



2020 EMRP 602 PRO LATE MODEL RULES

General

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. These rules and regulations are designed to govern driver and crew member conduct during EMRP racing events. By participating in these events, all drivers are required to comply with these rules. While EMRP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. EMRP is in the entertainment business. Drivers, Owners, Crew and EMRP Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. EMRP may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Procedural Rules

It is the goal of Evans Mills Raceway Park management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

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.

Rules Infraction Policy

EMRP Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

SAFETY EQUIPMENT

SEATS - Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

SAFETY BELTS - *Belts must be dated within 3 years of event date or newer.* A minimum five- point harness system is mandatory. Competitors using the HANS device may use a standard three- inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame.

Grade "5" bolts ½" min diameter required. Shoulder harness must not be anchored lower than 2-inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding.

A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket.

Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car

is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster.

No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

DRIVER'S ATTIRE - Complete SFI- approved fire-retardant driving suit and gloves required. Eye protection and a **Snell SA-2015** or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. UMA officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

ROLL CAGE CONSTRUCTION

The following is the minimum specification requirements for roll cage construction approved for UMA competition. UMA officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted.

Only steel round: rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness: size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75-inch x .090-inch wall (1- 3/4"x.090") diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. Diagonal bar in top hoop required.

Absolutely no aluminum allowed on the structure of the chassis. Floor pan under driver must be a minimum thickness of 13-gauge (.083") steel (for driver's safety).

DRIVER SIDE DOOR PLATES - Left side door bar deflector plates mandatory.

All plates must be steel with a minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock.

No material substitutions permitted. All support bars or plate installation is subject to approval.

CHASSIS

Fabricated or stock frame allowed.

WHEELBASE & TREAD WIDTH

103" Plus or minus 2"
Maximum Track width is 66"

TIRES

APPROVED TIRE: American Racer 970 only. Tire bank system will be utilized; Teams may purchase a maximum of 8-tires into their initial tire bank and can purchase one new tire on the second week of competition and continue with one new tire per week of competition thereafter. If you decide not to purchase tires on any particular week, and our records show that you were here in competition, we will let you purchase them at a later date. Tires purchased that night do not have to be raced; you may bank them for a future night. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination tires from your bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. American Racer 970 will be sold at track. Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by American Racer, taking into account the model of the tire and tire temp. Failure of a tire to meet the minimum reading may result in seizure of the tire, fine, penalty, and/or disqualification as mentioned above. This rule applies to all divisions.

BASE WEIGHT

Calculated post-race with driver and race gear

- Crate motor = 2800# 60% left side weight (RPM Sealed)
- Crate motor 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.
 - Built motor = 3000# 58% left side weight

FRONT SUSPENSION & SPRINGS

200# minimum front spring rates: maximum MSRP \$100 per spring No Bump-Stops, Compression/Rebound-limiting or Coil-Bind set-ups.

One spring rubber allowed per corner. No pre-loaders of any type allowed.

SWAY BAR

1 Piece Stabilizer bar - max 1 1/2"
O.D. Spline bar allowed - max 1 1/2"
O.D. add 25#

REAR SUSPENSION

Rear suspension must be solidly mounted (Heim joints only - no rubber bushings), 3 link only. Trailing arms must mount under the rear end tube in a solid fashion and below the axle tube at the 6 o'clock position.

SHOCKS - KONI

Model #	compression	rebound
KON30-7436	4	3-6
KON30-7499	4	9-12
KON30-9325	3	2-5
KON30-9436	4	3-6

Only part numbers listed are approved. No changing or altering shock in any way.

Shock cannot be painted and model # must be legible.

Any drivers caught altering their shocks will receive a one-year suspension.

Tech shed may trade out shocks at any time to have them inspected.

SPINDLES & HUBS

Any one-piece steel spindle is allowed. Aluminum steering-arm and ball-joint mounts not allowed. Aluminum hubs allowed, no magnesium, with MSRP of \$180. Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed. Roller bearing only, ball bearings not allowed. No wheel bearing spacers allowed.

BRAKES & ROTORS

Recommended in 2020 (mandatory in 2021)

Single piston steel "GM" calipers with steel pistons - max MSRP \$125.

No floating or self-centering rotors, minimum 1" wide. No ABS units, brake recirculation systems or brake ducts allowed. No "wheel fans" or blower motor devices allowed.

Directional vane rotors allowed with a maximum MSRP \$140.

REAR END

(note: aluminum tubes are permitted for 2020)

Quick change only with steel tubes; spool only, min 10" ring & pinion. No light weight EDM, polished or light weight internal parts. No cambered tubes or bolt on snouts allowed, maximum cambered tolerance is 1/2 degree. Solid Magnetic steel axles only and must be minimum 1.125" O.D. with same size both sides, no gun drilled axles allowed. One-piece straight spline drive plates only.

DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT

Must have at least three forward gears and one reverse. All gears must be operational. Transmissions must be stock Saginaw or Richmond 3 or 4 speed. **No** high dollar polish or

REM: no lightening of transmission case, gears or drilled shafts. Bert, Falcon internal transmissions allowed. No 2nd Generation allowed because of cost. No straight cut gears. No carbon fiber clutches allowed. 7 1/4" min diameter clutch - Must have 1 1/2" inspection hole to see clutch.

No reverse mount starters - Starter must bolt on block. Steel Drive Shafts only - 3" O.D. minimum.

All High Gear Starts/Restarts; NO SHIFTING

BELL HOUSING

Only a commercially manufactured magnetic steel bell housing may be used. The bell housing must enclose the flywheel 360 degrees with a minimum 3/16-inch magnetic steel. Any modifications you make to the bell housing must be done with 3/16-inch steel and welded in place (no bolt on pieces). A commercially manufactured bell housing (like the Quarter Master #008110440) with a bolt on bottom cover may be used. An opening no larger than 3 1/2 x 4 inches may be used for throw out bearing access. This hole may be covered with sheet metal.

WHEELS

15"X8" inch maximum. Minimum Wheel Weight 14 lbs.

ENGINE SECTION

GM 602 Certified or RPM Sealed 602 Crate Engine - (P/N #19258602)

Must be used as produced from factory; Crate engines may not be altered from factory specs or overhauled. 8727 CT Rev box set at 6200 RPM mounted inside driver compartment right of driver clearly visible to track Any driver caught altering their engine will receive one-year suspension. Stock 8" oil pan; No oil coolers, No remote oil filters. Oil filter must screw onto the stock location.

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, unaltered 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.

ENGINE LOCATION

Crate Engines must be located so that the center of the furthest forward spark plug is no more than 4-inches behind the front axle centerline. Engines allowed up to 4-inch set back. Oil pan must not be lower than bottom of cross-member.

Built Engines must be located so that the center of the furthest forward spark plug is no more than 2-inches behind the front axle centerline. Engines allowed up to 2-inch set back. Oil pan must not be lower than bottom of cross-member.

NO TRACTION CONTROL DEVICES

IGNITION SYSTEMS

Engines must use the GM distributor and coil that comes with the engine - Dist. Part # 93440806 & Coil Part # 12498335 and a maximum timing of 34 degrees. MSD Rev Control Part 018-8727CT with a maximum 6200 rpm setting required.
12-volt battery only - 24 series recommended.

CRATE HEADERS

GM-602 Crate cross over header Schoenfeld 135CM2 or Beyea equivalent 1 5/8" tube with a maximum collector size of 3". Exhaust must exit behind driver. No coating allowed; thermal wrap is not permitted anywhere on the exhaust system. No Stainless Steel. Mufflers are **Mandatory** and are not to be tampered with or hollowed out.

BUILT ENGINE HEADERS

Contact EMRPTECHINSPECTOR@YAHOO.COM

CARBURETOR

650 CFM

602 CRATE CARB OPTIONS:
(BELOW CARBURATORS ONLY ONES ALLOWED)

Available at Number One Speed 315-782-2225

Holley HP 80514-1 \$710.95

FST 066-PPS650 \$399.99

066-PPS650-11 BLUEPRINTED \$524.99

Double Return Springs Required

BUILT ENGINE CARB:

The Holley Ultra HP Carburetor is NOT ALLOWED. Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends

may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged but can only have a total of 3 fuel passages per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. No modifications or epoxy on boosters. Double return springs required.

CARB SPACER

1" open plenum Aluminum carb spacer with one .065 single paper gasket is allowed.

AIR FILTER

No cowl induction. Must have Aluminum or Steel top and bottom lids only. Max 14"x4" tall. A round hole may be cut in the hood allowing air cleaner to protrude thru the hood.

RADIATOR/COOLING

2 row 19"x26" radiator minimum. No pressurized systems. No braided radiator hoses, 2 hose clamps required on each end of the hoses. No taping off of nose at any time. Must have nose cut out for air to fit a 6" tall x 26" x 3/16" nose screen which is required. No Air directed under the nose, No Aero dynamic channeling of the air in the ductwork. No panning under nose or chassis. Air ducting no wider than 30".

Air box bottom, sides & top must be in straight lines, no curving of ducting.

FUEL & FUEL CELL

Maximum 22-gallon fuel cell capacity (1/8") 11-gauge steel fuel cell can require. Bottom of fuel cell must be at least 10 inches from the ground on 4" blocks. No Aluminum gas line, and routing must be outside of cockpit and protected from damage. The use of U style cells has been prohibited. No oxygen bearing or performance enhancing additives. **E-85 is not allowed.**

Pump Gas Only, No race fuel.

**Anti-Siphon Valve on fuel delivery line at fuel cell required
OLBERG SV-0828 / KEYSER 100-68871
Or equivalent**

RADIO/ELECTRONICS/TRANSPONDERS

NO RADIOS PERMITTED

RACECEIVERS REQUIRED

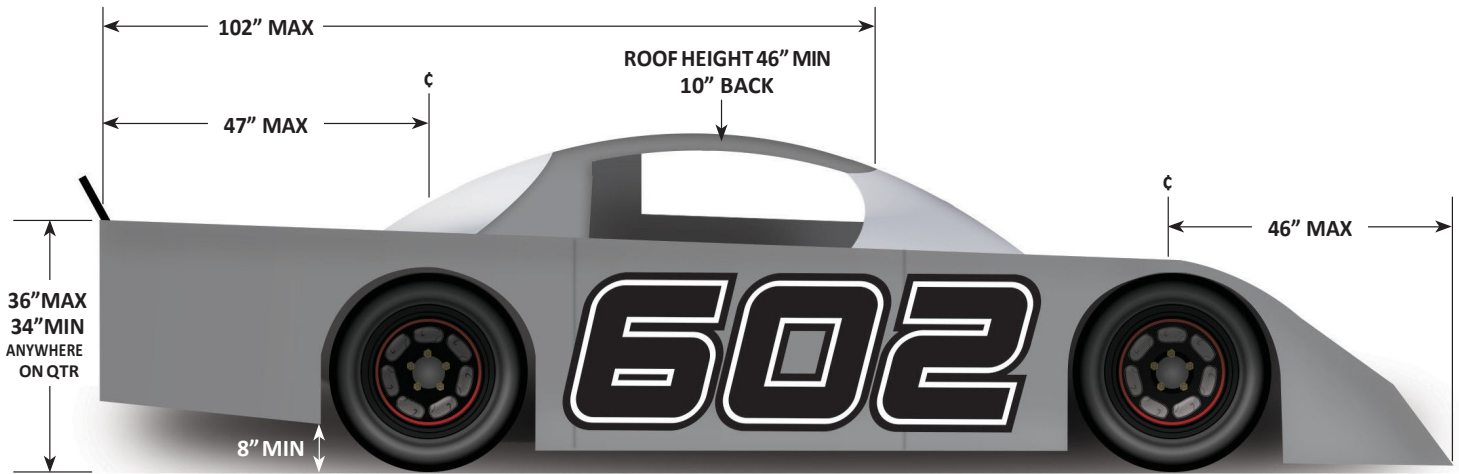
TRANSPONDERS are mandatory located 12" behind rear axel

EQUILIZATION RULE

EMRP reserves the right to exercise an equalization rule at their discretion. Each time a team wins a feature, 25# must be added to the race car. After the third race, 25# may be removed.

BODY GUIDELINES EMRP 602 LATE MODEL

(see drawing below for dimensions)



- MAX WIDTH OF QUARTER PANELS 76"
- REAR SPOILER MUST BE CLEAR LEXAN. CHOICES 5 1/2" X 72" OR 6 1/2" X 61" MAX. SPOILER BRACES ARE TO BE ROUND TUBING. NO FORWARD SIDE PODS ALLOWED.
- REAR EDGE OF QUARTERS AND SPOILER MUST BE CENTERED RIGHT TO LEFT OVER REAR TIRES
- BODY MUST BE WITHIN 2" FROM OUTSIDE OF TIRES
- ALL MEASUREMENTS BASED ON 4" FRAME HEIGHT
- MAX DISTANCE OUTSIDE OF TOP OF RS DOOR TO A-POST, B-POST & WINDOWS = 8"
- MINIMUM ROOF MEASUREMENT 38"L X 45"W— NO MORE THAN 2" DROP ON THE ROOF
- NO FENDER OR WHEEL FLAIR CAN EXTEND 2" PAST THE OUTER FACE OF THE TIRES AND WHEEL FLAIR CANNOT EXTEND BEYOND THE REAR OF THE TIRE.
- REAR FILLER PANEL NOT ALLOWED
- ANY NOSE YOU DESIRE IS LEGAL
- THE MAXIMUM WIDTH OF THE NOSE SPLITTER IS 4"
- THE SIDE NOSE FLAIRS MAY NOT STICK OUT PAST OUTSIDE OF TIRES MORE THAN 2"
- MAXIMUM HEIGHT OF REAR BUMPER = 12"
- TOW HOOKS - ON FRONT REAR - PAINTED WHITE
- IF YOU'RE GOING TO GET CREATIVE YOU MIGHT WANT TO CONTACT BRIAN REOME FIRST AT EMRPTECHINSPECTOR@YAHOO.COM

