



2026 602 LATE MODEL

MANDATORY: All drivers and cars MUST HAVE Raceceivers and Transponders

WEIGHT RULES:

1. CHEVROLET PERFORMANCE CRATE ENGINE PART #88958602 AND **QUICKSILVER 357 PART #'S 8M0156572 AND 8M0189741 - 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). WEIGHT BREAKS CAN NOT BE COMBINED. THE 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 THE CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACETRACK IS DISQUALIFICATION FROM THE EVENT.

ENGINE RULES:

- 1a CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602.
- 1b **QUICKSILVER 357 PART #'S - 8M0156572 AND 8M0189741**
- 2a THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH BOTTLE CAP STYLE BOLTS OR CRATE USA Gen III (Yellow) Gen IV (Green) or Gen V (Black) cable seals, RUSH cable seals and IMCA cable seals are allowed. NOTE: Crate USA Gen V (Light Blue) seals are allowed. These seals will begin with number 406XXX. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or GM twist off bolts will NOT be allowed.
- 2b **QUICKSILVER 357 PART #'S 8M0156572 AND 8M0189741 WILL HAVE LEAD/CABLE CRIMP TYPE SEAL.**
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 DRRP 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 THE 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 THE 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. (PROGRAMABLE IGINTION BOXES NOT ALLOWED FOR EX: MSD 6AL-2/MSD-6421 OR MSD 6AL/MSD-6530 NOT LEGAL)
2. NO ELECTRONIC TRACTION CONTROL DEVICES. MSD BOX MAY BE CONFISCATED BY SERIES AT ANY TIME.

STARTER RULE:

1. ALL CARS MUST HAVE A 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 - FUEL CELL - 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, RACING GAS, OR E-85(SEE BELOW) FUEL ALLOWED. NO METHANOL OR ALCOHOL. NONE OF THE FOLLOWING CHEMICALS ARE ALLOWED IN ANY FUEL USED FOR COMPETITION: NO NITROUS OXIDE, PROPYLENE OXIDE, NITROETHANE, MTBE, HYDRAZINE, OR ETHYLHEXANOL.
 - A. GASOLINE OR RACE GAS – SPECIFIC GRAVITY **NOT** TO EXCEED .744 AT 60 DEGREES. ANY GASOLINE OR RACE GAS WITH A SPECIFIC GRAVITY OF .745 OR GREATER WILL BE DISQUALIFIED. FUEL IS SUBJECT TO TESTING ON SITE, OR FUEL SAMPLES MAY BE TAKEN AND SENT TO AN INDEPENDENT LAB FOR TESTING.
 - B. E-85 – SPECIFIC GRAVITY **NOT** TO EXCEED .7855 AT 60 DEGREES. ANY E-85 WITH A SPECIFIC GRAVITY OF .7856 OR GREATER WILL BE DISQUALIFIED. FUEL IS SUBJECT TO TESTING ON SITE, OR FUEL SAMPLES MAY BE TAKEN AND SENT TO AN INDEPENDENT LAB FOR TESTING.
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 \$1700. 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. \$400 OF PROTEST FEE WILL GO TO THE TRACK; \$1000 WILL GO TO THE WINNER OF PROTEST AND \$300 TO THE ENGINE BUILDER THAT DISASSEMBLES THE ENGINE (BUILDER WILL BE DRRP CHOICE). IF ANY PARTS ARE DEEMED ILLEGAL DURING THE DISASSEMBLE PROCESS THE ENTIRE ENGINE WILL BE CONFISCATED.
2. 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 PROTEST.

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:

- 1A. 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. ROOFS ARE OPTIONAL BUT WE HIGHLY RECOMMEND A ROOF CAP.
- 1B. IF A CAR COMPETES WITH 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. **A WEDGE STYLE NOSE WILL BE PERMITTED AND WILL ALSO RECEIVE A 50LBS WEIGHT BREAK (SEE DIAGRAM AT BOTTOM FOR DEMINSIONS)**
2. SPOILER SIZE - MAXIMUM 8". SPOILERS MUST BE MADE OF 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 THE LEFT AND RIGHT SIDE. IF A 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 BUMP STOP ON THE RIGHT FRONT ONLY, **ANY BUMP STOP ALLOWED**
5. CHASSIS BRACKETS MUST BE FIXED. NO MOVEMENT
6. Rear Travel Limiter (Droop Rule) a. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunted they are as close to vertical as possible. One (1) compliance device may be used. The compliance device must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can pg. 11 be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material. b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the under-slung frame rail one inch (1") in front of the rear axle tube, between the center of the rear axle and the panhard bar mount. The left rear underslung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. Cars will be jacked up until a forty-thousandths of an inch (.040") shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. The measurement must not exceed fifty-one inches (51"). c. All droop limiter assemblies must support the unsprung mass of the rear-end. The stretched value of the droop limiter assembly may be no more than three-quarters of an inch (3/4") at 1,200 lbs. The procedure: preload 100 lbs. zero (0) distance, pull to a value of 1,200 lbs.

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. SCHRADER VALVES ARE PERMITTED. NO INTERNAL BUMP STOPS OF ANY KIND.

2. ONE (1) SHOCK PER WHEEL ONLY. TRACTION SHOCK ALLOWED ON THE LEFT REAR
3. SHOCK CLAIM RULE: **\$350** PER SHOCK. CAR CLAIMING SHOCKS MUST FINISH IN TOP 5 AND ON THE LEAD LAP, DRIVER ONLY CAN BUY SHOCK. **DOES NOT INCLUDE SPRING OR HARDWARE.** REFUSAL TO ALLOW SHOCKS TO BE CLAIMED OR CONFISCATED WILL RESULT IN DRIVER LOSING ALL POINTS AND MONEY, AND FACE THE FOLLOWING PUNISHMENT:

FIRST OFFENSE: 2 WEEK SUSPENSION AND \$250 FINE

SECOND OFFENSE: 30-DAY SUSPENSION AND \$500 FINE

THIRD OFFENSE: - \$1,000 FINE AND 365 DAY (ONE YEAR) SUSPENSION.

4. SERIES MAY CONFISCATE OR CLAIM SHOCKS AT ANY TIME. IF CONFISCATED AND SHOCKS ARE DEEMED LEGAL, THEY WILL BE RETURNED TO DRIVER. IF SHOCKS ARE ILLEGAL, DRIVER WILL LOSE ALL POINTS AND MONEY, AND FACE THE FOLLOWING PUNISHMENT:

FIRST OFFENSE: 2 WEEK SUSPENSION AND \$250 FINE

SECOND OFFENSE: 30-DAY SUSPENSION AND \$500 FINE

THIRD OFFENSE: - \$1,000 FINE AND 365 DAY (ONE YEAR) SUSPENSION

WHEELBASE RULE:

1. MINIMUM WHEELBASE WILL BE 103".

ROLL CAGE RULES:

1. 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.
3. EACH BAR MUST BE AT LEAST 1 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".
4. ROLL CAGES MUST BE WELDED TO FRAME.

SAFETY RULES:

DRIVER SAFETY IS THE DRIVER'S RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACECAR TO TRY AND SAVE MONEY. ANY MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

1. ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS AND MUST BE ATTACHED TO THE ROLL CAGE. 2YRS MAXIMUM AGE STRONGLY RECOMMENDED.
2. ALL CARS MUST BE EQUIPPED WITH A 2 POUND ABC FIRE EXTINGUISHER. DRRP STRONGLY RECOMMENDS A 5 POUND HALON SYSTEM.

3. DRRP STRONGLY URGES AND RECOMMENDS SOME TYPE OF HEAD AND NECK RESTRAINT SYSTEM BUT IS NOT REQUIRED. DRRP 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 RECOMENDED (SAFETY).
4. BALL SPLINE TRANSMISSIONS – STRONGLY RECOMMENDED 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:

1. ANY BRAND OR TYPE OF WHEEL ALLOWED. MUST BE MOUNTED WITH LUG NUTS.
2. NO KNOCK-OFF OR CENTER LOCK WHEELS.
3. MAXIMUM WHEEL WIDTH - 14"

TIRE RULE:

1. **LF RF LR RR**
AR 48/56/Pro2, Pro3, Pro4
Hoosier 3/4/D21/55/1350/1600.

TIRES MAY BE DUROMETERED AND MUST MEET BENCHMARK AT ANY TIME. TECHNICAL DIRECTOR RESERVES THE RIGHT TO CHECK ANY TIRE AT ANY TIME. ANY TIRE FAILING TO PUNCH PROPERLY WILL BE DISQUALIFIED FOR REMAINDER OF THE RACING EVENT. TIRE/TIRES IN QUESTION WILL BE CONFISCATED. GRINDING/BUFFING TIRES IS PERMITTED. USE OF CARBIDE/NAIL STYLE DISCS IS PROHIBITED. TIRES MUST REMAIN IN FACTORY MANUFACTURED CONDITION. ANY CHEMICAL ALTERATIONS FROM FACTORY MANUFACTURED TIRE IS PROHIBITTED. ALL DECISIONS ARE FINAL. DRRP USES "THE SNIFFER" AS ONE OF ITS TOOLS FOR CHEMICAL DETECTION. AT ANY TIME "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE, OR WHEEL, THAT DRIVER/DRIVER'S WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE/TIRES IN QUESTION WILL BE CONFISCATED. THE SERIES MAY OR MAY NOT USE LABORATORY TESTING TO TEST FOR CHEMICAL ALTERATION OF TIRES, THE SERIES MAY USE ANY MEANS NECESSARY TO

DETERMINE IF TIRES MEET HOOSIER/AMERICAN RACER SPECS, AND THAT DECISION IS THE SOLE DISCRETION OF THE SERIES. ALL DECISIONS ARE FINAL.

2. IT IS THE DRIVER'S RESPONSIBILITY TO KNOW WHAT IS ON THEIR RACECAR AT ALL TIMES. ANY USED WHEELS OR TIRES THAT MAY BE SUSPECT BY THE DRIVER SHOULD NOT BE USED.
3. PENALTIES FOR ILLEGAL TIRES: PENALTIES FOR ANY TIRE FAILING INSPECTION WILL BE AS FOLLOWS:

FIRST OFFENSE: \$500 FINE & 30-DAY SUSPENSION FROM ANY DRRP EVENT.

SECOND OFFENSE: \$1,000 FINE & 90 DAY SUSPENSION FROM ANY DRRP EVENT.

THIRD OFFENSE: \$2,000 FINE & 365 DAY SUSPENSION FROM ANY DRRP EVENT.

FAILURE TO ALLOW ANY TIRE/TIRES TO BE CONFISCATED WILL RESULT IN ADDITIONAL \$500 PER TIRE FINE, IN ADDITION TO ANY OTHER FINES AND PENALTIES. ALL DECISIONS ARE FINAL.

WARNING: DRRP, HOOSIER RACING TIRES AND AMERICAN RACER STRICTLY FORBIDS ANY CHEMICAL ALTERATION OF THE TIRE CARCASS AND/OR TREAD COMPOUND, SUCH AS TIRE SOAKING OR USE OF TREAD "SOFTENER". DRRP, HOOSIER RACING TIRE AND AMERICAN RACER STRICTLY FORBIDS THE PHYSICAL DEFACEMENT (REMOVAL, ALTERING, OR COVERING) OF TIRE SIDEWALL MARKINGS IN ANY MANNER. FAILURE TO COMPLY WITH THIS WARNING COULD RESULT IN PREMATURE OR CATASTROPHIC TIRE FAILURE AND MAY RESULT IN SERIOUS INJURY OR DEATH.