

CANADIAN VINTAGE MODIFIEDS

RULES BOOK

2021



This book covers:

- Technical Rules
- Technical Procedures
- General Rules
- Penalties for Rules Infractions
- General Procedures & Handicapping
- Staff Duties
- Duties of the Committee
- Mentor Program

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1. ELIGIBILITY

Races are open to all models of pre 1948 Canadian and American closed cars. Original steel bodies. Handmade steel bodies are allowed UPON APPROVAL from Committee. Pickups, Station Wagons, Convertibles and Roadsters are not eligible.

2. BODIES AND FRAMES

(a) FRAME RULES:

1. The only legal frame accepted by the Canadian Vintage Modifieds will be the Canadian Vintage Modifieds tube frame. It must exactly follow the specifications as outlined in drawing on page 11.
 2. Entire frame must be 2" X 3" X 0.100" minimum wall thickness. Rectangular steel tube up to builders' choice, including mandatory cross members, but not optional cross members. 2" X 3" must be upright
 3. Because of manufactures thickness tolerances, there will be a 10% undersize allowance in frame and roll cage thickness specifications.
 4. Front and rear builders' choice must be 2" x 3" rectangular steel tube, including cross members.
 5. Cross members must be full width of frame and added to the end of builders' choice rails.
 6. Optional second cross member may be manufactured out of any type steel material.
 7. Builders' choice may be drilled to provide crush zone but no drilling in cross member.
 8. Main frame rails may not be pierced, drilled or otherwise altered for the purpose of reducing weight. The only holes allowed are for component attachment only.
 9. Frame rail must be straight between front and rear builder's choice areas, as outlined in the drawing. Refer to pg. 11.
 10. All new cars and any frame repairs undertaken after February 2007, must have a gusset 1/8" X 2" X 2" added to all vertical welds in the frame. See diagram in back of book.
- (b) Minimum ground clearance is 6.5" to bottom of frame rails, including builders choice, measured with the driver out of the car. Car will be checked with a minimum air pressure of 20 PSI on left and 30 PSI on right. Note, the cross member is an integral part of the frame and therefore must abide by the 6.5" frame rule. Air pressure adjustment will be allowed 20 PSI on left and 30 PSI on right maximum.
- (c) Maximum offset on all cars to be measured from back of vertical rim bead to surface of frame rail. Difference in measurement from side to side may not exceed 3". You must provide access to measure.
- (d) Cowl may be cut back to original hood line. Front Firewall may not extend forward past front edge of front cowl, except for foot box. Firewall must be made of sheet metal, (min. 20 gauge) must completely separate driver from engine compartment. Firewall must extend to the driver's side of body side and be securely fastened.
- (e) Rear Firewall must be 20 gauge metal and firewalls must completely separate driver from gas tank compartment.
- (f) Floor must be closed in to the sides of the body from front to rear firewalls. May be done by installing sidewall liners up roll bars and across to window frames. Maximum height of the floor, measured above top of transmission, is 6". (20 gauge metal)
- (g) Cars must be acceptable in appearance, i.e. paint, lettering, numbers, within two weeks from original appearance at track (or after sustaining damage) and maintained in proper condition for the remainder of the year. If the car owner does not adhere to this rule in the allotted time, the car in question will not be permitted to run.

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- (h) All cars will have the club's major sponsors' decals placed on the cowl panel below front window posts and or on or above the front windshield for banners. Other club sponsors are to be placed in plain view (NOT HIDDEN), on the front cowl or side panels.
- (i) Numbers must be minimum 18" high by 2" thick and must be on each side and on the roof facing outside of track. Numbers must be a contrasting color to the rest of the car, subject to club approval. All cars must have a small number (approx. 3" X 3") in top right corner of windshield or body, visible to aid track starters with lineups.
- (j) Minimum height from ground to highest point of natural body is 56", measured with the driver out of the car.
- (k) **BODY RULES**
 - 1. Bodies must not be offset, side-to-side. Bodies must be centered on main frame rails. Maximum 1/2" off center.
 - 2. No chopping of tops. Body to be considered driver's compartment and cab.
 - 3. No spoilers. No wings.
 - 4. No fenders, outside of body.
 - 5. No air dams.
 - 6. Grills allowed, no die cast grills.
 - 7. Nothing in front of radiator except grill and air scoop to move air into the radiator. Air scoop must not extend past front of crash guard and be no wider than outside of frame rail where mounted.
 - 8. No side or rear windows to be enclosed with anything, fully or partially.
 - 9. All window openings must appear as per original dimensions.
 - 10. Louvers allowed on hood and side panels only, forward of front firewall.
 - 11. Body sides flat and solidly attached and must extend to bottom of frame rails.
 - 12. Body must be minimum 4" off the ground everywhere including maximum 3" high and 3" wide body extensions. Front scoop sheet metal must be minimum 3" off the ground.
 - 13. No air gaps on hood and trunk lid.
 - 14. Body rake measured along body line and or side window opening with frame level. Maximum 6 degrees rake on body.
 - 15. Rear end of body must follow contour of body until it ends. Rear end of body must extend down to meet rear of frame rails. Rear-end of body must be completely closed in with sheet metal. Rear deck filler panel must be 90 degrees to the frame rail and must be completely closed in from body to cross member and from body side panel. (No holes)
 - 16. All body panels, including roof inserts, must be made of sheet metal and must be minimum 20-gauge thickness.
 - 17. All cars must be equipped with a metal hood, securely fastened. The hood must extend from outer edges of cowl and radiator and go far enough forward to cover the radiator.
 - 18. Hood scoop must be made of metal; it can be full length of hood. Maximum 18" diameter air cleaner. Scoop cannot be any wider than 2" on either side of air cleaner, and cannot be any higher than 1" above air cleaner, measured at back. Scoop must be flat on top with no flaring to direct air over roof Hood scoop must not impair driver's vision. (Up to the discretion of tech)
 - 19. A clear Lexan windshield is compulsory from top to bottom of windshield opening and full width of windshield opening in from of driver. Lexan must be at least 1/8" thick.
 - 20. Mirrors allowed. Non-glass mirrors only.
 - 21. All cars must have access to the trunk area. Trunk lid must open.
 - 22. Dzus fasteners used on trunk lids and fully enclosed hoods must be "butterfly self-ejecting fasteners". No screwdriver type fasteners.

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3. WEIGHT RULES

- (a) Minimum weight of car and driver after any race shall not be less than 2300 lbs. Left side weight shall not exceed 57.5% of the total weight with driver in car. No adding fuel before weighing.
- (b) Ballast weight must be directly and securely attached to main frame rail or major cross member structure, not sub frame, (entirely above bottom of main frame rails. See diagram in back of book). All ballast must be inside of body panels. No lead shot or liquid type ballast permitted. All ballast weights must be painted white with the car number painted in red or black. Any car losing ballast on the track will be disqualified.

4. ROLL BARS, CRASH GUARDS AND SEAT

- (a) Minimum roll cage requirements are as per drawings. Refer to pg. 12.
- (b) All bars in roll cage must be minimum 1 3/4" O.D. and must be .090" minimum wall thickness roll cage tubing. Three left side door bars must be as per drawing. Three left side horizontal door bars to be bowed outward. Plates in the left side door bars are highly recommended. Right side must have three door bars as per drawing in back of book. Driver's helmet must be below bottom of all roof bars.
- (c) Because of manufacturer's thickness tolerances, there will be a 10% undersize allowance in frame and roll cage thickness specifications.
- (d) " X " in between the frame rails must be made of 1.5" minimum (square or round) tubing, .090" wall thickness. Minimum with tolerance.
- (e) All 90-degree joints in main cage must have gussets. Triangular joints may be exempted at tech committee's discretion. Gussets must be minimum 1 1/2" X 0.090" thick.
- (f) Electric welding only on frame and roll cage. No angle iron allowed in driver's compartment.
- (g) Crash guards are compulsory front and rear. Front crash guard must be mounted a minimum of 3" ahead of front cross member to provide a crush zone. Must be constructed of pipe or tubing. No sharp corners or rough edges allowed.
- (h) Crash guards must be flat across. No bowed crash guards. Top and bottom bars must extend the same distance from the cross member and must be parallel.
- (i) Optional crash guard (NASCAR Modified type) allowed. All dimensions to remain as standard type. No crash guards or nerf bars to be filled in with any type of panels.
- (j) Crash guards must be a minimum of 11" and a maximum of 14" from top to bottom. Center must be 14" to 16" from ground and must have at least one vertical bar. Car may be reset to 6.5 inch frame height for measurement.
- (k) Rear crash guards may extend to 1/2 of rear tire width but must be at least width of chassis at rear cross member. All rookie drivers must have at least one bar on rear crash guard painted bright yellow. No other cars to have yellow crash guards.
- (l) Front crash guard to be no wider than chassis at front cross member. Exception on four spring cars, crash guard may be as wide as outside of spring perch. Maximum distance from center of right kingpin to the front of the front crash guard must not be more than 32". Both front and rear crash guards must be tied in with steel, flat bar or tubing minimum 1" X 1/8", no tin straps or thin rods. Must be mounted solid at each end, rivets are not allowed.
- (m) Nerf bars must not extend past outside edges of tires. Compulsory between front and rear wheels. Nerf bars not allowed in front of front wheels.
- (n) An aluminum racing seat (0.125" thickness) must be securely fastened to the cage or frame at bottom and backrest. Seat must have a padded headrest. Seat must be mounted above 2" X 3" frame rail. Full containment seat recommended.
- (o) All bars in the driver's area must be covered with fire retardant padding. If running door liner on left side, sheet padding is recommended. Center of steering wheel must be completely padded. Lexan steering wheel cone inserts recommended.

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5. STEERING, BRAKES AND STARTER

- (a) Any regular type steering box may be used but column must be mounted to the left of dash center. No center steering boxes. Rack and pinion is allowed. All steering parts must have 3" ground clearance. Welds on any steering parts must be properly reinforced.
- (b) ***Any type of power steering allowed.***
- (c) Dual brake system is required. Four-wheel brakes must be in good working order at all times. Any type brake system allowed. No power brakes.
- (d) ***Brake Lines visible from master to caliper.***
- (e) Cars must be equipped with self-starter in working condition.

6. SUSPENSIONS

- (a) Maximum wheelbase is 118"
- (b) Any car make can run Ford or Chev. Suspension.
 - Ford - two transverse springs only
 - Chev. - four spring suspension only
- (c) No auxiliary suspension of any kind allowed. (1/4 springs, coils etc.)
- (d) No independent suspension.
- (e) No on-board driver controlled suspension or weight adjustments allowed.
- (f) Only one shock per wheel. Shock must be steel body construction. No re-buildable, no re-valveable, no adjustable, no remote reservoir, shocks allowed. Removable hiem ends allowed. Shock must attach to axle and frame directly. Shocks may not be attached with pivoting linkage or lever system.
- (g) ***Coil-over Springs and Shocks***
 - 1. ***Maximum of one (1) coil-over per corner. Coil must be over shock.***
 - 2. ***Shock rule remains the same as current rule. (See (f) above).***
 - 3. ***Both front and rear axle assemblies must have matching spring selection side-to-side (i.e. LF and RF have coil-overs; LR and RR have leaf springs). Spring selection may differ between front and rear axle assembly (i.e. Front having leaf springs, rear having coil-overs).***
 - 4. ***Coil bind, bump sticks or spring pre-loaders of any type or design are not permitted. Bump stops of rubber construction, packer and spacers are permitted.***
 - 5. ***Thrust bearing kits are permitted.***
- (h) Load bolts and sway bars may be used.
- (i) No slider components allowed.
- (j) Adjustable spring shackles allowed. Load adjusting shackle brackets. To be approved by the Tech committee.
- (k) All leaf springs will be made of steel. All springs will have standard eyes on both ends (Quarter elliptic not allowed). Bolted on eyes acceptable on end of spring. Leaf springs must be mounted to Canadian Vintage Modifieds tube frame cross members or optional cross tube only, not to the sub frames.
- (l) Buggy spring style leafs must be mounted to cross member or optional second cross member.
- (m) No bird cages of any type on rear axle housing. Solid mounts to leaf spring. (U-bolts or welded brackets).
- (n) Front axles may be interchanged but must look like an original axle for the car in question. No twin I-beams. After market axles allowed. Must be 54" \pm 1/2" kingpin-to-kingpin center with 4" drop. 1/2" tolerance on drop for adjustment Drop measured from top of kingpin boss to top of 2" O.D. tubing.

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Tubing for axles must be 2" O.D. with 3/16" or 0.188" wall minimum thickness. Seamless tube recommended. No square tube axles allowed. Must be constructed of steel, ½" steel plate, min 7/16" grade 5 bolts, ⅝" tether cable. Alternate axle as per diagram (pg. 13).

- (o) Spring pocket under driver's seat is to be covered by 1/8" plate.
- (p) Front springs to be mounted on top or bottom of axle in GM style four spring cars.

7. FUEL SYSTEMS AND FUEL

- (a) Fuel cell compulsory. All cells must have an approved vent.
- (b) Cell must be mounted behind rear firewall and inside perimeter of frame rails.
- (c) Cell must be completely enclosed in a metal container and securely fastened. Safely and properly protected.
- (d) The lowest part of cell must be above the lowest part of the frame rail where mounted or the lowest part of the cell must be above the lowest part of the rear cross member when fuel cell is mounted behind rear axle.
- (e) Filler spout on fuel cell must be center or left side of car and must have proper cap. Filler spout may be fastened to body. If filler spout is attached to body it must have two flexible joints to allow for body movement.
- (f) All fuel lines must run under the floor pan of car and be properly secured. Neoprene (synthetic rubber) gas lines are recommended. No copper lines.
- (g) Only metal fuel filters allowed.
- (h) No alcohol, methanol, or nitro methane.
- (i) ***Fuel Lines must be visible from Fuel Cell to Carb.***

8. CARBURATION, INTAKE AND EXHAUST- For 6 cylinder cars ONLY

- (a) Any Holley two-barrel carburetor allowed, except part #s:0-80600, 0-80585 and 0-80590. All carburetors must have two throttle return springs. All cars must be equipped with an intake air filter or flame arrestor. No cutting or welding other than maintenance on intake manifold.

- (b) **Intakes:**

1. Original equipment intakes allowed. No altering corners of intake, no cutting or welding on intakes other than for maintenance. Carburetor adapter must mount to original mounting surface and use original bolt holes of intake manifold for engine being used. Any adapter may be used as long as the original mounting holes are the way it is fastened.
2. Clifford manifolds allowed. Outside cosmetic altering permitted, original part numbers must remain. Absolutely no welding or cutting permitted. No internal modifications permitted on manifold other than to clean up along the line where the two halves are joined $\pm 1/4$ inch max tolerance. Anything else must be approved by tech before it is modified. The maximum diameter of the carburetor adapter for the Clifford manifold is not to exceed 1.760 wide, 3.500 long, with a true circle radius at both ends and be at 90 degrees from the upper and lower face. No tapering of opening.

Chevrolet	# C-4501	Ford	# F-4502
AMC 1987-90	# 4510	AMC 1990+	# 4520
Adapter	#08-1013 (casting # A-0452)		

- (c) No supercharging or injecting devices allowed.
- (d) No fuel pumps with glass bowls allowed.
- (e) Electric fuel pumps allowed (6 cylinder engines only). Must run wiring configuration as per diagram (pg. 14).
- (f) **Exhaust System:**

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1. Left side pipes must extend past driver's seat or be turned away from driver's compartment.
2. Top of any outlet must not be more than 18" from ground.
3. Mufflers mandatory. May run any muffler system equivalent to the Magnaflow that meets the decibel reading. May use 1 or 2 mufflers.

(g) Header Plate:

1. Header/intake plate may be used, maximum thickness 1/2"

9. IGNITION

- (a) Battery must be securely fastened in engine or trunk compartment only. Battery cables must be properly secured.
- (b) Any ignition system allowed except Magneto's.
- (c) Ignition kill switch must be mounted in the center of dash and must be clearly marked. Off must be in or down.
- (d) No on-board driver adjustable electronic controls.

10. ENGINE

- (a) Any type body type may run engine / transmission from Ford, GM or AMC, but must conform to the rules for that combination. Ford engine may run transmission from GM or Ford.
- (b) Only inline six cylinder overhead valve engines allowed. Cast iron blocks and heads only. Maximum displacement allowed is 256 cubic inches, including clearance and wear.
Formula to determine cubic displacements: Bore X Bore X Stroke X 6 X 0.7854.
- (c) Engine location: Maximum allowable distance for set back of engine is measure from center line of kingpins measured back to the number one spark plug and is 13". Maximum allowable distance down to the center of crankshaft from a line across the top of the frame at the crankshaft bolt is 5". Engine must mount within 2" of center frame to center of crankshaft nose from side rail to side rail. Engine must mount within 10 degrees of OEM position. Chrysler to be in OEM position.
- (d) The only engines allowed are as listed below with their respective crank strokes.

Chev. 230 cu. in.	3.250" stroke	Chev. 250 cu. in.	3.531" stroke
Ford 240 cu. in.	3.180" stroke	Ford 250 cu. in.	3.910" stroke
AMC 232 cu. in.	3.500" stroke	AMC 243 cu. in.	3.410" stroke
Chry. 225 cu. in.	4.125" stroke		
- (e) Only production crankshafts for make and model of engine being used are allowed. No aftermarket crankshafts at all, no custom forged or billet crankshafts. Only original stroke allowed as listed above, no stroke changes at all. All stroke dimensions must be + or - .015" tolerance.
- (f) ***Oversized valves allowed for 6 cylinder engines only.***
- (g) An additional allowance of .005" is allowed to provide for manufacturers production tolerance.
- (h) Any type pistons allowed.
- (i) Any camshaft allowed except roller cam and roller lifters. No overhead cams. Stock diameter lifters for make and model only. No mushroom lifters.

Lifter Diameters:	Chev. 194, 230 or 250	0.845"	Ford 240, 250, 300	0.875"
	Chrysler 225	0.845"	AMC 232, 243	0.845"
- (j) No oil coolers. No dry sump systems. No external drive oil pumps allowed. A remote oil filter is allowed. Approved pressurized surge tank is allowed (Moroso style) must be securely mounted.

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11. CLUTCH AND TRANSMISSION

- (a) Commercial aftermarket steel blowout proof bell housing mandatory if using 10 inch clutch. Must be left as manufactured. No cutting, except for clutch fork, lower lip can be removed. Aluminum bell housing allowed if you use the 7.25 clutch.
- (b) Stock flywheels allowed. Aluminum flywheels allowed. Automatic transmission flex plates allowed.
- (c) Clutch must work and be foot operated. Multiple disc or aftermarket mini single disc clutch allowed. Minimum 7 1/4" disc size. No couplers.
- (d) Three speed OEM transmission only. Any make in any car. Reverse must work. No automatic transmissions. No quick change transmissions or transmissions with internal clutch. No overdrive units. No in and out boxes. No 4 or 5 speed transmissions allowed.

12. REAR END AND DRIVESHAFT

- (a) Any make OEM rear end allowed in any car. Aluminum spools and bearings carrier allowed. Rear ends must be locked. No integral style rear ends with internal axle locks allowed. No aftermarket center sections. No aluminum pots or aluminum tubes. No OEM posi-traction units. No rear-ends with any type of unlocking or unloading devices. No electronic traction control devices allowed.
- (b) **Quick change rear end to be allowed.**
 - 1. **10" ring gear.**
 - 2. **Axle tubes and axles constructed of magnetic steel.**
 - 3. **No cambered rear ends.**
 - 4. **No birdcage suspension links.**
- (c) All driveshafts must be constructed of steel. No constant velocity joints of any type. All driveshafts must be painted a bright color or white.
- (d) All cars must be equipped with a full 360-degree driveshaft loop front and rear. Loops must be made of 3/16" by 1-1/2" plate or equivalent. The front loop will be 3" to 6" behind front u-joint. The rear loop will be 3" to 8" before the rear u-joint.

13. TIRES AND WHEELS

- (a) All cars must use 5 lug wheels only.
- (b) All four wheels must be approved commercially manufactured steel wheels. No OEM wheels. No uni-lug wheels.
- (c) Minimum offset to wheel center from inner edge of wheel is 2".
- (d) Maximum width for all wheels is 8".
- (e) Tires must be used as per tender specifications approved by the membership. All tires must be within a durometer reading as determined by Tech.
- (f) **NO tire soaking allowed.**

14. COOLING SYSTEM

- (a) Any type radiator may be used providing it is not higher than hood or wider than frame. Hood must completely cover top of rad.
- (b) Radiator must be fastened at front of car. No auxiliary cooling cores.
- (c) No antifreeze in cooling system.
- (e) Cars must have a catch or over flow can of not less than 2 liter capacity and this should be drained prior to each race. Can must be located forward of front firewall and cannot be vented anywhere behind front firewall. It is mandatory that you run a hose to the front windshield from the catch can.

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15. MANDATORY SAFETY EQUIPMENT

(Note: All safety equipment must be maintained by driver/team and must follow manufacturers recommendation. Any equipment that isn't needs to be replaced.)

- (a) Driver must have a helmet that is no less than **10 years old as indicated by the Snell Foundation certification sticker (SA Rated)**. Helmets will be inspected and must have sticker. It is recommended that drivers record blood type and RH factor plus any major medical allergies to adhesive type label on inside of helmet. It is also recommended that drivers remove dentures while competing.
- (b) Three inch wide made-for-racing seat belts with double shoulder harnesses must be used. They must have a quick release and must be fastened to structural members with grade 8 bolts and locknuts. Crotch strap recommended.
2 inch shoulder belts allowed when used in conjunction with appropriate head and neck restraint devices
- (c) S.F.I. approved (Sema Foundation Inc.) P.B.I. or Nomex designed-for-racing fire suits are mandatory. No Proband fire suits. Suits must be in good shape and clean. Fireproof underwear, socks, racing boots/shoes are recommended. Racing gloves are mandatory.
- (d) Fire extinguishers are mandatory. Minimum 2-1/2 lbs. must be mounted safely. Must have a gauge. Must be within drivers reach. Halon onboard systems accepted. If extinguisher gauge is empty or reads out of green zone, car will not be permitted to run.
- (e) Drivers window nets are recommended. Must hook at top and release at front.
- (f) **A head and neck restraint system is recommended.**
- (g) **A Full Containment seat is recommended.**
- (h) **Radios:**
 - 1. **Any 2 way radio system can be used.**
 - 2. **One way radio to Track Officials MANDATORY. May be with driver or spotter. Race official MUST take priority over any other radio traffic.**
 - 3. One-way radios are considered to be part of safety equipment, cars cannot race without one.
 - 4. One way radio to be used with track officials only for lineups, scoring and penalties
- (i) **Transponders are MANDATORY.**
 - 1. **Transponder must be located a minimum of 79" from the center of the front axle.**

16. Anything not specifically covered in these rules is not considered legal. Anything that was considered legal in the past is superseded by this book. Any interpretation and intent of these rules will be ruled upon by the Head of Tech and the Technical Committee. Any questions regarding rules contact the Technical committee.

17. TECHNICAL NOTE:

The tech committee does not rule on the safety of the cars, just that they comply with our rule book, as voted on by the members.

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18. CANADIAN VINTAGE MODIFIED CRATE MOTOR RULES:

(Note: All rules in this section are for cars running 602 Crate motor only!)

(a) Engine and Driveline

1. Only Motor allowed is the GM Crate Engine Part Number 88958602(old) or Part Number 19255602 (new).
2. ***Allowed to purchase New 602 Crate from Ohsweken Speedway. Must be sealed by Ohsweken Speedway before taking ownership. Allowed to purchase used 602 engines from Ohsweken Speedway teams (Non Sprint Car Engines) with seals intact, inspected by Ohsweken Speedway.***
3. ***Any other 602 Crate Engines, new or used, MUST be sent to Klotz Auto in Cambridge to be inspected and sealed before the car will be permitted to race with that engine. This includes engines that have previously run in the club.***
4. ***Removal of any seal (accidental or intentional) will require the engine to be resealed.***
5. ***General maintenance and component replacement (ie. timing chain, oil pump, etc.) may be completed at the discretion of and by Klotz Automotive only, during the sealing process. All future maintenance and replacement require new seals.***
6. ***All parts must be GM OEM parts specific to the 602 crate engine.***
7. ***Klotz Automotive may not disclose the list of inspected parts and outlined tolerances. Identifying marks may be scribed as necessary during the sealing process.***
8. ***All engine serial numbers, seal numbers and recorded measurements will be documented and catalogued for future reference.***
9. ***Klotz Automotive reserves the right to refuse sealing an engine if it is believed to be not in conformance with OEM specifications. The engine serial number will be recorded, and that engine may not be allowed to race in the club. The owner is responsible to pay all fees.***
10. ***Second-hand crate engines from outside the Canadian Vintage Modified club are permitted. Second-hand crate engines are to meet all engine requirements, outlined above and in the Canadian Vintage Modified club rulebook.***
11. ***All engines in the club must either have Klotz seals or Ohsweken seals.***
12. 7 ¼" diameter dual disc clutch allowed, same as inline 6.
13. Valve cover or covers may be taken off for inspection of valve train.
14. Balancer to be as it comes from GM. 8 Inch.

(b) Ignition:

1. Only Stock Distributors can be used (no alterations), must run the distributor supplied with the motor.
2. No MSD, DUI, Accel or other performance aftermarket ignition modules.
3. No locking mechanical advance.
4. MSD 8728 Rev. Limiter Box with a MAX. 6200 Rev. Limiting Chip must be used.
 - i. All wires for the Rev. Limiter Box must be left exposed for tracing purposes.
 - ii. ***Rev. Limiter Box must out of the reach of the driver.***
 - iii. ***Rev. Limiter Box must be mounted with the Rev Limiter chip facing away from the driver.***
5. Distributor cap may be removed for inspection of module, mechanical advance and coil.

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(c) Intake and Carburetion:

1. **STOCK** Holley 500 cfm model #'s 0-4412C and 0-4412CT. **NO Modifications** allowed except removal of choke plate and related linkage. **MUST** use **STOCK** metering block Part # 134-137 with stamped # 5952-3.
2. Jets and Accelerator pump may be changed.
3. Power valve may be changed and allow vent tube.
4. No HLY-4412HP Carburetors allowed.
5. One (only) aluminum carburetor adapter part number 90027 must be used.

(d) Exhaust:

1. Headers are allowed, No – 180 Degree ("CROSSOVER ") or Tri-y style ("IRON LUNG") headers allowed.

(e) Chassis

1. Engine location to be 39" max from the center line of front axle to the back of the block where the bell housing mounts.
2. Minimum weight, car and driver 2425 lbs. after feature, no top ups. Weight percentages same as inline 6 Rule.
3. Crank height same as inline 6.
4. Engine offset same as inline 6.

(f). FUEL SYSTEMS AND FUEL

1. Stock style fuel pump only.
2. **No alcohol, methanol, or nitro methane.**

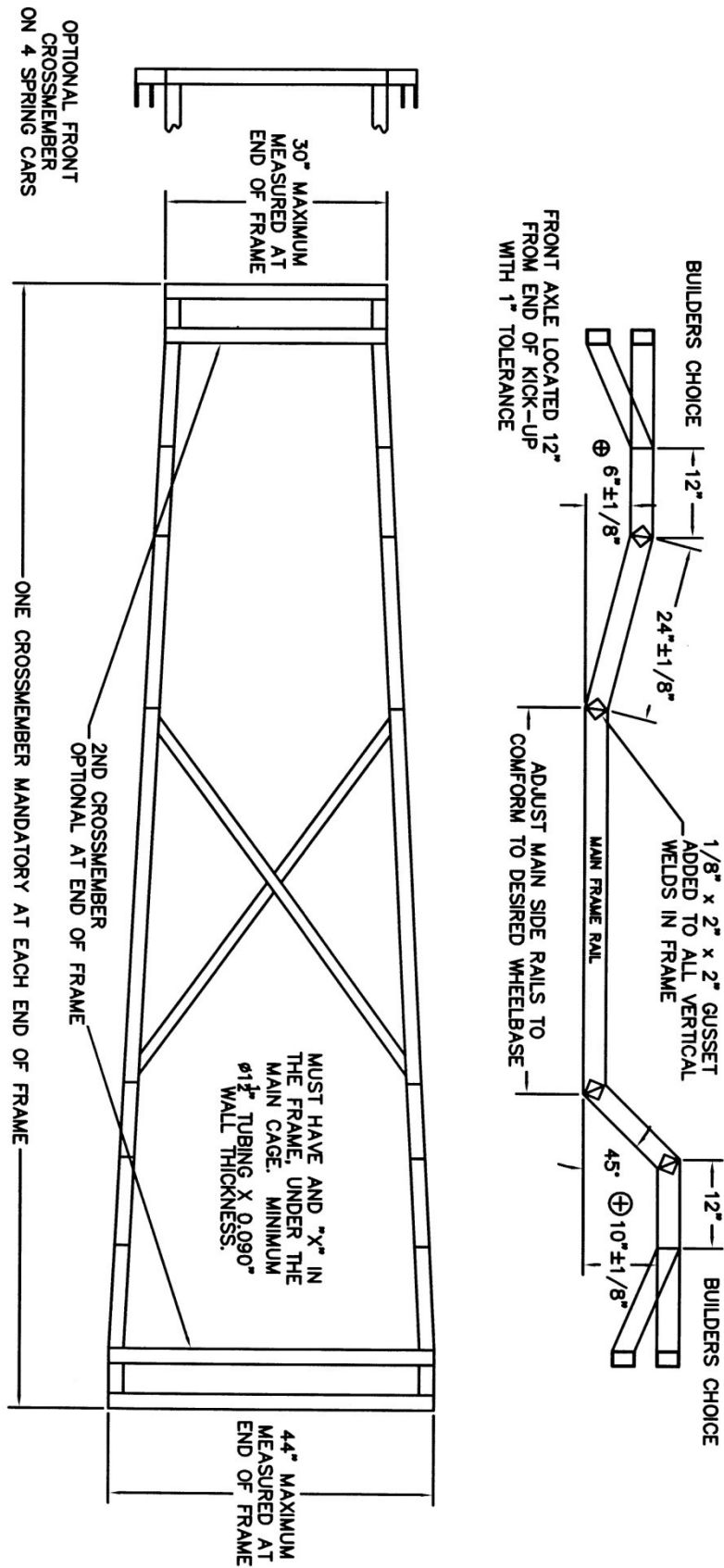
19. Crate Engine Carburetor Claim Rule

- (a) An issue of claim may be made by a car owner/driver against a fellow competitor engine carburetor that is competing in that night's event.
- (b) The claim must be made in writing to the Committee/Tech Committee prior to the start of the feature
- (c) The claimant must present the NEW replacement carburetor, in original packaging, to be exchanged on the same night with receipt.
- (d) Claim rule applies to the carburetor as provided from the manufactures. Removal of jets, power valve, and throttle cam will be allowed prior to the exchange, in front of the Head of Tech.
- (e) Exchange must be made on the night of the claim.
- (g) If claim if refused, car that refused will be deemed to have an illegal carburetor and will be penalized as per rules.

CANADIAN VINTAGE MODIFIEDS

TECHNICAL RULES 2021

FRAME REQUIREMENTS

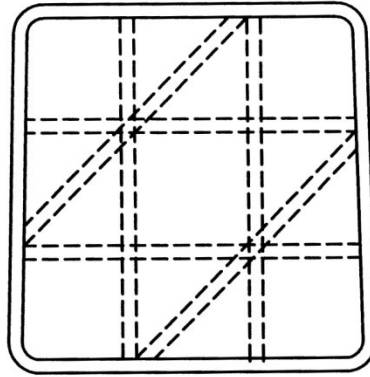


ENTIRE FRAME MUST BE 2" X 3" X .100" WALL THICKNESS
 There will be a 10% undersize allowance for frame and roll cages

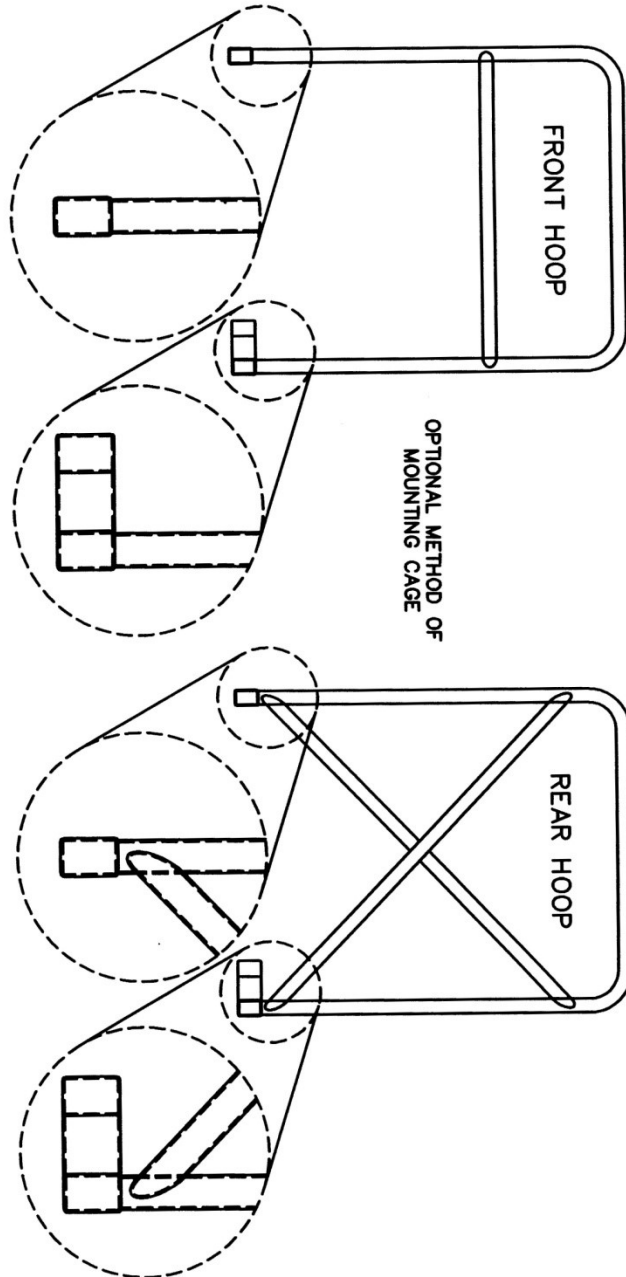
CANADIAN VINTAGE MODIFIEDS

TECHNICAL RULES 2021

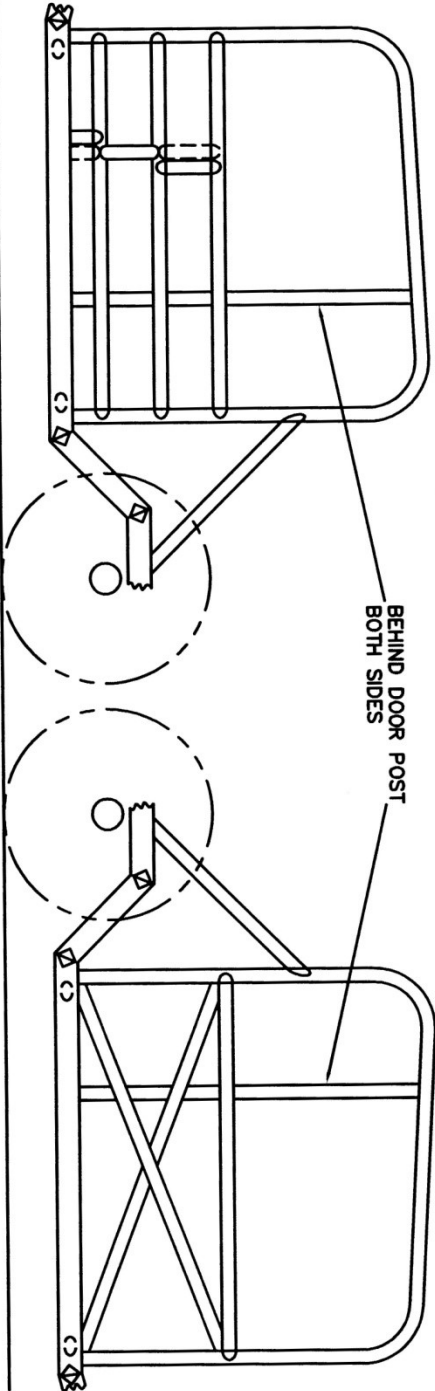
ROLL CAGE REQUIREMENTS



ROLL CAGE MUST HAVE 2 PROTECTION BARS IN ROOF. (DOTTED LINES SHOW SUGGESTED POSITION ONLY).



OPTIONAL METHOD OF MOUNTING CAGE



BEHIND DOOR POST BOTH SIDES

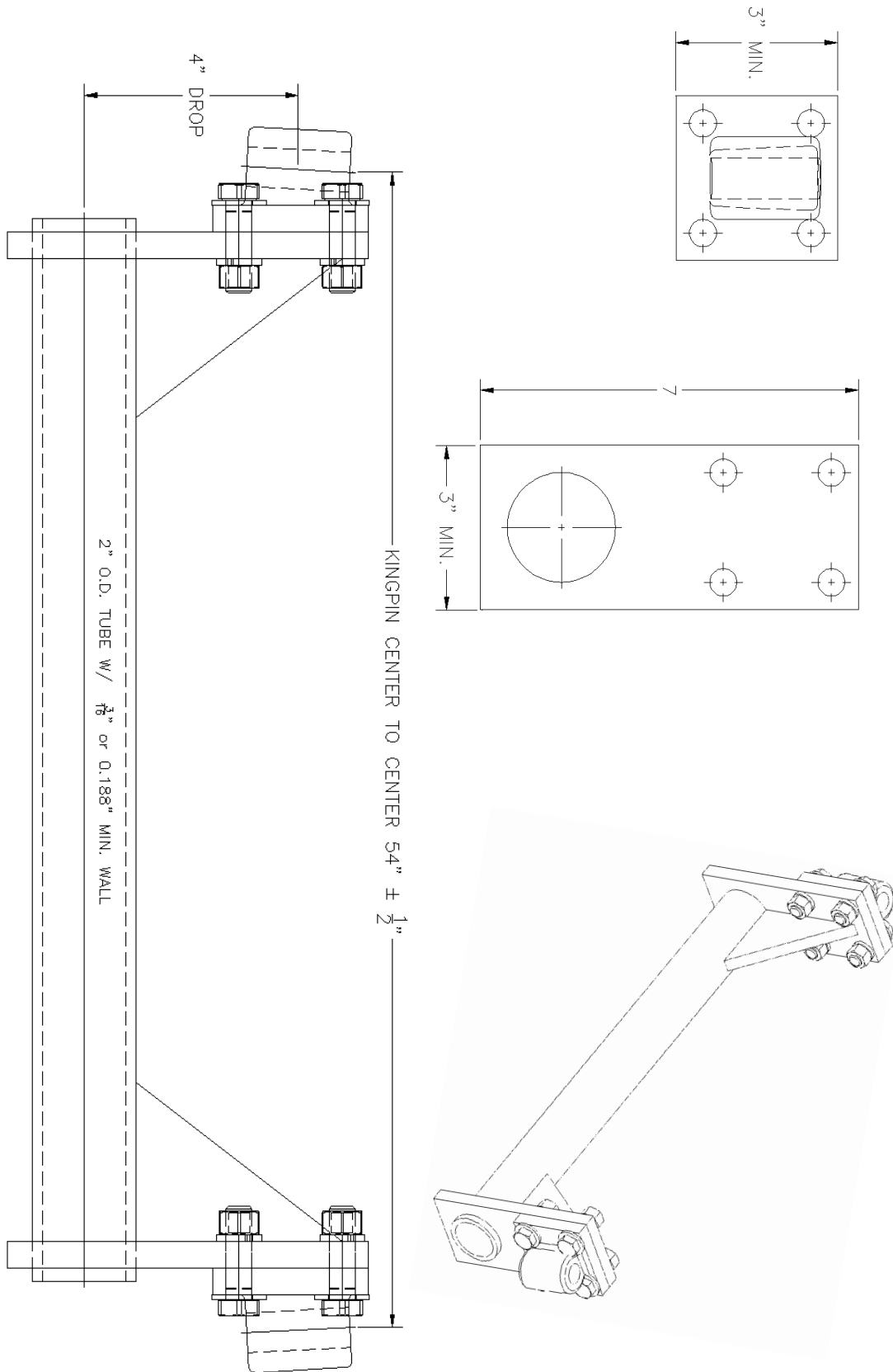
ALL 90° JOINTS IN ROLL CAGE MUST BE GUSSETED. CONFIGURATION FOR LEFT SIDE DOOR BARS.

OPTIONAL RIGHT SIDE DOOR BARS, MINIMUM ALLOWED.

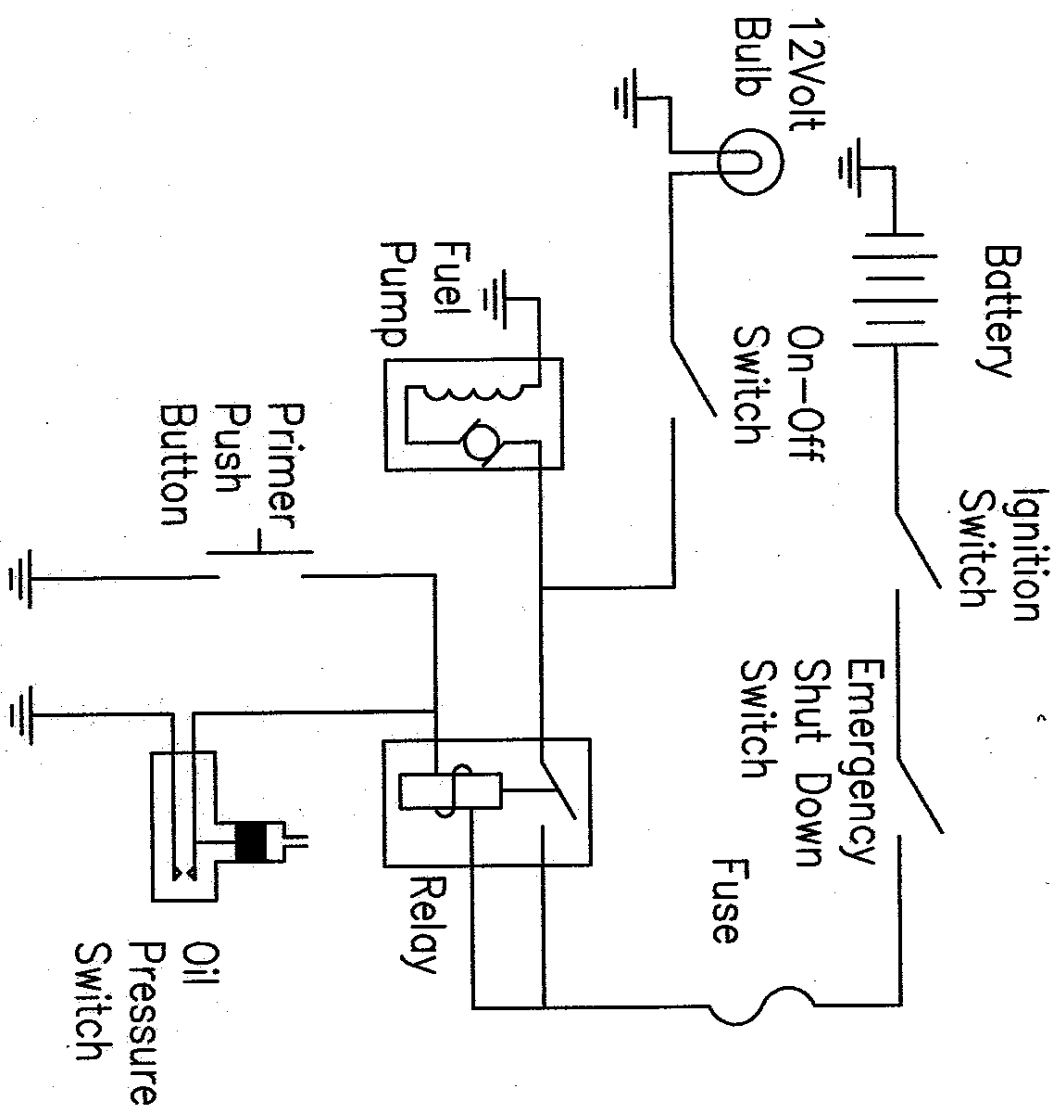
CANADIAN VINTAGE MODIFIEDS

TECHNICAL RULES 2021

ALTERNATIVE AXLE DESIGN (V.R.O.A STYLE)



FUEL PUMP WIRING SCHEMATIC



Fuel pump must be mounted on the back of the rear firewall, ABOVE the floor line, on the inside of the frame rail, MINIMUM 6 inches from drive shaft tunnel and on the opposite side of the battery location (if the battery is mounted in the rear).

Car with electric fuel pumps must have its operation inspected on initial yearly check and ANY time it goes through post race tech inspection. Failure to pass will result in DQ (disqualification).

CANADIAN VINTAGE MODIFIEDS

TECH PROCEDURES

MAKE-UP OF TECH. COMMITTEE:

- Head of Tech. Preferably, a non-driver could be a Committee Member or appointed personnel.
- Two assistants. Preferably both Committee Members.
- Head of Tech will appoint a first assistant (non-driver).
- When Head of Tech. is unavailable at the track, his/her duties will be transferred to the first assistant, and a third Committee Member will fill in.
- Technical Committee will be comprised of three people at all times.

DUTIES:

- The Tech. Committee has the power to disqualify any driver without full Committee consent.
- Disqualification's will be discussed between all three Tech. members. The majority decision will prevail.
- The Head of Tech. may seek advice from other Committee Members at his/her discretion, but final decision still rests with the Tech. Committee only.
- The Head of Tech. is the only one to advise a driver of a disqualification. This will be done in the driver's pit, not in the tech. lane.
- The Head of Tech. is the only person who will respond to any technical protest. The protestor(s) will not be revealed.
- The Tech. Committee has the right to disqualify cars from any line-up for a safety violation.
- The Head of Tech. will keep a Tech. Log Book on all inspections performed at each race meet. Upon completions of a technical inspection, the driver will be made aware of any offence, issued the appropriate warning, as laid out in the "PENALTIES FOR RULES INFRACTIONS PROCEEDURE", and then asked to sign the Log. By signing the Logbook, the driver indicates that he/she has been informed of, if applicable, any offense and that some form of warning or penalty has been issued.
- If there are any arguments over performing any requested procedures, the Tech. Committee has the right to have the car scored as the last car in the feature.

AT TRACK TECH. PROCEDURES:

1. ***Drivers MAY be shown the "Tech. Sign" when coming off track OR MAY be instructed via the one-way racing radio that they have been designated for inspection for that event.***
2. A member of the Tech. Committee (or appointed personnel) is to accompany and remain with cars that go to tech. lane after events.
3. Any car that goes to their pit, instead of directly to tech. lane, will be disqualified.
4. While in tech. lane, only the driver and one crewmember are allowed.
5. No sealing of engines **for 6 cylinders**. All inspection and tech. procedures to be completed on the day/night of the event.
6. The Tech. Committee will determine how many cars and which cars, will be checked at any one event.
7. The Tech. Committee will determine what is to be checked at any event.
8. Cars will be allowed to be driven in the pits without helmets unless track rules state otherwise. Helmets must be worn on the racing surface including pit lane. You can only remove your helmet on the racing surface when authorized by an Official; this is during red flags, autograph session and receiving trophies.
9. Any car that loses a bumper will be black flagged for that race. No car may race without both bumpers solidly attached.

CANADIAN VINTAGE MODIFIEDS

TECH PROCEDURES

GENERAL PROCEDURES:

1. All cars must participate in at least one warm-up session per event or go to the back of their respective heat. At the discretion of the Tech. Committee, a driver can be exempted, due to mechanical problems, but he/she must report to the Head Tech. to be excused.
2. The driver is responsible for the technical legality of their cars.
3. The Tech. Committee may check any engines that have blown during the race event for legality.
4. All new concepts and ideas must be taken to the Tech. Committee prior to installation on a car. The Tech. Committee's decision is final.
5. All members are encouraged to assist the Tech. Committee by reporting any tech. violations they observe.
6. All cars will have a safety and technical inspection at the beginning of each year.

CANADIAN VINTAGE MODIFIEDS

GENERAL RULES

1. The rules and/or regulations set forth in this book are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for all events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to any participant, spectator or Official. No expressed or implied warranty of safety shall result from publications of, or compliance of these rules and/or regulations.
2. All persons admitted to the pits and/or restricted areas of a C.V.M. sanctioned event must obey all rules and regulations set forth by the C.V.M. Each person so admitted releases the C.V.M. of all liability. Anyone bringing any legal action against the C.V.M. its Executive or any of its members will automatically forfeit their membership in the C.V.M. for a minimum of ten years. They also give up any points, moneys and awards received to that date.
3. Drivers, car owners, mechanics and crew members shall have no claims against the C.V.M. or its Officials, agents, affiliates or race organizers, by reason of disqualification or damage of either personal injury or property.
4. The C.V.M. reserves the right, in the public image of the sport, to disapprove any advertising or sponsorship.
5. All must drivers must have a membership before competing in any C.V.M. event. Drivers must be a minimum of fourteen years of age. Any driver under the age of 18 must provide a notarized signed guardian consent form to race with the club.
6. Car numbers will be given out by the treasurer when he/she receives your membership fee. All previous competitors have their last year's number reserved until the February general membership meeting.
7. Only members of the Business Committee may negotiate races, purses etc. with promoters. All other members will be subject to a penalty of up to one calendar year.
8. Monthly general and Committee meetings will be held year round, and a monthly newsletter will be issued.
9. New Drivers/Part time Membership: Options-2 night grace with a mechanic's' membership or \$30.00

CONDUCT RULES:

1. Participants in C.V.M. sanctioned events are to conduct themselves in an orderly manner not detrimental to auto racing.
2. Verbal and/or physical abuse of any C.V.M. Official agent, representative and/or use of improper language is strictly prohibited. Disorderly behavior at any event will subject offenders to suspension and/or fine, as determined by the Vice President or Committee appointed person. Drivers are responsible for the actions of their crew, and non-members.
3. Alcoholic beverages and/or drugs are prohibited until the completion of the race meet, all divisions, and Tech. Violation or suspicion of violation of this regulation will result in an immediate suspension of the offender(s) from further participation.
4. The conduct of any participant during the course of any event that is deemed unsportsmanlike could be subject to loss of points and/or prize money and/or membership.
5. All persons admitted to the pits and/or or restricted areas of a C.V.M. sanctioned event, car owners and drivers are responsible for all persons associated with their cars and/or crew. Any verbal and/or physical abuse of any C.V.M. Official, Committee Member, Driver or General Member, will be subject to a penalty resulting in receiving only show points and tow money for that race event. Penalties will increase with any additional penalty.

OFFICIAL DECISIONS:

1. The C.V.M. reserves the right to determine and interpret the intent of all rules and specifications governing sanctioned events and their decision is final.
2. Any situation not specifically covered herein, will be acted upon by the Race Director and/or the Officials in charge and their decision is final.

CANADIAN VINTAGE MODIFIEDS

GENERAL RULES

PROTEST:

1. A protest will only be accepted from a driver of a car competing at that race event.
2. **Scoring protest:**
The scorer's will determine the final position in all events. Protests regarding finishes must be given, in writing to the **Track Officials**. Protests must be handed in within 15 minutes of the posted finish.
3. **Drive line protest:**
The protest must be in writing and exactly specify what is being protested and signed by the protester. The protest, accompanied with \$50.00 cash, must be in hands of the race director or Head of Tech., no later than 5 minutes before the feature goes on the track. Drive line infractions consists of engine, transmission, driveshaft, and rear end assembly. If the car is found illegal, the \$50.00 will be returned to the protester.
4. When a random power train check is made by the Tech. Committee and the car is found legal, the club will pay the car owner \$50.00 (engine only). First tear down by the club, per car, to be at owner's expense.
5. Cars must not be removed from the race track property until 15 minutes after the last race it competed in, unless permission received from the race director and Head of Tech.
6. All protests, issues and resolutions (or reason for decision) must be made public to the Committee, and read out at the next general membership meeting.

ELECTION, VOTING AND OTHER PROCEDURES:

1. ***Elections for the Executive Committee to be held at the Annual membership meeting in September.***
2. ***Both nominations and elections to be done at this meeting. Person(s) must be present to accept a nomination.***
3. ***One vote per car.***
4. ***Elections will be done by written ballot only. Immediately following the count the elected member will be declared. The final count totals will be recorded in the 'Committee Meeting Minutes' and will be made available to the candidates should they wish to review.***
5. ***All alternates are kept on record, in order of votes received, the alternate will asked to step forward, if needed, without an election held***
6. ***The New Executive Committee will join the former Executive Committee at the next Committee Meeting where information and authority will be transferred to the New Executive Committee.***
 - (a) ***The New Executive Committee will take over at the next general membership meeting, and will oversee the next year's rules and procedure changes.***
 - (b) ***The former committee will be responsible for banquet to be held in November.***
7. ***The October General Membership Meeting will be a rule/ procedure proposal meeting.***
 - (a) ***No voting on technical or procedural changes.***
 - (b) ***The Executive Committee was voted to run the club. They will consider all of the proposals and make decisions on any technical or procedural changes which are in the best interest of the club.***
8. ***All meetings must have a sign-in sheet. If you do not attend a general, or specified meeting (rules etc.), you will lose the right to protest anything discussed, or voted on at the meeting.***
9. ***All decisions from meetings (votes, etc.), to be announced to the Membership.***

CANADIAN VINTAGE MODIFIEDS

PENALTIES FOR RULE INFRACTIONS

After safety and technical inspection sheet has been given to the car owner/driver during the one week period of repair allowed, the Tech. Committee will not penalize the driver/car for the noted deviance. Please note that cars must have a hood and truck lid on at all times, and must have side nerf bars on at the start of each race or the car will not be allowed to race. The Tech. Committee, Race Personnel, Track Staff may determine that any car is unsafe to continue, before or during a race.¹

1. Cosmetic:

- | | | | |
|---------------|----------------|------------------------|-------------------------------|
| - Paint | - Crash Guards | - Nerf Bars | - Hood |
| - Hood Scoop | - Windshield | - Radiator Scoop | - Anything Appearance Related |
| - Side Panels | - Trunk | - Body Offset (½" off) | |

The 1st time you will be warned, and checked and approved by the Head of Tech. prior to competing in the next Race event.

A 2nd infraction for the same infraction will result in an automatic disqualification with only show points awarded and tow money awarded for that event.

A 3rd infraction of the same rule, will result in only show points awarded and tow money awarded for that event, and handicapped as feature winner.

A 4th infraction of the same rule would result in the loss of all points, monies for the night, as well as 100%, and handicapped as feature winner.

A 5th infraction of the same rule, would result in the loss of all points, monies, etc., and a two week suspension. During the suspension period car/driver would be handicapped as the feature winner.

Any further infractions would result in addition to the above, double suspension time, with loss points etc., and handicapped accordingly

2. Technical:

- | | | | |
|-------------------------|--------------------|-----------------|-------------------------|
| - Rims | - Engine Locations | - Weight | - Front Axle Dimensions |
| - Body Offset (over ½") | - Chassis Height | - Wheel Base | - Overall Heights |
| - Suspension | - Anti-freeze | - Chassis Width | |

The 1st infraction you will be scored as the last starting car in the feature, money and points for last, handicapped for actual finish.

A 2nd infraction of the same rule would result in the loss of all points, monies, etc. for the night, and a two week suspension. During the suspension period the car/driver would be handicapped as feature winners.

3. Drive Line:

- | | | | |
|-----------------------|----------------------|-----------------|-------------------------|
| - Tires | - Clutch | - Drive Shaft | - Rear End |
| - Transmission | - Engine Cube | - Head / Valves | - Header Plate |
| - Mufflers & Exhaust | - Lifters | - Ignition | - Main Body Alterations |
| - Intake & Carburetor | - Suspension (major) | - Fuel | |

The 1st infraction in any of these areas would result in loss of that night, plus 2 additional nights. No show points or tow money, loss of 100% attendance, handicapped as feature winner.

The 2nd infraction, of the same or different offence, that night plus up to one calendar year.

NOTE: If any car fails to or refuses to complete tech., (i.e. the car leaves *the* tech. area), the car will be penalized the same as a 1st offense of the drive line infraction, regardless of what remains to be inspected.

¹ Submitted originally by Penalty Committee Meeting, January 23, 2000. Modified May 6, 2006

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

GENERAL INFORMATION:

All drivers must sign-in their cars, before going on the racetrack. If you do not sign-in your car, you will not be in the line-up or receive show points or tow money. Only the driver is to sign-in, and their car must be in the pits when he/she does so. Any driver that does not sign-in before going out for a warm-up, will be deemed to have signed-in that car (i.e. crashes in warm-ups cannot drive a different car). Any driver that signs-in after the line-up is started (approximately 30 minutes before the scheduled start time), will be at the back of their heat.

If you are unable to start a race that you have been scheduled for, please notify the handicapper as soon as possible. If you are late for line-up, you will start at the back of your race.

The line-ups will be posted on a board at a designated location of the C.V.M. You are responsible to see where you line-up and to do so promptly when your race is called.

Points go to the car number, not the Driver. If there is a difference in the two numbers, when you sign-in, put car number – name – driver number. Do not change the number on the side of the car (too confusing for scorers).

Other than opening nights, the driver numbers are arranged by percentage. Percentage is the average earned by that driver (see race line up procedure). A high average percentage will start further back than a low average.

Show points are 30 points per night, per driver. Car must be race ready, with a registered driver, and must at least attempt warm-ups. Car must be signed-in. Rainout show points will be awarded to the drivers that have signed-in and have attempted to line-up for the heats. All drivers must participate in at least one warm-up session per event, or go to the back of their respective heat. At the discretion of the Tech. Committee, a driver can be exempted from this, due to mechanical problems, but he/she must report to the Head of Tech. to be excused. Driver's meetings are mandatory, and attendance will be taken. A member associated with the car may represent the driver, or the driver can designate a Committee Member to represent him. The penalty for missing the meeting will be loss of protest rights for that event, and the car will start at the back of his/her heat.

Scoring is done by the Track Officials. Any problems or questions refer to Scoring Protest Section

CVM to use Track Starters.

Any race passed the ½ way, can be called as complete by the Track Officials. This could be for rain, major accident, lack of cars remaining, or otherwise.

Lead car has choice to pick inside or outside when double up is called.

The regular number of laps per race, unless otherwise specified:

Heats	10,	Consi.	10,	Little feature (> 36cars)	10
Little feature (< 36cars)	12,			Main feature	30.

Rainout policy:

This will depend on how far into the program the races are. From the time the heats are lined-up (i.e. 6:30), show points will be awarded. This will be the only points awarded unless the consi. has run. If the only races left to run are the feature(s), points will be awarded as such: show points, consi points (if applicable), and the qualified cars that are race ready, for the main feature will receive 15 points, for the little feature (less than 36 cars) 3 points, for the little feature (more than 36 cars) 8 points will be awarded. This is only if partial purse is to be paid out; the awarded finish of tow money will be used for handicapping all cars that night.

Restarts:

All cars involved in an accident, must go to the back, involved includes spinning, stopped, going in the wrong direction, striking another car or the crash barrier or going radically off the racing surface, as determined by the

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

Officials. This includes the original green; it will be restarted as original line-up less involved/accident cars. Involved/accident cars also include any car radically off the racing surface.

Race Policies:

Car causing, 2 cautions (i.e. spinning on your own), will be black-flagged for that race only. Any driver who leaves their car unattended after an accident will be scored in last place for that race. When a large number of cars are involved, the cars will be stopped to clean-up and re-line.

Cars that are lapped and not up to speed may be black flagged at the discretion of the TRACK.

The Head of Tech. may rule to start a car at the back of any race if the car is not up to speed in the race, as determined by the club. The Head of Tech. may also start a car at the back of any race if the car has sustained any major damage in the previous race (last week, warm-ups, heats, etc.), if the car has had no practice since the repair has been made. The Head of Tech. may also disqualify a car from starting a race, if he/she feels that any repairs have not been made properly, and could affect safety.

If we run a semi/consi, the first 2 exempt/qualified cars that ask, can start at the back, run until ½ way, but cannot pass cars that are scheduled for that race. If they do not abide by this they will not be allowed to test their cars in this manner for the remainder of the season.

Any driver that stops to argue decisions on restart line-ups will automatically restart at the rear of the field. If you do not want to take your position, you can start at the rear of the field. If a driver refuses to take his/her spot in the re-line, he/she will be disqualified.

Any one going out in warm-ups, other than a registered driver must be cleared by the Committee. You must be a member of the club, and can only do so in the first set of warm-ups. It is advisable to notify the Handicapper of any driver changes (registered drivers) for warm-ups.

On any re-scheduled (rain-dated) races, the line-up prior to the rain-out will stand, and any new/late cars will start at the back of their heats.

Any cars jumping (starting/moving position prior to the waving of the green flag), on the original green or any re-starts, will be penalized at the end of the race. If C.V.M. one-way radios are in use, the driver/car may be penalized two positions for each car passed, on the next caution. This will be determined by the Club Officials.

For 100% attendance purposes: it will apply to the car or the driver. The car must be signed in by a registered driver, and be race ready. Only one registered driver per car per night. If a driver is driving a different car for the event, he/she must sign in accordingly. A suspended driver/car that is not applicable.

Multiple drivers may accumulate points under a single car number: There is no minimum driver split. Whichever driver signs-in must drive the complete race event. Multiple drivers must be added to the membership list for that car.

Mechanic's race and Powder Puff: must be members, under the age of 18 must have parental consent (same as drivers), must have rookie status or has not raced in the past 10 years. Driver must be a minimum of 14 years of age.

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

THE POINTS:

<u>Heat Races:</u>		<u>Main Feature:</u>		<u>Little Feature: (<36 cars)</u>	
Finish	Points	Finish	Points	Finish	Points
1	8	1	30	1	16
2	7	2	29	2	15
3	6	3	28	3	14
4	5	4	27	4	13
5	4	5	26	5	12
6	3	6	25	6	11
7	2	7	24	7	10
to finish...	1	8	23	8	9
D.N.F.	1	9	22	9	8
		10	21	10	7
		11	20	11	6
		12	19	12	5
		13	18	13	4
		14	17	14	3
		15	16	15	2
		16	15	to finish...	1
		17	14	D.N.F.	1
		18	13		
		19	12		
		20	11		
		21	10		
		22	9		
		23	8		
		24	7		
				1	6
				2	5
				3	4
				4	3
				5	2
				to finish...	1
				D.N.F.	0

<u>Show Points</u>		<u>Consi.: (see note)</u>		<u>Little Feature: (>36 cars)</u>	
		Finish	Points	Finish	Points
		1	6		
		2	5		
		3	4		
		4	3		
		5	2		
		To finish...	1		
		D.N.F.	0		

Consi. Points:

Are only awarded, if there are more than 24 cars ready to start the feature, and no little feature is run. Consi. points will be awarded to cars that start and finish the consi. but do not qualify for the feature. The finish 1 and points of 6 are awarded to the first non-qualifier for the feature. You cannot receive consi. points and feature points in the same night.

Little Feature Points:

Are awarded according to the number of cars after the heats have been run, please note the format changes if there are more than 36 cars. You cannot receive little feature points and main feature points in the same night.

Main Feature Points:

If more than 24 cars start the main feature, 25th etc. will be awarded 7 points, and handicapped as 24.

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

Handicapping for First Two Events:

For the 1st and 2nd races of the season drivers will draw for positions for both the first two events, OR will line up based on practice/qualifying times.

If a night is missed, Car number will be scored as a feature winner.

Race Format (17 or less Cars): ***2 20 lap Feature.***

Race Format (18 or more Cars): ***3 Heat Races.*** ***Consolation Race.*** ***30 lap Feature.***

This may be adjusted equally less, depending on the car numbers present, or the feature size (less or more than 24 cars to start). You must finish your heat to qualify. If at the appointed sign-in time there are 36 or more running cars, the qualifying will change as such: 1st heat – 2 cars, 2nd – 8 cars, 3rd – 11 cars. The balance of the first heat will go directly to the little feature. The qualifying from the 2nd and 3rd heats will be adjusted accordingly to allow for a minimum of 6 cars in the consi. The balance of the main feature will come from the consi to fill the field. The unqualified cars from the consi will go to the back of the little feature.

Consi line-up will be as follows:

Non-qualifying finish order from heat and in order of heats respectfully.

D.N.F.'s. by finish order from heat and in order of heats respectfully.

D.N.S.s. by heat line-up and in order of heats respectfully.

Late arrivals at the back.

Feature line-up:

Feature lineup will be based solely on the night's performance and finishing order from the heats.

17 or less Car:

2 20 lap Feature.

Starting positions based on position drawn

18 or more Cars:

Heat 1 finishing order.

Heat 2 finishing order.

Heat 3 finishing order.

The remaining form the consolation race.

Example (based on 18 cars): 1st in Heat 1 is pole, 2nd in Heat 1 outside pole, 1st in Heat 2 starts 6, 2nd in Heat 2 starts 8th, 1st in Heat 3 starts 12th, 2nd in Heat 3 starts 13th, etc.

If a qualified car requests scratch in the feature he/**she** will start at the back of the field, behind the consi cars.

Rookies may start at the back of their heats for the first two nights; they may take their qualified spot in the feature or consi.

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

Handicapping for Regular Events:

For the 3rd racing event, starting positions will be an average of first 2 events.

For the 4th racing event and following, starting position will be that an average of the previous 3 events.

Ties for position will be decided by who signed in that night first.

If a night is missed, Car number will be scored as a feature winner for the purpose of averages.

Race Format (17 or less Cars):

2 20 lap Feature.

(Starting position based on percentage from previous events).

Race Format (18 or more Cars):

3 Heat Races.

Consolation Race.

30 lap Feature.

Any driver requesting scratch position will be lined-up at the back of their respective heat, for the heat only, unless otherwise requested. If you are a late arrival, you will be lined-up at the back of your heat. If you have missed your heat, you cannot run at the back of any other heat, you will automatically go to the consi.

This may be adjusted equally less, depending on the car numbers present, or the feature size (less or more than 24 cars to start). You must finish your heat to qualify.

If at the appointed sign-in time there are 36 or more running cars, the qualifying will change as such: 1st heat – 2 cars, 2nd – 8 cars, 3rd – 11 cars. The balance of the first heat will go directly to the little feature. The qualifying from the 2nd and 3rd heats will be adjusted accordingly to allow for a minimum of 6 cars in the consi. The balance of the main feature will come from the consi to fill the field. The unqualified cars from the consi will go to the back of the little feature.

Events with 18+ cars:

Heats are divided equally among the cars signed in at the appointed time, into a maximum of 3 heats.

1st heat represents the lowest finishing points average and the back of the 3rd heat being the highest finishing points average.

Consi. line-up:

Consi line-up will be as follows: *non-qualifying finish order from heat and in order of heats respectfully.*
D.N.F.'s. by finish order from heat and in order of heats respectfully.
D.N.S.s. by heat line-up and in order of heats respectfully.
Late arrivals at the back.

Qualifying in the heats when we have less than 24 cars, will be the same as above, instead of a consi, we will run a semi, under the same procedures.

Only the cars that are non-finishers or non-starters in either the heat or semi will be lined-up at the back of the feature.

CANADIAN VINTAGE MODIFIEDS

GENERAL PROCEDURES AND HANDICAPPING

Main feature line-up (18 or more Cars):

Feature lineup will be based solely on the night's performance and finishing order from the heats. You must finish the heat race to start in a qualifying spot in the feature. If you are a DNS or DNF for the heat you start behind the qualified cars if we have 24 or less cars, if more than 24 you would go to the consi. Behind the cars that finished the heats but did not qualify.

Feature line-up will be heads-up start as follows:

Heat 1 finishing order.

Heat 2 finishing order.

Heat 3 finishing order.

The remaining from the consolation race.

Example (based on 18 cars): 1st in Heat 1 is pole, 2nd in Heat 1 outside pole, 1st in Heat 2 starts 6, 2nd in Heat 2 starts 8th, 1st in Heat 3 starts 12th, 2nd in Heat 3 starts 13th, etc.

If a qualified car requests scratch in the feature he/**she** will start at the back of the field, behind the consi cars.

If no consi is run because of car numbers, qualifying less from each heat equally, qualified cars line-up by percentage, followed by the consi cars, to fill the field, in the order in which they would have lined-up for the consi.

If a trophy dash of 6 cars for 8 laps is used in place of the consi, there will be no points awarded for this race. It will be lined-up from the finishing order of the heats, as follows: 1st heat – 2nd and 1st, 2nd heat – 2nd and 1st, 3rd heat – 2nd and 1st or 3rd place from heat will be used if no 3rd heat is run. If 1st or 2nd does not wish to participate. 3rd, 4th, etc. from that heat will be asked to participate. We will allow a maximum of 3 extra cars in the rear of the trophy dash, which would be cars that did not run the heats, D.N.F.'s from the heats, then 1st to ask, this will have to be okayed by the track. The extra cars would "race" with the trophy dash cars and would be allowed to run a maximum of 4 laps (half-way).

Bubble cars will be used to fill the field on any race event that one feature is run. Bubble cars must take the original green in the feature. They will be selected and listed in order, from the consi finish. If they start the main feature, they will not be awarded consi points. If the first bubble car does not line-up (i.e. 4th from the consi), the next available car that has lined-up will get the chance to start the feature.

Accident cars that wish to run 1 lap in the feature. All cases will be at the discretion of the Tech. Committee. Cars allowed to run 1 lap will be scored last regardless of first lap cautions, etc. And cannot compete more than 1 lap. If we have more than 24 cars, the car that wants to run 1 lap, and has qualified for the feature, will be credited with 24th place money and points, and a bubble car will be allowed to start the feature.

CANADIAN VINTAGE MODIFIEDS

DUTIES OF THE COMMITTEE AND STAFF

President:

- Voice, face and representative of the C.V.M.
- Co-ordinate the club and Committee activities towards the betterment of the C.V.M.
- To do promotional work or deal with any issues with Promoters and sponsors.
- Inform the Treasurer of expected purse (prior to each event).
- To delegate and assign projects to Committee Members as they arise
- Chair all club meetings.
- Heads up the Business Committee.
- Prepare the schedule with the Vice President, also the tentative schedule.
- Sets agenda for meetings
- Reports to the membership.
- At the November Executive Meeting the outgoing President is responsible for ensuring that the members of his/her committee provide the following to the Incoming committee;
- Copies of all track contracts covering the past season.
- Copies of letters of understanding from the previous year to all club sponsors.
- Committee procedure books.
- All financial records from the previous year(s) including all receipts, bank statements, financial reports from the Children's Christmas Party, Fund Raising Events, Picnic, Banquet, plus any other special events from the previous year.
- All correspondence from the previous year.
- All meeting minutes as well as meeting minute books.
- Club membership list with current addresses and phone numbers.
- Sponsorship list with current addresses and phone numbers.
- All government forms.
- Banquet agenda.
- All car show contacts, equipment and associated paraphernalia.
- All tech tools along with inventory list.

Vice President:

- Takes over President's job, if president is unable to continue to fulfill his duties.
- 2nd position on the Business Committee.
- Policing all Committee Members.
- Responsible for members at the track (questions, concerns from the members).
- Prepares tentative schedule with the President.
- Supports the President with sponsors.
- News, announcements, classifieds for the newsletter.
- Responsible for Staff at the track.
- Reports to the President
- Handle all protests.
- Responsible for implementing Mentor System.

Treasurer:

- Keeps all financial records.
- Presents monthly financial report.
- Responsible for insuring drivers' payouts are available by the next racing weekend, pick-up purse from promoter and distributes funds to the drivers.
- Issues cheques for club expenses.
- Responsible for outstanding accounts (tracks, sponsors, memberships, penalties, etc.).
- Works on Business Committee
- Reports at Committee and general meetings.

CANADIAN VINTAGE MODIFIEDS

DUTIES OF THE COMMITTEE AND STAFF

Secretary:

- Keeps minutes of all meetings.
- Is responsible for mailing list (members, sponsors, track, hall of fame, etc.)
- Mails out club literature including monthly newsletter.
- Prepares and sends newsletter for printing.
- Works on Business Committee.
- Responsible for events calendar.
- Notifies promoters of contract names and Committee for passes.
- In charge of stationary.

Board Member #1 - Head of Tech.:

- Runs safety and tech. from our rulebook, using tech. procedures as outlined.
- Reports to Vice President.
- Uses Board members 2-5 for jobs as needed.
- Contact for tech., for all drivers, owners, and co-ordinates with track Tech. Officials.
- Responsible for tech. tools and radios.
- Ensures decals for sponsors are given and are on all cars.

Board Members #2 & #3 - Social Committee:

- Tech. support.
- Trophies and awards.
- Social functions (spring dance, picnic, Christmas party, etc.)
- 50/50 draws and raffles
- Banquet.
- Reports progress at Committee meetings for all functions.
- Fundraisers.
- Responsible for banners.

Board Members #4 & #5 - Web Site:

- Tech. support.
- Web site.
- Press releases (newspaper, radio, race results).
- Car shows.
- Reports monthly to Committee.
- Driver's profiles.
- Media kits for track announcers and promoters.

Responsibilities and guidelines for all Committee Members:

- Attend 100% of all meetings, Committee and general (unless excused).
- Attend 80% of all race meets and events (notification to President or Vice President of all absents).
- Responsible for updating on missed meetings.
- No conflict of interest - club comes first - you accepted the position, and are expected to do your job fairly.
- Honesty and high principles are considered essential in Committee Members.
- Phone chain set up at first Committee meeting.
- Review general meeting minutes and Committee meetings.
- Be at general meetings ½ hour early to review Committee meeting minutes.
- The above Committee job descriptions can be altered to suit each Committee, but all jobs and responsibilities must be fulfilled.
- All minutes, mailing lists (Membership, Sponsors, Tracks, Hall of Fame, etc.), records (statistics, feature line-ups and finishes etc.) stationary, financial statements, Tech. tool, radios, banners etc, notes, devices or equipment that belong to the C.V.M. is to turned over to the next President and Vice President. The President and Vice President are to be responsible for all of the above mentioned items until handed over to the elected person(s) assuming the president and Vice President positions for the following year.

CANADIAN VINTAGE MODIFIEDS

DUTIES OF THE COMMITTEE AND STAFF

Handicapper:

- Keep statistics on each event (races, drivers, points, etc.).
- Determine line-up (handicap); post the line-up with note of the number of cars to quality, and line-up cars.
- Deal with drivers, in regards to line-ups, points, etc.
- List the feature finish with time of posting.
- Makes sign-in sheet available to drivers.
- Have points available by Monday night.
- Speak at driver's meeting, in regards to schedule of events, etc.
- Takes attendance at driver's meetings.
- Must be available during protest period.
- Must be there when track (pit gate) opens.
- Must keep track of cars taking warm ups.
- Must supply a copy of the official feature finish to the Treasurer.

CANADIAN VINTAGE MODIFIEDS

MENTOR PROGRAM

The C.V.M. Mentor Program has been created to help familiarize new members with the C.V.M. The program will give encouragement to new members and provide someone to go directly to with questions regarding on-track procedures/situations. The program also gives all existing club members a Mentor to speak to, when required, about on-track incidents which might occur.

The Head Mentor will ask members to volunteer to be Mentors. Mentors must have a minimum of 5 years with the club as a driver. Mentors must make a commitment to attend 90% of the races.

All first year and rookie drivers will have a Mentor. All drivers must have a Mentor until they reach the age of 16.

All mentored drivers that ran a shared car or limited schedule in their mentored year, will retain a Mentor the following year.

A Mentor cannot be a family member of driver.

Mentors will be introduced at each drivers meeting so other drivers know who is mentoring whom.

Before a mentored driver is allowed to take his/her position in a race, the decision will be made by the Mentor or a drivers group or Race Officials. A Mentor alone will not make this decision.

All mentored cars must run a yellow stripe on their rear bumper.

The Mentor's car number or name will appear, in brackets, behind the mentored car's number on the line-up board.

There will be a mandatory meeting of mentored drivers, after each general drivers meeting, at the race track.

If a mentored driver is involved in a crash, it is mandatory that the incident be discussed with the Mentor and Club Officials (that is not associated with the car/driver), so that the mentored driver receives an unbiased opinion of the incident.

It is recommended that a mentored driver report any altercation that has occurred during a race, to their Mentor.

This is a basic outline to get this program started. More things will be added as ways to make this system work better and offer the most encouragement to new members

CANADIAN VINTAGE MODIFIEDS

NOTES
