

## **2018 Official Central Valley Mini Stocks Rule Book**

THE RULES 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 RACEWAY 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 THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS

### **Conduct**

**Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action by CVMS. This will be strictly enforced. Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members.**

### **CVMS Mission**

The intent of the CVMS class is to create affordable competitive racing. Rules are written with spirit of intent. Any questions on interpretation of a rule or rules, should be handled long before race day. CVMS rules may flex on a case by case basis. Be sure to clear any concerns or issues with a car that you plan on running at a CVMS event prior to bringing the car to the event. CVMS wants to encourage cars from other tracks and classes to compete at CVMS Races and will make special exemptions to allow outside cars running other car class rules to compete in CVMS events.

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

### **Engine**

Engines 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 a 2.3L displacement, with O.E. style carb.

Must use stock intake manifolds, with no CFM improvements.

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

After market or racing air filters, and air filter ducting parts are legal to use.

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 requirement for catalytic converters/mufflers.

Exhaust must exit behind driver, not aimed at fuel tank, and secured to car.

## **Transmission**

Front or rear wheel drive cars only, no AWD or 4x4, No converted 4x4 or AWD.

Transmissions must remain stock, no gear changing, no locked differentials.

Clutch and Torque converter parts must remain stock without modification.

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 wires and Spark Plugs 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. No wheel spacers.

Drive wheels must be the matching diameter, width and offset.

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

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

The max tire width, 215mm.

Minimum tire width, 185mm

Drive tires must be same diameter, ratio, and width.

Non drive tires must be same diameter, ratio, and width.

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

## **Weight**

There is no minimum or max weight limit.

## **Suspension**

- All cars must maintain stock suspension parts, or use direct O.E. replacements.
- No reinforcement of suspension components.
- Camber adjusters are allowed for all cars on all wheels.
- Rear tires must be pointed strait. (Damage occurred during a race will not cause D.Q.)
- Shocks must be stock style. No racing shocks. No adjustable shocks.
- Struts must be stock style, no spring adjustments allowed.
- No limiting straps or spring compressing devices.
- Spring rubbers may be used in between spring coils. Not at top or bottom of spring.

## **Steering**

- All steering components must be stock or O.E. stock replacement.
- Steering wheels may be changed, and quick release devices are allowed.
- No aftermarket racing style rack and pinion steering 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 top of main cage to rear of car welded securely in 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 in to 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 of two in passenger door. Steel plates may be installed on outside of driver's side door bars, concealed inside car body.

## **Brakes**

Stock brakes are 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 location. 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 of battery.

## **Fuel Tanks**

The fuel system will remain stock provided the fuel tank is located in the stock location. 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 use stock location. Radiator mounting may be reinforced. Reasonable radiator protection is allowed. Radiator fans must be in stock locations. Any type of fan switch is okay.

## **Oil & Fuel**

Any regular pump gas can be used.

No methanol, alcohol, or ethanol is allowed.

Any engine and transmission fluid is allowed.

## **Cab & Body**

All glass and flammable material must be removed from cab. 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 door area. Bumpers cannot be reinforced. Bumper plastics may be removed, but all metal extending wider than bumper mounts must be trimmed near flush. If bumper plastics remain on car, extra supports must be installed to keep plastics from falling off car. At a minimum, 1 metal bar must be installed in the windshield opening area. Any sharp edges or supports that stick out from a car must be moved for safety. Hood latch should be disabled and removed, with quick pull pin installed. Hood should remain on stock hinges.

## **Safety Equipment**

Drivers protective equipment must meet the minimum requirement of track mandated safety equipment.

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

- 1, Helmets: Full head coverage must meet Snell rating.
- 2, Approved shields or unbreakable goggles.
- 3, Driver suit, double layer flame resistant fabric. Single layer okay with flame resistant underwear is acceptable.
- 4, Racing gloves.
- 5, Racing shoes.
- 6, Neck Brace Required. STRONGLY RECOMMENDED. A head and neck restraining device such as HANS, Hutchens, Simpson and NeckGen.
- 7, Window net: Adequate to keep driver's hands contained within the car. May not be fixed.
- 8, Must have aluminum racing seat.
- 9, Seat belts/harness, four (4) point minimum, five (5) point recommended, correctly installed and in good working order.
- 10, Any car that rolls or is involved in a serious accident must be inspected and approved by a track official to continue competition.
- 11, Safety inspections may be made at any time by officials. Any car may be disqualified for safety specifications.
- 12, Any driver that gets out of his/her 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.
- 13, One (1) fire extinguisher, properly charged, in reach of driver and safety crews, mounted in a metal bracket.
- 14, Any driver that walks away from his/her car after an accident or mechanical failure during a race event, and LEAVES THE TRACK/INFIELD, (returns to the pits), will forfeit the privilege of having his/her car towed back to the pits. The car will remain in the infield until the end of the race night, and owner can be fined up to \$500.00

## **Claims**

There is no formal claim policy or procedure at this time.

## **Challenge**

Any CVMS Member that is an active driver can request to have a compression test run on any participating car at the end of a racing event. Test will be run 1 hour after the A Main of that racing day. A \$300 fee will be taken by a CVMS official from the challenging CVMS driver. If the car that was challenged fails the compression test, they will be subject to a fine and loss of points for that race day. If the challenged Car refuses the test, all winnings and points for the day will be revoked. The challenged car will not be allowed to race until it passes a compression test. All money collected will go into a pot to be used for the end of season Banquet.

## **Fines**

There are 4 levels of violations. Levels 1, 2, 3 and 4. Level 4 is the lowest severity and level 1 is the highest. The fines will start as a value of \$25.00 and grow at \$25.00 increments. A level 4 fine will be \$25.00. A level 1 fine will be \$100.00. Fines will be issued at the discretion of the CVMS Officials. Violations levels will be based on intent. Points may be taken away for a level 1 Violation. Rule violations discovered after prerace inspections are subject to fines and disqualification from that racing event. If no intent is found for a violation of a rule, an Official can allow an illegal car to participate in the race. Fines issued to drives must be paid before that car is allowed to get back on the track. Fines will be paid out to CVMS officials.

## **Warnings**

Warnings may be issued if no intent to violate a rule is found. A warning will be issued for any rules violation discovered on prerace inspection. If the violation is fixed before the racing event starts, no fine will be issued. Warnings may also be issued for on track events. If a driver is too aggressive or any other type of conflict arises, a warning may be issued. Warnings pertaining to on track events are active as soon as they are issued, and will remain active for 2 races. Example. Driver X gets a warning during events that took place during a heat race. Driver X will have an active warning for the rest of the race, and the following race. If a warning is violated after it's issued, that driver will be subject to fines, points and purse forfeiture, and suspension from future races. Fines will be issued in accordance with the fines policy above. Driver suspension will be determined by CVMS Officials.

## **Car numbers and Decals**

Car numbers must be put on the both sides of the car, in the door areas. Numbers must be displayed in contrasting colors to car paint schemes. Numbers must be tall and thick enough to be seen while racing on track. Sponsor and other decals may be displayed any place on the car. In the event of a series or race sponsorship, every car will be mandated to display that sponsors decals on the section of the car that the sponsor chooses.

## **Race format**

The competition format and/or race program may be altered by the promoter and/or Head Referee at any time.

## **CVMS Membership**

CVMS Membership is \$30. You may become a member at any point in the racing season. Membership will get you discounted Car and Driver entry fees. You do not need to be a CVMS member to race with CVMS.

## **Points**

You must be a member of the CVMS to receive championship Points. Points will be awarded on scheduled points paying races. Any added races not scheduled will not count toward championship points. Points will be awarded for qualifying and the A-Main. You must take the initial green flag in the A-Main to receive points for that race event.

## **Qualifying**

Qualifying will take place after the hot lap session of each event. The top 4 qualifiers will be eligible to run in a trophy dash, if that event is running a dash. The qualifying times will be used to stack heat race brackets.

## **Trophy Dash**

If a trophy dash is scheduled it will run with the top four (4) fastest qualifiers that pass post qualification inspection. Trophy dashes are **NOT** point paying races. Trophy dash prizes will go to the winner of the four (4) lap race.

## **Heat Races**

Heat races will be set up from qualifying times. The number of cars registered will determine the number of heat races in each bracket. There will be no more than 8 cars per heat Race.

## **Main Event**

Main event will be lined up based on heat race and B-Main finishing orders. A maximum of twenty (20) cars will be allowed on track in a main event. (Promoter and/or Head Referee may choose to allow more than twenty (20) cars, in some instances.) Main events will be thirty (30) laps, promoter and/or Head Referee may choose to change the number of laps for various reasons at any time.

## **Qualifying Points**

Points begin at fifteen (15) for the first (1st) qualifying position and descend by one (1) point per position; all positions after fifteen (15th) place will receive no points. No points will be given without qualifying time.

## **Main Event Points**

Main event points are awarded according to your finishing position. Did not finishes earn finishing position points, did not starts earn zero (0) points and disqualifying earns zero (0) points per main event. (Points begin at fifty (50) for first (1st) place and forty-six (46) for second (2nd) place and descend by two (2) points per position after 2<sup>nd</sup> place.

## **Total Points**

Each point's race will be a grand total of qualifying and main event finish points combined.

## **Race Procedures**

The Promoter and/or Head Referee reserves the right to declare any race event (heat, B or A main) a timed event based on one (1) lap equaling one (1) minute.

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

No person may enter the racing arena until he/she has completed and signed all required releases, registration and/or entry forms.

No person shall be permitted to sign the waiver and release form for anyone other than himself/herself. Violators may be fined and/or disqualified and/or suspended.

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

## **Race Procedures (continued 1)**

Any driver requiring transporting to, and/or treatment at, and/or examination at any hospital emergency room from the track, and/or examination by a doctor, must have a signed release from the examining doctor before further competition.

The Promoter or Head Referee may eliminate any driver from competition should the driver be deemed physically or emotionally unfit to participate in a racing event.

If called on, all drivers will be required to participate in packing the track. If the driver chooses not to participate in packing the race track, they may be given the last qualifying position in their division and may be allowed only one (1) qualifying lap. If the track does not qualify that driver will run scratch both heats.

Car and driver must be in the qualifying line when called. If they do not take their assigned time trial position, they will be moved to the end of the qualifying line in their division and will be given only one (1) qualifying lap.

A car will have one (1) attempt to complete qualifying timed laps. There will be no second attempts allowed unless the time clock malfunctions or there is interference from the previous car. In case the time clock malfunctions or interference is made, the car will be permitted to take the remaining laps needed to complete the timing. In case of transponder problems, if it is found that the transponder was properly installed and is not working the driver will be pulled into the infield and a new transponder will be installed and the driver will get their required laps. If it is found that the transponder is not on the car or is not in a proper location the driver will forfeit their laps with no qualifying time, and will begin the race in the last place position in his/her assigned heat race.

The fastest timed lap shall be the car's official time. In the case of a tie in a division, the car first to qualify will be awarded the fastest time.

Any car that does not receive a qualifying time will begin in last place position in his/her assigned heat race. In the case of multiple cars not receiving a time they will be placed last in pill draw order.

When each car completes its qualifying laps, the car will proceed to the place designated by the track official and will remain there until directed to do so. The top five (5) qualifiers will be announced and will leave the designated position first, followed by all remaining cars going directly to the inspection area.

When the last car of one division has completed his/her qualifying laps and the next division has begun its qualifying, that division's time trials are declared complete and no other cars in that division may attempt to obtain a qualifying time.

A driver may qualify only one (1) car.

## **Race Procedures (continued 2)**

No driver changes shall be made without notifying the Promoter, the Head Referee, or a Pit Steward. Any driver doing so will be disqualified for that race event and forfeit any money or points earned in that race event. All driver changes must be made in the pits only.

The driver and the car he/she is changing to must be qualified for that race event, for the driver change to be legal.

Each driver must be ready when his/her event is called. When an event is called, the driver must immediately proceed to the staging area. There will be three (3) notifications of each race, first (1st) call, second (2nd) call and final call.

Cars that are considered "LATE" to their assigned race WILL be put to the rear of the line-up. When the cars on the track are lined up in race order, the driver or drivers that are LATE will be given two (2) laps to make that race and get their spot. If the driver or drivers are not on the track after two (2) laps, the field will move straight forward. If the LATE driver or drivers make it on the track before the flagman gives the one-to-go sign, the driver or drivers will be placed at the rear of the field.

The track officials will direct the cars to their re-start positions. There will be no discussion or argument as to line-up positions. A driver will be given one warning, if the driver refuses to get into the assigned position, the driver will be black flagged and disqualified from the current race.

Re-entry onto the race track by a car during green flag condition is only allowed on the back straight away, any reentry in either corner or front straight away is not allowed, and will result in a black flag. You may re-enter under Yellow flag conditions, and the re-entry can be made from either the front or backstretch. A car must have all four (4) tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering onto the race track.

After the car has been given the checkered flag and crossed start/finish line, the car must slow down immediately. Any driver staying on the gas for more than half a lap after receiving the checkered flag may be assessed a one (1) position penalty on the finish for recklessness.

Cars that leave the track during a race event and enter the pit area will not be allowed to continue in that race.

When a car enters the racing arena, it may not go back into the pits and re-enter again for that race event.

Any pit crew member or driver exiting the racing arena during a green flag condition may subject their car to disqualification for that race event.

### **Race Procedures (continued 3)**

Tools and other equipment may not be tossed over the fences or track walls into the racing arena or to persons in the racing arena. Violators may subject their cars to disqualification for the race event.

During a red flag condition, the Head Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments. All crew members must enter the infield through the backstretch gate only. Violators may subject their car to disqualification for the race event.

A work area shall be designated by the Head Referee and working on cars will be allowed in this area only.

No fluid containers of any kind (gas, water, coolant, etc.) will be allowed in the infield without specific permission from a Track Official. Violators may subject their car to disqualification for that race event.

Refueling will be allowed only by permission of the Head Referee. If the cars are going to be allowed to refuel, the Head Referee will notify the Pit Steward and the Pit Steward will announce a refueling stop. Violators may subject their car to disqualification for that race event.

All cars that come to a stop on the racing surface under a green or yellow flag condition will be positioned to the rear of the field for the re-start. A car involved in a second incident, in the same race event, which causes the yellow or red flag to be displayed will be black flagged from that race and scoring of the car will be discontinued. The black flagged car will be given a finishing position for that race event based on the number of laps completed.

Involvement includes spinning, crashing or causing another car to spin or crash, cars that are stalled or come to a stop on the racetrack even under a yellow flag.

Any car entering the infield area without being directed to do so by a Track Official during a yellow flag condition may re-enter the race but that car will be positioned at the rear of the field or as otherwise directed by Track Officials.

The Head Referee, assisted by other track officials, reserves right to determine when a car stopped or was stopped for safety purposes and to reposition the car accordingly.

## **Race Procedures (continued 4)**

Foul driving is not allowed and any driver guilty of foul driving will be penalized at the discretion of the Head Referee. Penalties for foul driving may include any one or more of the following:

- Loss position any time during or after completion of the race event
- Removal from the race
- Loss of money or points earned for that race event
- Fine
- Suspension
- Disqualification
- Probation
- Removal from the raceway premises.

Foul driving includes intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners or rough driving.

Any cars which are throwing or leaking fluids, smoking excessively or appear to be mechanically unsafe to continue racing will be given the black flag.

When a car becomes disabled or is no longer eligible to compete during a race event, the driver shall park his/her car in a safe place in the infield and shall stay with his/her car until completion of that race. The driver shall assist track workers in removing his/her disabled car from the infield. Any driver that abandons his/her car in the infield may be disqualified from that racing event and forfeit any money and points earned for that race. In addition, Track Officials may impound the abandoned car until the race program has been completed.

No driver may stop his/her car on the race track during a race event or after the completion of a race event for any reason other than a safety issue or at the direction of a Track Official. Violators may be disqualified.

No complaints will be heard by the Promoter, the Head Referee, or Track Officials, until the FINAL race program has been completed. Any complaints or discussions of issues shall be directed to the Head Referee by the driver or car owner only, after the FINAL race program of the day/evening has been completed. Violators may be disqualified or subject to fines. Being confrontational with the Promoter, the Head Referee, or any Track Official during the race program will be subject to any penalty, or combination of penalties.

Judgment decisions made by the Head Referee or the Track Officials cannot be protested.

All technical disputes are to be settled immediately after completion of the race program.

## **Postrace inspection**

The top four (4) main event finishing cars can be subject to a mandatory postrace inspection. Any violations found during postrace inspection are subject to:

- Warnings
- Fines
- Forfeiture of points and purse
- Suspension of car and driver.

## **Purse**

Winnings will be based on car count. Pay outs are subject to change at any time. The standard payout will be based on a 15 car field. The minimum pay out for a 15 car field will be (1<sup>st</sup>- \$300) (2<sup>nd</sup>- \$150) (3<sup>rd</sup>- \$75)

## **Flags**

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

### **Green Flag - Initial Starts**

(Start of the Race) The starter will display the Green Flag as the cars come out of turn four (4), if the starter thinks the cars are lined up properly. The cars MUST maintain their designated starting positions until the Green Flag is displayed. The pole car sets the pace at a reasonable pace, NOT A SLOW IDLE OR FULL THROTTLE, BUT A RACING PACE, and it is the responsibility of the outside pole car to keep pace with the pole car. The initial front row will be given two (2) attempts at a clean start. After the second attempt, BOTH cars will be moved back one (1) row.

### **Green Flag - Re-Starts**

The Green Flag will be displayed at some point coming out of turn four (4) at the flagman's discretion. The flagman controls the re-start, not the first place car. All re-starts will be single file through the cone positioned on the front straightaway. Single file is described as follows, must keep your car within the frame work of the car in front of you. Once the Green Flag is displayed to re-start the race, passing is not allowed until after the cone positioned on the front straightaway.

### **Yellow Flag**

Signifies Caution. When the yellow flag is displayed, the driver is to slow down immediately and maintain a reasonable speed considering the conditions that exists on the race track. The determination of a reasonable speed is a judgment call that will be made by track officials. Caution flags are not counted at Lemoore Raceway; therefore do not race to the yellow flag. The position of the cars for a re-start will be the same position held by each car of the last lap completed under green flag conditions.

**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 try to block the leaders. The car(s) signaled do NOT have to yield to the leaders(s) as the car(s) signaled may be in a race for position with the car(s) behind it. 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. When the red flag is displayed all cars must stop immediately on the racetrack surface. Cars should be brought to a stop carefully and safely.

**Black Flag**

Report Immediately To The Infield. When the black flag is displayed to a driver, the driver must report to the infield immediately and stop their car. A track official will contact the driver, at the next available moment and give the reason for the black flag. Failure to obey the black flag will result in the scoring of that car to be discontinued until further notice.

**White Flag**

Race Leader Has Started His/Her Last Lap. When the white flag is displayed, it means the race leader has started his/her last lap.

**Checkered Flag**

Completion Of The Race. When the checkered flag is displayed, it means the race is completed. When the required distance has been completed by the lead car, the race will be declared "official" regardless of any flag being displayed. When the checkered flag has been given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

**Red and Yellow Diagonal Flag**

The red and yellow diagonal flag will be displayed when there is a spin or tangle on the first lap of the event. The cars will line up in their original order with the car(s) involved starting in the rear.

**Red and Black Diagonal Flag**

When the red and black diagonal flag is displayed, the driver should enter the infield because of mechanical problems.