE ALLOWED IN THE TECH AREA DURING A PROTES

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

BODY RULES: 1. LUCAS OIL BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. DOORS AND QUARTERS MUST BE FLAT, OR MAY HAVE AN OUTWARD BODY ROLL. NO DOORS OR BODY PANELS ALLOWED TO BE ROLLED OR CURVED INWARD. NO TUNNELLING OF ANY TYPE ALLOWED UNDERNEATH BODY, ALONG FRAME, OR AROUND FUEL CELL AREA. A STONE SHIELD FOR REMOTE OIL FILTER OR TRANSMISSION IS ALLOWED, 24" X 24" MAXIMUM LOCATED NEAR REAR ENGINE PLATE. (See illustrations at the end of this Rulebook for further body specifications).

1. B. IF A CAR COMPETES WITH THE RED CLAY SERIES SUPPORTING A NOSTALGIC STYLE NOSE, THAT CAR WILL RECEIVE A 50 LB WEIGHT BREAK. HAS TO BE 80'S OR LATER STYLE TO BE CONSIDERED. IT IS UP TO THE TECH OFFICIALS DISCRETION IF A CAR QUALIFIES FOR THIS WEIGHT BREAK.

2. SPOILER SIZE - MAXIMUM 8". SPOILERS MUST BE MADE OF A SOLID MATERIAL SUCH AS LEXAN, SHEET ALUMINUM, OR MATERIALS OF EQUAL STRENGTH. SPOILER & SPOILER SUPPORTS SHOULD BE MADE OF EQUAL MATERIAL ON ALL AREAS.

NO OPEN SPOILER SUPPORTS. SPOILER HEIGHT, WIDTH, AND ANGLE MUST BE THE SAME AT ALL TIMES FOR THE ENTIRE AREA OF THE SPOILER. NO VARYING SPOILER HEIGHTS OR SPOILER ANGLES.

3. ROOF SUPPORTS OR "C" PILLARS ON BOTH SIDES MUST BE MADE OF EQUAL MATERIAL. WINDOW OPENINGS ARE ALLOWED, BUT MUST BE THE SAME SIZE OPENING ON LEFT AND RIGHT SIDE. IF CLEAR LEXAN WINDOW IS USED, IT MUST BE USED ON BOTH SIDES. BOTH SIDES OPEN, OR BOTH SIDES CLOSED. CURVED OR ARCED ROOF SUPPORTS ALLOWED; 3" MAXIMUM ARC ALLOWED AT WIDEST POINT, CHECKED WITH STRAIGHT EDGE, EXTENDED FROM ROOF EDGE TO DOOR EDGE

4. NO MIRRORS. 5. NO RADIOS.

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

SUSPENSION RULES: 1. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK. 2. STANDARD ONE PIECE BIRD CAGES; NO SPLIT BIRD CAGES. 3. 1 MECHANICAL TRACTION DEVICE ALLOWED. EITHER 5TH COIL OR TORQUE LINK, NOT BOTH. ONE(1) 90/10 ALLOWED WITH TORQUE LINK, MOUNTED CENTER TOP OF REAREND TO FRAME.

4. ONE(1) COIL SPRING PER WHEEL. NO STACK SPRINGS ON ANY CORNER INCLUDING 5TH COIL. NO PROGRESSIVE SPRINGS. ONE (1) SHOCK AND ONE (1) SPRING PER CORNER OF CAR. ONE BUMPSTOP ON RIGHT FRONT ONLY, MUST BE "CHRISTMAS TREE" STYLE. NO ROLLER SKATE, MAGNETS, PUCKS OR ANY OTHER STYLE BUMPS ALLOWED. RED CLAY OFFICIALS RESERVE THE RIGHT TO ALLOW/NOT ALLOW ANY BUMPS IN QUESTION AT ANY TIME. BUMPS CAN NOT BE STACKED. PACKERS/SHIMS OK. SPRING RUBBERS OK. Take up Spring allowed (must be able to smash completely with your hands)

5. CHASSIS BRACKETS MUST BE FIXED. NO MOVEMENT

SHOCK RULE: 1. SHOCKS, AT ANY POSITION ON THE RACE CAR, INCLUDING LIFT BAR OR TORQUE ARM SHOCKS, MUST BE CONSTRUCTED OF MAGNETIC STEEL OR ALUMINUM. SHOCKS OF THE "THRU ROD" STYLE ARE NOT PERMITTED. SHOCKS MUST HAVE SYMMETRIC, ONE PIECE BODY. NO REMOVABLE GAS HEADS. NO ADJUSTABLE SHOCKS. NO REMOTE RESERVOIR OR CANNISTER SHOCKS. NO PIERCING VALVES. NO REMOTE ADJUSTMENT OF SHOCKS IS PERMITTED INCLUDING ELECTRONIC ADJUSTMENT WHETHER HARDWIRED OR WIRELESS. SHOCK/DAMPER DEVICES THAT ARE, OR THAT CAN BE REFERRED TO OR DEFINED AS AN "INERTER" OR REFERRED TO OR DEFINED AS A "J-DAMPER" ARE NOT PERMITTED ANYWHERE ON THE CAR. FRONT 7" SHOCK MUST COLLAPSE AND EXTEND 7". 9" REAR SHOCKS MUST COLLAPSE AND EXTEND 9". SCHRADER VALVES ARE PERMITTED IN 2022.

5. ONE (1) SHOCK PER WHEEL ONLY. THIS INCLUDES LEFT REAR. 3. SHOCK CLAIM RULE: \$225 PER SHOCK. CAR CLAIMING SHOCKS MUST FINISH IN TOP 5 AND ON THE LEAD LAP, DRIVER ONLY CAN BUY SHOCK. REFUSAL TO ALLOW SHOCKS TO BE CLAIMED OR CONFISCATED WILL RESULT IN DRIVER LOSING WHEEL BASE RULE: 1. MINIMUM WHEELBASE WILL BE 103". ROLL CAGE RULES:

6. ALL CARS MUST HAVE A SUITABLE 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.

7. EACH BAR MUST BE AT LEAST 1 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".

8. ROLL CAGES MUST BE WELDED TO FRAME. SAFETY RULES: DRIVER SAFETY IS THE DRIVER'S RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY AND SAVE MONEY. ANY MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

9. ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS, AND MUST BE ATTACHED TO ROLL CAGE. 2YRS MAXIMUM AGE STRONGLY RECOMMENDED.

2. ALL CARS MUST BE EQUIPPED WITH A 2 POUND ABC FIRE EXTINGUISHER. NGS STRONGLY RECOMMENDS A 5 POUND HALON SYSTEM. 3. NGS STRONGLY URGES AND RECOMMENDS SOME TYPE OF HEAD AND NECK RESTRAINT SYSTEM, BUT IS NOT REQUIRED. NGS STRONGLY URGES ALL DRIVERS TO USE A CONTAINMENT TYPE RACING SEAT. 4. ALL DRIVERS MUST WEAR A COMPLETE FIRE SUIT. 5. GLOVES ARE NOT REQUIRED, BUT HIGHLY RECOMMENDED. TRANSMISSION RULES: 1. MUST HAVE AT LEAST ONE FORWARD AND ONE REVERSE GEAR IN WORKING ORDER. 2. NO STRAIGHT DRIVES OR IN-AND-OUT BOXES.

3. DRIVE SHAFTS MUST BE PAINTED WHITE - CARBON FIBER DRIVE SHAFTS ARE LEGAL AND RECOMMENDED (Safety).

4. BALL SPLINE TRANSMISSIONS – STRONGLY RECOMMENDED TO RUN CARBON FIBER DRIVE SHAFTS FOR SAFETY! BRAKE RULES: 1. STEEL BRAKE ROTORS ONLY. NO CARBON FIBER BRAKES. NO TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS. WHEEL RULES:

5. ANY BRAND OR TYPE OF WHEEL ALLOWED. MUST BE MOUNTED WITH LUG NUTS.

6. NO KNOCK-OFF OR CENTER LOCK WHEELS. 3. MAXIMUM WHEEL WIDTH - 14

ATTENTION ALL CAR OWNERS AND DRIVERS: PLEASE REMEMBER THAT WE ARE HERE 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 NGS INTO DISREPUTE. IN THE EVENT OF ANY FELONY CONVICTION OF A DRIVER, TEAM MEMBER OR TEAM SPONSOR, THE DISCIPLINARY ACTION SHALL BE A MINIMUM 12 MONTH BAN FROM THE NGS BEGINNING WITH THE DATE OF THE CONVICTION, OR THE DATE OF THE COMPLETION OF ANY INCARCERATION SUBSEQUENT TO SAID CONVICTION, WHICHEVER DATE SHALL LAST OCCUR. DISCIPLINARY ACTION MAY ALSO INCLUDE, BUT IS NOT LIMITED TO, THE RIGHT OF THE NGS PROMOTOER AND OFFICIALS TO SUSPEND EITHER TEMPORARILY, OR PERMANENTLY, ANY DRIVER, TEAM MEMBER, OR TEAM SPONSOR, WHOSE ACTIONS, IN THE SOLE OPINION AND DISCRETION OF THE SERIES ORGANIZERS AND OFFICIALS, MAY HAVE RESULTED IN, OR MAY RESULT IN, HARM OR DETRIMENT TO THE NGS SERIES ORGANIZERS AND OFFICIALS ALSO RESERVE THE RIGHT TO REQUEST THE REMOVAL OF ANY DEROGATORY OR DISTASTEFUL STATEMENTS ON ANY RACE CAR, TRAILER, OR TRANSPORTER. FAILURE TO COMPLY WITH THIS REQUEST FOR REMOVAL MAY RESULT IN DISQUALIFICATION FROM SOME OR ALL OF THE RED CLAY SERIES EVENTS. THE DECISIONS MADE, AND THE DISCIPLINARY ACTIONS TAKEN, BY THE NGS ORGANIZERS AND OFFICIALS HEREUNDER SHALL NOT BE APPEALED BY THE DRIVER, TEAM MEMBER, OR TEAM SPONSOR AFFECTED THEREBY.

PLEASE NOTE: BY ENTERING, QUALIFYING AND/OR RACING AT NGS EVENT, YOU ARE ACCEPTING THESE RULES AND REGULATIONS AS BEING THOSE UNDER WHICH YOU ARE PREPARED TO RACE. ANY DRIVER ENTERING AND COMPETING IN AT NGS EVENT ACKNOWLEDGES AND ACCEPTS THE FOLLOWING: THE NGS AND ITS ASSIGNS MAY USE THE DRIVERS NAMES, PICTURES, LIKENESS, AND PERFORMANCES IN ANY WAY, MEDIUM, OR MATERIAL; INCLUDING WITHOUT LIMITATION BY AND THROUGH, TELEVISION, RADIO, AIR WAVE: CABLE AND SATELLITE BROADCASTS, FILM PRODUCTIONS, VIDEOTAPE REPRODUCTIONS, AUDIOTAPE REPRODUCTIONS, TRANSMISSIONS OVER THE INTERNET, AND PUBLIC AND PRIVATE ON-LINE SERVICES AUTHORIZED BY THE RED CLAY SERIES AND THE LIKE, BEFORE, DURING AND AFTER THE EVENT, FOR PROMOTING, ADVERTISING, RECORDING OR REPORTING IN THE EVENT OR ANY OTHER RED CLAY SERIES 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, HIS/HER NAME, PICTURE AND LIKENESS IN CONNECTION WITH PRODUCT ENDORSEMENTS AND THE SALE OF PRODUCTS, SERVICES, CONCESSIONS, AND MERCHANDISE.