

## Fuel Results UPDATE:

In the wake of the recent events SHARP Engineering LLC must act to ensure the integrity of the class is upheld. SHARP Engineering will continue to manage all aspects of car compliance to the national rules including the execution of tech protocol and **now** the assessment of all penalties related to car compliance. This incident is the result of a tech question being asked by a driver to a series owner. The answer given did not comply with the National Rules. The racer used the words "CRATE" to open the door to oxygenated crate fuel.

SHARP Engineering is the sanctioning body and Randy London is the series owner, director, and promotor of the Southern Mini Late Model Series. Regardless of the previous intentions and moving forward the SML Series will remove itself from any tech related issues and focus solely on the positive promotion and success of the series, score keeping, payouts, series track relations and conduct. The series will be responsible for covering logistic expenses for a tech official until SHARP Engineering is able to identify a regional representative.

I will reiterate SHARP Engineering is not involved with series financials, on track incidents, scheduling or promotion of the series. Our only purpose is car compliance and enforcement. We welcome all driver comments, feedback, and suggestions. **All post-race information must be delivered via the feedback form.**

To prevent any future issues anyone organizing series, paid races, etc.. must consult with SHARP Engineering. Any racer or person speaking on behalf of the SHARP Engineering, organizing races, and or participating in non-sanctioned races is subject to a fine and or ban from all sanctioned events.

We are doing everything we can to minimize the cost of racing. While this fuel issue is black and white, fuel rules are tricky. We want to allow pump fuel, but consistency and compliance is a question. To simplify this, we have further explained the rule. If that is not adequate and you are still concerned if your fuel is legal you can acquire VP MS98 from a regional representative, or order it from SHARP Engineering in a 55-gallon drum at a discount. We are also working to acquire non- ethanol pump fuel in 55-gallon drums that will be sold at minimal cost. With these two options there is no question of legality and we have a control sample to compare to. The fuel will be more expensive at the race track if we transport it. We encourage acquiring your own drum.

I want to acknowledge the ton of work that went into this series and planning by Randy, Mel, and John. We all want this to be a success and we need the drivers, promotors and sanctioning body to work together to make this happen. We want what is best of the class and understand nothing is perfect, however we have to adapt and overcome.

The following penalty will be issued:

**Any competitor (driver and/or owner) caught using any of the illegal fuel, is subject to disqualification, forfeit of winnings and points, and 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.**

Points are to be redistributed to the field accordingly, and the winnings are to be added to the points fund. The driver is suspended until fine payment is received by SHARP Engineering LLC and a public statement is made by the driver clearing Randy London of any wrong doing.

**Existing 2018 Fuel Rule:**

CRATE or VP 98 for National Sanctioned Races.

PUMP GAS allowed for practices and local racing unless otherwise specified

No additives (oxygenated fuel, etc)

No methanol

**Further Clarification:**

**FUEL:** 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

**Specific Gravity** - The specific gravity must read from .710 to .770 at 60 degrees Fahrenheit, factored by a specific gravity temperature chart.

**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.

**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 xylidine. 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).

**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.

**"LEGAL" FUEL ADDITIVES:** Lubrication additives are permitted provided the resulting mixture meets the specific gravity, lab analysis requirements, etc. described in rule "Fuel."