



2009

Super Late Model Specifications & Guidelines

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS.** They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in his opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the series officials, whose decisions are final.

IMPORTANT: Competitors are responsible for reading the "Additional Series/Track Rules" Section following these unified rules for additional rules specific to a Track or Series

A. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. 2009 A-B-C Body Rules apply unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details The A-B-C Body Guidelines will be posted at the websites of the series and approved body manufacturers. Also, no panels allowed extending top edge of doors.
2. Rub rail are discouraged and may only be used if they are polycarbonate.
3. The air box between the nose and radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead....air may only be directed to the brake rotors.
4. Minimum Base Weight: 2750 lbs (see "Series/Track Additional Rules" section for additional weight breaks or penalties)
5. 58.0% Maximum left side weight at all times (without refueling). For post-race total weight requirements, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
6. 66 inch maximum tread width for all cars.
7. All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.
8. Digital gauges are not permitted. In-car timing devices may not be used in competition.

B. Engines

Basic Engine Guidelines

1. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback.
2. Engines may not be offset more than one inch (1") from centerline of car.
3. Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
4. No Ford D3 High-Port heads.
5. No Overhead Camshafts.
6. A maximum 16 inch (O.D.) air element and housing must be used.
7. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

9:1 Compression Engine 362 Max Cubic Inches/Cast Iron Block

1. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Officials.
2. Minimum valve angle: GM-18 degrees; Ford 9 degrees with 4 degrees valve center; and Mopar 12 degrees. (+/- 2 degrees)
3. Steel or aluminum cylinder heads.
4. Steel standard production crankshaft; balancing, lightening, stroking allowed.
5. Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.
6. Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carburetor height. No welded on spacers

- or air deflection devices allowed in the intake. No part of carb spacer shall enter the intake.
7. 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time regardless of temperature. Booster bar may be removed from center of booster (max inside dia. of booster .473) and the booster may be tapered from the center seam down (booster must retain .700 length minimum) but all 4 boosters must be the same style. No other modifications are allowed on carburetors.
8. 1" MAXIMUM SPACER ALLOWED BUT CANNOT EXTEND INTO MANIFOLD.

Steel Head Engine 362 Max Cubic Inches/Cast Iron Block

1. Any flat-topped piston may have valve reliefs. Piston cannot extend out of block.
2. Cast or steel production crankshaft. Balancing allowed. Stroke must be within .020 of stock stroke for engine used.
3. Any flat tappet hydraulic or roller camshaft allowed.
4. Cast Iron Bowtie, Sportsman II or Iron Eagle 200 heads only.
5. Maximum valve size: GM intake 2.055/exhaust 1.625; Ford intake 2.085/exhaust 1.656; Mopar intake 2.020/exhaust 1.625
6. Multi-angle valve job allowed, no blending between cutter and casting. No work in runners, bowls or chambers. 75 degree maximum cut. GM heads may be port matched to Mr. Gasket #102 intake gasket. Maximum depth of port matching is 1" from machined surface; grinding only, no polishing. Titanium valves and retainers allowed. Maximum intake runner volume - 208 cc.
7. Unaltered 750 CFM 4bbl Part #4779 or #80528 Carburetors must pass inspection at any time regardless of temperature.
8. 1" MAXIMUM SPACER ALLOWED BUT CANNOT EXTEND INTO MANIFOLD.

"Other Engines"

1. S.E.A.L. approved McGunegill and Hamner "Sealed Engines" may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. The Sealed Engines must utilize the S.E.A.L. approved unaltered ignition system supplied by the Manufacturer, which uses an rpm-limiting device set to a series mandated 7200 rpm for the McGunegill and 7600 for the Hamner. Both engines must use the gauge legal, 750 carb as described in the steel head section.
2. The "ACE" Engine as commonly used in the ASA Midwest Series may also be used with a 750 carb as described in Steel Head Engines section. If necessary, series officials may add or subtract weight to ensure fair competition.
3. The crate engines as used in ASA Late Models may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. The following crate engines may be used (with no other weight breaks or deductions allowed): GM 410 horsepower crate engine - part number 88958604, Ford crate engine - part number M-6007-D347 or McGunegill Ford part number ASA 425 LM, and Dodge crate engine - part number P5007958. These engines must use a "Box Stock" 650 CFM Holley 4150 HP P/N 80541-1, with maximum 6300 rev limiting chip utilized.

C. Fuel System

1. **A Spec Fuel or Fuel Standards may be announced at a later date.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate disqualification and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting **that event, in the event it is not the announced spec fuel.**
2. No electric fuel pumps will be permitted. No forced induction of any kind is permitted.
3. No icing or cooling of fuel system.
4. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a metal container.

D. Ignition

1. Battery powered ignition. Vehicle MUST start under own power.
2. Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No Magnetos.
3. All wiring must be sealed. No unplugged wiring. **In 2010 all ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately, and not part of a bigger loom or wiring harness.**

E. Suspension

1. No fifth (5th) coil, lift bar, or bird cage type suspensions will be permitted.
2. No cockpit, driver adjustments, other than brake bias.
3. Coil Springs and Spindles must be Steel.
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities.
5. One shock per wheel.

F. Wheels and Tires

1. Steel 10" wheels only. Tires to be announced by series
2. **Bleeders are not allowed. Hidden bleeders will be checked for!!!**
3. Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars which run the last chance race on tires on which they qualified will be allowed to change tires prior to the feature.
4. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.

G. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
2. A minimum of one reverse and two forward gears will be required.
3. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs penalty.
4. No carbon fiber or nonstandard material clutches. **In 2010, the minimum clutch diameter will be 5.5".**
5. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Aluminum or Steel drive shafts only.

H. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber rotors. **In 2010, only steel rotors will be allowed (no titanium).**
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

I. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have the capability to monitor series race control with a scanner.

2. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required. Sternum strap recommended.
3. A capable form of head and neck restraint must be used. Starting in 2009 a strap-type neck restraint will be mandatory (No Neck Collars) Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be 2000 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
5. Clean full driving suit for fire protection will be mandatory, along with approved racing gloves
6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to satisfaction of series officials.
7. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must also be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine.
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
12. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
14. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails and/or bolt-on clips must be steel from radiator area to behind the fuel cell.
15. No part of any cooling system may be located in driver's compartment
16. Batteries must be securely fastened and mounted outside of driver's compartment.

OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is rendered, such decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.

Additional CRA Rules Section

1. Crate engines may deduct 50 lbs. At 1/2 mile tracks and others T.B.A. they may deduct 100 lbs.
2. ACE Engines may deduct 25 lbs with 390 or 750 carb as described above.
3. Ford Steel Heads with less than 15 degrees valve angle must add 50 lbs.
4. Florida SPEC Super Late Model engines may compete with a 390 carb described above, and must add 25 to 50 lbs (to be announced, depending on track). This engine may not be used to earn points for season ending awards in **CRA North** competition.
5. **A muffler must be used** and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The series will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.

I CONDUCT

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to disqualification, suspension, fine, or other penalties. **UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.**
2. General appearance of drivers and crews must be neat and clean looking or they will not be welcome.
3. A competitor may not stop his or her car on the track to argue or discuss an incident with the starter or other officials. Violations will subject the offender to disqualification, suspension, fine, or other penalties.
4. Verbal or physical abuse of officials, including improper language will result in sanctions from the series.
5. Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will automatically be considered at fault and will be subject to penalties.
6. Any driver who, in the judgment of series officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to disqualification and/or suspension and/or other penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
7. Any driver who intentionally causes a caution condition by stopping or spinning out or any other action is subject to penalty in the form of lap(s), disqualification, fine, and/or other penalties.

II COMPETITION RULES

A. Finishing Positions

1. Finishing positions will be determined according to the most laps completed in the least time, regardless of whether the car is running.

B. Finishing Position Protest

1. Protests to finishing positions in any race must be made within thirty (30) minutes after the official results are posted. Such protests must be in writing and must be given to the Chief Scorer or Competition Director.
2. Scoring re-check decisions are final, and can not be appealed or litigated.

C. Inspections, Mechanical Protest

1. Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must present themselves at the inspection station immediately after the conclusion of the feature race for such inspection. **A stagger check is the only allowed action after the race, unless otherwise authorized. No bolts, nuts or pins may be removed without an inspector present and the action was directed by that inspector. Do not work on the car in any fashion until told to do so by a technical official.**
2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and will be grounds for disqualification.
4. Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for the official lineup. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Director of Competition, along with a fee of \$300. Mechanical inspection with respect to such protest will be made following the feature race. \$75 of the fee will be retained by the series for administrative costs, with the remaining \$225 going to the winner of the protest.
5. A protest may only be filed by a competitor in the same feature race.

D. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are not limited to, disqualification, suspension of license, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, or remainder of a season.

E. License Fee

1. In order to compete with the Champion Racing Association Super Series for series points or additional awards, drivers and car owners must purchase a Champion Racing Association Super Series license. An owner/driver must register a number with the series; this will be done with the purchase of a two-person license for \$150. Any licensee who permits another person to use his or her license or pit entry card will be subject to a fine and/or suspension.

F. Racing Rules

1. Normal entry fee for each event will be \$25 more per car, if filed after the deadline time printed on the entry form for the event. Non-member entries will be a minimum of \$50 more than member entry fees.
2. Normal CRA programs will consist of practice, qualifications, a possible last-chance race, and a feature.
3. Normal procedures call for the fastest twenty (20) cars in qualifications to be automatically transferred to the feature, to be lined up in order of the inversion drawn by the fast qualifier. Inversion draw can be a minimum of a three (3), up to a maximum of an eight (8) car inversion.
4. Positions 21 - ? will be the cars that transfer from the last chance race(s). The next two positions in the feature, after the last chance transfers, will be filled by the two owners highest in series points who have not yet qualified for the feature.
5. The final two positions in the feature will be filled by two promoter's options.
6. Individual track promoters will have the option to add additional starters to the feature race. These starters will be added to the feature lineup according to the qualifying times, series points or last chance race. These may be done at a reduced pay amount.
7. In the event that all cars qualifying for the event will make the event, the entire feature line-up will be by qualifications with the inversion.
8. If a promoter agrees to start all cars, above the previously announced number of starters, the field will be set on time and the inversion applied accordingly. For payoff purposes, the additional starters (at the reduced amount) will be the two slowest cars that aren't the two highest in points in qualifying positions 21 and slower.
9. A driver may qualify only one (1) car, and a car may be qualified only one (1) time for a race program. If a car is scratched following a successful qualifying attempt, a driver may qualify another car, provided that car has not yet qualified.
10. A driver, with his car, must either practice or qualify, to be eligible to start the feature. The only exception is with prior approval.
11. All driver changes must be reported to a series official prior to the race involved being called to the track. Any driver change within the top twenty prior to start will result in that car starting 20th.
12. No team may use a points-based starting position if they do not have a car in the pit area that is capable of competing.
13. Lineups for races and qualifying order will be posted in a conspicuous location. It is the responsibility of the driver to check his or her starting position and be ready to race when called for an event. Cars not ready to race may be placed at the rear of the starting lineup or disqualified from the event.
14. The starter has the authority to start any event whether all cars called are ready or not.
15. Any car that loses a wheel, has a hood or trunk lid come off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to disqualification at the discretion of the officials.
16. Driver must remain with any disabled car to assist track removal.

G. Eligible Owners & Point Standings

1. Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
2. 2009 point fund will be paid based on final owners point standing. Driver's standings will be kept for media and statistical references only.
3. Only legitimately earned points will be kept for car owners. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different driver with a car previously ran by that team. Once teams enter the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car.
4. All teams who enter a car and present it for competition, but fail to make a qualifying attempt will receive 25 points for their participation
5. The top teams from qualifying will receive the following bonus points: 10-8-6-5-4.
6. Points for the feature results will be awarded in the following manner: 1st-100, 2nd-97, 3rd-94, with a 2-point drop per position to 26th and beyond being 50. The first

car to not make the feature based on last chance race results or qualifying, will receive 49 point and each car beyond that one less point for each position.

7. Any tie in the final point standings of any award will be broke by the highest number of wins, and if still tied, by the highest number of second place finishes, and so on, until the tie is broken.
8. Select points-earning events may be run for "Participation Points Only."

H. Rookie Eligibility

1. Drivers can apply for the rookie program if they have competed in no more than 45% events in one season. Any event where the driver does not complete 50% of the laps will not count towards their total races competed.
2. All drivers must register and be approved by the series director.

I. Practice & Testing Guidelines

1. No team or driver may test at a given facility after the preceding Monday of a scheduled CRA event, unless it is an officially sanctioned and announced open practice session. The penalty for a violation is that the driver may not start any better than 16th.
2. Rookie drivers may practice exclusively at any time prior to the event, if they have not raced at the facility before in this rules configuration and the facility is not a new track to the CRA schedule. This can only be done with prior written approval of the CRA series director.

J. Number Distribution

1. Teams that wish to reserve a number or start the season with their number from the previous season must purchase a license prior to January 1st, 2009.
2. After the first race, duplicate numbers issues will be resolved with the number being used by the team with the most starts during that season, then by points. No letter designations allowed (Teams south of Nashville may use an "S" designation.)

III FLAG RULES

A. Green Flag

1. At the beginning of each race, when the green flag is displayed by the starter, the track is "green all over" and all cars may commence racing at that time. On starts and re-starts, a driver can not attempt to pass to the inside until the start/finish line.

B. Yellow Flag

1. The yellow flag and lights signify caution, and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.
2. After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed or the red flag is displayed. Racing back to the line under caution will not be tolerated.
3. The only time the field will be permitted and is expected to race back to the line under a caution scenario is when the white flag has been displayed to the leader. The field should be prepared to see flashing yellow and green lights, or the yellow flag displayed with the white or checkered flag. Only in extreme cases will the red flag be displayed on the last lap.
4. A pace car will be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.
5. Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution flag period.
6. Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.

C. Red Flag

1. The red flag and lights mean that, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of position of cars on the track.
2. Pit crews may not service disabled or damaged cars on the racing surface during a red flag period.
3. Cars that pit during the red flag period must return to the tail of the field.

D. Black Flag

1. The black flag is a consultation flag, and indicates that a driver must take his or her car to the pits immediately for consultation with a series official. Scoring will stop on a car which is black flagged until the situation is rectified. Any driver who fails to heed the black flag after it has been displayed twice will lose two laps for every lap run from that point on. Any driver repeatedly ignoring the black flag may face suspension.

E. Layover Flag (Blue with diagonal stripe)

1. The flag is a courtesy flag, and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of officials as an advisory flag.

F. Crossed Flags

1. When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.

G. White Flag

4. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. After the white flag has been displayed to the leader, the red flag will not be displayed unless, in the opinion of the starter or other officials, an extremely serious situation exists. In certain cases where an incident has occurred on the last lap, the starter may flash the yellow lights while the green remains steady in order to inform drivers that a potentially dangerous situation exists but the race will be completed.

H. Checkered Flag

1. When this flag is displayed, it signals drivers that the race has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

IV SUBSTANCE ABUSE POLICY

A. Definition

1. Illegal drugs or substances are those substances defined and prohibited by local, state, and/or Federal laws.

B. General Prohibition

1. Possession or use of illegal drugs or drug substances, as defined above is prohibited in any form by any participant in the Champion Racing Association Late Model Series either on a host track's grounds or in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc.

C. Violations and Penalties

1. Any person found to be in possession of or under the influence of an illegal drug or drug substance on a host track's property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to penalties by the Champion Racing Association Late Model Series as follows:
 - a. Suspension from competition and eviction from host track property and denial of further entry to the host track for Champion Racing Association Late Model Series events for a period of time to be determined by series officials.
 - b. In the case of formal charges being filed in a court of law, upon notification to series Officials by the agency involved, the participant shall be suspended from all forms of participation in the series until such time as the charges are fully adjudicated through the legal process.
 - c. In the case of a conviction by process of law, the participant will be prohibited from participating in series events for a minimum period of one (1) year from date of conviction.

D. Appeal and Hearing

1. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by the series, provided the suspended participant requests such a hearing, in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

E. Reinstatement

1. A participant suspended for violations of these rules, except in the case of persons charged. With selling illegal drugs or drug substances, may, as the result of a decision reached through the hearing process, be reinstated if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed with the state, certifying that he or she is illegal drug independent, as a result of random and periodic examinations and urinalysis testing made at the request of Champion Racing Association Late Model series officials.

F. Prescribed Drugs

1. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the director of competition prior to the participant's entry into series activities. Failure to notify will subject the participant to penalties as described in this section.

Race procedures will be distributed on race weekend by Series Directors:
(North) Glenn Luckett (South) Dan Spence

For administrative or procedural questions call:
Glenn Luckett - 812-883-0455

For technical questions call:
(North) Eddie Chew 317-439-3014 (South) Ricky Brooks 850-324-6821