

# Gulf Coast Racing Group

## 2026 604 Crate Late Model Rules

### General Rules:

1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of GCRG sanctioned Racing Series events, and are in no way a guarantee against injury or death to participants, spectators, or officials.
2. The Rules and/or Regulations will apply to all Gulf Coast Racing Group sanctioned events. The Rules and/or Regulations will also apply to events sanctioned by the GCRG
3. GCRG officials shall have full authority over said sanctioned events, and in the event of any dispute, the head official's decision will be final.
4. All competitors and cars are subject to inspection by GCRG Technical Inspectors or their representatives at any time during any event.
5. GCRG, and it's officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.
6. GCRG reserves the right to alter or amend these Rules and/or Regulations in the interest of fair competition, efficient completion of an event, or for safety. All official's decisions are final.
7. There is NO appeal process in the determination of or application of fines and/or penalties assessed by the series. All official's decisions are final, and drivers will not be allowed to compete in any sanctioned events until all fines are paid, penalties assessed have been cleared, and/or suspensions have been served.

### Safety Rules:

1. Safety is the primary responsibility of the RACER!!
2. SFI-Approved full fire suit (top and bottom) and shoes required. Racing gloves **REQUIRED**.
3. Snell rated SA2020 or SA2025 full-face helmet required.
4. All current seats must be full containment type constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
5. Series recommends the use of a head and neck restraint system, but is not required.

6. All cars must have a fully charged 2 lb. fire extinguisher mounted within reach of the driver. Series recommends a 5 lb. halon system.
7. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
8. All cars must have a quality fuel cell with roll over valve (check valve) in fuel cell vent.
9. Minimum three (3) inch wide, or two (2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. Belts cannot be used past their expiration date or two (2) years past their date of manufacture.
10. Any pre-race technical/safety inspection and car or equipment is deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!
11. All track specific general safety rules or requirements will apply at all times to all participants (i.e. window nets, gloves, door plates, head and neck restraints, etc.) at that track.
12. RaceCeiver one way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver (or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
13. NO two-way radios, cell phones, smart watches, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature). No lit signal devices allowed (light sticks, flashlights, cell phones, etc.)
14. No mirrors are allowed at any location on the car.
15. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b main, feature) will result in disqualification for that event. Page 1 of 11 Page 2 of 11

#### Technical Rules and Regulations:

It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendment(s) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice. Any new components (i.e. engine, suspension, body, frame, etc.) utilized in competition must be approved by GCRG officials before being allowed in competition. Failure to receive prior approval for any component may result in disqualification, loss of points and money, and a suspension or fine of the series choosing.

## Engine Rule :

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) commonly referred to as "602" engine and/or Chevrolet Performance Part #88958604/19318604 (CT400) commonly referred to as "604" engine.

2. Weights: a. CT 350 or "602" – 2,200 lbs. b. CT 400 or "604" – 2,300 lbs. c. 1 lb. per lap burn off during any race (Heat, B-Main, Feature, etc.) d. Cars MUST weigh required weight with NO BURNOFF for qualifying.

3. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six (6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.

4. The ONLY seals allowed for competition are: a. GM twist off bolts/engines will NOT be legal. b. Chevrolet Performance cap seals c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed. d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX. e. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed. f. To compete with ANY other seal/sealing system contact GCRG for approval.

5. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by GCRG. GCRG authorized rebuilders will be notified of any such alterations, modifications, or change. a. Approved changes/modifications for Chevrolet Performance 604 engines are noted as follows: i. Engine rings may be replaced with the Hastings Ring (Part #2M4626). ii. iii. Engine may run King (Part #MB5575I), Speed Pro (Part #139M) or Clevite "P" (Part #M5909P) Main Bearings. King (Part#CR8075I), Speed Pro (Part#8-7100CH), or Clevite "P" (Part #CB663P) Rod Bearings. No narrowed bearings. Timing cover may be replaced with Chevrolet Performance 602 Timing Cover (GM Part #12342089) and 602 Timing Tab (GM Part #12342011).

6. 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 in any GCRG sanctioned event for the remainder of the season and future seasons, as determined by officials.

7. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine, unless noted otherwise or approved by GCRG officials. a. After much research, GCRG along with Chevrolet Performance officials determined that in some cases the original factory cylinder heads and

valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates are published in the Chevrolet Performance Technical/Specification Manual. Page 3 of 11 Page 4 of 11

Valve Spring Specifications -New (Unused) Description CT350 (602) CT400 (604) Valve Spring P/N 10212811 12551483 Diameter (A) 1.250" 1.32" Free Height (B) 2.021" 2.145" Installed Height (C) 1.70" 1.78" Lbs. @ installed height (+/- 4 lbs.) (D) 80 lbs. 101 lbs. Open Height (E) 1.270" 1.300" Open Pressure (+/- 8 lbs.) (F) 195 lbs. 260 lbs. Coil Bind (G) 1.20" 1.21" Wire Diameter .177" .178" CT 400 (604) Beehive Springs for Fastburn Heads Valvespring P/N 12625033 (Blue) Free Height 2.122" Installed Height 1.780" Lbs. @ installed height (+/- 4 lbs.) 98 +/- 4.5 lbs. Open Height 1.300" Open Pressure (+/- 8 lbs.) 267 +/- 13 lbs. Coil Bind 1.210" Wire Diameter Ovate [4.29 x 5.37] Retainer 19303149 (8 Pk) Mass 11.9 g Keeper 19302868 (16 Pk) Mass 3.9 g Spring Seat 19303150 (8 Pk) Valve Spring Service 12499224 (16 Pk)

8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.

9. Engine's Chevrolet Performance serial number, and when applicable, Crate USA build certification number, must be clearly visible to series technical inspectors.

10. Any new components, including engine components, suspension components, body designs, frame designs, and/or components of any type utilized in competition must be approved by GCRG before being introduced into competition.

#### 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.
2. There will be a 50-pound penalty, mounted forward of the engine plate, for each 1/2" of setback beyond seven (7) inches.
3. No cars with more than an eight (8) inch engine setback will be allowed to compete.

#### Carburetor Rules:

1. One four (4) barrel carburetor only. Any manufacturer. Willy's Equalizer Ok.
2. Must have conventional, "Holley" style boosters. No tunable boosters. No individual cylinder tuning.
3. Engine must be naturally aspirated.

4. CT 400 (604) Engines – may use one (1) carburetor spacer, one (1) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.

5. CT 350 (602) Engines – may use one (1) carburetor spacer (two (2) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.

6. Spacer MUST NOT extend into intake manifold at any point.

#### Distributor Rules:

1. Any standard distributor type electronic ignition allowed. MSD ok.
2. No magnetos and No crank triggers.
3. No electronic traction control devices allowed. Drivers finishing in the top 5 may protest another top 5 finishers box for \$300. Series keeps \$300 protest fee.

#### Starter Rule:

1. All cars must have a starter in working order. Water Pump Rules: 1. Cast or aluminum water pump permitted. 2. No electric water pumps. Page 5 of 11

#### Exhaust Rules:

1. Collector type headers required. Must have four (4) tube into one (1) collector. 2. Mufflers not required UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements. 3. No tri-y headers or merged headers allowed. 4. No square tube headers.

#### Fuel, Fuel Cell, and 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 2" x 1/8" steel straps. Fuel Cell must have roll over check valve in fuel cell vent.
2. Fuel cell must be completely visible from rear of car.
3. Gasoline, Racing Gas, or E-85 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. c. It is the competitor’s responsibility to know what is being put into their fuel cell.

4. Drivers finishing in the top 5 may protest the fuel of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Fuel sample(s) will be taken and sent to an independent lab chosen by the series for testing. All official’s decisions and lab results are final and official.

5. Mechanical fuel pump only. Cam driven or belt driven.

6. No electric fuel pumps.

#### Body Rules:

1. See 2026 Body Diagram/Specifications for further body specifications.
2. Plastic body panels will be allowed, but must meet Body Specifications/Measurements.
3. No raised or gurney lips of any type allowed on body.
4. Doors and quarters must be flat or may have an outward roll. No doors or body panels allowed to be rolled inward.
5. Maximum distance between the bottom of the doors (measured at the back of the door) is 90” wide.
6. No tunneling of any type allowed underneath body, along frame, or around fuel cell area.
7. Stone shield for remote oil filter or transmission is allowed. 24” x 24” maximum, located near rear engine plate.
8. Stone shield along right side frame rail must remain behind right front assembly and may only be 36” maximum total from farthest point to farthest point.
9. Spoilers a. 8” maximum spoiler. Must be made of solid material such as Lexan, sheet aluminum, or material of equal strength. b. Spoiler and spoiler supports should be made of equal material and size on all areas. c. No open spoiler supports. d. Spoiler height, width, and angle must always be the same for the entire area of the spoiler. No varying spoiler heights or spoiler angles.
10. Roof supports or “C” pillars on both sides must be made of equal material. Page 6 of 11
11. Window openings are allowed but must be the same size opening on left and right side.

If clear Lexan is used, it must be used on both sides. BOTH sides have be either open or both sides must be closed.

12. Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28") with a maximum of thirty-three inches (33").

13. Right rear wheel opening between the quarter pane and the door must be a minimum of twenty-nine inches (29") with a maximum of thirty-two inches (32"), and a maximum of nine inches (9") from the top of the quarter panel to the wheel opening above the hub.

14. Curved or arced roof supports allowed. 3" maximum arc allowed at widest point. Will be checked with straight edge extended from roof edge to door edge.

15. Cars may NOT run topless. Topless races will not count for points, unless approved in advance, in which drivers will be given notice. These exceptions will be a rare occasion, or long-standing event, and not acceptable on a regular basis.

16. No mirrors at any location on the car.

17. No Radios, or any type of two-way communication. Raceiver one-way communication is the ONLY communication device. Please see Safety Rules for more info.

Frame Rules:

1. All frames must be of steel construction.

2. Square or rectangular frame must have a minimum of 2" x 2" material, .083 wall thickness.

3. Round frame tubing must have a minimum of 1 3/4" outside diameter, .083 wall thickness. Suspension Rules: 1. Standard Late Model suspension only. No spring loaded or shock type 4 bar rods. Only standard solid 4 bar rods. 2. Standards Late Model suspension equals one (1) shock per wheel, except on left rear. Left rear is allowed two (2) shocks: one in front of rear end and one behind. Shocks must be mounted vertical to axle tube, not horizontal. 3. No torsion bar on front or rear suspension. Sway bar ok.

4. Standard one-piece bird cages. No split bird cages.

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 under slung 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 car, including lift bar and torque arm shocks, must be constructed of magnetic steel or aluminum.
2. Shocks of the "thru-rod" style are NOT permitted. Page 7 of 11
3. Remote reservoirs are permitted.
4. Each shock may have a maximum of three (3) external adjustment mechanisms. External reservoir may only have one (1) external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir. Cockpit adjustable shocks NOT permitted.
5. No electronic adjustment whether hard wired or wireless. Remote nitrogen gas cannister will be permitted. The remote adjuster may contain compression adjustment.
6. Shock/Damper devices that are or can be referred to or defined as an "inserter" or referred to or defined as a "j-damper" are not permitted anywhere on the car.

7. All official's decisions are final. Rules can and may be adjusted in order to maintain fairness. New or updated devices or suspension parts should be approved before use in competition. Wheelbase Rule: 1. 103" minimum wheelbase.

#### Roll Cage Rules:

1. All cars must have a suitable and deemed safe 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" in diameter, with a minimum material thickness of .083".
4. Roll cages must be welded to frame.

#### 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 for safety.
4. Carbon fiber drive shafts are legal.
5. Ball spline transmissions strongly recommended to run carbon fiber drive shaft only for safety.

#### Brake Rules:

1. Steel brake rotors only.
2. No carbon fiber, titanium, or other exotic material brake systems allowed.

#### Wheel Rules:

1. Any brand or type of wheel allowed.
2. Must be mounted with lug nuts.
3. No knock-off or center-lock wheels.
4. 14" maximum wheel width.
5. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all

3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.

#### Tire Rules:

1. Hoosier Racing Tire D-21 or a America Racer 48

a. D-21 must punch 46 or harder when checked cold. Series' durometer is official durometer, and all official's decisions are final. b. Any tire that fails to punch properly will result in disqualification of driver for remainder of the event. Any tire in question may be confiscated. c. Grooving and siping allowed. No needling. No drilling. Official's discretion will be used, and all official's decisions are final.

2. Hoosier Racing Tire D-55 or a American Racer 56

a. must punch 60 or harder when checked cold. Series' durometer is official durometer, and all official's decisions are final. b. Any tire that fails to punch properly will result in disqualification of driver for remainder of the event. Any tire in question may be confiscated. c. Grooving and siping allowed. No needling allowed. No drilling.

3. Grinding/Buffering of tire is permitted. No visual cuts should be present on tires. Use of carbide/nail style discs is prohibited.

4. All tire sidewall markings (i.e. compound, date code, shoulder plate, , etc.) must be visible and not removed or covered. Page 8 of 11

5. Tires must remain in factory manufactured condition. Any alterations from factory manufactured tire is prohibited. ALL decisions are FINAL. Series may or may not use laboratory testing to test for any alteration of tires, and tires must meet the factory supplied benchmark. If the inspected tire does not comply with this benchmark, the competitor will be disqualified. Series may use any means necessary to determine if tire(s) meet Hoosier and American Racer supplied benchmark, and that decision is the sole discretion of the series. All decisions are final.

6. Warning: GCRG American Racer tire and Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound, such as but not limited to tire soaking or use of tread "softener". American Racer Tire and Hoosier Racing Tire also forbid the physical defacement (altering, removal, 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.

7. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or

series official within ten (10) minutes of the checkered flag in that event. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.

8. Penalties for illegal tires: a. First Offense - \$500 fine and lose 100 championship points b. Second Offense - \$1,000 fine and 1 race suspension from any GCRG sanctioned event and lose 200 championship points c. Third Offense - \$2,000 fine and 3 race suspension from any GCRG sanctioned event and lose ALL championship points d. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

#### Weigh-In Rules:

1. Series officials reserve the right to weigh any car at any time during any event.
2. The track scales or series scales used on site will be the official scales used to determine legality of weight.
3. Heat race and B-Main/Consolation race winners, transfer cars, and any cars instructed to do so, must proceed directly to the scales to be weighed immediately after the completion of the event. Do not go to your pit area before crossing the scales, as this will result in a disqualification.
4. The top 5 finishers in the feature event will be required to proceed directly to the scales at the completion of the main event.
5. A car failing to make weight on the first attempt will be allowed to be backed off the scales and rolled back on for a re weigh. This will be allowed ONE time and under the supervision/direction of Crate Racin' USA officials.
6. Any car weighing light after qualifying or heat race, that car will be penalized to the rear of the next scheduled preliminary event.
7. Any car weighing light after the Main/Feature event will be penalized to the last finishing position.

#### Event Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and car must be fully in compliance before allowed to compete.
2. Legality of Part(s): Any question concerning legality of part(s) by GCRG or track technical inspector, the part(s) in question will be confiscated and sent to Chevrolet Performance or

GCRG for further inspection. The finish for this race will be held until legality of part is determined. Points, monies, and finish will be adjusted in the event of a disqualification. Any parts deemed illegal will be confiscated. Failure to allow confiscation of any part will be penalized the same as an inside the sealing system engine infraction and penalized accordingly (see Engine Option #1 Penalty #1).

3. By entering and/or competing in any GCRG sanctioned event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.

4. All decisions of series officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against GCRG, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant (driver) and/or owner expressly agrees to reimburse GCRG for all its attorney fees and costs in defending against such legal action.

5. By signing the annual membership/registration agreement, participants agree that they will comply with the written rules and procedures of GCRG. If the participant breaches this membership/registration agreement, he or she will be liable for actual and liquidated damages sustained by GCRG. Page 9 of 11

#### Code of Conduct and Conduct Penalties:

1. Drivers, car owners, and teams are to always conduct themselves in an orderly and professional manner while competing at any GCRG sanctioned event. Series director will judge incidents of conduct accordingly and use the following criteria to assess any penalties upon a driver, car owner, or race team as necessary.

2. Driver will be notified of penalties that have been levied by the series director. All series director's decisions are final.

3. Series director may choose to levy monetary fines, suspension from sanctioned events, and deduct points as deemed necessary by the rules infraction or actions taken by a driver at any time. Series and tracks reserve the right to enforce or levy fines, points penalties, require changes, or suspension from competition for any actions deemed detrimental to the sport, series, or track. This includes, but is not limited to, social media posts, and/or derogatory or distasteful statements/slogans/photos/graphics on cars or any other driver related material visible to the public (i.e. helmets or driver's suits, trailer or transporter, etc.).

4. Series will adhere to, and uphold any suspension levied on a driver by a specific track. If a driver has been suspended or barred from entering the property, that will be upheld by the series. Series and sanctioned event do not overrule a track's decision to refuse entry to any driver, car owner, or crew member.

5. NOTE: These rules are not intended to eliminate competition or accidental contact. However, they are intended and may be used to penalize deliberate contact and/or over-driving or deemed deliberate acts of aggression towards other drivers.

6. No driver will be allowed to compete/participate while under the influence of any alcoholic beverage or illegal/controlled substances. If a driver is found to be participating in such a manner, that driver will be immediately suspended and removed from competing.

7. Any competitor that verbally abuses a series or track official by using profane and/or disrespectful language is subject to a fine of \$100 for the first offense. A \$300 fine, one-race suspension, and loss of points for the second offense. After a second offense, driver is subject to 30-day or longer suspension and loss of points as determined by officials.

8. Any physical confrontation, either on the track or in the pit area, will result in the aggressor(s) being suspended for one race, loss of points, and \$300 fine for the first offense. A second offense will result in the driver being suspended for the remainder of the seasons, and a \$500 fine.

9. Any driver who enters another driver's pit area, or approaches another driver's car on the speedway, will be deemed the aggressor. Away from either driver's pit area, both drivers will be considered aggressors. Drivers should be aware that they are responsible for any member of their race team, and the above penalties will apply to the driver concerned even if the driver is not directly involved.

10. In the event of a felony conviction of a driver, team member, or team sponsor, disciplinary action could be a minimum of a 365-day ban from the series beginning with the date of the conviction or the date of the completion of any incarceration to said conviction, whichever date shall last occur.

11. Disciplinary action may also include, but is not limited to, the right of the series organizers and officials to suspend either temporarily, or permanently, any driver, team member or sponsor, whose actions, in the sole opinion and discretion of the series organizers and officials, may have resulted in, or may result in harm or detriment to GCRG

12. Any incidents occurring during the last five events of the season, may result in penalties being applied to the beginning of the following season.

13. Any incident(s) that are judged to be deliberate acts of aggression, whether on or off the track, under green or caution, will result in disqualification and a monetary fine to be determined by series' officials.

14. Series officials reserve the right to increase the above penalties, by either adding additional money, suspension time, or points loss, depending on the severity of the incident.

15. Series officials reserve the right to revoke a competitor's membership at any time. All official's decisions are final.

16. Any threat of, or legal action taken or levied against the series by a driver/race team, will immediately result in that driver's indefinite suspension from competition in any/all GCRG sanctioned divisions and events.

17. Any disqualification, other than a weight violation, will result in no points and no money for the event. Weight violation will move the driver to the end of the finish order.

18. The decisions made and disciplinary actions taken by the series and officials hereunder shall not be appealed by the driver, team member, or team sponsor affected thereby.

19. ALL OFFICIAL'S DECISIONS ARE FINAL. ATTENTION CAR OWNERS AND DRIVERS: Please remember that we are here and can race because of the fans, promoters, and sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior which would tend to bring the series, tracks, or sponsors into disrepute. Page 10 of 11 PLEASE NOTE: By entering, qualifying, and/or competing in a GCRG event, you are accepting these rules and regulations as being those under which you are prepared to race. Any driver entering and competing in a GCRG event acknowledges and accepts the following: GCRG and its assigns may use the drivers names, pictures, likeness, and performance in any way, medium, or material, including without limitation by and through, television, radio, air wave: cable and satellite broadcasts, film productions, videotape reproductions, audiotape reproductions, transmissions over the internet, and public and private on-line services authorized by the GCRG and the like, before, during, and after the event, for promoting, advertising, recording or reporting in the event or any other GCRG sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however, that the car owner and driver shall retain the exclusive use of its or his/her name, picture and likeness in connection with product endorsements and the sale of products, services, concessions, and merchandise.

