



# Premier Racing Organization 2025 Tour Championship Rules

**By competing in this series, you are accepting the terms of this championship.**

## **ORGANIZATIONAL EXPLANATION.**

The rules and/or regulations set forth herein do not express or implied warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of Premier Racing Organization Late Model Tour and are in no way a guarantee against injury to participants. Premier Racing Organization Late Model Tour will be referred to as "PROLM" and Presenting track officials, referred to "PTO" from this point forward.

PROLM's duty is to provide a format to all events, support for all rules interpretation of rules and help organize a schedule. PTO have full authority over the racing events at their specific track. In the event of any dispute, contact the head official at the presenting track. PROLM tech personnel and organizers will be at each event to assist the PTO and make recommendations. However, PTO will have the final say on any call or procedure.

All race cars and equipment are subject to be inspected by a PROLM tech official at any time during the event. Pre-Race tech inspections will be conducted on all competing cars before hot laps start or you will forfeit your draw and start at the rear of your assigned heat. All cars need to be ready to be inspected 1 hour before the scheduled start time. See pre-tech rules for procedures.

PROLM reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition at any time. Please remember that we are here because of the Fans, and Sponsors. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring PROLM into disrepute. PROLM is a professional organization and will conduct itself in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. PROLM therefore expects the same from its Drivers, Team Members and Team Sponsors. PROLM and PTO officials therefore reserve the right to take disciplinary action against anyone who brings PROLM or the presenting track into disrepute by their actions, either on or off the track.

Disciplinary action may also include, but is not limited to, the right of PROLM and PTO officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of PROLM and PTO, may have resulted in, or may result in, harm or detriment to PROLM. The decisions made, and the disciplinary actions taken, by PROLM and PTO hereunder shall not be appealed or publicly disputed by the Driver, Team Member or Team Sponsor affected thereby. The Premier Racing Organization, presenting track or its staff will not be responsible for whatever damages to Driver, Team Member or Team Sponsor's reputation or financial repercussions involved in such discipline being enforced.

Any Driver entering and competing in a PROLM event acknowledges and accepts the following: PROLM and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio airwaves, cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by PROLM and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any PROLM 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 name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

**UNSPORTSMANLIKE CONDUCT:** Any driver/crew member/participant found by PROLM officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, presenting track, sponsors, PROLM or its staff will receive a penalty up to and including dismissal from the event and loss of all points, money earned. This includes any aggressive action toward an PROLM official and or PTO by a driver/crew member/participant including arguing, yelling or excessive raising your their voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to PROLM, sponosors or an PROLM or PTO official. Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, PROLM officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions. There will be a zero tolerance policy for any violence at or on the track.

## **PENALTIES**

- A. The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:
- B. Under Green Flag or Caution Flag conditions, PROLM reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by PROLM Officials and or PTO officials. All decisions shall be final. \*Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.
- C. Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification. Purposeful contact behind the right rear quarter panel is considered a deliberate act of aggression and won't be tolerated.
- D. Any physical confrontation, either on the Racetrack or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events and/or payment of a \$1,500 fine, plus the loss of all points. A second offense will result in suspension for the rest of the season. Depending on the severity of the event. Permanent expulsion of Driver/Crew Member/Participants is possible.  
*\*Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.*
- E. PROLM Officials reserve the right to increase the above Penalties, depending on the severity of the incident. The track administration will make the decision on if law enforcement is involved. PROLM can not assume any responsibility in these matters.
- F. Black Flags are mostly for safety reasons. However they may be used in a disciplinary action for the above reasons. Immediate action should be taken by safely pulling in the infield or pit area. If not adhered to, scoring will stop for the affected car and penalty will be enforced.

## PRE RACE INSPECTION:

- A tech area will be chosen at each event and all cars shall pass through inspection before hot laps or before being scored in any qualification. Getting the race car to the tech area is the responsibility of the driver or crew of the competing race car.
- All tools for removal of any parts on your race car during an inspection, shall be provided by the driver or crew of the competing race car. Any parts that need to be removed for the inspection process will be done by the driver or crew of the competing race car. PROLM is not responsible for removing or reinstalling any parts and can not be responsible for any damages or failures during or after the inspection.
- All safety equipment shall be placed on the deck of the competing car for initial inspection. This includes your helmet, fire suit, neck restraint, gloves and shoes.
- Make sure there are no covers of any kind on the car, tires or shocks. Everything should be visible to the tech official so he can do his or her checks efficiently and without restriction.
- Any car/motor combination that requires a restrictor, rpm chip or balast to compete. **Must have the correct restrictor, RPM chip and balast in at all times once hotlaps have started and will submit to an inspection at anytime.**
- Tire durometer readings will be randomly taken for tires. The PROLM official will decide each night which tire(s) will be checked if any and all participants will make that tire(s) available for inspection and durometer check. Data will be collected throughout the event. Anyone found outside the average numbers may be penalized as an illegal tire and disciplined accordingly including and up to disqualification. The checked tire will be recorded or marked and must be used in feature events. Otherwise the competitor will be disqualified. If the tire is unuseable, the PROLM official should be contacted so reinspection can occur.
- Random checks with tire durometer, tire sniffer may be done without advising the competitors ahead of time. So feature tires should be readily available for inspection.
- Other inspections may be implemented without notice.
- No changes can be made once the car has entered the track or staging for an event. Any car getting repairs or changes after the car has entered staging, will be sent to the back of the field. All repairs and changes may be required to be done in a "Hot Pit" area designated by PTO.

## TECHNICAL INSPECTION

- A. All cars subject to be inspected by PROLM Official and/or designated Technical Inspector(s) at any time. PROLM is an event organizer, therefore designated PROLM officials may make a technical inspection call at any track when attending PROLM races in an official role. On an event basis, all technical inspection enforcement is the responsibility of the PTO. PROLM officials may and will act in an advisory role and may be called upon by track technical inspection officials for advice. The final judgment call for PROLM special events is made by designated PROLM officials and enforced by PTO. If a track does not have a designated official, PROLM reserves the right to assume this role by appointing an official to fulfill this duty on an as-needed basis.
- B. Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that PTO officials and/or PROLM shall not be held liable for any mechanical failure, nor for any loss, injuries or death resulting from the same.

## PARTICIPANT REQUIREMENTS

- The worst 3 events of the 20 race tour, will be thrown out when figuring the championship points. Any cancellations that can't be rescheduled will reduce the nights that are figured in the championship points by one. Perfect attendance to all scheduled Tour events will earn the driver 30 championship points.
- Drivers and their registered number must compete in the required 16 events and the Championship night at Vinton on Sept 13th to be included in the championship payouts. Cancelled events will reduce the required events by 1.



- All entry fees, pit passes and penalty costs need to be paid before you will be allowed to compete in any event.
- All registration documents, waivers will need to be completed before the pre-inspection starts or you will forfeit your draw and tag the back of your heat.
- Must be 18 years of age and have a valid state issued driver's license or have previous 4 wheel racing experience. Anyone under the age of 18 and over 14 years old. Will be considered once the documents are completed to register. You will need to prove that you have racing experience in some form of 4 wheeled vehicle racing. If no state issued driver's license is available. You may apply to get an exemption.
- The driver and crew are required to follow all state and federal law and regulations while participating in any PROLM event.
- Car owners must provide all information necessary for accurate tax identification and will be responsible for any charges, premiums and taxes that may apply.
- No driver or crew member should be under the influence of any drug or alcohol before or during any PROLM event. No exceptions.
- Racing is dangerous and all competitors, their crew and fans assume full responsibility for all injuries sustained including death and property damage, at any time they are at the track, on route to or from the track.
- The driver only should be the only one communicating with any officials about any tech or race related issue. Anyone else should talk to their driver and the driver should communicate the issue.
- A rain out will be attempted to be rescheduled. If a rain out occurs, the PTO will communicate all revised procedures and it's up to the driver to seek out this information. PROLM recommends you keep all tickets, wrist bands or other admission till the event is cancelled or rescheduled. They may be required to get admission into a future event. A decision will be attempted to be made 2 hours before an event, however sometimes weather can be predicted incorrectly and an event can be rained out after admission has already been completed. It is at the track's discretion if any reimbursement is given. An event may be shortened for weather and the procedures will be announced at that time.
- Once you leave the racing surface, do not come back on to cause a caution. This action is dangerous and may result in a black flag and will be scored as the last car at the time of the caution. If an official safely waves you back on the track and no caution is thrown. There is no penalty.

#### **HEAT PROCEDURES:**

- Draws will be done by a track's normal procedures. Otherwise you will draw a number at the registration desk. The heats will be filled starting with the smallest number first and ending with the highest number starting in the back of the last heat. Anyone that doesn't make a starting call, drivers meeting or pre-race inspection will be put in the back of their assigned heat.
- The number of heats will be determined by the amount of cars. Heats will be a min of 6 car fields and a maximum of 10.
- Points will be issued by the passing point table below. Those points will determine where you start in the features.
- If you are found to be the cause of 2 cautions you are scored at the last position on the track and sent to the pits.
- During cautions get a single file immediately, no exceptions, PTO will adjust the positions if necessary. Anyone consistently trying to jump positions on cautions will be penalized 2 positions. You know where you should be and who you have been racing with, don't waste our time trying to advance on cautions.

### HEAT STARTS & RESTARTS: 8 Laps

- The leader or the pole winner should maintain constant speed once they enter turn 3 and consistently increase their speed to the start zone. The leader will go full throttle when he chooses in the start zone. The start zone will be a set of cones or other landmarks chosen by the PTO. Once the leader picks up the throttle, don't let off or you will be penalized 2 spots on finish or next restart. Same procedure all the way through the field. Don't go when the leader is at the beginning of the start zone. You can't be any farther than the rear quarter of the car ahead of you at the end of the start zone. Run over the car in front of you and lose 2 spots or may receive rough driving penalties. If your car doesn't accelerate, stick your arm out the left side window and the inside row pulls to the bottom of the track and the outside row pulls to the outside and try to blend back into the field if you get going. If anyone doesn't keep pace and bunches up the field behind them and causes another caution will be penalized 2 spots on the next restart or in finishing order.
- The leader or the pole starts the race. It should be a smooth start and not full throttle at the beginning of the start zone. Give the outside guy the opportunity to keep pace. The P2 on restarts shouldn't have his left front tire ahead of the leader's left rear at the end of the start zone. Inside row can't be any higher on the middle of the track during restarts. The leader can use the whole track but should leave room for the bottom row on restart if they choose the top. If the car in front of you can't keep pace with the field's acceleration and you pass them. That will not be considered a jump unless you get them out of shape or cause a caution.
- Restarts will line up Leader out front alone, even on inside, odd on the outside.
- Cautions will be announced on the raceceiver. No other traffic will be announced during the race. If raceceiver quits working, please pull down to the bottom of the front stretch and inform the official.
- All cars to tech and scale. All cars released at the same time.

### FEATURE PROCEDURES: 30 Laps

- Top 10 line-up by passing points from each Heat. A random drawing will be held to determine how many cars will invert. Either 0,2,4,6,8 will invert depending on random drawing. The top 10 qualify out of the heats. Those not part of the invert will fill in behind the invert depending on point total. Most points to least points. Qualifiers 11 - 18 will fill positions 11-18 by passing point total with no invert. Qualifiers 19-24 will be filled in the same way unless there are "B" features. Qualifiers 19 and worse will go to the "B" Feature and qualifiers will qualify by finishing order in their "B" feature.
- Last chance "B" feature will be run if necessary. All cars will be lined up by passing points. Pole will have the highest amount of points and the field will be filled from there. Actual finishing order of the B-feature will fill the back of the field. The number of cars to make a field of 24 cars will be taken out of the last chance B feature(s).
- Top 3 cars to the winner circle and tech following the awards presentation, top 5 to scales and tech.
- If you are involved in 2 cautions you are scored at the last position on the track and sent to the pits.

### FEATURE RESTARTS:

- Same procedure as Heats except. Get single file immediately. Once line up is correct. P2 will choose inside or outside and the rest of the field will alternate inside and outside till the field is all double file. Those involved in caution must start at the end of the longest line. Leader starts the race on the front row by himself. Double file the rest of the field.
- If a caution is thrown with less than 5 to go. The restart will take place with single file lineup.
- Leader or the pole starts the race. It should be a smooth start and not full throttle at the beginning of the start zone. Give the outside guy the opportunity to keep pace. The P2 on restarts shouldn't have his left front tire ahead of the leader's left rear at the end of the start zone. The inside row can't be any higher on the middle of the track during restarts.

- The leader or the pole winner should maintain constant speed once they enter turn 3 and consistently increase their speed to the start zone. The leader will go full throttle when he chooses in the start zone. The start zone will be a set of cones or other landmarks chosen by the PTO. Once the leader picks up the throttle, don't let off or you will be penalized 2 spots on finish or next restart. Same procedure all the way through the field. Don't go when the leader is at the beginning of the start zone. You can't be any farther than the rear quarter of the car ahead of you at the end of the start zone. Run over the car in front of you causing a caution and lose 2 spots or may receive rough driving penalties. If your car doesn't accelerate, stick your arm out the left side window and the inside row pulls to the bottom of the track and the outside row pulls to the outside and try to blend back into the field if you get going. If anyone doesn't keep pace and bunches up the field behind them and causes another caution will be penalized 2 spots on the next restart or in finishing order.
- If your car is not running well or you are an inexperienced driver and you draw the pole or outside pole. This is an expensive sport and we don't need to be tearing equipment up. You will have the option to start in the 5th row or the back of the field. If you choose the 5th row option, if you are scheduled on the pole you will start 9th and if you are on the outside pole you will start 10th. This needs to be arranged at the scoring tower before staging occurs. Once cars are staged the only option you have is start last.

## Decals

- The car number on both sides and on the roof need to be a minimum of 18" tall and in contrasting colors to be easily read from the scorer's stand.
- PROLM sponsor logos must be installed where the sponsor chooses or you will not be able to participate in this championship. Must be in contrasting color to body or any graphics.
- Contrasting weight stickers should be placed left of center on the of the car. The recommended spot is on the front A-Pilar of the driver side or on the nose filler next to the plastic fender . So officials can read it from the front when it's being scaled. 2200, 2250, 2300, 2325, 2350, 2375, 2400

## RACE BONUSES:

- **(Hard Charger Bonus = \$350)** All Pro Late Model events except the championship night, there will be a hard charger awarded to the person(s) that gain the most positions in the A-feature. If a driver passes the most cars in the A-Feature and starts outside the top 10 and finishes in top 3. They will be awarded the whole fund of \$350 for the event. If a driver passes the most cars in the A-Feature and finishes outside the top 10. They will receive \$150 and the driver who passes the most cars in the A-Feature and finishes in the top 10 receives \$250. The Tie breaker is the driver that started the farthest back in the feature. The most paid will be \$350 per event.
- **(Highest Crate Bonus = \$200)** All Pro Late Model events except the championship night, there will be a Highest Crate Bonus. This will be awarded to the highest finishing competing with a 602 or 604 and meets the criteria of those engine rules in the A-main event. In order to qualify for the bonus. There has to be 2 or more cars competing with a 602 or 604 and meets the criteria of those engine rules in the A-main event. The bonus winner must finish the A-feature.
- **(Crate Wins the A-Feature = \$800 + \$50 per event till crate wins)** The participant that wins the first A-Feature with a car competing with a 602 or 604 and meets the criteria of those engine rules. The fund will start with \$800 going to the winner, each event that it isn't won. It will increase by \$50 per event until it is claimed. If it is not claimed in 2025. The \$800 will be added to the highest finishing 602/604 car in the championship.



- **(Highest Finishing Crate in Championship = \$1000)** The participant that finishes highest in championship points for 2025 with a car competing with a 602 or 604 and meets the criteria of those engine rules will receive a \$1000 bonus. If the crate doesn't win a A-Feature in 2025, the \$800 will be added to the Highest Finishing Crate in Championship making it \$1800 on top of the amount they received for their championship bonus.
- **(Rookie of the Year = \$1000)** The participant that finishes highest in championship points for 2025 and has registered with PROLM for a rookie will receive a \$1000 bonus on top of their championship pay for competing in the series. To classify as a rookie, the driver must not have finished in the top 10 in points in any of the previous seasons of Pro Late Model Tours, competed as a rookie in any other seasons for the Pro Late Model Tours, and not finished in the Top 5 in other regional late model series. Contact [info@prolatemodel.com](mailto:info@prolatemodel.com) to register as a Rookie.

**2025 SCHEDULED EVENTS:**

Date	Day	Place	Pay Out	Entry Fee
April 26th	Saturday	Independence	\$1,500 to win \$250 to Start	\$75 Entry
May 4th	Sunday	Vinton	\$2,000 to win \$275 to Start	\$100 Entry
May 24th	Saturday	Independence	\$1,500 to win \$250 to Start	\$75 Entry
June 1st	Sunday	Mason City	\$1,500 to win \$250 to Start	\$75 Entry
June 11th	Thursday	West Union	\$2,000 to win \$275 to Start	\$100 Entry
June 14th	Saturday	Independence	\$1,500 to win \$250 to Start	\$75 Entry
June 15th	Sunday	Dubuque	\$2,000 to win \$275 to Start	\$100 Entry
June 29th	Sunday	Dubuque	\$2,000 to win \$275 to Start	\$100 Entry
July 5th	Saturday	Independence	\$1,500 to win \$250 to Start	\$75 Entry
July 13th	Sunday	Mason City	\$1,500 to win \$250 to Start	\$75 Entry
July 16th	Wednesday	West Liberty	\$1,000 to win \$250 to Start	\$50 Entry
July 20th	Sunday	Vinton	\$1,500 to win \$250 to Start	\$75 Entry
July 22nd	Tuesday	West Union	\$2,000 to win \$275 to Start	\$100 Entry
July 23th	Wednesday	Dubuque	\$3,000 to win \$300 to Start	\$100 Entry
Aug 3th	Sunday	Mason City	\$1,500 to win \$250 to Start	\$75 Entry
August 16th	Saturday	Independence	\$1,500 to win \$250 to Start	\$75 Entry
Aug 17th	Sunday	Vinton	\$1,500 to win \$250 to Start	\$75 Entry
Aug 22nd	Friday	West Union	\$1,500 to win \$250 to Start	\$75 Entry
Aug 23rd	Saturday	West Union	\$2,000 to win \$275 to Start	\$100 Entry
Sept 13th Invite only	Sunday	Vinton	\$3500 to win \$300 to Start	\$100 entry



## POINTS CALCULATIONS

- \*\*\*\*\* The points will be awarded on the best finishes in 16 events combined with the \*\*\*\*\*  
\*\*\*\*\* points accumulated on the championship night on Sept. 13th in Vinton and any bonus \*\*\*\*\*  
\*\*\*\*\* points accumulated from rules below. The Championship night will be double points. \*\*\*\*\*  
\*\*\*\*\* Dnf's, absences and the lowest finishes are nights that will be discarded first. \*\*\*\*\*
- \*\*\*\*\* Participating in all the tour events will will earn the registered driver 30 bonus points \*\*\*\*\*
- \*\*\*\*\* The championship order will be decided by the total number of points accumulated \*\*\*\*\*  
\*\*\*\*\* above. Not by how many events they have participated in. For every night that is \*\*\*\*\*  
\*\*\*\*\* canceled and can't be rescheduled. The total amount of nights that are that count \*\*\*\*\*  
\*\*\*\*\* towards the championship total will be reduced by one. \*\*\*\*\*

### Passing Points Calculator:

Finish Start	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1st	59.0	55.0	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
2nd	60.5	55.0	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
3rd	62.0	56.5	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
4th	63.5	58.0	52.5	47.0	43.0	39.0	35.0	31.0	27.0	23.0
5th	65.0	59.5	54.0	48.5	43.0	39.0	35.0	31.0	27.0	23.0
6th	66.5	61.0	55.5	50.0	44.5	39.0	35.0	31.0	27.0	23.0
7th	68.0	62.5	57.0	51.5	46.0	40.5	35.0	31.0	27.0	23.0
8th	69.5	64.0	58.5	53.0	47.5	42.0	36.5	31.0	27.0	23.0
9th	71.0	65.5	60.0	54.5	49.0	43.5	38.0	32.5	27.0	23.0
10th	72.5	67.0	61.5	56.0	50.5	45.0	39.5	34.0	28.5	23.0

**Points Structure**

1. 100	11. 78
2. 96	12. 76
3. 94	13. 74
4. 92	14. 72
5. 90	15. 70
6. 88	16. 68
7. 86	17. 66
8. 84	18. 64
9. 82	19. 62
10. 80	20+. 60

-Non Qualifying B-main cars  
will be awarded 40 points.

-No points will be awarded  
if car doesn't take the green flag  
in their assigned heat.

**2024 Pro Tour Championship Payout**

Finish Position	Payout	Finish Position	Payout
1	\$ 3500	6	\$ 800
2	\$ 2500	7	\$ 600
3	\$ 1800	8	\$ 400
4	\$ 1200	9	\$ 350
5	\$ 1000	10	\$ 250

**Highest Finishing (Champion) \$ 1000**  
**602 or 604**

**Tech Inquires: [tech@prolatemodel.com](mailto:tech@prolatemodel.com)**

**Call or Text # 319-553-9340**

**Leave a message and we will call you back.**

**[www.prolatemodel.com](http://www.prolatemodel.com)**