

OFFICIAL RULE BOOK ~ MODIFIEDS ~



Rt. 9 • Malta, NY

Racing Every Friday!

Track Weather & Event Line:
(518) 587-0220



Rt. 22A • W. Haven, VT

Racing Every Sunday!

Track Weather & Event Line:
(802) 265-3112

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.

358 MODIFIED SPECIFICATIONS

It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate.

Any item not covered in the rules section must be stock or approved in writing by the CVRA office. If any item being considered by a competitor in this division is not addressed in these rules, competitor is required to contact CVRA for a judgment as to its acceptability.

Track promoter will have final say on rules, procedures and regulations.

All other rules commonly used by DIRT Modifieds will apply. Tech Director and/or Race Promoter will have final say of all technical legalities of the event upon its completion.

All modified teams will be required to disclose to tech officials the engine package which is being used. Tech staff will then log in engine type and any and all serial numbers. For all Brodix heads, serial numbers will be cross-referenced and all numbers will be logged into tech sheets.

It is the responsibility of the car owner and driver to report any engine change BEFORE car enters into competition. Failure to report an engine or cylinder head changes to CVRA tech staff will result in the following penalties.

Failure to report an engine or cylinder head change before a car enters into competition for the night, or any team found tampering with Brodix spec cylinder heads will be disqualified from event and removed from competition for remainder of the racing season. Competitor will lose all accumulated points to date, and may be suspended for the following racing season as well. After reporting any engine or cylinder head changes all cars must go to tech area to have their engine tech inspected before entering into competition.

Engines

1. Three ring flat top piston only (any make). No coatings.
2. All engines must retain stock stroke and bore. Normally aspirated engines only! No reverse rotation engines.
3. **358-Modified Engine Specifications:** This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads. A maximum of 358 cubic inches plus 4 c.i. for wear allowance.

<u>Engine</u>	<u>Maximum Overbore</u>
Chevy 350 c.i., 4.00" bore x 3.480" stroke	+ .070 = 363
Chrysler 360 c.i. 4.00" bore x 3.578" stroke	+ .020 = 364
Chrysler 340 c.i. 4.04" bore x 3.313" stroke	+ .060 = 350
Ford 351 c.i. 4.00" bore x 3.500" stroke	+ .060 = 363

Engines may not pump more than specified cubic inch.

4. **Engine Location:** Minimum 58" from centerline of front axle to rear engine plate. Crankshaft height from bottom of frame to centerline of crank 8" . 1/2" tolerance.
5. **Cylinder Heads:** Only cast iron OEM stock production heads allowed (unless using Spec or Brodix heads you must use separate rules for such). Chevy bow-tie or DART Iron Eagle 200, 215 and 230, Chrysler W-2, and Ford performance heads are permitted. Also permitted are Brodix Part #SPCH, SPFO, SPMO (see Item #6 below). All part numbers must be approved by CVRA to be eligible. Chevy Vortec and Ford GT 40 heads are not allowed. Stock valve guide diameter must be maintained. Valve stem maximum and minimum diameter, plus or minus .005" must be as follows: Chevy $1\frac{1}{32}$ ", Ford $1\frac{1}{32}$ ", Chrysler $1\frac{1}{32}$ ". Valve guide must maintain original location and angle as manufactured. The original center locations as provided by the head manufacturer may not be altered. Valves may be made of solid steel or titanium, valve head sizes are optional. Valve guide liners are permitted. Any amount of valve seat inserts are permitted. Milling or angle milling of the cylinder head to any amount is permitted. Titanium valves and valve spring retainers are permitted. No carbon fiber engine parts allowed. No modifications are allowed inside the combustion chamber unless using one of the ported engine packages. Any angle valve job is allowed and bowl work is permitted provided it is concentric to the valve guide center. No welding or epoxy allowed. *NO* use of any substance that may change or alter the shape of the ports or combustion chambers is allowed. "No Epoxies."

A maximum valve size of 2.080 intake and 1.600 exhaust will be allowed for all spec heads.

A minimum combustion chamber volume will be 60cc.

Minimum valve stem diameter is $1\frac{1}{32}$ ".

Cylinder head serial numbers must remain on the head and may not be defaced or altered. Cylinder heads may be ported as seen fit, altered. Heads must remain OEM port centers, spark plug location and all OEM angles. *NO* welding modifications are allowed to the original head castings.

6. **OPTIONAL BRODIX SPEC ALUMINUM CYLINDER HEADS: Part #SPCH, SPFO, SPMO only.**
- a. All Brodix heads will be supplied with CNC bowl blend, CNC combustion chamber and intake port matching.
 - b. No grinding or blending of CNC work is permitted.
 - c. No grinding or polishing of any kind is permitted anywhere on the castings.
 - d. No use of any substance that may change or alter the shape, finish or size of ports or combustion chambers is permitted.
 - e. A maximum valve size of 2.080 intake and 1.600 exhaust will be permitted for all spec heads.
 - f. No titanium valves are permitted.
 - g. Titanium retainers are permitted.
 - h. Valve seats and guides are to remain as manufactured and in their cast positions.
 - i. Valve stem angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered. Any valve job is permitted on steel seat concentric to the guide. A justifiable and reasonable enlargement of valve seat concentric to the valve guide as the result of a valve job is permitted but combustion chamber must be stock specs.
 - j. No tapering or re-shaping of valve guides will be permitted.
 - k. Maximum compression ratio may not exceed 10.5:1 (will be checked by whistler).
 - l. Only $11/32$ " valve stem diameter is permitted. Neck down valves are permitted.
 - m. Spec cylinder head serial numbers must remain on the head and may not be altered or defaced.
 - n. No welding or epoxy modifications are permitted to the original head castings.
 - o. Brodix may repair head. CVRA must be notified prior to Brodix making any repairs.
 - p. CVRA has the right to confiscate illegal parts at anytime. Illegal parts will NOT be returned.

It is the intent of race management to provide a more affordable set of engine rules for the modified division. CVRA understands that owning and fielding a modified car is the most costly division in our racing program. In order to maintain a solid car count we have adopted the Brodix spec head program.

For race teams who choose to use this engine package option please take note that there will be a tech program that will be mandatory for any Brodix spec heads. In order to receive the weight break for this package your cylinder heads will have to pass a tech inspection and the serial numbers will be logged into the tech books. This inspection will be done prior to posting any official finishes for said race team. Inspection may be done before the first race or after the first race, but before any finish is official. Inspection time depends on availability of the tech crew. Please note that any team that finishes in the top three on a consistent basis, or any team with three wins will be subject to taking their cylinder heads off. CVRA will impound the heads and take them to Noel's Machine Shop for a detailed inspection. Heads will be returned to car owner Tuesday if no further inspection is needed. If more detailed inspection is required heads will be sent back to Brodix for final decision on legality. CVRA will provide a set of bare castings for race team to use while their heads are away for inspection by Brodix. All valve train parts must be provided by race team for use in loaner heads. Race team may use valve train parts out of their heads. Race team will be responsible for any labor charges for work performed by Noel's to remove valve train parts from cylinder heads that are being impounded. Any race team that refuses to surrender cylinder heads for inspection will be considered illegal, and the team will be suspended for the remainder of the racing season. Race team will also lose all points accumulated and any prize money due. If this tech program is not agreeable to you, CVRA suggests that you take part in one of our many other engine option programs.

7. **Blocks:** Stock OEM and performance blocks such as Chrysler, Chevy Bow-Tie, Ford-SVO, and DART (DRT030) are permitted.
8. OEM stock production and after market solid steel rods are allowed. Billet rods okay. Maximum rod length will be 6". Engines with OEM rod lengths greater than 6" must meet stock OEM specs. No titanium or aluminum rods allowed.
9. **Camshaft:** Optional as to design or manufacturer but camshaft must be in stock location. No gear or belt drives permitted. No overhead cams. Rollor or shaft rockers are permitted. Stud girdles are permitted. Lifters must retain

stock diameters, angles and positions. Re-bushing for wear is permitted. No lash caps allowed!

10. **Crankshaft:** Any steel or cast iron allowed if it maintains stock stroke as manufactured for the engine block used.
11. **Intake Manifold/Carburetors:** **For any engine package except for Brodix spec head and intake engine weight package!** Must use part #HV1000 intake manifold to receive weight break. See further details of this under spec head/intake located within weight rules.
May use any American production cast aluminum single plane manifold that allows for the mounting of one 4-barrel carburetor. Part and casting numbers must remain visible and may not be removed by grinding or other means. Manifold may be ported as seen fit, but no material may be added.
12. **Oil Pan:** Oil pan must have $\frac{3}{4}$ " inspection hole for rod inspection. No external oil pumps or accu-sumps allowed. Oil coolers will be allowed.
13. **Vibration Dampeners:** Must be any stock OEM, not machined or altered in any way. Fluid, friction dampeners allowed. Steel or cast iron only.
14. **Ignition:** H.E.I., magneto or ignition box will be allowed. No crank trigger systems allowed. Only one ignition coil and one ignition box allowed. Alternators are optional.
15. *NO* Titanium or aluminum rods
NO Stokers or dry sumps
NO Fuel injection
NO Electric fuel pumps

General Specifications

1. Any type standard transmission allowed with forward and reverse gears. Car must shift while running into both forward and reverse.
2. Cars must have working starter at all times and start under its own power.
3. *NO* Dog clutches, Lamco slipper clutches
NO Automatic transmissions
NO Trick driveline parts of any kind!
NO Carbon fiber chassis or driveline parts
NO Under-drive or overdrive transmissions, reduction gears
NO Rear engine cars
4. Gas only with carburetor.
5. Car will start each event on its own power or will go to the rear.
6. All special carburetors must be approved.
7. **No 2-way radios will be allowed.**
8. Drive shafts must be painted white with yoke guard in place.
9. *NO* Right side steering. Must have conventional steering box mounted in driver's compartment and must have one drag link connecting steering box to steering arm.
10. Albany-Saratoga Speedway Gear Rule:
Rears with a 4.11 & 4.12 ring and pinion can use up to a 21 gear set with a final ratio of 6.29.
Rears with a 4.57 ring and pinion can use up to a 34a gear set with a final ratio of 6.28.
Rears with a 4.86 ring and pinion can use up to a a 4 gear set with a final ratio of 6.28.
Gear set must match ring and pinions as listed. No mixing of gear sets and ring and pinions.
Final ratios must not exceed as listed.
Please note: Gear rules may be changed, these are starting points until we get real data and feedback from cars using the new track surface.
(Devil's Bowl Speedway Gear Rule to be determined for 2010)

Fuel

No nitrous or any additives allowed! Fuel will be spot checked.

Body & Chassis Specifications

1. Any standard modified racing body may be used. CVRA will not allow any modified body with high wing backs. ONLY bodies such as we have run over the last five years allowed. Note that the use of any door panels that impede the side vision and access to the cockpit are not allowed. All right hand inner stone guards must be hinged and velcroed on the rear of stone guard, this is to allow driver an emergency escape route.
2. No freaks.
3. Only bolt-on wheel covers allowed.
4. Rear trunk lids must be fully enclosed.
5. Rub rails must be outside body panels. 1" diameter door bars and 1½" maximum diameter rub rail and hoops only.
6. Maximum length of roof 60", minimum 48". Roof angle can be no more than 10°. Width of roof 52" maximum, 48" minimum.
7. Cars must be kept clean and must be painted and carry legible numbers on both sides and roof. No outside wings will be allowed.
8. U.S. manufactured automotive frame of the box or channel type permitted. Homemade box (2x4) frames (8" cir.) permitted. Minimum frame clearance 4".
9. Minimum wheelbase 106", maximum 110".
10. All bumpers must have a center measured 10" from the ground. Front bumper no more than 8" in front of tire.
11. Fuel cells mandatory. Gas 22 gallons maximum. Fuel cell minimum height 12" from ground and must be centered between frame rails and in line with engine centerline.
12. No on-board adjustable jacking bolts or shocks. Modifieds and sportsmen may use adjustable pan hard bar.
13. Use of any form of traction control is forbidden. Violators will lose all accumulated points, forfeit all prize money, and face a minimum 30-day suspension.
14. A \$350 per shock claiming rule will be in effect. Shocks must be no less than 6" series (shaft length) and 8" on back. All shock claims will be made in writing. Shock claiming procedure will be the same as a mechanical protest. This is outlined on pages 8 and 9 of this rule book. CVRA management will have the right to claim shocks. Management also reserves the right to have claimed shocks removed at any time during a race meet if management feels the spirit of the rules is being violated. Please note that normal removal of all claimed parts will be after the feature event.
15. Belly pans must be made of .050 aluminum only.
16. Maximum front axle width 52" measured at center of king pin. Front axle must be straight one piece steel tubing only. Fast axle offset bushings allowed. No other camber adjustments allowed. No split or dropped axles allowed. All brackets on front axle must be bolted or welded. No birdcages or slide brackets allowed.
17. Rear offset is measured from center line of rear to the inside of the tire sidewall. The difference between the two measurements can be no larger than 10" with a ½" maximum tolerance up to 10.5".
18. Radiator must be 22" high and vertical.
19. Rear hoop behind driver must not lay back more than 5 degrees.
20. No inboard springs on front end. Springs must be mounted outside of frame rails.
21. Seat must be centered in car.
22. Battery must be mounted *behind* front axle. This is a safety issue.

Rear Ends

May use traditional style quick change rear ends as we have in the past. The use of a non-quick change rear end will be allowed as well.

NO "high dollar" lightweight rears. No V8 midget-style rears allowed. Albany-Saratoga Speedway Gear Rule: 6.00 (Devil's Bowl Speedway Gear Rule to be determined for 2010).

NO lockers or 2-speed rears, limited slip or hubs, hypoid or Ford 9" rears.

NO sway bars on rear of car

Exhaust / Mufflers

1. No "small six" mufflers allowed. Use of old style Borla or larger Extreme mufflers is recommended. All cars must meet sound decibel rule. That rule is 95 decibels taken trackside on property line.

2. Any car that does not meet the above rule will be disqualified and will be subject to a fine of up to \$500 and will lose all points accumulated to date. Every car will have to pass a mandatory sound level reading before they are allowed to compete on the CVRA.
3. All exhaust pipe ends must be angled straight down to ground.

Tires & Wheels & Brakes

All cars in the modified division sanctioned by the Champlain Valley Racing Association must run track tires. The Association will announce which tires are to be used at the onset of the season. Track tires *are mandatory* on all four wheels. Aluminum wheels are allowed.

1. Modified tires as follows: Hoosier Spec tire right side extra hard compound required, left side hard compound required.
2. Bleed off valves are allowed.
3. Wheel offsets no more than 5" offset or less than 3" on any corner.
4. Brakes maximum rotor width .810.

Weights*

All Modifieds (358 or big block) left side maximum weight 55% without driver, rear weight minimum (must have) 58% without driver.

1. Ballast can be mounted outside of frame rail. Ballast tray must be welded to 2x4 and be no wider than 6". Ballast may also be mounted using minimum of 2 (ea.) 1/2" bolts through the 2x4 frame rails. The 1/2" bolts must pass through the 2x4 frame rail in a slug welded inside the 2x4. Slug material must be minimum 3/4" o.d. with 1/8" wall thickness. All ballast must be securely mounted with 2 (ea.) 1/2" bolts (Grade 5 or better) and must be painted white with car number on it.
2. Lead or weight of any kind is not to be mounted outside or inside of door bars or rub rail hoops. 1" diameter door bars only and 1 1/2" maximum diameter rub rail and hoops only.

OPTION #1 ... Minimum weight 2,350 lbs. with driver Brodix spec head with HV1000 spec intake manifold, Schoenfeld 1124BV headers.

OPTION #2 ... Minimum weight 2,400 lbs. with driver Brodix spec head with any intake manifold and headers.

OPTION #3 ... Minimum weight 2,500 lbs. with driver (Must pass ball check) Cast iron OEM stock production heads, bow-tie, Dart Iron Eagle 200, 215, 230, Chrysler W-2, Ford Performance.

OPTION #4 ... Minimum weight 2,550 lbs. with driver (Heads do not need to pass ball check) Same cylinder heads as Option #3.

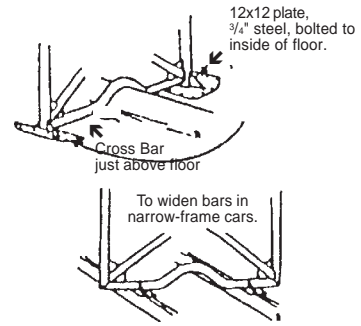
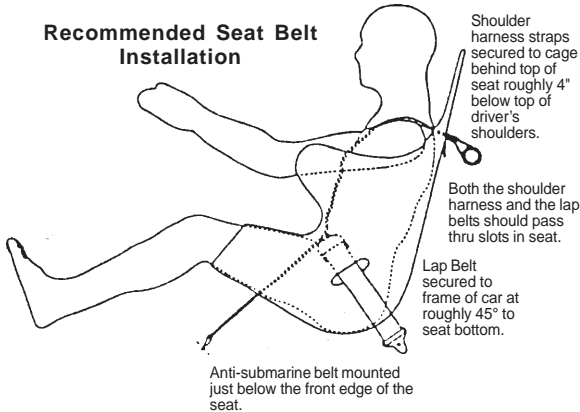
OPTION #5 ... Minimum weight 2,500 lbs. with driver Big Block.

OPTION #6 ... Minimum weight 2,590 lbs. with driver Same Brodix spec head as used in Option #2 but heads may be ported. Titanium valves permitted.

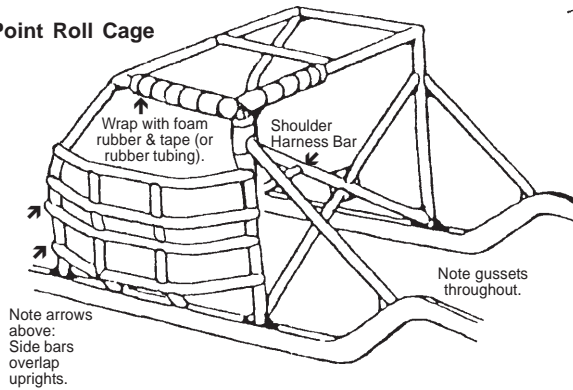
*Management reserves the right to change weight rules at any time in the interest of competition parity.

CONSTRUCTION GUIDELINES

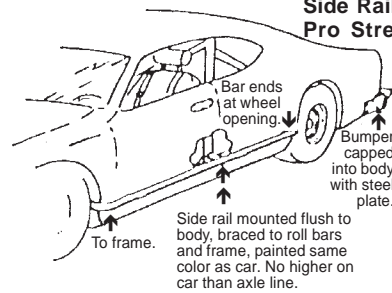
Recommended Seat Belt Installation



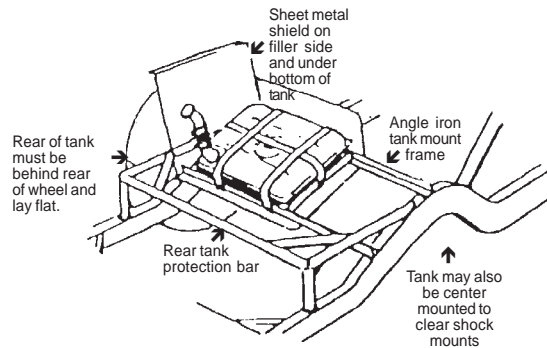
4-Point Roll Cage



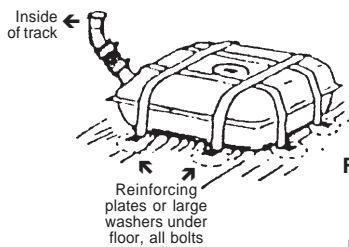
Side Rail on Pro Street Stock



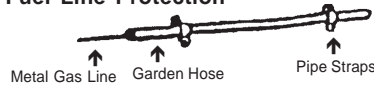
Tank Installation #2 Renegade/Duke/Bomber Warriors



Tank Installation #1 Renegade/Duke/Bomber Warriors



Fuel Line Protection



Steel Wheel Reinforcement Renegade/Duke/Bomber Warriors

