



2025

SHARP LATE MODEL RULES

SHARP Engineering LLC

12/1/2024

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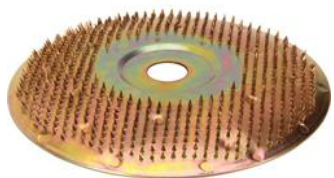
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1. SHARP MINI LATE MODELS RULES & REGULATIONS

1. SHARP Engineering, LLC has designed and developed the SHARP Mini Late Models for off road use only. The rules and recommendations identified in this document are designed for car uniformity of the SHARP Mini Late Model class, and to provide a set of safety recommendations to be adopted by tracks, series, and individual drivers as a means of injury prevention. The safety recommendations in this rule book are provided as minimum recommendations, in line with industry standards. They should be used in addition to the requirements put in place by your local track. Drivers are responsible for the race-worthiness of their equipment, and should inspect ALL equipment prior to any outing. Drivers should always use the highest quality, in date safety equipment as defined by SFI, FIA, SNELL, or other recognized safety certification organization.
2. Interpretation of **SHARP Mini Late Model Sanctioning Body (SMLMSB)** rules will be at the discretion of the technical inspector (track or SMLMSB). All decisions by track and/or SMLMSB officials will be final. If the rules do not state you can do something, assume that you CANNOT.
3. Officials have the right to check anything, on any car, at any time
4. Officials have the right to amend any rule at any time for the betterment of the **SMLMSB**

2. TIRES

1. American Racer RR: 20/10-10 SHARP , 19/10-10 SHARP Tire ONLY
 *19/10-10 Low Stagger Tire (61-62.5)
 *20/10-10 High Stagger Tire (63.75-65)(Range Not Spec)
2. LF, LR, RF: 19/8-10 SHARP ONLY
3. Chemical alterations of any tires are strictly prohibited.
4. Tire softeners or conditioners which alter the chemical compound of the tire will NOT be permitted. This includes, but is not limited to, tire soaking, siping, internal applications or the use of tread softeners. This will be strictly enforced.
5. No Grooving of tires
6. Grinding/buffing:
 - If we see you, the tire will be marked and DQ for that event
 - Exception- 2 Day show buffing will be allowed prior to qualifying only
 - Nail Head disk are NOT Allowed (Standard 40 Grit only)



7. NO STICKER TIRES (NEW) CAN BE RAN IN A FEATURE RACE unless approved by Official.
8. You must race the tire you heat race and or qualify on

3. RIMS

1. RF, LF, LR 10" X 8" max steel or aluminum (wheel dimension must be within +/- 1/2" of 8")

2. RR 10" X 10" max steel or aluminum (wheel dimension must be within +/- ½" of 10")
3. Any offset wheel
4. No plastic or carbon fiber wheels
5. No bleeders of any style
6. A bead-lock wheel is mandatory on the RR and optional (but recommended) on the RF

4. HUBS

1. Steel or aluminum front hubs

5. SPINDLES

1. Must be comparable to SHARP Chassis factory spindle

6. STEERING

1. No Carbon Fiber Steering Components
2. No aluminum U-joints

7. FUEL CELL & FUEL PUMP

1. Fuel system must include an inline schrader valve
(For fuel sampling and troubleshooting)
<https://www.sharpengllc.com/refresh>
2. Steel Can with Bladder 4 gallon MAX
3. Factory (unaltered) fuel pump (must be mounted in fuel cell)
 - a. Alternative "BEAST PUMP"
 - b. Alternative SHARP Spec Regulator and Inline Pump
4. Fuel Pressure Target is 40lb
5. Must use a fuel line rated for fuel injection.
6. Use factory connections with hose clamps when possible or better



8. FUEL

1. Renegade Crate 98, VP MS93, VP MS98 for National Sanctioned Races (TBD By Organizer).
2. PUMP GAS allowed for practices and local racing unless otherwise specified
3. Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. The Suzuki Motor Corp. recommends the use of 89 octane unleaded gasoline. Higher octane fuels can cause higher operating temperatures and reduce the running life of your engine. The only oxygenates permitted are MTBE and ethanol alcohol, in the same quantity, that are found in pump gasoline. SHARP Engineering reserves the right to require all cars use the same brand and designated grades of gasoline at a given event
4. Specific Gravity - The specific gravity must read from .710 to .770 at 60 degrees Fahrenheit, factored by a specific gravity temperature chart.
5. Laboratory Testing - SHARP Engineering reserves the right to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the SHARP Technical Inspector.
6. The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate,

ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

7. Penalty for Fuel Rule Violations - Any competitor (driver and/or owner) caught using any of the illegal fuel, or additives as previously mentioned is subject to a minimum disqualification, forfeit of winnings and points, minimum fine of \$300 to cover the cost associated with lab testing. Further penalties and suspensions will be determined by SHARP Engineering based on the chemical composition of the additive in question.
8. "LEGAL" FUEL ADDITIVES: Lubrication additives are permitted provided the resulting mixture meets the specific gravity, lab analysis requirements, etc. described in rule "Fuel."

9. GEAR

1. Front gear and chain must be steel
2. Gearing is open
3. 50 or 520 chain Only

10. RADIATOR

1. Factory SHARP Chassis or comparable
2. Any Location under the deck

11. BRAKES

1. One rear brake required
2. Optional front left brake
3. 10" max diameter of brake disc
4. Steel braided brake line

12. BIRD CAGES

1. Single or double bearing birdcages allowed
2. Shock pickup location must match factory SHARP Chassis location

13. ENGINE

1. All Components must be from a stock Suzuki GSX-R 600 motorcycle (4 stroke, **2004-2018** model year), including: injectors, clutch, spark plugs, throttle bodies, and ECU
 - a. *****2008-2018 Engines, see rule 13.21 for clarification**
2. NO Yamaha, Kawasaki, and Honda motors
3. All engines and wire harnesses must be sealed by SHARP Engineering or Approved Builder.
4. 599 cc max displacement
5. 12 volt battery ONLY (one battery per car). Can run a larger capacity battery and omit charging system.
6. NO aftermarket devices (injection systems, carbs, ignition, and/or throttle bodies)
7. Harness, ecu, injectors, and throttle bodies must be from the gsxr 600 and have the same production year

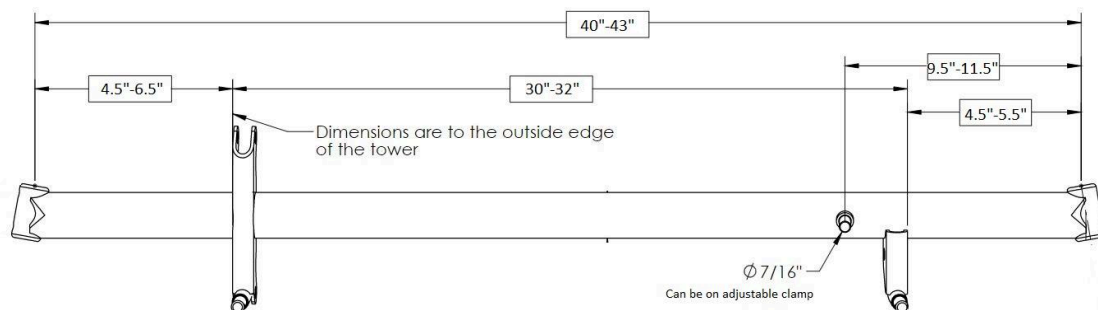
8. Aftermarket air boxes are allowed with any K&N Style filter. SHARP or Hyper Filter Housings Only
Individual TB Filters NOT Allowed
PN#E2990, Walker Evans, etc...
9. NO power commander or similar products
10. NO manipulating the ECU or any sensory signal (Ex. altering the sensor signal by any means)
11. Only Aftermarket exhaust header allowed is Beyea RH exit header or SHARP Chassis header
12. NO Stainless / Titanium header
13. Must have complete functional muffler used to reduce db level of engine
14. NO oil additives. Tech Inspection oil samples will be tested against a control based on the oil type being run in the motor. If you say its Rotella T6, we will test against Rotella T6.
15. NO throttle body spacers
16. OEM equivalent clutch, NO lightweight clutch baskets, or modification of clutch basket and or flywheel. Slipper Bolts Can be Removed
17. Can run aftermarket oil pan and or run a skid plate under stock oil pan
18. Oil pan and clutch cover baffles are allowed to help keep oil near the pickup
19. Secondary plates in throttle body may be removed (Shaft must remain)
20. STVA may be unplugged or deleted
21. Any GSXR engine from 2008-2018 may use the complete 08/09 injection system as sold by SHARP and Hyper Racing. This includes (but not limited to) ECU, injectors, throttle body assembly. 2006-2007 Can use 08/09 Injection. You can not mix and match for clarification if you are using 0607 injection you must use 0607 throttlebodies etc. The same holds true for 08/09 Injection and 12/18 Injection. If you run a 12/18 ECU you must run 12/18 throttle bodies.
22. If you are running the 2012-2018 injection you must run the Hyper or Sharp Air filter assembly without velocity stacks. Velocity Stacks on the 2012-2018 are not allowed.

14. WHEEL BASE

1. 69" +/-3" (as raced, with driver seated in car)
2. Max overall length of car 146"
3. Max overall width 63" outside of the rubber

15. FRONT AXLE

1. One piece straight front axle (must be comparable to factory SHARP Chassis axle)
2. Must be steel
3. 2 radius rods RH side
4. 1 radius rod LH side
5. Shock pickup location must match factory SHARP Chassis location
6. Front axles can be cambered or made to have adjustable camber.
7. Front axles must fall within the measurements identified below



16. SHOCKS AND SPRINGS

1. Bilstein 6" steel-bodied shock with a SHARP Chassis tamper tag. (Shocks must come from SHARP Chassis or Hyper Racing).
2. Must mount in designated chassis locations
3. NO 4 link/bar
4. Only 1 spec shock on each corner
5. 1" max shock extension
6. Must be coilover configuration (spring must be mounted over shock)
7. Only 1 spring per shock, per corner
8. Any spring rate is allowed
9. 1-7/8" diameter springs only (8" or 10" tall spring is allowed)
10. No barrel springs & No Bump Rubbers
11. No coil binding
12. Steering Stabilizer is allowed

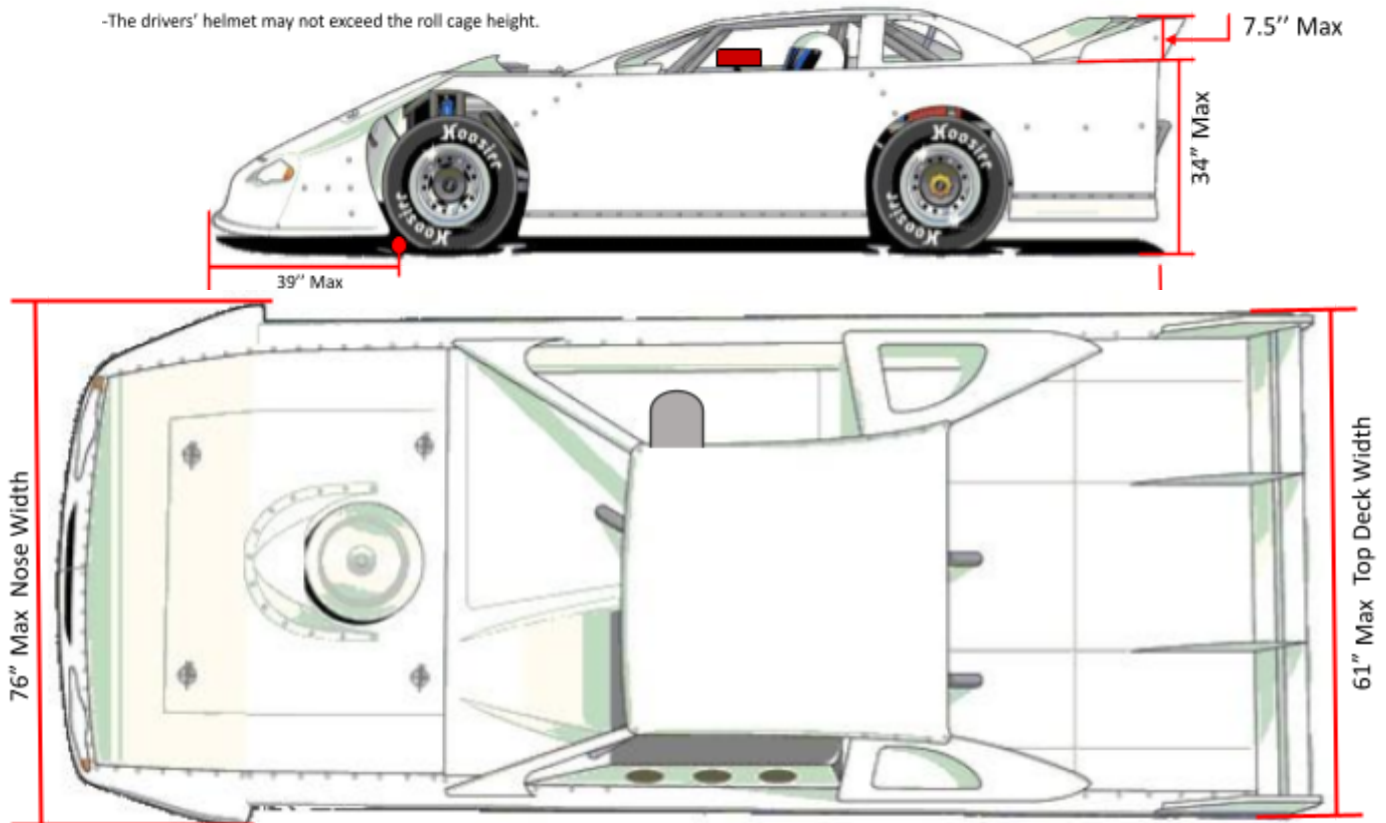
17. BODY

1. Body style and design must resemble a modern era Dirt Late Model (No wedge bodies, no billboard sides, etc.)
2. Numbers must be Min 16" Tall on both sides
3. 146" Total length
4. 39" Max length that the nose stick forward on the front tires
5. 34" Max body height from ground
 - a. Will be randomly checked prior to race while on the scales. T Braces if adjustable will be marked and those marks will be checked post race.
 - b. Bumper Braces must be present and secure
6. 61" Max top deck width
7. 4" Deck drop Max (measured behind the driver)
8. Sail Panels can either be open or closed. The borders of the sail panels must be within 1" of each other (Left to Right).
9. Sail panels cannot extend further rearward than 1" away from the leading edge of the spoiler endplate. AKA Two finger rule between sail panel and endplate
10. No part of the spoiler (including the endplate) can exceed 7.5" in height, as measured from the deck at the base of the spoiler.
11. The roof must be attached to the top of the roll cage with a max of 1" spacer on top of the tab except for in a SHARP Chassis designated "Topless Race".
12. Both tires, when pointed straight, have to be inside of the nose piece
13. Excessive tire stick out, door tuck, or body skew will be noted and you may be required to fix it however it is not a DQ offense.
14. Door Panels MUST be rectangular in dimension
15. Right and left doors must be equal dimension +/- .5"
16. The top edge, measured from the ground, of the rear quarter, door and front fender to the point where the fender flare attaches must be a straight line, within one inch on both sides of the car

17. No additional fins or aerodynamic devices can be added to any part of the nose, roof, deck, hood, sides, or spoiler of the vehicle.
18. Roof must be composite, and must be equivalent in dimensions and form as sold by SHARP Engineering, LLC for a standard car.

Sharp Mini Late Model Body Dimensions

-The drivers' helmet may not exceed the roll cage height.



18. CHASSIS

1. Must be Serial Numbered SHARP Chassis

Chassis History

- -Initial prototype x1 (decommissioned)
- -Flat bottom square tube x3
- -RBRC square tube base x6
- -Mass Production Round Tube (MPRT)

The SHARP Chassis MPRT

The **MPRT CHASSIS** is the CHASSIS of today and tomorrow. The chassis shares all the same pickup points as the first prototypes. A few bars have been added for safety and the entire CHASSIS is made of round tube for ease of manufacturability and repair. The MPRT CHASSIS is designed to conform to a spec class. SHARP does not allow any chassis modification to help eliminate potential performance advantages.

2. The chassis all have the same suspension pickup points and these will **never** change.
3. All chassis repairs must be done by SHARP Engineering **or an approved** repair shop and those repairs must be submitted to SHARP Engineering LLC for logging.
4. No chassis modifications or additions can be made and/or welded to the chassis.. This includes adding additional bars that increase torsional stiffness , supports, gussets, moving or removing existing bars, etc.

The MPRT CHASSIS is designed to conform to a spec class. SHARP does not allow any chassis modification to help eliminate potential performance advantages.

All safety related updates will be done in house free of charge to any existing customers.

The MPRT CHASSIS is designed to accommodate a wide array of driver sizes up to 6'3" 260 lbs+ but additional roll hoop height can be requested, a flat seat pan, or elongated halo.

The MPRT CHASSIS is designed to use the stock oil pan and thus the right rail is the lowest part on the CHASSIS to protect the oil pan from debris and bottoming out on the track. The car was designed this way for a reason.

Additional tabs for securing the car on the trailer, body tabs, mounting devices, ground lugs etc. can be requested during build, or added post build by SHARP Engineering LLC **or an approved** repair shop.

If you have questions or concerns please contact SHARP Engineering LLC headquarters.

19. MISCELLANEOUS

1. Raceceivers are mandatory
2. No air shifter/ **Electronic shifter only permitted for handicap accessible cars**
3. **No traction control**
4. No data acquisition systems (Mychron 5 is legal)
 - If using Mychron 5 you cannot use any additional sensor beyond water temp, rpm, gps
5. No remote weight jacks or suspension adjustments from cockpit
6. No aluminum or titanium bolts
7. No radio communication in cars
8. No spring or biscuit pull or pan-hard bars

9. No torsion, leaf, or sway bars
10. 7/16" minimum heim on all rear suspension parts
11. 3/8" minimum heim on all front suspension parts
12. Straight live rear axle (no independent rear axle)
13. Certified race seat mounted with three 3/8" bolts minimum and 5-point safety harness
14. Any added lead must be painted WHITE, have car number on it, and be mounted with minimum of 3/8" bolts
15. Points will be awarded to "driver" not car
16. Rookie drivers must start in the rear **for heat and feature for 2 races Pending previous experience in other classes (At the discretion of the track and/ or conducting series)**. Yellow strip on spoiler HIGHLY recommended.

20. SAFETY

Please consult your local track for track specific requirements in addition to the detailed items below:

1. A steel Trash Guard is REQUIRED. Vertical bar spacing cannot exceed 6", and must have a minimum of 4 vertical bars. **Must be mounted to the car directly in front of the driver as to protect the driver from an object entering the cockpit. Must be solidly mounted using legitimate mounting techniques.**
2. No deformed safety devices at the start of the night (i.e. Front bumper, rear bumper, nerf bars).
3. All safety **parts/** devices must be made of the same material composition, thickness, and form **as sold by SHARP Engineering, LLC for a standard car, or better.**
4. Bolts with lock nuts in steering system universal joints
5. Two Threads **must be visible past the nut** on ALL fasteners
6. Gas cap has to have an o-ring
 - a. If you run a D-style gas cap, you must run an o-ring on the cap. IF it's damaged, it must be replaced.
7. Fire extinguisher mounted in cockpit (must be charged) min 2lb, BC rated
8. Large Fire extinguisher in pits HIGHLY recommended
9. **All safety equipment must be in Date**
10. **Each car must be equipped with a seat designed specifically for race use. A full containment seat certified to SFI 39.2 (or better) is HIGHLY RECOMMENDED**
11. **Neck protection device is required. It is HIGHLY RECOMMENDED that the neck protection device be SFI 38.1 approved.**
12. Safety nets REQUIRED on the left side window of the car. Triangle style window net is permitted, but must have provisions to prevent net from moving out of place. **It is HIGHLY RECOMMENDED that each car be equipped an SFI 27.1 (or better) approved window net system.**
13. **Restraint system is required to be installed and used per belt manufacturer's instructions. It is HIGHLY RECOMMENDED that each car be equipped an SFI 16.1 (or better) approved restraint system.**
14. **Helmets must be Full- Face and used correctly per manufacturer's instructions at all times when on track. It is HIGHLY RECOMMENDED that each driver use a Certified SA2010 (or better) approved helmet.**
15. Racing suit mandatory (1 or 2 piece). **It is HIGHLY RECOMMENDED that each driver use a SFI 3.2A/5 (or better) approved racing suit.**
16. **Closed toe shoes and gloves are required. It is HIGHLY RECOMMENDED that each driver use a SFI 3.3 (or better) approved racing shoes and gloves.**

21. CONDUCT

1. The use of alcohol or any other controlled substance by a driver that enters the track is strictly prohibited. First offense: 365 day suspension.
2. Any incidents that are judged to be deliberate acts of aggression will result in disqualification and a monetary fine to be determined by the Rules Committee/ Appeal Board*.
- * On track, the race official is officiating the race. Any bumping or banging is to be policed by the track race official and needs to be addressed with the track race official, not SHARP Engineering LLC or SMLMSB Official. For the safety of our drivers, any retaliation post race or under caution is a conduct issue that Sharp Engineering LLC will address directly as a deliberate act of aggression.
3. Any and all actions, including negative use of the internet, including any social media, by person or persons ruled detrimental to the Series, or its officials, drivers, and/or owners will receive a minimum \$50 fine, along with a possible suspension, and/or lifetime ban from participating and any SHARP mini late model event. These actions or any similar will not be tolerated
4. Officials reserve the right to increase the above penalties, depending on the severity of the incident.
5. Any disqualification will result in no points and no money for the event.
6. Disciplinary action may also include, but is not limited to, the right of the **SMLMSB** and officials to suspend either temporarily, or permanently, any driver, team member or team 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 the SHARP Mini Late Model Organization and or SHARP Engineering LLC.
7. The organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car, trailer or transporter. Failure to comply with this request for removal may result in disqualification from some or all of the SHARP Mini Late Model events.
8. The decisions made, and the disciplinary actions taken, by the organizers and officials hereunder shall not be appealed by the driver, team member or team sponsor affected thereby.

Please remember that we are here because of the fans, promoters and the 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 into disrepute.

Please note: By entering, qualifying and/or racing in a SHARP Mini Late Model 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 SHARP Mini Late Model event acknowledges and accepts the following: the SHARP Mini Late Model and its assigns may use the drivers names, pictures, likeness, and performances 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 SHARP Mini Late Model and the like, before, during and after the event, for promoting, advertising, recording or reporting in the event or any SHARP Mini Late Model sanctioned event, and due 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 name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

Track officials will be responsible for policing and enforcing issues regarding conduct at the track.

22. TECH, & PROTEST POLICIES

Pre-Race Tech:

1. Pre Race Tech Sheet must be submitted to tech officials prior to the first outing.
2. Courtesy inspection- if we find something in pre-tech you will be given the opportunity to correct without penalty.

Post-Race :

3. Car Must Weight 975 lbs (no burn off allowance) post qualify and feature
4. Minimum Top Three cars
5. Pre-race inspection check sheets are reviewed and compared to the corresponding racecar. Discrepancies will be an automatic DQ

Protest Procedure:

16. Protest will be pen and paper done at the track..
17. Open Protest: ANY RACER can protest ANY item on ANY car at ANY time for ANY reason

Protest cost based on the cost to SMLMSB or track whichever is higher.

Tire: \$150

Fuel: \$150

Throttle Body: \$50

Exhaust and Intake Cams: \$100

Clutch: \$100

Bottom End: \$100

Shock: \$100

Complete Engine: \$1100

Cylinder Head: \$500

Engine Year - \$100

ECU- \$100

***In the event that a tech official is there and does not have the equipment to scan the ECU. The ECU must be removed, secured in a sealed envelope (similar to tire samples), photographed by the driver for his records and delivered or mailed to SHARP Engineering for inspection. The tamper evident bags are available for purchase so any local tech can easily acquire them.**

***In the event that a Sharp tech official is not on site, tire samples are to be sent directly to the lab and handled by the track. It is suggested that the track follow the same protocol in regards to tire penalties however the penalties will be assessed at the track level. The track will receive 100% of the fine to contribute to their points fund or tech program.**

All protest must be accompanied by an acceptance fee of \$50 by the protested team.

- -If deemed illegal- The \$50 acceptance fee is retained by the tech official. The protestor receives a refund for the protest amount.
- -If deemed legal- The \$50 acceptance fee is retained by the tech official and the protest fee is awarded to the protested team minus any external processing cost for samples..
- **Tracks reserve the right to increase the protest fee as needed to cover official cost time etc...**

17. After a protest has been filed and money has been put up, it will not be returned for any reason.

18. Protest cannot be taken down once it is filed; this is to avoid swapping money, which is unfair to the rest of the field.
19. Any car found illegal will have until the next scheduled event to fix items deemed illegal and pay any fines. Car will be inspected by a track official or SMLMSB official before it may compete again.
20. Disqualified cars are Disqualified at all events until the issues are resolved.
21. Multiple rule infractions may result in further actions and/or suspension.

23. PENALTY DEFINITIONS:

1. Any Items deemed illegal will have a min of a \$300 fine per infraction.

Tires

2. Any tire found not to meet the benchmark:
 - 1st offense \$1500 fine
 - 2nd offense \$3000 fine**
 - 3rd offense \$5000 fine and suspended for 365 days**

Powertrain

3. Any bypassing of Seals and/or Internal Engine Tampering:
 - 1st offense- Immediate disqualification, return of winnings, and 6 Race Suspension
 - 2nd offense-Immediate disqualification, return of winnings, 6 Race Suspension, Engine Confiscated and \$3500 Fine

Fines must be paid within 60 days of the issue date. Racers will not be allowed to race until all fines are paid in full. Offenders that fail to complete payment in time will be turned over to collections. Additional fines may result to cover additional fees incurred.

All Offenses can be appealed, and all appeals will be reviewed by The Board.

24. Appeals & Driver Feedback

Any appeal should be in writing and mailed to:

Attn: SMLM Sanctioning Body
 SHARP Engineering LLC
 704 Foxboro Lane
 Portal Ga,30450

25. MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.
2. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.
3. These rules are amended when necessary and any bulletins take precedence.

26. Definitions

SMLMSB (SHARP Mini Late Model Sanctioning Body): The group responsible for defining the rules package, organizing and distributing rule infraction information, assessing penalties, approving any rule changes for the betterment of the class,

Driver: person piloting the race vehicle

Car: the race vehicle

Team: All collaborators involved or associated with any SHARP Mini Late Model car, driver, or crew member, including the driver and crew members themselves

Pits / Pit Area: Any area deemed by the track as a pit area

Track: Owners or organizers of the venue where SHARP Mini Late Models are being organized to run.

Sides: Sheet metal or plastic side coverings at the left and rightmost faces of the race vehicle

Spoiler: Any device connected to the deck at the rearmost edge of the deck.

Deck: Topmost body panels enclosing the vehicle

Roof: Topmost fiberglass panel enclosing the top portion of the roll cage

Engine: The powertrain and all components involved in power generation

Serial #: The registration number issued to each car manufactured by SHARP

Engine Seal #'s: The 2 registration numbers issued to each engine that has been inspected and approved by SHARP for SHARP Mini Late Model competitions

ECU Seal #'s: The 2 registration numbers issued to each ECU that has been Flashed clear and reprogrammed with the SHARP Approved Tune for the given year engine and approved by SHARP for SHARP Mini Late Model competitions

SHARP Mini Late Model Sanctioning Body

For tech related questions please email:

spencer@sharpengllc.com

2025 SHARP CHASSIS MEMBERSHIP & COMPETITION LICENSE INDEMNITY/RELEASE

(must be completed by all applicants)

I HEREBY CERTIFY that any license hereunder is granted for the sole purpose of enabling me to participate in a race, or other motorsports-related activity. My presence in, about, or en route to or out of any premises where SHARP MINI LATE MODEL sanctioned events are presented is in furtherance of that SHARP MINI LATE MODEL event.

I HEREBY AGREE that by signing this Competition Application that I will abide by all rules and regulations as set forth by SHARP MINI LATE MODEL including, but not limited to, the following:

- (1) I agree to abide by all rules and regulations, including car specifications and safety rules;
- (2) I agree that I shall be the sole spokesperson for myself, the car owner, and the race crew in all matters pertaining to the compliance with the rules and regulations, and I agree and understand that I am responsible for the conduct of my crew;
- (3) I agree and understand that by submitting my race car for various technical and safety inspections, I certify that the race car meets all rules and regulations for participation in SHARP MINI LATE MODEL sanctioned event, and I understand that the burden of proof will rest upon me to show that I am in compliance with all of the SHARP MINI LATE MODEL rules and regulations, and I understand that any violation of such rules and regulations may result in confiscation of illegal parts, fines, suspensions, and/or loss of points and winnings;
- (4) I agree to appropriately use all required stickers, decals and patches and I understand that failure to do so may result in loss of points and forfeiture of all money and awards for the event;
- (5) I agree that all decisions of SHARP MINI LATE MODEL race officials, or track officials, regarding the interpretation and application of the SHARP MINI LATE MODEL rules, regulations and the scoring of positions (race day decisions), shall be non litigable. Any disputes regarding the interpretation and application of the SHARP MINI LATE MODEL rules, regulations and the scoring of positions shall be fully and finally adjudicated by an independent Appellate Board to be promptly created by SHARP CHASSIS, promoters, team owners, drivers, and crew members, and subject to the SHARP CHASSIS Appeals Process and Regulations. I further covenant and agree that I will not initiate any type of legal action against SHARP CHASSIS, SHARP ENGINEERING LLC, or a SHARP MINI LATE MODEL promoter, or official, to challenge such decisions, to seek monetary damages, to seek injunctive relief, or to seek any other type of legal remedy. I agree that my sole remedy is the pursuit of an appeal of the decision of the Appellate Board in this regard. I understand that if I pursue such legal action, which expressly violates this provision, then I expressly agree to reimburse SHARP CHASSIS, SHARP ENGINEERING LLC, or the SHARP MINI LATE MODEL promoter or official, for all of its attorney's fees and costs in defending against such legal action;
- (6) I hereby assign to SHARP CHASSIS, SHARP ENGINEERING LLC, and SHARP MINI LATE MODEL Sponsors the non-exclusive rights to my image and likeness, and the image of my

vehicle, whether portrayed in still or action pictures, drawings, or other artistic renderings, relating to or depicting my participation in SHARP MINI LATE MODEL events or related activities;

(7) I further understand that there is no express or implied warranty of safety resulting from publication or compliance with the SHARP MINI LATE MODEL rules, and that they are intended merely as a guide and are minimum requirements for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others;

(8) I understand that I am not an agent or employee of SHARP CHASSIS or any SHARP MINI LATE MODEL sanctioned race track. Further, I understand that I am solely responsible for compensating my employees, agents or pit crew members. I also assume full responsibility for reporting or filing any reports or tax returns with the appropriate authorities on any and all earnings or funds received as a result of my participation in SHARP MINI LATE MODEL sanctioned racing events, including, but not limited to, Federal Social Security taxes, Federal income taxes, State income taxes, Federal and State withholding taxes, unemployment taxes and workers compensation insurance;

(9) I understand that it is my responsibility to present this and all other release forms and information to the next owner of the vehicle in the event of any transfer of ownership.

The undersigned acknowledges that auto racing and related events are HAZARDOUS activities which carry with them significant risk of personal injury, death, or property damage. I also understand that there are natural, mechanical, and environmental conditions and risks which independently or in combination with the activities may cause property damages or severe or even fatal injuries to me or others. I have made a voluntary choice to participate in the activities. I agree to accept all responsibility for the risks, conditions and hazards which may occur whether or not they are known or contemplated by me. Except as set forth below, I hereby expressly assume any and all of the foregoing risks including the risks of injury, death, or property damage and accept sole responsibility for the safety and medical insurance costs of the participant. I further agree to forever release and hold harmless and indemnify SHARP CHASSIS, SHARP ENGINEERING LLC, and SHARP MINI LATE MODEL, its subsidiaries, directors, officers, agents, employees, officials, assigns, promoters representing races or other events under SHARP MINI LATE MODEL sanction events, the owners and lessees of premises on which SHARP MINI LATE MODEL sanctioned events are presented, and participants thereon, for all accidents, losses, injuries (including, but not limited to death), or other casualty arising out of my participation in, about, or en route to and out of the premises where SHARP MINI LATE MODEL sanctioned or operated racing events or related activities are presented. By signing this release, I understand that any and all risk (including those set forth above) are expressly assumed by me and all claims or potential claims are expressly waived in advance. I verify that I am in good health and have no conditions that would impact my participation in auto racing or its related activities. THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE MEMBERSHIP AND COMPETITION LICENSE INDEMNITY/RELEASE, and further agrees that no oral representations, statements or inducements have been made by SHARP CHASSIS, SHARP ENGINEERING LLC, or SHARP MINI LATE MODEL promoters.

Applicant Signature: _____ **Date:** _____

Printed Name (Please Print Clearly): _____

Return completed forms to: **Attn: Memberships, 27175 US HWY80 W, Portal, GA 30450**

2025 SHARP Mini Late Model Annual Car Registration

***This document is used to track car locations etc. This will help us inform owners of regional races and enhance communication. If you are a tour member then this form is not necessary.**

CAR INFORMATION:

Car Owner: _____

CHASSIS ID (CHASSIS #): _____

ENGINE SEAL #S: _____/_____

ECU SEAL #S: _____/_____

CHASSIS COLOR: _____

BODY COLOR: _____

DRIVER INFORMATION:

First Name: _____

Last Name: _____

Complete Mailing Address:

Email Address: _____

Home Phone: _____

Cell Phone: _____

Transponder#: _____

Car #: _____

Date of Birth: ____/____/____

Month Day Year

FOR TAX PURPOSES ONLY:

WINNINGS WILL BE MADE PAYABLE TO:

Name: _____

Social Security#: _____ - _____ - _____ OR

Federal Tax ID (EIN)#: _____

Enter your Tax ID Number (TIN) on the appropriate line. The TIN Provided must match the name given on the "NAME" line to avoid backup withholding. For individuals, this is your social security number (SSN). For other entities, it is your employer identification number (EIN). CERTIFICATION - The number shown on this form is my current taxpayer identification number (or I am waiting for a number to be issued to me), and I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding.

X _____

SIGN HERE

X _____

DATE

Mailing Address if different from Applicant's:

Phone#: (_____) _____ -- _____

By signing this form I acknowledge that I have read the entire form and understand its contents. The promoter(s) has consent to use driver name and likeness for promotional and souvenir materials. This entry may be revoked at any time for failure to adhere to rules, implied or assessed. Entry must be filed in order to compete.

Driver Signature: _____ **Date Signed:** _____

Please make checks payable to: Sharp Engineering LLC, 704 Foxboro Lane, Portal, Georgia 30450

27. Local Internal Tech

Local tech vs Series Tech is a fine line that requires some consideration and understanding.

Our goal is to provide a level playing field with minimal disruption to the operations of the tracks. Generally speaking tracks like the idea of not having to get involved in the car compliance side of our program.

For our class tracks should function as an officiating body for the ON Track aspects of the race, and conduct while inside their facility. We race by their ON Track guidelines. It is the drivers responsibility to understand and discuss any on track related issues with the track during the drivers meeting. The only exception to this is when a Series is organized at which point the Series director determines whether to get involved or not with on track issues.

As a company SHARP Engineering's main focus is car compliance. We have a very thorough system that is continuously developing to handle car compliance.

Every region operates a little different due to the car counts, track involvement etc.

For the SouthEast region:

SE Regional Tour Races- SHARP Engineering will proctor tech

- The level of tech at the Series races eliminates 98% of the issues that will be found at local venues.
- All Open Protest and Pre-Order still applies
- Additional Fines and penalties can be made via the "Series Specific Rules"
- Every Series director reserves the right to use our rules as a baseline and add specific clarification to items that pertain to the series. These additional rules should be indicated prior to the first race of the series..
- Any additional samples collected must be protested in order to be processed!

SE Weekly Racing- With the addition of the Series the local tech should be less critical. SHARP Engineering will conduct high level tech at random intervals at local venues. The goal is once or twice per month.

In the event that we can not be there, two critical areas of local racing that need to be addressed. Tires and Fuel and should conduct the following process as a step in the right direction:

- Before every local race the racers need to designate a trailer to do post race tech.
 - Saturday post race tech for top 3 will go to _____ trailer.
- Every week there needs to be two positions filled via nomination.:
- Any driver can observe as long as they are not interfering with the process
- Samples collected will be held for 72 hours. If they are not protested they will be discarded.

Proctor:

1. Responsible for observing the tire and fuel sample collection
2. Ensure all supplies are in trailer prior to leaving the house
3. Plug in Tire iron prior to heat race
4. Post race video record sample acquisition
5. DO NOT Handle the sample in any way
6. Have 1st place driver roll dice to determine which tire will be sampled
 - a. 1,2 RF
 - b. 3,4 RR
 - c. 5,6 LR
7. One tire has been identified "The Proctor" determines location on tire to be sampled what lug or lugs to cut sample from
8. Ensure three sample strips are collected and driver inserted into vial
9. Ensure driver installs label appropriately capturing the cap and side of the bottle
10. Ensure driver signs the label on the vial
11. Ensure driver take his or her own photo of the vial
12. Ensure driver places his own sample vial in evidence bag and seals
13. Ensure driver signs exterior of evidence bag
14. Ensure driver photographs exterior of evidence bag
15. Driver is to place the evidence bag in flat rate shipping box and driver is to insert the box into the secure drop box on the trailer.
16. Repeat these steps for the collection of the fuel sample
 - a. Ensure the driver purges the fuel gauge hose
 - b. Fuel sample only needs to be ¼" of fuel in the vial
 - c. Bagging and Tagging procedure is the same as the tire process.

Collector:

1. Responsible for collecting the engine serial numbers, ecu serial numbers, engine vin number, chassis number, and visually inspection of shocks
Any other drivers that care can come watch and or help.

Areas inspected**1st**

Tire and fuel sample

Visually check and records: shocks, ecu, and engine seals.

2nd

Visually checks and records: shocks, ecu, spec tires, and engine seals.

3rd

Visually checks and records: shocks, ecu, spec tires, and engine seals.

Any other issues will be covered in Series tech inspection or they can be protested prior to the next race at which point we will send a tech official in to address the issue.

As a first level courtesy to your fellow races you should communicate any issues you see with their cars such as body infractions ect as a warning. Let us know that you told them and we will mark it down to assess at our earliest convenience.

