



EVANS MILLS RACEWAY PARK

2020 Pro Late Model Rules

Established 10/22/19

The rules herein shall refer to Evans Mills Raceway Park as "EMRP." These rules are intended to create affordable and fair competition. While they offer a good outline, every item cannot be covered by a written rule. Any questions regarding any item not specifically covered in these rules should be addressed with EMRP Officials prior to proceeding. No car, component, or equipment will be considered as having been approved by reason of having previously passed through inspection unobserved or undetected. All equipment is subject to inspection and approval by EMRP Officials. You may be assessed penalties including, but not limited to added weight, fines, loss of points, loss of handicapping, and suspension, car parts, components, and/or equipment deemed as not in compliance with these rules. Any car part, component, and/or equipment which does not conform to the specifications or tolerances contained in the 2020 rules book or is not otherwise approved by EMRP may not be used in competition in 2020 and is subject to confiscation at the discretion of EMRP Officials.

DRIVER SAFETY EQUIPMENT as per ROC Rulebook page 8 section C.c.1

1. Any late model type chassis allowed / Body type is open. There is a 48" maximum front overhang measured from the axle measured to the forward most part of the car, ABC style nose piece, NO WEDGE NOSES. There is a 55" maximum rear overhang measured from the rear axle to the rearward most part of the race car body/bumper/spoiler (nothing may extend beyond 55"). Note; If the rear bumper rail is exposed, it must be rounded where it meets the quarter panels so that it has no square edges and it must turn back in behind the rear tires and connect to back to the frame. The bumper must extend to the rear of the car even with the spoiler or extend beyond the spoiler of the car. Maximum rear quarter panel height is 36 ". Maximum rear width of the body at bumper height across the rear of the car is 72". The window opening on the driver's side must be a minimum of 13" at the center of the door to the roof. Minimum wheelbase is 101". Ride height rule, post-race 3" minimum, body & frame.

2. Engines

EMRP will accept the following engine options:

2.1- 602 Crate Engine Option: RPM Alliance Sealed P/N 88869602

All specified weight requirements will include the driver and race gear. The minimum total weight for cars with a 602 GM Sealed with RPM Alliance Seals is 2800 pounds and a maximum of 60% left side weight.

2.2- 602 Crate Engine Option: GM Factory Sealed P/N 88869602

All engines must remain as delivered by GM including harmonic balancer, distributor, valve covers, springs, rocker arms, seals, etc. It is strictly forbidden to tamper with the factory seals in order to gain access to the internal workings of the engine. Engine must conform to GM factory sealed 602 crate engine specs.

All specified weight requirements will include the driver and race gear. The minimum total weight for cars with a 602 GM Sealed (without RPM Alliance Seals) is 2,820 pounds. (year 2021, 2840lb) (year 2022, 2860lb) and a maximum of 60% left side weight.

FOR 2.1 & 2.2 Carburetor: 4bbl carburetor, Spacer, open plenum maximum 1”

FOR 2.1 2.2 Engine setback is maximum 4” from the forward most sparkplug hole to the center of the upper ball joint on the same side.

FOR 2.1 & 2.2 8727 CT Rev box set at 6200 RPM mounted inside driver compartment right of driver clearly visible to track officials.

FOR 2.1 & 2.2 Crate Engine Valve Springs may be replaced by aftermarket springs but MUST NOT EXCEED THE STOCK GM VALVE SPRING SEAT PRESSURE OF 80 pounds at installed height and 195 pounds open pressure.

FOR 2.1 & 2.2 OIL PAN The following oil pans will be permitted in 2020 for 602 Crate Motors: Champ #CP 106 KORB pickup CHA 1010SB Canton #11---102T 6---1/2” pan with Canton #20---030 pickup may be used. In the event of an oil pan other than those listed above installed on a previously sealed 602 Crate engine, the oil pan must be inspected and approved by EMRP Tech Official(s).

FOR 2.1 & 2.2 Header: 1 5/8” primary steel, 3”x 8” standard collector.

Inserts are not permitted in any part of the header or collector.

Mufflers optional.

Thermal wrap is not permitted anywhere on the exhaust system.

Interior coatings are not permitted.

Exterior coatings other than paint are not permitted. All other coatings including powder coatings are not permitted.

NO STAINLESS.

Exhaust system subject to approval by EMRP Officials

2.3- Built Engine Option:

Any cast iron block, steel heads, wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only a single 2bbl carburetor allowed, 4412/500 CFM, open plenum maximum 1" spacer. Engine setback is maximum 2" from the forward most sparkplug hole to the center of the upper ball joint on the same side. 8727 CT Rev box set at 6800 RPM mounted inside driver compartment right of driver clearly visible to track officials. All specified weight requirements will include the driver and race gear, weight is 3000lbs and a maximum of 58% left side weight,

3. **Tires** are the American Racer #970 8.0-15/970 treaded tire. ALL tires MUST be purchased from the track, and tires MAY NOT be cut, soaked or altered in any way.

TIRE ALLOTMENT PROGRAM

At practice date, Competitors will be able to purchase up to eight (8) new tires from Speedway inventory (any position).

As of Opening night, upon feature qualification and "taking the green" only one (1) tire (any position) may be purchased per week for the remainder of the season. The above tires will be scanned and recorded into Speedway database for each competitor. It is the competitor's option to use the newly purchased tire or save it for use at a later race date.

If a new tire is damaged, the tire will be inspected and deemed either usable or unusable. If the tire is found to be unusable, a new tire will be granted to the competitor.

*Note to above damaged tire – a new tire will NOT be granted if the tire is damaged on the racetrack. In the case of tires damaged during racing, a replacement tire will come from the competitor's pre-scanned inventory.

TIRE BANK– each competitor will have the opportunity to have up to twelve (12) new or used track---purchased tires in their tire bank. Each tire purchased will be scanned into the competitor's database. As tires are used from tire bank, other EMRP track---purchased tires can be added to the tire bank with the removal of a worn or damaged tire. It is the competitor's responsibility to let EMRP Tech Officials know when tires are being replaced in their tire bank.

Practice tires : Practice tires can be purchased at any time during the season for PRACTICE ONLY.

4. **Wheels** must be steel and not exceed 8" in width.

5. EMRP **Spec Shock** Only TBD, no bump stops, no coil binding
6. No traction control devices.
7. All competing cars will not exceed 79"-inch track width, it will be measured from the bulge outside to outside of the front tires at the spindle height. No independent rear suspension.
8. **Rear Spoiler** may be no wider than 60", and no taller than 6 1/2". There may be NO forward support of any kind, no boxed ends or runners. No Gurney lip, or any type of wicker bill on the upper edge of the spoiler. The spoiler and the rear window of the car should be made of "clear" Lexan to enable other drivers to see through them.
9. All cars must run track spec fuel; TO BE DETERMINED. NO additives and NO mixing of fuels.
10. **Drive shafts**, STEEL ONLY, NO carbon fiber drive shafts allowed.
11. **Fire** suppression system required: 5 pound minimum, thermally deployed dual nozzle.
12. **Rear End**, SPOOL ONLY, no locker.
13. Fuel Line Safety Check Valve Anti Siphon Required.
14. All High Gear Starts/Restarts; NO SHIFTING

Note, the following infractions will result in a penalty which could include, a significant fine, loss of points, loss of pay and or suspension.

- A. Being caught with traction control.
- B. Bypassing the RPM limiting control device in any way.
- C. Altering the 602-crate engine under the seals in any way that is non-OEM. (you may run after market valve springs, but they must be the same spring pressures as OEM, you must run a mechanical fuel pump in the stock location, and you must run the stock harmonic balancer).
- D. Altering the American Racer 970 tire, such as soaking the tire, or cutting the tire. Tires are to be a stock 970 tire.
- E. If you are caught cheating the fuel in any way, (the fuel must be stock as provided by the manufacturer and must not have ANY additives whatsoever.) Random samples will be collected.

Illegal components WILL be confiscated by EMRP Officials and become property of the raceway.

We reserve the right to adjust the rules at any time in the interest of safety and maintaining an even playing field.

