

OFFICIAL RULE BOOK ~ DUKE STOCKS ~



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Racing Every Friday!

Track Weather & Event Line:
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ALL CARS (with the exception of Bomber Warriors and Duke Stocks)
PARTICIPATING IN CVRA EVENTS MUST BE EQUIPPED WITH AN
AMB IDENTIFICATION & TIMING TRANSPONDER.
AMB toll free: 877-426-2488

ALL CARS PARTICIPATING IN CVRA EVENTS MUST BE EQUIPPED WITH A
WORKING RACECEIVER ONE WAY SCANNER UNIT. www.raceceiver.com

Racing sanctioned by Champlain Valley Racing Association

PO Box 332 • Fair Haven, VT 05743

Main Office: (802) 265-4613

fax (802) 265-4613 • www.cvra.com • racing@cvra.com

WARRANTY DISCLAIMER

The rules promulgated in this rule book are intended as guidelines for the sport of stock car, auto racing or such racing competition, and the rules relating to the safety of equipment are the responsibility of each car owner, driver and crew member who participates in the sport of auto racing under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, by-standers or spectators.

Specifications and rules set forth in this rule book are based upon the recommendations of competing members of other organizations and other participants in the sport of auto racing.

The CVRA specifically states that it has not tested any equipment or use of equipment that it refers to in this rule book and makes no warranties either specific or implied with regard thereto and any use thereof must look to the manufacturer thereof with regard to said warranties.

To aid in the safety of participants in automobile stock car racing, as well as that of the spectators, and to provide for the orderly conduct of stock car racing events, requires close adherence to the rules and regulations set forth. It is the responsibility of each participant, car owner, driver and crew to make every possible effort to obey the safety rules both written and unwritten to assure the safety of all involved. Upon submitting your application for membership and your entering onto the grounds of any Champlain Valley Racing Association sanctioned track, speedway, and/or grounds you assume this responsibility personally.

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WARNING!

Take Notice

*No car competing in any division shall
have a noise decible reading higher than*

**Readings shall be
taken at trackside** **95**

Violation shall mean immediate disqualification for the night.

All divisions will be required to use a muffler. Any brand of muffler allowed. ALL MUFFLERS MUST HAVE A BAFFLE SYSTEM... NO GUTTED MUFFLERS!

At Albany-Saratoga Speedway, all divisions must have the exhaust angled down at a 90° angle to the ground. The 90° angle is absolute!

In addition, **all** race teams must have a way for the tech inspectors to look up the exhaust with a scope. THE PIPE MUST BE ABLE TO UN-BOLT FROM MUFFLER or RACE TEAM MUST HAVE A ³/₄" INSPECTION HOLE SO INSPECTORS CAN LOOK UP AND VERIFY THAT MUFFLER HAS A BAFFLE SYSTEM.

CVRA MEMBERSHIP & PIT ADMITTANCE

1. **No one under age 14 shall be allowed in pit area or granted a membership.**
2. **All persons under 18 years of age MUST have a signed minor's release from a legal guardian and provide a copy of their birth certificate.**
3. All persons going into pit area as non-members must sign the non-membership form and release statement.
4. All applications must be filled out in full. Membership price will not be honored without a membership license card.
5. CVRA reserves the right to reject any membership. CVRA also reserves the right to decline any non-member admittance to the pits.
6. A license is issued to one person and is not transferable. Any person allowing someone else to use their license shall lose said license for the remainder of the year and may be fined up to \$1,000.
7. The pit license must be shown at each race meet in order to obtain a pit pass, **NO EXCEPTIONS!**
8. No person *or* company shall be allowed to sell or solicit products *or* services without permission from speedway management *in writing*.
9. No car will be allowed to compete without a proper number cleared by the CVRA office. *No duplicate numbers allowed. No more than three digits.*
10. **All persons going into pit area may be subjected to random alcohol and/or drug testing.** Refusal to test shall mean immediate suspension.

FEES

1. OWNERS, DRIVERS, PIT CREWS, OTHERS: \$70

Owners paid before February 15. Others paid before March 1.

Fee \$95 if paid after above dates.

Nightly Pit & Entry Fees may vary depending on track and event.

*A member who is suspended from CVRA racing activities **FOR ANY REASON** shall not receive a membership refund. Once a member joins for a season, he or she agrees to abide by all rules set forth by the management. No refunds of membership or pit and entry fees once paid will be made.*

GENERAL RULES

1. Any or all illegal parts may be confiscated without claims from owner.
2. The track official in charge has the right to reject the entry of any car or driver.
3. The decision of the race officials on interpretation of rules pertaining to racing or race procedure shall be final.
4. The scorer's decision on position is final.
5. Anyone involved in an accident while on the racing premises and who does not report to the official in charge before leaving the premises (provided they are able to make such a report) will not be eligible for benefits prescribed under the Benefit plan.
6. The race director is empowered to permit deviation from any of the rules or specifications herein set forth if, in their opinion, the safety factor is not lowered.
7. **The owner and driver only may represent their team in any and all matters pertaining to the race.**
8. It shall also be the responsibility of the owner and driver to have under control at all times members of his or her pit crew. This shall include persons who enter the pit area and/or grandstands and cause a problem.
9. No licensed member shall subject any CVRA official to abuse or use improper language at any time. Members shall not participate in fights on race premises at any time. Violators of these rules may be fined or suspended or both. The same shall apply to all non members.
10. CVRA reserves the right to subject any car to mechanical inspection at any time.

PIT PROCEDURE

1. All members shall properly sign into pit area in accordance with track policy, and no one shall be allowed in without proper registration and pit pass.
2. Each car must be checked in with the official at the designated area immediately upon arrival at the track. Either the owner *or* driver will be responsible for checking the car in. If a car arrives late *or* officials have not been properly notified of its presence, the car **will not be handicapped**. Any new car **MUST** be checked in and a number assigned before entering the pits.
3. All excess oil shall be deposited into the waste oil drum provided by the speedway. **THERE WILL BE NO DUMPING OF OIL ON THE GROUND!** This oil dump station will be located at a pre-announced spot. If the day after the race a race team's pit is found to be in violation of the above, the speedway shall charge the car owner a reasonable fee to correct the violations. This money shall be deducted from any prize money the car has won. Continual violation may mean suspension.
4. It is mandatory that all car owners and drivers be present at the pit meeting. The pit steward shall have the option of determining when or if a pit meeting will be held.
5. **THERE SHALL BE NO DRINKING OF ALCOHOLIC BEVERAGES IN THE PIT AREA AT ANY TIME – BEFORE OR DURING THE RACES.**

WARM-UP PROCEDURE

1. The speedway will open its track for warm-ups one hour prior to the announced race time. At this time all cars shall be allowed 15 minutes to make their way onto the speedway. Fifteen minutes following the track opening time, pit gate shall be closed.
2. Following the slow warm-up period all cars on the track will go into the infield. Each division shall then be given a fast warm-up period.
3. Cars that are not on the track for slow warm-ups will not be allowed fast warm-ups.

TRACK PROCEDURE

1. No car or cars shall be allowed on the track unless the official starter is on duty and he has given permission.
2. At no time will a pit crew or car owner be allowed on the track. Violators may be subject to fines, suspensions, and/or revocation of membership.
3. **NO** repairs will be made on the track, at the track gate, or the infield *at any time*.
4. If a member of the pit crew touches the car for any reason the car must start in scratch position, and any time a car must go to the pit area for repairs, the car must go to the rear of the field. Any car asked to report to pits by a race official for safety inspection during a race will be allowed to get their position back if no work was needed on car.
5. Any driver who – in the judgment of the officials in charge – causes the race to be halted, *shall be penalized a minimum of one lap*.
6. No driver, owner or mechanic shall have any claim for damages, expenses or otherwise against the track owners or promoters or track operators, by reason of disqualifications or damage to car or driver or both. *They agree that the track is in a safe and usable condition when they take part in the racing activities, and that they enter the course on their own free will. The race course is open for inspection at any time prior to practice time.*
7. All participants are subject to CVRA rules and regulations when on the racing premises, and when the cars get away on the first warm-up lap it shall be considered the start of an event.
8. A race may be stopped at any time at the discretion of the starter or officials if they consider it dangerous or unsafe to continue. If race is stopped under these conditions, and is past the halfway point, the race will be considered officially finished.
9. In case of an accident in the first lap we will go back to original restart minus the cars involved who will fall to the rear as they emerge from the accident. All accidents shall be cleared under the yellow flag (if possible). If the red flag is displayed after a caution flag it means a caution stop, and all cars will keep in line in the position that they are running. If caution laps are being counted and a red flag condition occurs, the race may resume under yellow and laps will continue to be counted.

10. In the event of a serious accident where the red flag stops the race, cars will line up in the order that they were running at the completion of the last lap.
11. Restart order after a caution will be the last fully completed lap. In the event that enough laps have been completed to call the event official, the drivers shall be scored and paid on the position they would have had on the restart.
12. When the checkered flag has been given the leader or winner, the balance of the field receives the checkered flag in the same lap and the race is finished.
13. Finishing positions shall be paid off according to the distance traveled regardless of whether the car is running or not.
14. It shall be the responsibility of the safety crews to clear the speedway as quickly as possible so the race can restart. Any driver who shall interfere with this shall automatically be suspended for one week.
15. No race shall be considered official until the official declaration of the winning position is made and posted by the track officials in charge. If no protest is filed within 10 minutes after finishing positions are posted, the finish shall be considered official. All protests must be made in writing to the pit steward on official protest form.
16. Any driver who drives through the infield in a reckless manner may be placed one lap down or black flagged from that event at the Race Director's discretion, and may be suspended, fined or both.
17. Any driver who drives into or through the pit area while at a high rate of speed or in a reckless manner while making a pit stop shall be held at the pit gate for one lap when he returns to the speedway, or may be disqualified, and/or may be fined a monetary amount at the discretion of officials.
18. DRIVERS WHO DO NOT FALL IN LINE ON RESTARTS MAY BE PUT BACK TO REAR OF FIELD, OR MAY BE BLACK FLAGGED.
19. A car that loses its position during an accident may not return to its original position if a car or cars have passed him, but may pick up the position behind the last car to pass him. Race Director has the ability to waive this rule.
20. After all the cars in the pack have passed the scene of the accident, the remaining cars that have not assumed a position will go to the rear of the pack in the order they leave the accident.

RACE PROCEDURE

1. Cars must take the original green flag in any race to qualify to finish that race.
2. Any car requiring assistance to start for any reason must go to the rear and may be black flagged. Exception – if stopped by flagger.
3. Any car requiring assistance to start after being stopped by the flagger can assume its position held before being stopped unless instructed otherwise by the flagger.
4. Once a race has started driver switches are not allowed.
5. Any driver refusing to go to the rear shall be penalized a minimum of one lap, and possible disqualification from event with no money paid or points earned.
6. Any driver refusing to take the black flag may be suspended at least one week.
7. Once the car qualifies for the event any driver changes shall result in the car starting in the rear!
8. Cars who drop out of the race for any reason during a qualifying event must go to the infield, unless announced otherwise.
9. The top five modifieds, sportsmen, budget sportsmen and pro street stocks running at the end of the feature must report directly to the scales before going to his or her pit area. There will be no exceptions.

HANDICAP & SCORING RULES

1. To be handicapped or allowed to draw for position a **car** (not just a crew member) must be in the pits one half hour before the first scheduled race of the program. Non-handicapped or drawn cars will run last in heats as determined by the track handicapper. Handicapping opens at 5:15 and closes at 6:15. *Check in will be in pit tower, not pit gate. It is the responsibility of the driver or car owner to check the car in.* This ensures that the car will be handicapped.
2. Handicapping is based on points earned by driver during the previous three races at that track. If the driver hasn't been at the track with a car for any of the three previous races he is assigned winner's points for the races missed.
3. The number of cars to be qualified in each heat will be posted before each race meet.

4. The number of cars to start the main event may vary, depending on the total number of cars entered in that division on that particular night.
5. It is the driver's responsibility to notify the track handicapper one half hour before the heat races if he is driving a different car than he last drove at that track. If he does not notify the handicapper any points and money won will be forfeited. A driver may use a substitute driver a maximum of two times per season and still receive points for the event. Any driver who is a regular CVRA driver may be approved. Any driver that races in your class at another speedway must be pre-approved by race management (driver may race as a non-member if approved). The driver must make the request to the race director a minimum of three days before the event (unless precluded by family emergency). Any and all substitute drivers must be approved by the race director. You may choose a driver from a different class. If you choose from a class above yours, any driver that is not in the top 15 of points in their class will have a better chance to be approved. If a driver is approved to substitute then he or she is approved to substitute for the current race year only.
6. It is the driver's responsibility to notify the track handicapper if he is driving a car in the consolation race he did not drive in a heat. Failure to do so will disqualify him from the feature. He will start last in the consolation race. Driver will receive last place points if he/she cannot find an approved car to compete in. When substituting cars in an attempt to qualify, both car and driver must be in pit area.
7. It is the driver's responsibility to notify the track handicapper if he is driving a car in the feature that he did not qualify. Failure to do so will disqualify him from any points or money. He will start last in the feature.
8. If a driver drives a car in the feature that he did not qualify, both he and the driver who qualified the car will be assigned the points earned for handicapping purposes.
9. **Only cars that are in pits during heat races will be allowed to race in the feature, unless handicapper has been notified that the car will be late.**
10. If a DRIVER misses his posted heat or goes in the wrong heat the car may be placed last in the consolation or start in the rear of his or her posted heat race.
11. Officials have the right to position a qualified car further back in the lineup if it is for the betterment of the race.
12. If a driver qualifies two (2) or more cars, he must drive the last car that he qualified in the feature race, and the first car he qualified must re-qualify.
13. No feature winners can start in the top six in the feature unless the number of non-feature winners will not allow it. No budget sportsman winners may start in the top nine in the feature unless the number of non-feature winners will not allow it.
14. If any division has less cars entered for the night's racing event than it normally starts in the night's feature, officials have the option of not running a consolation event. If heat races are run and any car entered fails to make the starting field in the qualifying race that car will be allowed to start the feature race in last place. **To qualify you must take the original green flag.**
15. A new driver shall start from the scratch position in the heat race for three (3) weeks.
16. All cars racing at Albany-Saratoga or Devil's Bowl Speedway will be required to have a working transponder for use with the AMB computer scoring system. Bomber Warriors and Duke stocks *only* will not be required to have a working transponder. You can reach AMB at 877-426-2488. No duplicate car numbers will be allowed! Three digit numbers are allowed. Failing to notify the track handicapper of a transponder change prior to the start of the first race of the night will be cause for automatic disqualification. No points or monies will be paid. It is the driver's responsibility to have the transponder on at all times. If transponder is not on, car will not be scored! Enduro cars do not need to have a transponder and will be scored by hand. Race officials shall attempt to notify cars during warm ups if their transponder is not working.
17. Any driver who does not regularly compete on the CVRA shall start no higher than behind the last qualified car.

POINTS & PAYOFF

1. Points and point funds shall be established on a current basis and will be pre-announced at the beginning of each racing season as to value, etc. Point fund money will be paid to the driver. No point fund money will be paid to any driver who does not have valid tax information filed with the CVRA office by March 31 of the racing season.
2. Any driver receiving point fund money must attend the annual banquet in order to receive that money.

3. Any and all payoff monies must be picked up at either track no later than three consecutive race meets from the race in which it was earned, unless a request has been made in writing to the CVRA main office prior to the third event. The owner may designate someone to pick up payoff either by written request or by the use of the owner membership card at the payoff window.
4. Points will not be kept for transients. Points will be gained in the feature race, unless otherwise announced. A minimum of five points will be given to start any feature. Points will be allotted as follows:

1. 50	6. 40	11. 33	16. 28	21. 23	26. 18	31. 13	36. 8
2. 48	7. 38	12. 32	17. 27	22. 22	27. 17	32. 12	37. 7
3. 46	8. 36	13. 31	18. 26	23. 21	28. 16	33. 11	38. 6
4. 44	9. 35	14. 30	19. 25	24. 20	29. 15	34. 10	39. 5
5. 42	10. 34	15. 29	20. 24	25. 19	30. 14	35. 9	40. 5

PROTESTS

1. NO protests will be considered or allowed while the race is in progress.
2. A protest regarding any matters pertaining to mechanical specifications must be made within 5 minutes after the finish of the race. Protest must be made in writing with a \$500 cash bond posted for modifieds and sportsmen and a \$250 cash bond posted for all other divisions.
3. A protest may be made by a driver or car owner *only*, who must be a member in good standing, participating in that event. Person filing protest may also have to tear down.
4. The officials may enact their own rules for the conduct of the hearing and prescribe the manner in which the protest tear downs may be executed. All decisions made by track officials or inspectors shall be final. It is further stated that no driver, owner or any person or parties shall have any legal claim for damages, expenses or otherwise against track owners or promoters or track operators, its employees, sponsors or any party or parties involved with speedway management regarding any and all decisions involving race procedures, finishes or technical inspection decisions. By entering any race meet you agree to this and waive any rights to any legal claims against the above mentioned entities. Furthermore, speedway management shall have the right to seek reimbursement of any legal fees incurred from any such claims. **All decisions of the race director are final.**
5. In the event that the car under protest is not legal, the money will be returned. If the car is legal, 80% of the money paid will go to the car owner and 20% will go to cover the cost of the tear down.
6. Any visual protests made *after* the start of the feature race will not be investigated. (A visual protest is one that doesn't require any type of measuring device to establish the legality of any part of a car.)
7. **All protests shall be in writing and presented to the pit steward only.** At no time shall a member take his grievance to the Main office. **Only protests made on the official Inspection/Protest/Claim Form will be considered valid!** These are available *only* from the pit steward at the pit tower.
8. Protests regarding official race results must be made within 10 minutes of those results being posted.
9. CVRA reserves the right to reject any and all protests.

VIOLATIONS, SUSPENSIONS, FINES

All members of CVRA are subject to disciplinary action for violation of these rules. Penalties for violations include disqualification, suspension, fine and/or loss of points. The nature of the penalty is determined by the gravity of the harm to the safety and good reputation of stock car racing.

1. Any member who assaults or threatens to do bodily harm to any official, track employee, or persons serving under his direction shall be suspended, fined not less than \$500 and shall lose accumulated points.
2. Any member who participates in fights in pits, on track or race premises, may be fined a minimum of \$200, may be suspended and may not return until the fine is paid. Members who fight will not be covered by track and pit benefits.
3. Any car that is found illegal will lose all points for the event, and at the discretion of the race director may lose all points accumulated for the season at that track, depending on the severity of the infraction. **It is further stated that any and all illegal parts may become property of the respective speedway without claim and will not be returned to the guilty party.** Race teams that have illegal parts confiscated will have no legal claim against

CVRA, Albany-Saratoga Speedway, Devil's Bowl Speedway, its employees, sponsors or any party involved with Champlain Valley Racing Association sanctioned events.

4. Any member, while participating in a sanctioned event or who signs into the pits on race day, may be subject to random drug and/or alcohol testing, and any person who partakes of any alcoholic beverage or illegal drugs, shall immediately be ejected from the racing premises, and shall be subjected to a mandatory fine of not less than \$500 or more than \$1,000 and automatic suspension. Any member who refuses to be tested will have their license revoked indefinitely and may re-apply each year thereafter for reinstatement.
5. Any member who fails to obtain a competitor's permit and sign the release forms for that particular meet will be subject to a mandatory fine of not less than \$200 and/or disqualification of driver and car associated with the violation.
6. Any member who permits someone else to use his membership card will be subject to a mandatory fine of not less than \$1,000 and suspension. Any member who attempts to use a license other than his own shall also be subject to the same. Licenses **MUST** be shown to gain entry into the pits as a member. Non-member fees *will be* charged if you do not show your license. **NO EXCEPTIONS.**
7. Any member who signs the release sheets or competitor's permit for someone other than himself shall be subject to a mandatory fine of not less than \$100.
8. Any member(s) who causes the racing program to be halted for any reason such as personal grievances may be subject to a fine of not less than \$200 or more than \$500 and/or loss of all accumulated points.
9. Any member, car owner or driver in violation of any spec engine rules or found to be tampering with gasoline will result in loss of all accumulated points to date. Driver and car owner will be suspended for the remainder of the racing season. The driver is as responsible as the car owner, and it shall be the responsibility of both the car owner and driver to know what is legal and what is illegal, and what parts are used in the race car that he or she owns and or may be driving.
10. All fines shall be paid before a person or persons will be allowed into the pit area or premises.
11. **Any member who attempts to bring any grievance to the main control tower may be fined \$500, the member's race team may lose all accumulated points for the year, and the member may be suspended.** The race team involved will also lose any points for that event.
12. If any race team refuses technical inspections on its car, the car itself, the car owner, and the driver shall be suspended for a minimum of eight (8) race meets and may be suspended for the remainder of the season. Crew members of said car may also be subject to suspension. Race team will forfeit all accumulated points to date.

OFFICIAL FLAG RULE

Any driver who does not obey the flag rules will be subject to disqualification. Where light signals are used, a definite understanding concerning these signals in relation to the flags shall be made before the race.

GREEN FLAG – Start of race.

BLUE FLAG/YELLOW STRIPE – For passing, and will be displayed only when you are being lapped.

YELLOW FLAG – Caution, go slow, single file, hold position, *no passing!*

RED FLAG – Danger, all cars must come to a safe and controlled stop. Driver may proceed only after race official permits and it is safe to proceed.

BLACK FLAG – Pull off track for consultation.

WHITE FLAG – One lap to go.

CHECKERED FLAG – End of race.

PAINTING AND NUMBERING

All cars must be neatly painted and lettered. Numbers must be approved by CVRA when owner becomes a member *each year*. Prior year's numbers have preference if reserved with a paid membership by February 15th. After that date they are reserved on a first-come, first-served basis. No more than three-digit letter/number combinations allowed. No more than one letter in combination with one or two numbers allowed. No fractions allowed. Numbers must be **at least 18" tall and no less than 3" thick**. Numbers must be as large as possible to facilitate scoring. Numbers must be in *contrast to car body color*. Any silver, gold or chrome numbers will not be allowed, nor will the use of "color chrome" on numbers or lettering be allowed. If the body is light, the number must be dark, and if the body

is dark, the number must be light. Numbers shall be on each side of the car *and* on the roof. The number on the roof should FACE the scoring tower, with the bottom above the passenger door area.

All letters must be placed in the upper right hand corner of the car numbers. All letters must be NO SMALLER than one-third the size of the car number, and letters must be the same color as numbers. If there is a three digit number used, then the size and the color of all three digits must be the same.

We allow only one number and one number/letter for each number. The third request that comes in for the same number will be evaluated on an individual basis, and we reserve the right to ask you to choose a different number.

All side bars must be painted bright white, yellow, orange or any fluorescent color. The use of clear Lexan door protectors is strongly recommended for Pro Stocks, Tiger Sportsman, Renegades and Bomber Warriors.

Scorers have final say on how numbers appear on car. Car numbers are part of tech inspections. The main determining factor in allowing a number to remain as is, will be the ability to read the number from the main control tower when the car is on the backstretch. All monies, points or awards will be withheld until car numbers are deemed readable by race director. Owner or driver will have no claim against race management over this matter.

TRANSPONDER PLACEMENT

Transponder should be placed a minimum of 15" from the back of the rear end tube and a maximum of 20". It must be no higher than 18" off the ground. You should also place a white label with your transponder number on the dash where tech inspectors can easily see it. Do not encase transponder unit with any metal, as this will negatively affect the computer's ability to read the transponder signal.

SAFETY RULES

The following safety rules shall be in effect for all divisions of CVRA competition – any variation from said rules in a particular division shall be noted in that division's own rules section.

**ALL CARS ARE SUBJECT TO SAFETY INSPECTION
BEFORE THEY ARE ALLOWED IN COMPETITION.**

Roll Bars

1. Steel roll bars are compulsory, and must be approved by CVRA. Aluminum and other soft metals are not permitted. Front and rear roll bars must be connected at the top (cage type) and bottom on both sides at seat height. Side roll bars are compulsory and must extend inside into the door panels, (minimum of three on left and right side) with additional support on the back of the roll bars. Side door bars should be convex in shape, with some arch. An additional bar must be installed across the bottom of the dashboard, extending from the left roll bar leg to the right roll bar leg. All full fendered cars (pro stocks, tiger sportsmen, renegades, bomber warriors and duke stocks) will be required to install an additional "windshield safety bar" to the roll cage. Dimensions of safety bar shall follow recommended sizes below.
2. *Note: Any registered car that competed in 2009 with a roll cage o.d. of less than 1³/₄" is grandfathered to run on the CVRA.* All pipes and bars must be professionally welded all the way around at every joint, and must be 1³/₄" o.d. recommended minimum and walls not less than .095 steel recommended minimum. No pipe fittings allowed. It is recommended that all welds have gussets.
3. Roll bars in the driver's area must be padded with polystyrene or similar fireproof material.

Safety Belts

1. No aircraft surplus belts allowed.
2. A quick release belt no less than 3" wide is compulsory. Seat belts must be within three (3) years old.
3. Shoulder harness and additional V-type seat belt compulsory.
4. A sub belt must also be used. It must be bolted to the floor in such a manner that it can be hooked into the seat and shoulder belts.
5. Both ends must be fastened to the roll bar cage of the car with aircraft quality bolts, not less than ³/₈" in diameter.
6. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will keep the driver from sliding from side to side under the belt.
7. The belts must come from behind the driver.

Firesuits/Driver Safety Gear

It is recommended that all drivers wear a SFI certified firesuit with at least a 32A-1 rating, but a 32A-5 suit is recommended. Fire retardant underwear, arm restraints, gloves, racing shoes, and brace or padded strap "horse type" collar neck support highly recommended! Use of HANS or Hutchins device strongly recommended.

Helmets

All helmets must have full head coverage. CVRA recommends but does not require all helmets to carry a Snell 2000 or newer certification.

Seats & Headrest

One piece high back aluminum racing seat only. Seat must be welded and bolted to the frame with minimum ³/₈" bolts and washer with lock nuts. Headrest must be of adequate size so as not to allow the driver's head to pass on either side.

Fire Extinguishers

On board fire extinguishers are recommended in all divisions.

Switches

1. Switches must be within reach of the driver after he is strapped into the car.
2. Switches are mandatory for fuel and battery and must be clearly labeled on and off.

Fuel Tank

1. Fuel tanks (22 gallon max.) must be secured with steel straps, not less than two lengthwise and two crossways. Fuel cells must be properly bolted into place. *Fuel cells are mandatory in modified, sportsman, pro stock, tiger sportsman and renegade divisions, and a maximum fuel cell is recommended for bomber warriors and duke stocks.* Only approved safety ball shut off assembly allowed.
2. Steel floors and firewalls are compulsory and must separate the driver from the engine and gas tank. Firewalls must be not less than 20 gauge steel, securely welded and sealed on the top, bottom and sides. Where the stock floor and firewalls are used all the holes must be covered with steel and welded or riveted.
3. All bodies must be installed on the frame in a safe approved manner.
4. No external filler connections. Filler tube neck must remain totally inside the trunk area. No access holes for filler neck are allowed. The trunk cover must have to be opened to add fuel.

Gas Lines/Fuel Pumps

Gas lines should run under bottom of car or properly encased if run through the body. Neoprene tubing recommended. **NO ELECTRICAL FUEL PUMPS ALLOWED.** No pressure systems allowed. Bomber warriors may use OEM factory stock-type fuel pumps.

Cooling Systems

Positively no antifreeze / engine coolant or other glycol based liquids allowed. Water and only approved water-wetters allowed. Any driver found using such fluids will be subject to a \$250 fine.

Brakes

Only hydraulic four-wheel brakes allowed, and must be in excellent working condition at all times.

Miscellaneous Safety

1. A steel scattershield, not less than $\frac{3}{8}$ " thick must be installed over and around flywheel and clutch. Special production clutch housings are permitted in lieu of separate shields.
2. **NO DOG CLUTCHES ALLOWED.** The car must be able to shift into forward and reverse gear with motor running.
3. All modified and sportsman cars must have a protective shield over the drive line to protect the driver in the event the drive shaft comes unhooked. The protective shield must be at least 180° and cover the drive shaft. Steel of no less than $\frac{1}{8}$ " thickness must be used and must extend from transmission to rear of the driver seat (top to floor).
4. **All driveshafts must be painted WHITE in ALL divisions.** Pro stocks, tiger sportsmen and renegades must have a loop attached to bottom of car to hold up driveshaft in the event it comes loose from transmission.
5. All bolt-on weights must be fastened with no less than $\frac{3}{8}$ " Grade 8 bolts. Inspectors may require additional fastening of weights if deemed necessary.

Starters/Batteries

Required in all divisions and must be in working order at all times.

Tow Hooks/Chains

Tow hooks are required for front and back of cars in all divisions. No less than $\frac{5}{16}$ " chain required.

Window Screen / Lexan Windshields

All vehicles must have a full window screen. This screen must have a maximum individual hole diameter of no more than 2"x1", no chicken wire or aluminum mesh. Use $\frac{1}{16}$ " thick steel screen.

~ OR ~

All vehicles must have a full windshield of Lexan type material. Must be clear and supported by one upright brace in center, with minimum thickness of $\frac{1}{8}$ ". B-pillar window openings may be covered with clear Lexan only!

ALL RULES NOT COVERED HEREIN SHALL BE AT THE DISCRETION OF THE SAFETY INSPECTOR AND IF HE FEELS HE SHOULD PUT FORTH RULES ON SAFETY HE MAY DO SO AT ANY TIME.

DUKE STOCK SPECIFICATIONS (Devil's Bowl ONLY)

Eligibility

The Duke Stock division is meant to be an affordable way to get started in auto racing. Management reserves the right to determine the eligibility of all individuals who wish to compete in the Duke Stock class. The Duke Stock class is open but not limited to any driver who does not have previous stock car racing experience. If you have any past racing experience you *may* be allowed to compete in the Duke Stock class. Contact the CVRA office *prior* to building your car! Management reserves the right to reject any and all entries at any time.

NOTE TO OWNERS AND MECHANICS: *Build your car with safety as your primary concern. As you will see, this class is for the most part OEM factory stock. This is intended to keep the cost factor down. The CVRA has several other classes that are more suitable if you wish to spend more money.*

Car and Body Specifications

1. 1970 to present American made passenger car with factory steel top. Sunroofs and T-tops must be reinforced and enclosed.
2. 110" wheel base minimum for unibody cars, 108" wheel base minimum for full frame cars.
3. No station wagons, convertibles, sports cars, pick-up trucks, 4-wheel drive or rear engine cars. No Camaros or Firebirds.
4. All exterior ornaments, chrome strips, lights, and trim must be removed. The dash may be removed for the roll cage. All light openings must be covered with sheet metal or aluminum. Mirrors are permitted. One internal mirror and one small spot mirror on left hand door only.
5. No aftermarket bodies or parts of aftermarket bodies allowed. Exception: Duke Stocks may use a plastic aftermarket nosepiece and/or tailpiece.
6. **All inner tin must remain in car.** This includes the hood, roof and trunk areas. Inner door skins must be removed.
7. Door hinges and latches must remain on the car. All doors must be welded shut, at least $\frac{1}{3}$ of door seam must be welded.
8. All hood and trunk hinges must remain on car. Hood and trunk latches must be removed and replaced with quick release pins.
9. Stock rear firewall and speaker deck must be left in stock location and unaltered. Stock front firewall must be left in stock location and unaltered. All holes in both firewalls must be covered with minimum of 20-gauge sheetmetal.
10. Stock tail light panel must be retained. May be covered for cosmetic purposes.
11. Body must be straight and sound and left stock and in stock location on the frame. Body must be for make, model and year. No lowering of the body or the roof allowed. Rubber body mounts may be removed. Car body must be presentable. Approval will be left to the discretion of the tech inspector. (Race director has final approval of all car bodies.)
12. Stock steel floor pan must be retained. Any rust in the floor pan must be patched with sheet metal (minimum of 20-gauge) and must be approved by tech inspector. Only the hole may be patched. The original floor pan must remain intact.
13. Any stock bumper in stock position. Brackets can be homemade. Ends of bumpers are to be cut flush with outer edge of the body and capped to prevent bumpers from being hooked together on the track. Caps must be attached to the body.
14. No side rails or nerf bars allowed.
15. All clutch, brake and gas pedals must remain in factory stock location and position.

Chassis Specifications

1. Frames or sub-frames must be OEM stock from front to rear, unibody cars must be joined together with minimum of 2" x 3" steel tubing and welded securely. No alterations to change any geometry. Any frame that is rusted out may be repaired. Only the rusted out part is to be repaired. OEM factory stock frame must be retained! If the frame is not repairable it is junk!
2. All bolt-on parts must be in OEM factory stock location. This is anything that bolts to frame.
3. Springs must be same from side to side in height, wire size and number of coils and must stay coil for coil cars, leaf

for leaf cars, etc. No cutting of springs allowed! Springs must be OEM factory stock, no racing springs. Spring rubbers allowed but must be the same from side to side. Springs must be in OEM factory stock location. NO adjustable spacers allowed. No lowering blocks. Stock length shackle. All suspension brackets must be in OEM factory stock location. No alterations.

4. Stock OEM replacement shocks with new purchase price of no more than \$35 each. This price must be available to all competitors. Shock mounts must be in factory stock location. No altering to make the shocks fit. No adjustable shocks. One shock per wheel.
5. Rear sway bars allowed if OEM stock for make and model of car. Front sway bars must be OEM stock for frame or snout used and in factory stock location. No cutting of rubber pads. No Heim joints. Factory stock OEM mounting links only and must be same length side to side and must not be altered.
6. All A-frames, trailing arms, steering components and rear ends must be OEM factory stock for frame or snout used. They may be interchanged according to the *Hollanders Interchange Book*. If Hollanders says it can be interchanged you may use it.
7. Upper ball joints must be OEM replacement. No adjustable. All tie-rod ends and connectors must be OEM stock. Stock OEM lower ball joint. Must stay in original position.
8. Suspension bushings must be OEM or OEM stock replacement. No metal or eccentric bushings allowed.

Tires & Wheels:

Required: 1" lug nuts for mounting all wheels to car. All wheels must be steel and reinforced. See drawing in construction guidelines on page 30. No racing wheels allowed. No offset wheels allowed. Must use OEM factory stock steel rims. No aluminum, magnesium or chrome rims allowed. Tires are to be no wider than 75 Series only. Must have DOT number on tire. No all-season, winter tread, racing type, trick or gumball tires allowed. All tires must be summer tread. Tires may be claimed for \$50 per tire. This does not include rim. *Claim must be made no later than 30 minutes after advertised race time.* Claim may be made by anyone including speedway management. Maximum of four tires per car per race may be claimed. Claimed tires are to be removed after race unless the speedway management feels that the spirit of the race has been compromised, in which case tires must be removed before car is allowed to compete in race meet. Tires must be same size on all four corners. Speedway management reserves the right to reject any and all tire claims.

Engine / Drivetrain

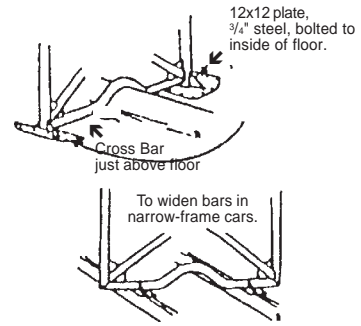
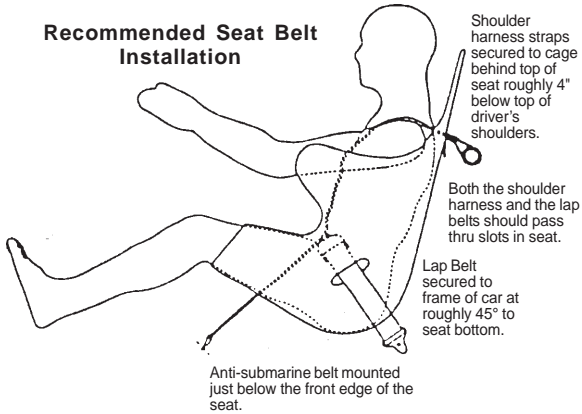
V-8 or V-6 allowed. No turbochargers, superchargers or DOHC. Maximum of 2 valves per cylinder.

1. Maximum cubic inch limit
Chevrolet - 350 c.i. Chrysler - 360 c.i. Ford - 351 c.i. "Windsor Only" *Example: If your car is a Chevrolet and came stock with a 305 c.i. you may interchange with a 350 c.i.*
2. All engines are allowed .040 clean up for wear.
3. Any stock unaltered steel production cylinder head is allowed. Maximum valve size .194. All heads must be passenger car type only. No marine, truck, double humped or high performance cylinder heads allowed.
4. OEM dished top pistons only. No portion of the piston will protrude above the block or deck except Chrysler. No pop-up pistons. .030 overbore allowed.
5. Solid motor mounts allowed but must remain in stock OEM location.
6. Stock OEM cylinder heads for make and model of car used only. No machine work other than valve job allowed. Valves must be OEM stock and may only have a 1-angle valve job. Note: Do not try to bend this rule! If you wish to spend more money we suggest you look into another class such as the hobby stock class.
7. Blocks must be OEM stock for make and model of car used. No block milling allowed.
8. Carburetor and intake manifold or fuel injection system must remain stock for make and model of car used and may not be altered. OEM ignition and or fuel injection computers only, no aftermarket chips.
9. Exhaust manifolds must be OEM stock for make, model and year of car used. No alterations allowed.
10. Camshaft must be OEM stock or OEM replacement for engine used.
11. OEM stock production crankshafts only. No machine work allowed!
12. Lifters must be OEM stock for block used. No roller or mushroom cams or lifters allowed.
13. Fuel pump must be OEM stock or OEM stock replacement for year of engine used.

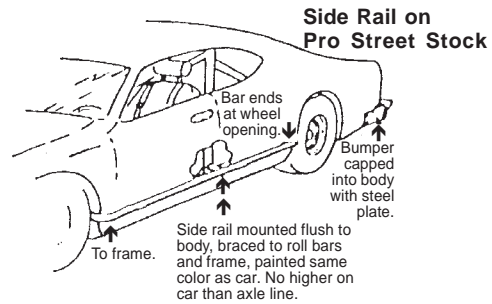
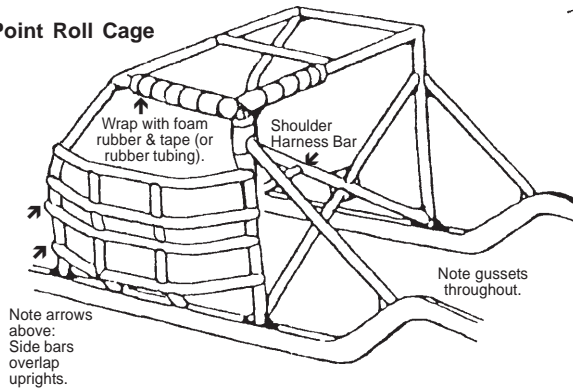
14. Air filter must be OEM stock replacement type. No washable air filters allowed. Air filter housings must be OEM stock top and bottom for make and model car.
15. All cars must use OEM stock type mufflers, piping. All exhaust pipes must exit behind driver and stay under car. No dual exhaust allowed. If car came with dual exhaust from factory it does not belong in Duke Stock class. Think about making car into hobby stock.
16. Stock fuel tank in stock location allowed if mounted in stock position in front of rear axle, or a fuel cell may be used. Fuel cell must be centered and contained. Installation must be approved by the tech inspector.
17. Ignition must be OEM stock, no alterations to ignition system will be allowed or tolerated. No aftermarket electronics or high performance coils.
18. Rear ends must not be welded. No steel mini spools, Detroit lockers, mini spool lockers, slip devices or any aftermarket parts. Aftermarket axle allowed on right rear only.
19. Batteries must be located in stock location under hood or battery may be relocated to the heater core area under hood. By removing the heater core the battery may be relocated to this area. The battery will NOT be allowed inside the cockpit or trunk area of car.

CONSTRUCTION GUIDELINES

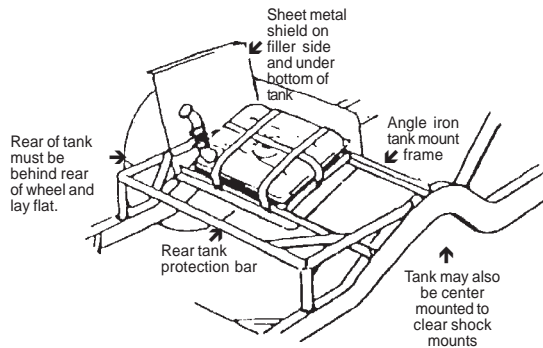
Recommended Seat Belt Installation



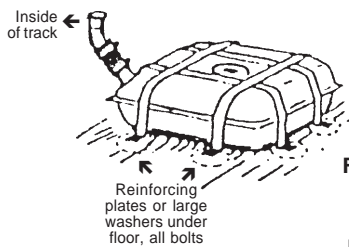
4-Point Roll Cage



Tank Installation #2 Renegade/Duke/Bomber Warriors



Tank Installation #1 Renegade/Duke/Bomber Warriors



Fuel Line Protection



Steel Wheel Reinforcement Renegade/Duke/Bomber Warriors

