



2020 Central Valley Mini Stocks (CVMS) Official Rulebook

2020 Central Valley Mini Stocks (CVMS) Rules

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 agree to comply with the rules outlined below. 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

CMVS is committed to making a fun and competitive racing class providing a wide variety of experiences for drivers and fans at different speedways and raceways around California's Central Valley.

Rules

Rules are written with the spirit of intent. Any questions on interpretation of a rule(s) should be handled before race day. CVMS rules may flex on a case by case basis at the discretion of CVMS officials or CVMS Board. It is the car owner/driver's responsibility to clear any concerns or issues with the car that will be run at a CVMS event prior to that event. Not every part and piece can be covered in this rule book. If a part, piece, or modification is not listed in this rule book, a written inquiry must be submitted to CVMS to determine legality. Inquires must be submitted no later than 7 days prior to race events. The part, piece, or modification in question may only be run if approved by the CVMS board. Send inquires to centralvalleyministocks@gmail.com



ALL Cars/Trucks MUST BE Stock Production MODEL YEAR 2005 OR OLDER.

Engine

Must be naturally aspirated gasoline engines. No turbo, No rotary etc.

Three (3) or Four (4) cylinder engines only.

Stock type fuel injection or carbs only. Spacers allowed on carbs.

Stock intake manifolds only. No skunk 2, etc.

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

Engine must match car/truck. Ex. Honda must have a Honda Engine.

Exhaust

Aftermarket exhaust manifolds and headers are legal.

No requirements for catalytic converters/mufflers, unless track has special noise requirements.

Exhaust must exit behind driver.

Exhaust cannot be aimed at fuel tank.

Exhaust pipes must be secure, and may not extend past the body of the car.

Transmission

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

No converted AWD or 4X4.

Aftermarket Clutch, Flywheel and Torque Converters and parts are permissible.

No racing transmissions. Factory gear changes are permissible.

Locked Differentials are allowed.

ECU (Computer)

No aftermarket ECU's. Chipped ECU's are allowed.

Ignition

Any spark plug and spark plug wires are legal.

No racing coils, coil packs or distributors.

Tires and Wheels

Steel wheels only. Racing wheels are legal. No bead lock wheels.

Max wheel diameter 16 in. Max wheel width 7in.

Wheel spacers are **NOT** allowed.

Drive wheels need to match in diameter and offset.

Non-Drive wheels need to match in diameter and offset.

Any DOT street legal tire permitted. No grooving, checking, crosshatching or any other tread modifications is permitted. No Hoosier Tires. No Racetrack and Auto Cross Only tires.

Maximum tire width is 215mm.

Left and right tires may be mixed size for stagger.

Suspension

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

Reinforcement of suspension components and mount points are allowed.

Camber adjusters are allowed.

Shocks/Struts must be stock or OE replacement. No racing shock/Struts. No adjustable shocks/Struts

Spring adjusters (Coil Overs) are **NOT** allowed.

Limiting straps or spring compressing devices are **NOT** allowed.

Spring rubbers (rubber or plastic) may be used in between spring coils, **BUT NOT** at the top or bottom of the spring.

Weight

All Cars must weigh 2300 pounds or more with driver. Cars may be weighed before, during, and after each race.

Steering

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

Steering wheels may be changed and quick release devices are allowed.

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 or near the strut tower 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 car. Front down posts must have bar between them above steering column in front of dash.) Minimum three door bars on driver’s side. Minimum two bars in passenger door. Steel plates should be installed on outside of driver’s side door bars, concealed inside car body. Roll Cages will be inspected and certified as CVMS approved before cars can race.

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.

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. **Relocated batteries must be mounted securely with rubber covering the positive post. A battery relocated inside cab of car should be a gel cell style non-spill battery type.**

Fuel tanks

The fuel system can remain stock provided the fuel tank is in the stock position. Fuel cells may be used. If a fuel cell is used it must be mounted securely in between the rear strut towers area of the car with a firewall installed to seal off the fuel cell from the cab of the car. A fuel shut off switch wired to an oil pressure switch is required for electric fuel pumps not equipped with stock shut off relays.

Cooling

Aftermarket radiators are allowed but must be in or near stock location. Radiator mounting may be reinforced. Reasonable radiator protection is allowed. Any type of fan switch is allowed. Coolant type may be dictated by different track rule mandates.

Oil and Fuel

Any regular pump gas is allowed. E85 is permissible.

Any engine oil 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. Slight body sheet metal **improvements may** be made. Extra driver's side door sheet metal may be added. Bumpers cannot be reinforced. No bars to extend past factory bumpers. Bars may be placed behind leading side of front bumper, and behind trailing side of rear bumpers. Bumpers must not have any sharp edges or be capable of hooking other cars. Bumper plastics (covers) must be installed with extra supports to prevent bumper covers from being torn off during racing. 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 and removed, with quick pull pins installed. Hood should remain on stock hinges. Wind shield area visors and metal mesh is allowed and encouraged. Car bodies should resemble stock appearance. Similar thickness factory thickness size sheet metal should be used for sheet metal repairs. Rear cab side window openings may be blocked off with sheet metal.

Safety Equipment

Driver's protective equipment must meet the minimum requirement of each track's mandated safety rules. Equipment will be inspected before each race program begins.

Safety equipment is mandatory for all drivers at all CVMS events. Listed below is the minimum CVMS requirements for safety equipment. *

1. Helmets: Full head coverage. Must meet Snell SA2015 rating and cannot be more than 5 years old.
2. Approved visor shields or unbreakable goggles.
3. Driver suits must be double layer with flame resistant fabric or single layer with flame resistant underwear.
4. Racing gloves.
5. Racing shoes.
6. Neck brace is required. **It is strongly recommended that a head and neck restraining device also be used** (HANS, Hutchens, Simpson or NeckGen).
7. Window net must keep driver's hands and arms contained in car and cannot be fixed.
8. Aluminum racing seat must be used. A full containment seat recommended.
9. Seat belts/safety harness: A minimum five-point system is required. It must be correctly installed, in good working order, and not past expiration date.
10. One fire extinguisher, properly charged, and in good working order must be mounted in the car within reach of the driver, and safety crew members.

***The above list grants no guarantee to prevent the possibility of personal injury or death.**

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.

Fines

Fines will be levied at the discretion of CVMS board 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 or driver is allowed at the next event.

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 unsportsmanlike behavior on the track. 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/Track officials.

Appeal Process

Any disputes over fines, warnings, or punitive actions must be submitted in writing to CVMS. Appeals must be sent via email to centralvalleyministocks@gmail.com. A written response will be given for each appeal letter.

Car Numbers and Decals

Returning CVMS members will have first choice on their number based on the prior season's points finishing order. 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. (18in tall, 1in thick at minimum) 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 the sponsor chooses.

Race Format

The competition format or entire program may be altered by the promotor, CMVS Board, or track officials at any time.

CVMS Annual Membership

CVMS membership cost is \$50. Drivers may become a member at any point in the racing season. Drivers do not need to be a member of CVMS to race. CVMS members are eligible for championships points.

Points Drivers 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 & B main. Drivers 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. See the attached point chart.

Qualifying

Qualifying will take place after the last hot lap session. The top 4 qualifiers will be eligible for a 4-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 blind card draw. The dash will be 4 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 in split speed groups. The number of cars entered will determine the number of heat races. No more than 8 cars will be in a heat race. Heat races will not exceed 10 laps. Heat races will be fully inverted after each heat group is stacked. Heat races may become timed events at the discretion of the CVMS / Track officials.

Main Event

Main event will be lined up based on heat race finishes points and qualifying points combined. The A main will consist of 24 cars. At the discretion of the CVMS/Track officials, or promoter, additional cars may be added or removed. The A main will be 25 laps. The race may become a time event at the discretion of the CVMS/Track officials.

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

Race Procedures

The promoter, CVMS/Track 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 at the back of all events.

A pill draw will determine the order of qualifying. Drivers must proceed immediately to the staging area once qualifying is announced. If drivers are not in line in the pill draw order when it's their turn to qualify, they will qualify last and have 2 second added to their fastest 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.

Race Procedures (continued)

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 drivers 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.

Drivers 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 drivers have been given the checkered flag and crossed the start/finish line they 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.

Race Procedures (continued)

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/Track officials may allow pit crew members onto the track and infield area to assist their drivers with repairs and/or adjustments. 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. All Cars involved in a caution will restart at the back of the field on a 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.

Race Procedures (continued)

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 includes but is not limited to: cutting off another car, excessive bumping, crowding, chopping, charging corners and rough driving.

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.

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 written complaints and protests can be made via Email to centralvalleyministocks@gmail.com. Complaints and protests will be processed and discussed by the CVMS board in the order received. A written response will be made for each protest or complaint. Failure to adhere to this process can result in unsportsmanlike conduct penalties.

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

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



Postrace Inspections

All cars will get weighed after qualifying. The top 5 finishing cars in the heat's, A and B 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 from show to show, and track to track.

Flags

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 line. 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, drivers are to hold their line on the track.**

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.

Flags (continued)

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 2019

Position to Points:

Qualifying (See Note Below)	Heat	A main
1 20	1-10	1-80
2 19	2-9	2-76
3 18	3-8	3-74
4 17	4-7	4-72
5 16	5-6	5-70
6 15	6-5	6-68
7 14	7-4	7-66
8 13	8-3	8-64
9 12	9-2	9-62
10 11	10-1	10-60
11 10		11-58
12 9		12-56
13 8		13-54
14 7		14-52
15 6		15-50
16 5		16-48
17 4		17-46
18 3		18-44
19 2		19-42
20 1		20-40

Qual points based on the amount of cars.

Each car that qualifies increases the qual point total by 1. Each position will decent in value by 1 point. If 30 cars qual, pole is worth 30 points, 15th worth 15 points, and 30th worth 1 point. Above chart based on A 20 car field.

Down 2 points per spot...

Cars not transferring to A
Will receive B main points
descending in position as is
if they were in the A main
finishing at the back.

****Qualifying points will be variable based on the number of cars that qual****

****Heat and Main points will be fixed****



General Race Format

Main event will be maximum of 24 cars.

Trophy Dash will be top 4 qualifiers-no points, cash and/or prizes only

15 to 21 cars will have 3 heats

Heat 1 by qual position: 1,4,7,10,13,16,19

Heat 2 by qual position: 2,5,8,11,14,17,20

Heat 3 by qual position: 3,6, 9,12,15,18,21

22 to 32 cars will have 4 heats

Heat 1 by qual position: 1,5, 9, 13,17,21,25,29

Heat 2 by qual position: 2,6,10,14,18,22,26,30

Heat 3 by qual position: 3,7,11,15,19,23,27,31

Heat 4 by qual position: 4,8,12,16,20,24,28,32

Heats will be no more than 10 laps

Heats will be inverted by group after groups are formed like the above list.

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

B Main

25 or more cars can trigger the B Main.

Top 5 Heat finishers Auto Transfer to the A Main when in a 4 Heat Format. Top 4 B main finishers will transfer to the A Main.

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

B main will be 10 laps

A Main

A main will be 25 laps. No inverts in the A Main. Starts and restarts will be double file until 5 laps remain in the race.