

OFFICIAL RULE BOOK ~ PRO STOCKS ~



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Racing Every Friday!

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



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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.

PRO STOCK SPECIFICATIONS (Albany-Saratoga ONLY)

Let it be known that the intent of these rules is to provide a rules package that meets the design of the pro stocks that have raced on the CVRA in the past several years. The rules herein outlined have been designed so that everyone has a level playing field. For race teams who are looking for the most competitive engine package, the use of the Chevrolet "602" that retails for just over \$3,000 will be the engine of choice. This package has been in use on the CVRA for nearly 10 years. The engine that was purchased by CVRA to develop this program nearly 10 years ago is still owned by us today, and has been racing weekly on the CVRA every year. This engine has won several championships and countless races. The engine has only been rebuilt once in its lifetime! How much money has been spent on "homebuilt" engines every year over a 10 year period? How about counting the dollars spent on racing gas for the "homebuilt" engines?

CVRA believes that there needs to continue to be an option package for engines that are built by racers or local engine builders. This is and has always been part of racing – working on cars and building the best "piece" and beating the rest of the competition. The intent is for everyone to have a fair shot at winning!!! CVRA reserves the right to adjust the engine and/or weight rules to provide an equal and balanced playing field.

Anything not covered by the following rules must be checked and approved by the CVRA office before proceeding.

All pro stock teams will be required to disclose to tech officials the engine type. Tech staff will then log the engine type and serial numbers. For all World Product heads the 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 changes BEFORE car enters into competition. Failure to report any engine changes to CVRA will result in the following penalties.

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

Engine Specifications

MAXIMUM ENGINE SET BACK: Foremost spark plug must line up with center of jacking bolt. For any non-stock front clip cars engine set back will be measured by measuring from back of flange of bell housing to front of rear axle tube.

OPTION #1 ... Minimum weight 3,000 lbs. with driver Pro Stock cars will be weighed with drivers (no substitutes) and must have a maximum 56% of total weight on left side.

HOME BUILT ENGINE

1. Chevrolet 350 c.i. limit
Ford 351 c.i. limit "Windsor only"
Chrysler 360 c.i. limit

All engines will be allowed .040 for clean up. It is legal to swap engines into any manufacturer's chassis, i.e. you may use a Ford engine in a Chevy frame.

2. Pistons can not be above deck.
3. Engine may have high performance oil pan. All pans must have a 3/4" hole plug for inspection purposes. Oil coolers optional and must be under hood area only! The use of large oil pan is allowed.
4. No fuel additives, will be spot checked. The use of 110 octane racing fuel allowed.
5. Any flat tappet cam with solid lifters allowed. Any flat top pistons. Stock production 5.7" rods or solid steel construction after market rods allowed. 5.7" maximum length of rods, no 6" rods, no titanium, aluminum, polished or billet rods allowed. Engines with rods longer than 5.7" must meet stock OEM specifications.

NO Bow-tie blocks

NO Porting, polishing or matching of heads, intake, or exhaust.

NO angle cutting allowed.

6. Stock OEM cast iron intake only or CVRA/DIRT approved aluminum 4 barrel intake. All intakes must remain factory stock.
7. Roller rockers are allowed. Stock OEM ratio only. All rockers must be independent stud mount.
8. Stock OEM crankshaft. No modification other than balancing. Stock OEM balancer only.
9. Stock GM OEM cast iron heads only.
NO Dart, Bow-tie or after market heads
 Max intake valve size of 2.02 and exhaust valve size of 1.60. No pro flow or narrowed valve stem valves, only stock OEM valve stem sizes. Angle plug heads allowed. Screw in studs allowed
 $\frac{3}{8}$ " or $\frac{7}{16}$ " in size. No blending in ports or bowl allowed. No titanium valve or valve train parts. No stud girdles allowed.
10. Holley 2-barrel model 4412 only carb allowed. Venturi size of $1\frac{3}{8}$ " and a maximum throttle bore of $1\frac{11}{16}$ ". No polishing anywhere air flows. Choke horn cannot be removed. Venturi area must not be altered in any way. Stock butterflies only. Idle holes may be drilled out to .125. Throttle shaft must remain stock and may not be thinned in any way. A $1\frac{1}{8}$ " spacer height including gaskets between the carburetor and intake. Must have two return springs on throttle!

OPTION #2 ... Minimum weight 3,150 lbs. with driver Pro Stock cars will be weighed with drivers (no substitutes) and must have a maximum 56% of total weight on left side.

WORLD PRODUCT HEAD ENGINE

CVRA approved World Product cylinder heads purchased from Noel's Machine Shop are allowed. Call Noel's Machine Shop (518-237-4888) or visit them at noelsmachineshop.com.

1. CVRA spec intake manifold or DIRTcar approved sportsman aftermarket aluminum intake manifold (must have DIRT cast into intake).
2. Restrictor plate is mandatory. The only restrictor plate allowed must be purchased from CVRA. Plates may be purchased at the speedway beginning on tech/practice day.
3. May use Holley 4-barrel carburetor #80541-1 or #80541-2, or the use of Holley part #4777 DIRTcar Legal carburetor is allowed. You are only allowed to change the power valve, accelerator pump cams, accelerator pump nozzles, and the jetting and the float levels. No other modifications allowed.
4. May use Holley 4412 2-barrel carb same as option package #1 or #4, in place of 4-barrel carb with restrictor plate. If using 4412 the carburetor must follow the same rules spelled out in option package #1 and #4.
5. All World Product heads must remain OEM factory stock. Only "regular type" valve job allowed. Head surface may be planed to "true surface." Maximum net valve lift .505. Any and all repairs must be made by CVRA approved engine shop only!
6. Any World Product cylinder head owner transfers must be reported to CVRA management for documentation.
7. Maximum 94 Octane pump gas only, no additives!

OPTION #3 ... Minimum weight 3,000 lbs. with driver Pro Stock cars will be weighed with drivers (no substitutes) and must have a maximum 56% of total weight on left side.

GM CRATE ENGINE

1. Requires use of GM Crate Racing Engine Part #88958602.
2. CVRA approved Holley 4-barrel carburetor #80541-1 or #80541-2, or the use of Holley part #4777 DIRTcar Legal carburetor is allowed. You are only allowed to change the power valve, accelerator pump cams, accelerator pump nozzles, and the jetting and the float levels. No other modifications allowed. These are the only approved carbs for this engine!
3. Flywheel/flexplates allowed are: GM Part #14088646 or NAPA Part #506527.
4. Maximum 94 Octane pump gas only, no additives!

OPTION #4 ... Minimum weight 3,200 lbs. with driver Pro Stock cars will be weighed with drivers (no substitutes) and must have a maximum 56% of total weight on left side.

CHEVY BOW-TIE CYLINDER HEADS

1. Bow-tie heads 350 c.i. limit.
2. Pistons cannot be above deck.
3. Engine may have high performance oil pan. All pans must have a $\frac{3}{4}$ " inspection hole plug for inspection purposes.
4. Maximum overbore .040 for clean-up.
5. The use of 110 octane racing fuel is allowed.
6. Any flat tappet cam with solid lifters allowed. Any flat top pistons. Stock production 5.7" rods or solid steel construction aftermarket rods allowed. No 6" rods, no titanium or aluminum, polished or billet rods allowed. Engines with larger than 5.7" rods must meet stock OEM specifications.
7. No bow-tie blocks.
8. No porting or polishing or matching of heads, intake, or exhaust.
9. Angle milling is permitted.
10. Valve position must remain stock.
11. No titanium valves .
12. Roller rockers allowed, stock OEM ratio only. All rockers must be independent stud mount.
13. Stock OEM cast iron intake or CVRA/DIRT approved aluminum 4-barrel intake. All intakes must remain factory stock.
14. Holley 2-barrel model 4412 only carb allowed. Venturi size $1\frac{3}{8}$ " and a maximum throttle bore of $1\frac{11}{16}$ ". No polishing anywhere air flows. Choke horn cannot be removed. Venturi area must not be altered in any way. Stock butterflies only. Idle holes may be drilled out to .125. Throttle shaft must remain stock and may not be thinned in any way. A maximum $1\frac{1}{8}$ " spacer height including gaskets between carburetor and intake. Must have two return spring on throttle!

GENERAL SPECIFICATIONS

Rear Ends

Any stock type rearend allowed. Must be locked. (9" Ford allowed in any make car.) The use of floater type rear ends is allowed. This is a safety item! No lightweight parts will be allowed, all steel only. We reserve the right to not allow certain types of rear ends if we feel the spirit of the rules has been violated. Aluminum axle caps allowed.

NO Detroit lockers, lightened ring gears, or cambered axle snouts.

Gundrilled axles allowed for 2010, subject to review for 2011 racing season.

Transmissions / Clutches

1. Stock three speed ONLY, no automatics allowed. No four speed or special racing automatics.
2. *NO* aluminum flywheels or pressure plates.
NO 10,000 rpm clutches allowed.
3. Stock OEM type single clutch and pressure plate only, with a minimum diameter of 10". All gears must be in working order. Minimum weight for clutch, flywheel and pressure plate is 36 lbs.
4. Steel scatterproof bell housings required with a minimum $1\frac{3}{4}$ " (2" maximum) access hole for inspection at 10:00 o'clock position on bell housing.
5. No aluminum/magnesium parts will be allowed in the clutch and driveline, steel only.

Exhaust Headers and Mufflers

Mufflers and exhaust system mandatory: Only stock or "California Turbo" mufflers will be allowed.

NO round glass pack type mufflers.

NO modified type mufflers allowed.

NO gutted mufflers.

Mufflers may not be altered or modified from original design in any way.

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 $\frac{3}{4}$ " inspection hole so inspectors can look up and verify that muffler has a baffle system.

Maximum exhaust pipe diameter is $2\frac{1}{2}$ ". The complete exhaust system must remain under car and exit to the rear behind driver and be angled down towards the ground. Stock cast iron, unaltered exhaust manifolds are permitted.

Optional factory steel street headers are allowed. Primary pipes must maintain a 1⁵/₈" diameter from flange to collector. Crossover headers (not 180° headers) are allowed with primary pipes that maintain a 1⁵/₈" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8". **No coated ceramic, merge collectors, 180° or exotic type tri-Y high dollar headers allowed! Budget type headers only.** All cars are required to meet 95 noise decible reading. All decible readings will be taken at speedway property line. Any cars that do not meet this requirement will be disqualified.

Ignition System

1. Stock OEM ignition only. Any coil or module as long as stock cap and coil cover are used. No dual point ignition.
2. Alternators may be removed. Starters must be in working order, and car must start under its own power at all times. No reverse mount starters allowed. Starters must remain in stock location.

Suspension

1. Any spindle made of steel. No drop spindles allowed. Spindles must be same offset left to right. Contact Coleman Racing 800-221-1851 or www.colemanracing.com.
2. Any stock production coil springs allowed on front *or* rear of car. All springs must be 5" minimum diameter, if not running coil over, and must be made of steel – magnet must stick to spring. Coil overs permitted. Spring rubbers will be allowed, must be wired in place.
3. Solid tubular panhard bar only. One bar, two adjustable heim joints only.
4. Sway bar must be one piece OEM style, must mount under the front clip rails. Heim joints allowed. Only steel components.
5. No aluminum truck arms, no fifth coils, no Watts linkage, no torque arms, no mechanical devices to transfer weight while car is in motion allowed. No truck arm type rear suspensions.
6. Leaf springs allowed on rear of any car. Steel leaf springs only, no carbon fiber or fiberglass allowed. Jacking bolts and adjustable rear spring hanger are allowed. No on-board adjustable jacking bolts. All mounts must be steel only.
7. Any leaf spring or 3- or 4-link rear suspension is allowed. Coil spring rear ends: Three link suspension is allowed. Third link must be solid-type rubber biscuit style only. **NO SPRING-TYPE ALLOWED!** No coil spring pull rods allowed. Panhard bars must be steel with optional rubber biscuit allowed. No aluminum bird cages. Coil over eliminators allowed. No spring bars allowed. All radius rods must be one-piece steel with steel Heims or rubber bushings.
8. All shocks must be steel-bodied with a maximum racer's list price of \$115 per shock. No on-board adjustable shocks. A \$115 per shock claiming rule will be in effect. All shocks may be claimed! All shock claims will be made in writing. Shock claiming procedure will be the same as a mechanical protest. This is outlined on pages 7 and 8 of this rule book. 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 we feel the spirit of the rules is being violated. Please note that normal removal of all claimed parts will be after the feature event.
9. Any aftermarket tubular upper A-arms are approved for use. Must be one piece steel non-adjustable. Cross shaft must be steel only. Stock type ball joint only. Chassis cross shaft mounts for upper A-frames may be fabricated and relocated. Excessive cutting of A-frames for shock clearance is not allowed! The use of adjustable mounts for A-arms is allowed.

Wheels

Steel wheels only. Max width 10". **All wheels must be reinforced.** No wide five wheels. Solid steel beadlock rims allowed on all four wheels. Minimum of five 1" steel lug nuts per wheel. Minimum of five 1/2" diameter wheel studs per wheel. All wheel offsets must be minimum 2", maximum 5". Racing wheels mandatory. Safety hubs **REQUIRED ON RIGHT FRONT WHEEL (Impala style).**

Tires

1. CVRA sanctioned Pro Stocks run on mandated track tires. Must run on all four wheels and have official CVRA stamp. Dimensions of said tire shall not exceed 10" wide.
2. Chemical treating of tires will not be allowed. No shaving of any tires allowed in the Pro Stock division. A duro-

meter rule will be in effect regarding minimum tire hardness.

3. Tire clean up with scraper blades allowed. No steel brushing or any form of liquid allowed to clean tires.
4. Questionable tires, or tires not meeting above criteria as determined by officials, may be confiscated by officials and could result in disqualification, and/or other penalties.

Fuel Cell

Fuel cell mandatory. 22 gallons max. Must be mounted in trunk. Cell must be centered side to side in car and may not be lower at any point than top of rear end housing (axle tubes).

Safety Requirements

- Roll cage must be at least 3" above driver's head.
- Driver's door must have four bars. Passenger door must have minimum three bars. Upright bars must be gusseted.
- Window nets MANDATORY. See safety section for seats, belts, cage, helmets, etc.
- No batteries in driver's compartment. Must be encased under hood and fully charged.
- Fuel shut off switch must be *clearly* marked for on and off positions.
- Check valve with rollover ball is required on all fuel cells. No "quick fill" fuel mounting allowed. Outside fuel fill mandatory with cam type fuel cap.

Bodies

Eligible Bodies:

Bodies must be aftermarket made of steel or aluminum with rubber front and rear bumpers, fiberglass hoods and window frames. Approved Five Star rubber fenders are optional when available for make and model. Plastic roof panels are optional. CVRA approved bodies only. NO CARBON FIBER BODY PANELS. Bodies must meet tech visual approval – weight penalties may be imposed at tech director's discretion for violations. No mixing and matching of body panels. Approved bodies ONLY will be allowed to compete. NO high performance bodies are approved for competition.

ABC bodies are recommended. Various parts may be mixed and matched. Fiberglass quarter panels will be allowed "Rubber" quarter panels may be used upon availability. Instructions for hanging ABC body can be obtained in Five Star manual. All ABC bodies must meet manufacturer's "Referee" technical inspection, and be mounted as "out of box."

Models allowed as follows: Dodge Intrepid, Pontiac Grand Prix, Ford Taurus, Chevrolet Monte Carlo, Impala SS. Any variations need tech approval and may carry penalties. An area on front fenders and vertical sides of nose panels must be free for decals for ACT participating contingency award companies.

1. All body panels must be complete in length and width, nose panel may be narrowed maximum of 4" for all non-ABC bodies. Overall workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components' compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors.
2. Old style bodies to be used must be mounted "out of box" with no alterations and will be subject to officials' interpretation and inspection penalties.
3. No bumper tubing or bracing allowed lower than front or rear bumper covers.
4. Spoilers must be made of .090 minimum thickness smooth aluminum with maximum width of 60" wide and 5" high. Minimum height from ground to top of spoiler of 40" for non-ABC bodies. No side enclosures, no lips or bends in upper portion of spoiler and must be flush to vertical surfaces of deck lid, non-adjustable. Maximum 55° angle any time, anywhere.
5. One side bar is allowed on each side of body for crash protection and must be clear poly carb **only**.
NO metal side bars allowed!

Windows

All vehicles must have a full window screen. This screen must have a maximum individual hole diameter of no more than 2" x 1", no chicken wire or aluminum mesh. Use 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 1/8". B-pillar window openings may be covered with clear Lexan only!

5. Front and rear firewall must extend fender to fender and in as straight a line as possible. It is required that a splash shield (firewall) be installed in front of fuel cell to prevent gas or flames from entering driver's compartment.

Steering

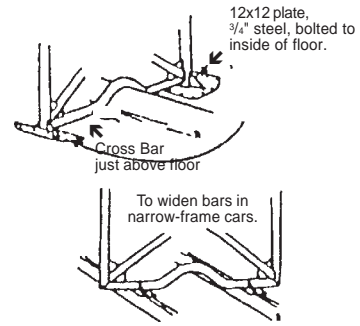
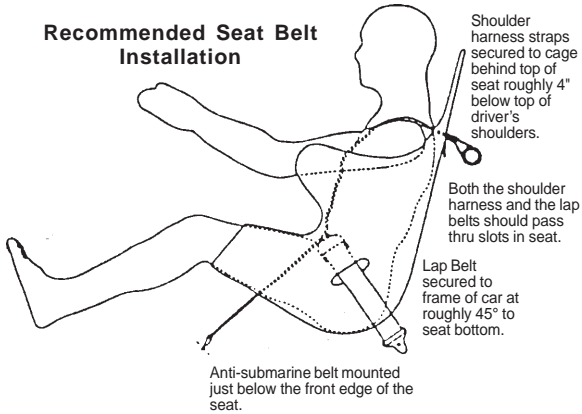
No aftermarket steering set-ups allowed. Stock conventional type must be used. No rack and pinion are allowed. Steering column must remain in stock location. Only OEM tie-rod, idler arms, and drag links allowed. All steering components must be made of steel. Exception: Aluminum tie-rod sleeves allowed.

Brakes / Hubs

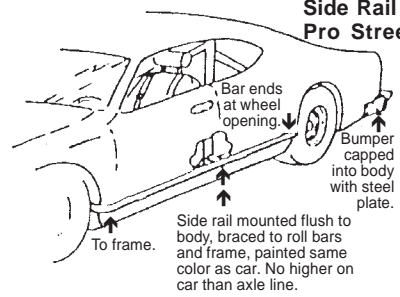
1. No aluminum brake parts allowed, with the exception of master cylinders.
2. Operable 4-wheel brakes are mandatory on all four wheels at all times. No shut off valves allowed.
3. Any safety or racing type hubs allowed made of steel, and of same offset right and left. No wide 5-bolt patterns allowed. Front brake rotors must be a minimum of 1" thick and made of steel. Rear brake rotors must be minimum .810" and made of steel. No drilling or slotting must be bolted to the hub. Scalloped rotors not allowed.
4. Brakes (all four) must be single piston calipers made of steel and all four must be in good working order. Master cylinders and pedals of any type allowed. Brakes will be tested. **Brake returns allowed. No brake coolers allowed.** Brake ducting allowed with no blowers allowed.
5. Vents may be installed for front brakes only.

CONSTRUCTION GUIDELINES

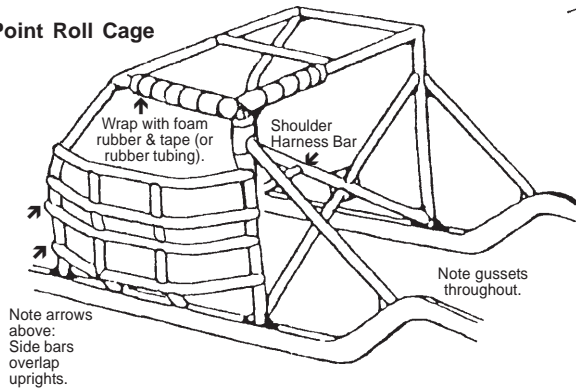
Recommended Seat Belt Installation



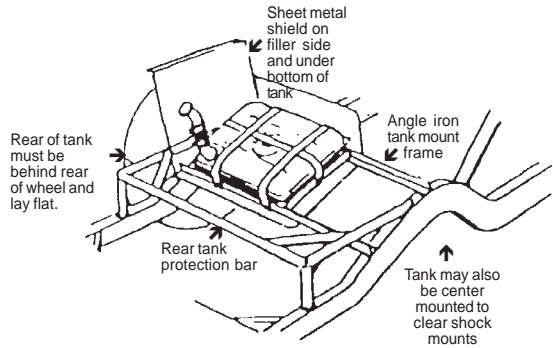
Side Rail on Pro Street Stock



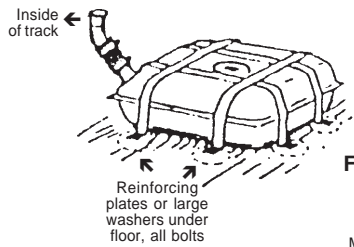
4-Point Roll Cage



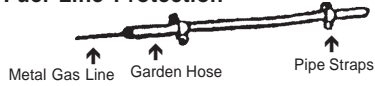
Tank Installation #2 Renegade/Duke/Bomber Warriors



Tank Installation #1 Renegade/Duke/Bomber Warriors



Fuel Line Protection



Steel Wheel Reinforcement Renegade/Duke/Bomber Warriors

