



2018 Central Valley Mini Stocks (CVMS) Official Rulebook

The rule and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of speedway events and, by participating in these events, all competitors are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for conduct of the sport and in no way are a guarantee against injury or death for participants, spectators or others.

CONDUCT

Participants will conduct themselves as professionals. Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members. Any unsportsmanlike conduct by any of the above will be grounds for disqualification and/or punitive actions by CVMS.

CVMS Mission

The intent of CMVS is to create an affordable competitive racing class, to encourage a fun, competitive, and family oriented atmosphere.

Rules

Rules are written with the spirit of intent. Any questions on interpretation or a rule or rules, should be handled before race day. CVMS rules may flex on a case by case basis at the discretion of race officials. It is the car owner/driver's responsibility to clear any concerns or issues with the car that you plan on running at a CVMS event prior to that event.

ALL CARS, ENGINES, AND TRANSMISSIONS MUST BE MODEL YEAR 2004 OR OLDER.

Engine

Must be naturally aspirated gasoline engines. No modifications to stock engines. Engine compression may not exceed stock PSI for numbers cast into block

Fuel injected engines are limited to 2.2L maximum displacement

Carbureted engines are limited to 2.3L displacement with O.E. style carburetor

Stock intake manifolds only, with no CFM improvements

Head must maintain stock CFM, stock valve size, and match the motor

Aftermarket or racing air filters, and air filter ducting parts are legal

Engine changes are allowed as long as they meet the engine rules and are direct bolt in using stock engine mount locations.

Exhaust

Aftermarket exhaust manifolds and headers are legal

No requirements for catalytic converters/mufflers

Exhaust must exit behind driver

Exhaust cannot be aimed at fuel tank

Exhaust pipes must be secure

Transmission

Front or rear wheel drive cars only. No AWD or 4X4 allowed.

No converted AWD or 4X4

Clutch and torque converter parts must remain stock without modifications

Replacement stock transmissions are legal as long as they are direct bolt in

No racing transmissions or racing parts are legal

Ignition

Any spark plug and spark plug wires are legal

No racing coils, coil packs or distributors.

Aftermarket caps and rotors are legal

Tires and Wheels

Stock steel and aluminum wheels are legal.

Racing wheels are legal

Wheel spacers are **not** allowed

Drive wheels must be matching in diameter, width, and offset

Non drive wheels must be matching in diameter, width, and offset

Tires must be DOT street legal tires. No light truck tires

The maximum tire width is 215mm

The minimum tire width is 185mm

Tire grooving is allowed. Nothing can be added to the tire tread

Weight

There is no minimum or maximum weight limit

Suspension

Cars must maintain stock suspension parts, or use direct O.E. replacements

No reinforcement of suspension components

Camber adjusters are allowed on all wheels

Rear tires must be pointed straight (Damage incurred during a race will not cause a DQ)

Shocks must be stock. No racing stocks. No adjustable shocks.

Struts must be stock. No spring adjustments allowed

No limiting straps or spring compressing devices

Spring rubbers may be used in between spring coils, but not at the top or bottom of the spring

Steering

All steering components must be stock or O.E. stock replacements

Steering wheels may be changed and quick release devices are allowed

No aftermarket racing style rack and pinion boxes

Roll Cage

The roll cage must be constructed of 1.5 or 1.75 inch outside diameter tubing with a minimum wall thickness of .095 inches. Six point cage required consisting of a four point center section and two “kicker” bars from the top of the main cage to the rear of the car welded securely in the trunk pan area. (Center section to consist of main roll bar with cross brace as close to floor as possible and cross brace shoulder high. A diagonal bar from bottom of driver’s side to top of passenger side is required. Halo bar must be above driver’s head with helmet on and buckled into race. Front down posts must have bar between them above steering column in front of dash.) Minimum three door bars in

driver's side. Minimum two bars in passenger door. Steel plates may be installed on outside of driver's side door bars, concealed inside car body.

Brakes

Stock brakes and brake components are acceptable. Upgrades to brake drums, rotors, pads, and calipers are acceptable, but they must use stock master cylinders, and associated components. Upgraded brakes must fit on stock wheel hubs.

Battery

Batteries may maintain stock position Batteries must be held down with stock clamps, or metal hold down straps, with a rubber cover over the positive post. Batteries may be relocated inside driver's compartment behind driver. **Relocated batteries must be mounted securely with rubber covering the positive post. A relocated battery must be a gel cell style battery**

Fuel tanks

The fuel system will remain stock provided the fuel tank is located in the stock position. Fuel cells may be used. Fuel cells must be mounted securely in the trunk location with a firewall installed to seal off the trunk area. A fuel shut off switch wired to an oil pressure switch is required for electric fuel pumps not equipped with stock shut offs.

Cooling

Aftermarket radiators are allowed, but must be in the stock location. Radiator mounting may be reinforced. Reasonable radiator protection is allowed. Radiator fans must be in stock location. Any type of fan switch is okay.

Oil and Fuel

Any regular pump gas is allowed

No methanol, alcohol, or ethanol is allowed

Any engine and transmission fluid is allowed

Cab and Body

All glass and flammable material must be removed from the cab and body. Dash may be removed if desired. All external plastics and lights must be removed. Body sheet metal **cannot** be reinforced, except for the driver's side door. Bumpers cannot be reinforced. Bumper plastics may be removed, but all metal extending wider than the bumper mounts must be trimmed flush with the mounts. If bumper plastics remain on the car, extra supports must be installed to keep plastic from falling off the car. At a

minimum, one metal bar must be installed in the windshield opening area. Any sharp edges or supports that stick out from the car must be moved for safety. Hood latch should be disabled or removed, with quick pull pins installed. Hood should remain on stock hinges.

Safety Equipment

Driver's protective equipment must meet the minimum requirement of track mandated safety rules

*****The following safety equipment is mandatory for all drivers at all CVMS events. This is subject to change to meet specific track rules.*****

1. Helmets: Full head coverage. Must meet Snell rating and cannot be more than 5 years old
2. Approved shields or unbreakable goggles
3. Driver suits must be double layer, and flame resistant fabric. Single layer with flame resistant underwear is acceptable
4. Racing gloves
5. Racing shoes
6. Neck brace required. **It is strongly recommended that a head and neck restraining device also be used** (HANS, Hutchens, Simpson or NeckGen).
7. Window net: Adequate to keep driver's hands and arms contained in car. Cannot be fixed
8. Must have aluminum racing seat
9. Seat belts/safety harness: A minimum five point system is required, correctly installed and in good working order.
10. One fire extinguisher, properly charged, and in good working order, must be mounted in the car with a metal bracket within reach of the driver, and safety crew members

General Safety Rules

1. Any car that rolls or is involved in a serious accident must be inspected and approved for racing by track officials to continue competition
2. Safety inspections may be made at any time by officials. Any car may be disqualified if it is deemed unsafe
3. Any driver that gets out of their car while on the racing surface, other than for emergency reasons or if asked by an official to do so, will be disqualified and lose all points for that race event.
4. Any driver that walks away from their car after an accident or mechanical failure during a race event and LEAVES THE TRACK/INFIELD (returns to pit area), will

forfeit the privilege of having their car towed back to the pits. The car will remain in the infield until the end of the race.

Claims

There are no claim procedures in place at this time.

Challenges

Any CVMS member that is an active driver/car owner can request to have a compression test run on a competitor's car at the end of the entire event. A \$300 cash fee will be paid at that time to a CVMS official by the challenger. The test will be performed immediately following the final event of the race. If the car fails the test or the driver/car owner refuses the test all winnings and points for the day will be revoked. The car will not be allowed to return to racing until it passes the compression test and a \$300 fine is paid. If the car passes the test the \$300 cash fee will go into a fund for the end of the year banquet.

Fines

Fines will be levied at the discretion of CVMS officials and will be based on the severity of the violation. They will start at \$25 for a minor violation and cannot exceed \$100. Fines must be paid before a car is allowed at the next event and will be paid to CVMS officials to be used for the end of year banquet.

Warnings

Warnings can be issued for any rule violation including unsportsmanlike conduct by anyone associated with the car, including owners, drivers, crew member and family members. Warnings will also be issued for car violations. If the violation is fixed before racing no fine will be issued. Warnings will also be issued for on track behavior. If the behavior continues the driver can be black-flagged and ejected from the race and the entire event. Continued violations will result in loss of points and money. In the most severe cases suspension from competition will be an option and determined by CVMS officials.

Appeal Process

There is currently no appeal process. However, a CVMS board has been established and will be able to hear appeals should the need arise.

Car Numbers and Decals

Returning CVMS members will have first choice on their number. Once a number is registered no other car can use the number. If a visiting car has the same number they

will be required to add a letter to the number. Numbers must be and tall and thick enough to be seen by the tower while racing on the track. Sponsor and other decals may be displayed any place on the car. In the event of a series or race sponsor every car will be mandated to display their decal on the section of the car that sponsor chooses.

Race Format

The competition format or entire program may be altered by the promotor and/or CMVS officials at any time.

CVMS Membership

CVMS membership is \$30. You may become a member at any point in the racing season. Members will get discounted car and driver entry fees. You do not need to be a member of CVMS to race, however you will receive no points toward the championship.

Points

You must be a member of the CVMS to receive championship points. Points will be awarded on scheduled points paying races. Any races added after the schedule is set will not count toward championship points. Points will be awarded for qualifying, heat races and the A main. You must take the initial green flag in each race to receive points for that race. B main competitors will receive points based on their finish had they all started the A main down to 1 point, except for the cars that transfer to the A main. Those transfers will receive their points from the A main. See the attached point chart.

Qualifying

Qualifying will take place after the last hot lap session. The top four qualifiers will be eligible for a four lap trophy dash. Qualifying times will be used to determine the heat race lineups.

Trophy Dash

Trophy dash line up will be determined by a draw of a deck of a cards. The dash will be four laps. The trophy dash is not a points paying race. Prizes will go to the winner of the dash.

Heat Races

Heat race lineups will be set by qualifying times. The number of cars entered will determine the number of heat races. No more than six cars will be in a heat race. Heat races will not exceed 8 laps. Heat races will be fully inverted based on qualifying times.

Heat races may become timed events at the discretion of the CVMS official in the tower and the starter.

Main Event

Main event will be lined up based on heat race finishes with qualifying points being the tie breaker for position. The A main will consist of 16 cars. At the discretion of the CVMS officials, promoter and starter additional cars may be added. The A main will be 25 laps. The race may become a time event at the discretion of the CVMS official in the tower and the starter.

Total Points

Points will be awarded for qualifying, heat races, B main and A main events. See the attached point chart.

Race Procedures

The promoter and/or CVMS officials reserve the right to declare any race a timed event based on one lap equals one minute.

The promoter has the right to reject the entry of any car, driver or person onto the premises at any time

No person (including minor children) may enter the racing area (pit area and race track) until they have completed and signed all required releases, registration and/or entry forms and paid required fees.

No person shall be permitted to sign the waiver and release form of anyone other than themselves. Violators may be fined, disqualified and/or suspended from competition, or barred from entering the property.

Female drivers will not be allowed to participate in any racing event while pregnant.

Any driver or pit crew member that requires medical treatment at any hospital, clinic or doctor's office as the result of an incident at the track will be required to submit a medical release from the doctor before participating at CVMS events.

The promoter or CVMS officials may eliminate a driver from competition should they deem the driver physically, mentally or emotionally unfit to participate in the event.

All drivers will be required to participate in "wheel packing" the track. Failure to participate will result in the loss of one lap of qualifying. Continued failure to participate will result in the loss of qualifying and starting the back of all events.

A pill draw will determine the order of qualifying. If there is no pill draw all drivers must proceed immediately to the staging area once qualifying is announced. If you are not in line in your pill draw order you will qualify last and lose one lap of qualifying.

A car will have one attempt at qualifying. No second attempt will be allowed unless there is a time clock malfunction or some type of interference (previous qualifier, transponder issue not caused by the driver etc...) If the transponder is the issue through no fault of the driver the car will be pulled to the infield and fixed or replaced.

The fastest lap will be the official time. In the case of two cars tying the car that timed first will be deemed the fast time for purposes of lineup.

Any car that does not time in will be placed last in their assigned heat race. If multiple cars do not time in they will be assigned a position based on a pill draw.

When each car completes its' qualifying laps, they will proceed to the place (the infield at Lemoore) designated by the CVMS officials and will remain there until released by officials.

A driver may qualify only one car.

No driver changes shall be made without notifying the promotor, and a CVMS official. Any changes not cleared by the promotor and a CVMS official will result in disqualification for the entire race event and forfeiture of all money and points for that event. All driver changes can only be made in the pits.

The driver and car they are changing to must be qualified for that race event for the change to be legal.

Each driver must be ready when their event is called. When the event is called the driver should proceed immediately to the staging area. One notification will be made and the lineup for each event will be posted on a white board. **It is the driver's responsibility to keep track of which event they are in and when to proceed to staging.** CVMS officials will attempt to notify participants but it is not their responsibility to inform you individually of the events.

Cars that are late to their assigned race start at the rear of the field. Cars that are late have until the one-to-go signal to line up behind the field. Once the one-to-go is given the late car cannot enter the track. Once the one-to-go is given the row where the late car should be will move straight up.

During a yellow flag track officials will direct the cars to their re-start positions. If a driver fails to line up where instructed to they will be given one warning. If the driver still refuses they will be black flagged and disqualified from the current race.

You may reenter the track under yellow flag conditions provided it is safe to do so (car is running, with no parts in danger of failing on the track under green flag conditions and no flat tires). The car must be running in the infield before entering the track. All four tires must be on the track surface before the flagman to be scored for that lap.

After you have been given the checkered flag and crossed the start/finish line you must slow down. Any driver staying on the gas through turns one and two will be assessed a one position penalty, at the discretion of the flagman and CVMS officials.

Any car that goes to the pit area during a race will not be allowed to reenter that event.

Any pit crew member or driver exiting the track during a green flag will subject their car to immediate disqualification from the entire event.

Tools and other equipment cannot be tossed over the fence or track wall onto the racing track or infield. Violators will be subject to car disqualification for the entire event.

During a red flag condition, CVMS officials may allow pit crew members onto the track and infield area to assist their drivers with repairs and/or adjustments. **All crew members must enter the track through the backstretch gate only.** Violators may subject their car to disqualification from the entire event.

No fluid containers of any kind (gas, water, coolant etc..) will be allowed in the infield without specific permission from track officials. Violators may be subject to disqualification from the entire event.

Refueling may be allowed with approval from track officials only. Refueling without permission may result in disqualification from the entire event.

Cars that come to a stop on the race track under a green or yellow flag condition will go to the rear of the field for the restart.

A car causing two yellow flags in any one race will be black flagged from the race and scoring will be discontinued. They will be credited with the appropriate finishing position. Track officials will determine who caused the yellow flag.

Any car entering the infield without being directed to do so by a track official during a yellow flag condition may reenter the track, but will be positioned at the rear of the field.

If a car is called to a stop by a track official for inspection they will be allowed to return to their position, unless the car is deemed unable to continue.

Unsportsmanlike conduct is not allowed and any driver/pit crew member or family member found to be in violation of the spirit of sportsmanship will be penalized at the discretion of CVMS and track officials. Penalties may include any or all of the following:

Loss of position during the race or after completion of the race

Removal from the race

Loss of money and points earned for the entire event

Fine

Suspension

Disqualification

Probation

Removal from the property

Unsportsmanlike driving can include cutting off another car, excessive bumping, crowding, chopping, charging corners and rough driving. This list is not all inclusive

Any car leaking fluids, smoking excessively, or appearing to be mechanically unsafe will be given the black flag.

Any car unable to continue to race shall be parked in the infield in a safe position. The driver shall stay with the car until completion of the race. The driver shall assist track personnel in removing the car back to his pit area.

Drivers shall not stop their cars on the track before, during or after an event unless there is an issue or at the direction of a track official

No complaints, arguing, confrontations, or protests will be allowed during the event. CVMS and track officials shall not be approached during the event for this reason. Questions and requests for clarification during an event are welcome. After the final race officials will accept written complaints, and protests. These will be discussed by the CVMS board and the complainant will be notified of their decision in writing. Failure to adhere to this process can result in unsportsmanlike conduct penalties.

Judgement decisions made by track officials and CVMS officials cannot be protested

All technical disputes shall be settled immediately after the race program is complete

Postrace Inspections

The top three finishing cars in the main event can be subject to a mandatory postrace inspection. Any violations found during the inspection are subject to any or all of the following: warnings, fines, forfeiture of points and money and suspension of car and driver.

Purse

Purse will be based on car count. Pay outs are subject to change at any time. The standard payout will be based on 16 car field. 1st-\$300, 2nd-\$150, 3rd-\$75.

Flags

The flagman controls the race event from the start to the checkered flag. All drivers must watch and obey the flagman.

Green flag-Initial start and restarts

All races will be double file starts. All restarts will be double file. The starter will display the green flag as the cars exit turn 4. It is the responsibility of the pole sitter to set the pace for the field and for the pole car outside to keep pace with the pole car. If the front row fails to start side by side, after the second try they will be moved back one row and the second row will move to the front.

Yellow Flag

Signifies caution. When the yellow flag is displayed the driver is to slow down immediately and maintain a reasonable speed considering conditions on the track. Drivers need to pay careful attention to track officials especially in the area of the incident. **Never race to the yellow flag.** Scoring reverts back to the last lap. Yellow flag laps do not count. Restart lineup will be determined by the scoring tower based on electronic scoring from the previous lap.

Blue Flag with Diagonal Yellow Stripe

Signifies hold your position. This flag is displayed to cars being lapped by the leaders of the race. Signaled cars should hold their racing line and not block the leaders. The car signaled does not have to yield to the leaders since it may be racing for position. **This is not a move over flag, you are to hold your position.**

Red Flag

Stop Immediately. The red flag means the race must be stopped because of a critical safety issue. Do not idle or coast around. Stop in a safe, quick manner.

Black Flag

Report immediately to the infield. When the black flag is displayed to a car, the driver must report to the infield immediately and stop their car. A track official will contact the driver as soon as possible and give the reason for the flag. Failure to obey the black flag

will result in scoring being discontinued and may result in a yellow flag which could result in further penalties.

White Flag

Race leader has started their last lap. The next flag will be the checkered flag.

Checkered Flag

Completion of the race. When the checkered flag is displayed to the leader the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded based on the most laps traveled in the least time, whether the car is still on the field or not.

Red and Yellow Diagonal Flag

The red and yellow diagonal flag will be displayed when there is an issue on the first lap of the race and a complete restart is necessary.

CVMS Point Structure 2018

Qualifying	Heat	A main
1 20	1-5	1-50
2 19	2-4	2-49
3 18	3-3	3-48
4 17	4-2	4-47
5 16	5-and below 1	5-46
6 15		6-45
7 14		7-44
8 13		8-43
9 12		9-42
10 11		10-41
11 10		11-40
12 9		12-39
13 8		13-38
14 7		14-37
15 6		15-36
16 5		16-35
17 4		
18 3		B main
19 2		One through four transfer
20 And below 1		so no B main points
		5-30
		6-29
		7-28
		8-27
		9-26 down in one point increments for remaining cars.

General Race Format

Main event will be maximum of 16 cars.

Trophy Dash will be top four qualifiers-no points, cash and/or prizes only

16 cars will have three heats

Heat 1 will be qualifiers 1,4,7,10,13

Heat 2 will be qualifiers 2,5,8,11,14

Heat 3 will be qualifiers 3,6, 9,12,15,16

Heats will be no more than 8 laps

Heats will be fully inverted by qualifying.

A main line up will be based on qualifying and heat race points combined. Ties will be broken by quicker time.

17 cars will trigger a B main.

Top four in the heats automatically go to the A main.

Top four finishers in the B main go to the A main

B main lineup is straight up based on point from heat and qualifying. Tie breaker will be the faster time.

B main will be 10 laps

A main will be 25 laps

19 cars will trigger a fourth heat race and change the top three to main event

Heat race 1- 1, 5, 9, 13

Heat race 2- 2, 6, 10, 14

Heat race 3- 3, 7, 11, 15

Heat race 4- 4, 8, 12, 16, 17