



# *2025 EMRP 602 LATE MODEL RULES*

*March 10, 2025*

## **General**

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 always conduct themselves as professionals.

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.

## **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 the right to confiscate any item that is in violation of the rules.

## **SAFETY EQUIPMENT**

**SEATS** - Approved aluminum driver's seat required.

The seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on the 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 the 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. 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  $\frac{1}{2}$ " 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- $\frac{1}{2}$  pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. The extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16" by 20" 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 are allowed while the 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. Ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

## **Fire Suppression**

It is highly recommended that all cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system should consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of Five (5) lbs. of fire extinguishing agent, steel or steel reinforced lines, and has a minimum of two (2) thermally activated discharge nozzles Located in the cockpit. An optional manual override cable is recommended.

All systems must meet or exceed SFI 17.1 specifications.

Systems Should be fully charged with Five (5) lbs. of DuPont FE-36, 3M NOVEC 1230, or FireAde and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date should be inspected, serviced and re-labeled by the manufacturer. Cylinders should be mounted forward of the fuel cell, centered in chassis behind the seat below the deck. Cylinders should be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

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

## **General Body Rules**

Any late model type chassis allowed / Body type is open. There is a 48" maximum front overhang measured from the axle to the forward most part of the car. 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"). 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" Must have clearance to drive on track scales. 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.

Rear Spoiler

(ABC Body) May be no wider than 60", and no taller than 6 1/2".

(Non-ABC Body) May be no wider than 72", and no taller than 5 1/2".

Any NON-ABC Style body may be subject to tech approval.

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. 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.

## Engines

It is the goal at EMRP to promote competitive affordable racing. We will be allowing both a crate engine option and a built motor option. Over the next few years, it is our intention to navigate away from a built engine option and will be exclusive to the crate engine option.

### EMRP will accept the following engine options:

- GM 602 CRATE MOTOR P/N 88869602
- BUILT ENGINE OPTION

### 602 Crate Engine Option:

The GM Performance circle track "602" crate engine is the only crate engine permitted. **Tamper proof seals are optional;** However, all engines must remain as delivered by GM including harmonic balancer, distributor, rocker arms, etc.

Engine must conform to GM factory sealed 602 crate engine specs. The specifications can be found at the following link [ct350-circle-track-racing-engine-88869602.pdf](#).

These specifications will be closely monitored, and engines will be subject to technical inspection as necessary. Aftermarket valve springs will be allowed. Valve springs must maintain stock appearance, specifications and spring pressure as described in the GM Performance technical manual listed above.

EMRP Officials reserve the right to confiscate any 602-crate engine for the purpose of inspection at any time track officials deem it necessary. No replacement engine will be offered.

Any dyno inspection performed will be based on a predetermined, unpublished HP and torque limit. This limit figure will NOT be made public.

There is no tolerance. If an engine exceeds the limit, it will be deemed illegal and become property of EMRP. No reimbursement will be provided.

Requires a 4bbl carburetor, open plenum maximum 1" spacer.

Engine setback is 4" from the forward most sparkplug hole to the center of the upper ball joint on the same side.

All Crate engines must run pump gas. NO RACE GAS ALLOWED! (Maximum 91 octane) NO MIXING FUELS OR OCTANE. NO ETHONOL OR OXIGINATED FUEL!

Header: Steel 1 5/8" primary, 3 inch by 8 inch standard collector crossover, SCHOENFELD P/N 135CM2 OR EQUIVLANT NO STAINLESS, NO COATINGS.

Valve Springs may be replaced but MUST FOLLOW STOCK GM VALVE SPRING SEAT PRESSURE.

OIL PAN Along with the stock 602 crate oil pan, the following oil pans will be permitted in 2024 for 602 Crate Motors, Champ #CP 106 K0RB 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).

**Built motor Option:**

Any cast iron block, wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only (1) single 2bbl carburetor allowed. The 4412/500 CFM, 4412/500 CFM HP or 4412/500CFM XP will be the only carburetor allowed. An open plenum maximum 1" spacer will be allowed. Engine setback is 2" from the forward most sparkplug hole to the center of the upper ball joint on the same side. 8727 CT Rev box 6800 chip mounted inside driver compartment right of driver clearly visible to track officials.

Header: Steel 1 5/8" primary, 3 inch by 8 inch standard collector crossover, SCHOENFELD P/N 135 OR EQUIVLANT NO STAINLESS, NO COATINGS.

Must run the track spec fuel; the track spec fuel is Sunoco 110 Purple race fuel. NO additives and NO mixing of fuels.

**MINIMUM WEIGHT REQUIRMENTS**

All specified weight requirements will include the driver and race gear.

**G.M 602 Crate engine.**

2,700Lbs. Maximum 60% Left side

**Built motor option.**

2,800 Lbs. 58% Left Side

**TIRE ALLOTMENT PROGRAM****TIRES**

- All cars using an ABC style Late Model Body will be allowed to compete using USED (Scuffed) American Racer EC-31 Slicks previously purchased from E.M.R.P. Tires must be preapproved by a track official before completion.
- Late Models using an Outlaw style body will still be required to compete using the American Racer 970 Late Model tire.

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.

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 the 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.

**Wheels must be steel and not exceed 10" in width.**

### **SHOCKS**

EMRP Spec Shock will be as follows KONI

P/N 30-7436, 30-7499 Front

KONI P/N 30-9325, 30-9436 Rear

KONI supplied bump rubbers must be removed from shocks.

No bump stops,

No coil binding.

No independent rear suspension.

With the car resting at ride height, Three and a half inches of shock shaft must be visible on front shocks.

### **Driveline**

Drive shafts, STEEL ONLY, NO carbon fiber drive shafts allowed.

Only Locked rear drive axle assemblies will be permitted. Limited Slip differentials will not be permitted.

No traction control devices. Inline Fuel Check Valve Required.

**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 in any way that is non-OEM. (You may run after market valve springs, but they must have 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.

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.