



2008 Rulebook

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Section 1. Rulebook Overview

- 1.1. The rules, specifications and procedures set forth herein are intended to provide for the orderly conduct of all racing events and to establish the minimum acceptable requirements.
- 1.2. The interpretation and enforcement of all rules published herein shall be determined by CNYMS Ownership and or Management, and their decisions are final in all respects.
- 1.3. By signing the official sign-in/membership form, the participant agrees to become familiar with and abide by all rules, specifications and procedures as set forth in this rulebook and prescribed subsequently by CNYMS, its affiliates, officers or designated representatives.
- 1.4. No express or implied warranty of safety shall result from publication of or compliance with these rules, specifications and procedures and/or subsequent modifications. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crewmembers, spectators, track officials or any others.
- 1.5. All specifications and regulations contained herein are subject to deletions, additions, and/ or modifications by directives contained in subsequent technical bulletins, official entry forms, official programs and publications issued by CNYMS or by verbal directive from CNYMS Ownership and or Management without prior notifications.
- 1.6. CNYMS scales are the official scales at every race event. The Tech Inspector's findings with respect to weight measurements using these scales shall not be subject to protest.
- 1.7. CNYMS Ownership and or Management, Tech Inspector and Race Director all reserve the right to reject any car or driver entry on the basis of non-compliance with this rulebook.
- 1.8. CNYMS officials reserve the right to change the number of cars in any race, the number of races at any event and the number of laps in any race, at any time.
- 1.9. The Tech Inspector reserves the right to check any car at any time for compliance with this rulebook without prior notice given.
- 1.10. CNYMS reserves the right to impound any car involved in a personal injury accident of any kind for up to 72 hours from the time of the accident.
- 1.11. No other class of car will be allowed to participate in any CNYMS sanctioned event unless they meet the requirements as specified in this rulebook. Exceptions to this rule will only be taken with "Full Size Mini Sprints" having different types of engines & drivelines. This exception will **ONLY** be enacted for the purpose of "Non-Standard" Mini Sprints to compete at their Home Track when CNYMS sanctions an event at that facility. The CNYMS Ownership and or Management will rule on these exceptions.
- 1.12. All participants running a CNYMS sanctioned event will be required to use a "One Way Radio" system. It is the responsibility of each participant to have installed an operating UHF "receive only" system for every event.

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Section 2. General Rules

2.0. **Membership**

- 2.0.1. A driver must be a full or non-points member of CNYMS to participate in any sanctioned event.
- 2.0.2. A driver must be a full member of CNYMS, display decals and participate in at least 50% of CNYMS sanctioned events to be eligible for year-end money and prizes.
- 2.0.3. Membership fees are:
 - \$95.00 for "Driver Full-Points" Membership (eligible for driver points and awards)
 - \$40.00 for "Driver Non-points" Membership
 - \$75.00 for "Owner" Membership (eligible for owner points and awards)
 - \$30.00 for "Associate" Membership (includes crewmembers)

Note: "Driver Non-points" & "Associate" Memberships are entitled to (Discounted pit admission & tire discounts). "Driver Full-Points" & "Owner" Memberships are entitled to the items listed above plus points. In addition (15) Bonus points will be awarded to both the owner and driver if fees are paid in full by **JANUARY 15th** of current year.

- 2.0.4. Persons under the age of 18 who wish to be a driver in a CNYMS event must present a notarized waiver signed by the legal guardian to the (CNYMS Ownership and or Management) for approval. His/her notarized and approved waiver shall be given to and filed by the CNYMS secretary.
- 2.0.5. Persons under the age of 16 who wish to be a driver in a CNYMS event must present a waiver (same as in 2.0.4), in addition to, a raised seal Birth Certificate, a written notarized letter of recommendation from at least one race track promoter, stating that they have a minimum of 2 years prior race experience in some type of acceptable class such as carts or micro's.

Note: The minimum age for a driver is 14.

2.1. **Conduct**

- 2.1.1. Any fighting, unsportsmanlike conduct, drinking or use of illegal drugs prior to or during any event by a driver, car owner, pit crewmember, or friends in the pit area can cause the suspension of the driver and owner for the remainder of the racing season. This will be at the discretion of CNYMS Ownership and or Management on a case by case basis. Points and monetary penalties may also be assessed.
- 2.1.2. The car owner is responsible for the conduct of the driver, crewmembers and any friends in the pit area.
- 2.1.3. In the event of a disagreement, any driver, car owner, or crewmember taking physical action against any individual or personal property, for any reason, is automatically suspended from the next two CNYMS events, with the possibility of a fine not to exceed \$200.00 along with the loss of points for that event as deemed by CNYMS Ownership and or Management.

2.2. **Protests**

- 2.2.1. All protests shall be made before payoff starts. Protests shall be in writing and given to one of the following: CNYMS Ownership and or Management, Tech Inspector or Race Director.
- 2.2.2. Drivers and car owners are the only individuals allowed to file a protest. Any of the following: Race Director, Tech Inspector or CNYMS Ownership and or Management will handle protests one person at a time. No alcoholic beverage will accompany any protest at anytime or the protest will be waived.
- 2.2.3. Protest costs are \$100.00 for motor violations, \$50.00 for all others. Race Director and/or CNYMS Ownership and or Management have final say on protest. If unsatisfied with outcome, protester may file an appeal. All appeals are \$25.00 and shall be handled by the owners of CNYMS.
- 2.2.4. Money posted for protest will be distributed as follows. If a protest is founded 75% of the fee will be returned to filer and 25% to CNYMS. If protest is unfounded, 75% of the fee will go to the protested car and 25% to CNYMS. Any engine or fuel rule infraction found twice in any one season will automatically disqualify the car for the remainder of the season.

2.3. **Inspections**

Note: All cars must pass a safety inspection each year. Safety inspections will be performed at the sign-in trailer prior to warm-ups! All cars and drivers must comply with the safety requirements by the third CNYMS event they attend.

- 2.3.1. Any car may be inspected at any time by CNYMS officials to determine legality of weight, motor displacement, and or anything to do with safety etc.
- 2.3.2. Post race inspections for all races.

- 2.3.3. The "A-Main FEATURE" top 5 and the winner of any other "Pay Race" will be weighed using the "Official CNYMS Scales" if manpower is available.
- 2.3.4. Fuel will be drawn and tested from the top 5 cars if manpower is available.
- 2.3.5. Random engine inspections (for displacement): Inspections will be done by request only. Only a participating driver or car owner can request a random engine inspection at any event.
Note: Maximum of three requests per season. The person requesting the inspection to determine whether an engine inspection will be preformed will draw a yes or no pill. Any of the top 5 finishers can be chosen to be inspected.
- 2.3.6. Engine displacement testing will be conducted following the below procedure.
- 2.3.7. Spark plugs and side covers will be removed for the inspection.
- 2.3.8. Using the inside bore gage and the dial indicator, measurements will be taken and calculated using the Stroke x Bore x 4 (number of cylinders) x .7854 x 16.387 (converts inches to cubic centimeters) formula to determine the cc's.
- 2.3.9. Fuel testing will be conducted using the following procedure.
- 2.3.10. Fuel sample will be taken after the weighing of the car.
- 2.3.11. The sample will be tested with the official CNYMS test meters.
- 2.3.12. For special events as noted on the CNYMS schedule, the inspections listed above plus the top 3 will be inspected for engine displacement.
- 2.3.13. **Note:** The penalty for weight, fuel, or engine displacement infraction will be forfeit of prize money and tour points for that race. Two (2) engine displacement or fuel infractions in a season automatically disqualify the car for the remainder of the season.
- 2.3.14. **Engine specifications will follow Paragraph 5.15,** A maximum of 1202cc's will be in effect. An engine displacement weight package will be utilized for the 2008 season. Any car using a 1000cc or less displacement engine will have to weigh 915 pounds. Any other engine displacement up to the maximum of 1202cc will have to weigh 975 pounds. No current model year engines will be allowed as well as the 2007 Suzuki GSXR model utilizing traction control. It is the intent of CNYMS ownership and management to move toward a 1000cc rule in the future. A continued effort to control costs will be monitored by CNYMS Ownership & Management.

2.4. Race Events

- 2.4.1. All initial starts will be at the starting cone and/or line across the track between turns 3 and 4. No cars can be passed until you have cleared the starting line. During any start or restart, a driver who flagrantly jumps cars will be warned. A second warning will result in the car being placed to the rear of the field. Cars jumping on a start will be penalized two positions for every car jumped. An attempt will be made to assess this immediately if a caution comes out within 1 lap. Otherwise it will be assessed at the race conclusion.
- 2.4.2. The car on the pole sets the pace on restarts. After the initial start, all restarts will be single file. If a caution comes out or you are having problems, raise your hand so cars behind you know you are slowing down. If you cannot make it back to the pits, pull out of harms way as soon as it is safe to do so.
- 2.4.3. All restarts will be from the backstretch. The pole sitter will start the race at or near the starting cone placed mid-way on the backstretch. No cars can be passed until you have cleared the cone on the back straight.
- 2.4.4. Restarts are reverted to the last lap scored previous to the caution flag. Under caution, fall in line **ASAP**. Failure to fall in line or passing cars after the caution comes out will result in actions as stated in section 2.4.1.
- 2.4.5. During the racing event, any car that is displayed the move over flag must hold their line then move to the inside or outside (determined at each track). If you do not obey the move over flag on two occasions you will be displayed the black flag.
- 2.4.6. **No** work will be performed on any car while the car is on the racetrack. All cars must go to the pits if work is required, and must restart at the rear of the field.
- 2.4.7. During a caution or red flag period, **NO ONE** is allowed on the racetrack other than track officials unless given permission by the track officials. No work may be performed under red flag conditions. Persons disobeying this instruction will have points and or monetary penalties assessed to the team involved. First offense will be \$25.00. Second offense will be \$100.00 plus 25 points.
- 2.4.8. If a driver qualifies two racecars, the last car qualified starts the feature. An alternate car can be run only if the car qualified cannot start the event. The alternate car and driver must however start at the rear of the field.
- 2.4.9. All driver changes must be recorded with the Race Director or Tech Inspector. All drivers that change cars must go to the rear of the field.
- 2.4.10. Each car will start the race under its own power or go to the rear.

- 2.4.11. After the original start of the race, a car may be push-started **AND REMAIN IN ITS ORIGINAL POSITION.**
- 2.4.12. **NO EXCESSIVE SPEEDING IN THE PIT AREA IS ALLOWED AT ANY TIME!**
- 2.4.13. As many CNYMS officials as possible will handle any problem that may arise at the racetrack (this does not include protests or tech matters).
- 2.4.14. In the event of a caution or red flag, any car going to the infield or pit area (except to avoid an accident) must restart at the rear of the field.
- 2.4.15. In the event of a red flag situation, all cars not involved shall remain on the track unless otherwise told by track or CNYMS officials. Violation may result in disqualification.
- 2.4.16. Any driver causing excessive delays in a race, such as spinning out 3 times on his own, will be disqualified at the Race Director, Scorer's or Starter's discretion.
- 2.4.17. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the Race Director, Scorer or Starter.
- 2.4.18. Cars must be numbered and approved by CNYMS. Any cars with duplicate numbers will be asked to place a letter or single digit number after their number. Number registration is by CNYMS Seniority then 1st come 1st served at a cost of \$5.00 per car.

NOTE: Car number will be released if not re-registered by February 15th of current year.

- 2.4.19. Most tracks like to see a (4-abreast parade lap). On a 4-abreast parade lap when the starter gives the crossed flag signal, the even rows of cars split to the outside of the odd rows of cars. Please remember to verify whether your starting in a even or odd row before you line-up for the feature event.
- 2.4.20. If a driver enters a heat event in car #X and car #X qualifies for the feature event but is unable to start the feature event in car #X, He/she must re-qualify in car #b in the "B-Main" in order to run the feature event. The only exception to this would be if there was not a full field of cars (24) at that event. In this case he/she would be allowed to start at the rear of the FEATURE.
- 2.4.21. If an event is run as a "Wingless Show", the following rules will apply. It is intended that the car will be run as if it were a full winged show minus the Top and Front Wings. Additionally, there will be no added "Sail Panels" or any body panels used on any part of the car that would be used to enhance the aero effects of the car.
- 2.4.22. The use of an approved UHF "One Way Radio" system is mandatory. All competitors will have a working system installed for every event. If a driver ignores the CNYMS Officials using the "One Way Radio" they will be placed to the rear of the field. If a team is caught using "Two Way Communication" they will lose all points and purse money for that event as well as being suspended for two (2) races on the first offense and for the season if caught a second time.

2.5. Rainouts

Scheduled events that have been rained-out will attempt to be rescheduled. If the race was originally on our race schedule for that season, the rained out (rescheduled) show will be a points race. If an event is rained out after the "FEATURE" has taken the green flag, the signed in drivers for that event are the only ones that will be allowed to compete, if the event is rescheduled. If the qualified car cannot attend the rescheduled race for any reason, the driver that does attend will be allowed to start at the rear of the rescheduled feature event.

2.6. Provisionals

- 2.6.1. Each full points member will be entitled to One (1) provisional start per season.
- 2.6.2. Two (2) provisional starters maximum will be added to the back of the "FEATURE". Provisional starters will be based on current four points positions at time of request. (Highest points position has the first option and so on.)
- 2.6.3. If either 25 or 26 cars are signed in for an event it will be possible for all 26 to run and no provisional will be charged to a driver that starts 25 or 26. A \$40.00 buy in will be in effect for the last two starting positions.
- 2.6.4. If more than 26 cars are signed in the provisional rule applies and will be in effect. Rule 2.6.2 will take effect and then the \$40.00 buy in will also be used for the 25th and 26th starting positions.

2.7. Lineups

- 2.7.1. All cars must be lined-up in the staging area correctly for the race. If not in line correctly, the car may be placed at the rear of the line-up. **Note:** In an effort to run an efficient and effective show for the fans and track promoters, when the CNYMS officials indicate it is time to line up, drivers must make a solid effort to get into line as quickly as possible. Cars must be on the track before the one lap to green signal is given or the car will be refused entry to the track.
- 2.7.2. All "FEATURES" will be 15, 20 or 25 laps unless noted on the schedule. The length of the "FEATURE" will be determined at each race event. The only exceptions will be if the track has a curfew and the race has to be shortened to accommodate that curfew or if the track conditions are deemed unsafe to continue the race.

Section 3. Handicapping Procedures & Tour Points

NOTE: DRIVER SIGN-IN MUST BE COMPLETED 15 MINUTES PRIOR TO POSTED DRIVER MEETING TIME OR YOU WILL BE PLACED IN THE LAST HEAT RACE IN LAST POSITION. WARM-UPS WILL BE 15 MINUTES AFTER THE DRIVER MEETING. DRIVERS AND/OR CAR OWNERS ARE THE ONLY MEMBERS PERMITTED TO ENTER CARS FOR RACING.

3.0. *Handicapping*

3.0.1. Heat Races

Heat race line-up positions are determined by the luck of the draw at the time of sign-in and will be a heads up start. The number of heat races will be determined by the number of cars that signs in. Typically we will run two heats for fewer than 21 cars, three heats for 21-30 cars, 31 or more will require 4 heat races.

LINE UP EXAMPLE: for three heat races. #1 pill=1st in the first heat, #2 pill-1st in the second heat, #3 pill-1st in the third heat, #4 pill-2nd in the first heat, and so on.

- 18 cars to qualify through heat races using qualifying points and passing points. (Top 12 from passing points and heat points to the redraw)
- The top 4 finishing drivers from the previous race will start in the last four redraw positions if they make it into the redraw for the current race event. (i.e. "A" finish 1st, redraw start 12th, "A" finish 4th, redraw start 9th.)
- The 4 spots to the rear of the redraw for the beginning of a new season is based on previous years points.
- Qualifying heat points will be calculated in the following manner:

Passing Point Schedule		
Finishing Position	Points Awarded	Passing Points
1	55	1 car @ 1 ½ = 1 ½ pts
2	52	2 cars @ 1 ½ = 3 pts
3	49	3 cars @ 1 ½ = 4 ½ pts
4	46	4 cars @ 1 ½ = 6 pts
5	43	5 cars @ 1 ½ = 7 ½ pts
6	40	6 cars @ 1 ½ = 9 pts
7	37	7 cars @ 1 ½ = 10 ½ pts
8	34	8 cars @ 1 ½ = 12 pts
9	31	9 cars @ 1 ½ = 13 ½ pts
10	28	10 cars @ 1 ½ = 15 pts

3.0.2. "B Main"

A "B-Main" is required only if more than 24 cars sign in; otherwise everyone is already qualified from the heat races.

The "B-Main" is also lined up in heads up order that is determined by the points awarded for the finishing order of the heat races.

LINE UP EXAMPLE: The 19th place point receiver will be the 1st starting position in the "B-Main", the 20th place point receiver will be the 2nd position in the "B-Main", with all the others filling in with the point's receiver positions.

3.0.3. Feature

3.0.3.0 The top twelve (12) point receiving qualified drivers, or half of the field if less than 24 are signed in, will draw a pill between 1 and 12. The highest point receiver from the qualifying heats picks first, then the second highest and so forth. The number drawn is the starting position for that driver. In the event of a multiple drivers having the same number of qualifying points, the order of draw will be based on which heat they were in and, if necessary, finishing order. Rookie drivers are not eligible to redraw while running a "Rookie Flag" on their car, if a rookie driver qualifies in a redraw position they must start behind the redraw eligible cars.

LINE UP EXAMPLE: The top twelve drivers include two rookies still wearing "Rookie Flags". The ten non-rookie drivers will draw for starting positions 1 through 10. The two rookies will be positioned in slots 11 and 12.

3.0.3.1 Positions 13 through 18 will start based on the qualifying points received. The remainder of the "A-Main" will be made up from the finishing positions from the "B-Main". These cars will start heads up from 19th position back.

3.1. Tour Points & Payout

3.1.1. Point System

Bonus Points will be paid to any full point member signing up prior to February 15th of the current season. Also, bonus points will be awarded for any team participating in a pre-season show (10 Points for car entry or 5 points for personnel supporting the CNYMS booth.

10 points will be awarded for showing up and signing in at each race. Additional points are awarded as listed below.

Finish	Points	
	Heat Race	Feature ("A" Main)
1 st	20	100
2 nd	18	97
3 rd	16	94
4 th	14	91
5 th	12	88
6 th	11	86
7 th	10	84
8 th	9	82
9 th	8	80
10 th	7	78
11 th	6	77
12 th	5	76
13 th	4	75
14 th	3	74
15 th	2	73
16 th & Below	1 point decrease	

NOTE: Only Full-Point Members of CNYMS will be awarded Points.

NOTE: **NO** Points are awarded for the "B-MAIN".

3.1.2. Purse Payout

The top three (3) finishing positions will be paid using a purse plus bonus system. The bonus will be paid out at the end of year annual awards banquet. The purse structure for each scheduled CNYMS Tour race will be as follows:

1st will pay \$400.00 cash plus bonus of \$100.00 for win.

2nd will pay \$250.00 cash plus bonus of \$50.00 for 2nd position.

3rd will pay \$175.00 cash plus bonus of \$25.00 for 3rd position.

Special shows as designated on the schedule will not use the cash plus bonus system for the top 3 positions. The dollar amounts will be the only change. The finish position minus the bonus will be used only for regular shows.

NOTE: Only Drivers and/or Owners may sign for purse payout.

Section 4. Safety Rules

NOTE: ALL CARS & DRIVERS MUST GO THROUGH A SAFETY INSPECTION PRIOR TO COMPETITION EACH YEAR. SAFETY INSPECTIONS WILL BE PERFORMED AT THE SIGN IN TRAILER OR YOUR PIT AREA PRIOR TO WARM-UPS.

- 4.0.1. Snell-2000 or above approved full-face helmet. Snell-2005 recommended.
- 4.0.2. Proper eye protection
- 4.0.3. Fire retardant suit, shoes, and gloves in good clean condition.
- 4.0.4. Drivers Neck brace or Head and Neck Restraint system.
- 4.0.5. Arm restraints.
- 4.0.6. Approved 5-point lap & shoulder harness & sub belt (Must not be over three year's old.) Belts must also be attached in a safe manner as approved by the safety inspectors and manufactures guidelines. A 6-point system is highly recommended.
- 4.0.7. Kill switch within driver's reach with arm restraints on, preferably on the left side of the dash.
- 4.0.8. Fuel shut-off marked in a bright color (red or orange) preferably on the right side of dash.
(MUST BE VISABLE TO SAFETY CREWS).
- 4.0.9. Each pit must have an adequate fire extinguisher in working order. Fire extinguisher must be in full view at the racetrack, at the rear of the trailer.
- 4.0.10. Fuel cell or tail tank. (tank & bladder are recommended)
- 4.0.11. Nerf bars, Front & Rear bumpers.
- 4.0.12. Roll bar padding (on any bar that may come in contact with drivers head)
- 4.0.13. Cars must weigh a minimum 915 lbs. INCLUDING THE DRIVER after the race if utilizing a 1000cc engine and 975 lbs. if utilizing any other engine combination up to the maximum 1202cc. **NOTHING** can be added after the race to make weight.
- 4.0.14. X or A frame brace behind driver is mandatory.
- 4.0.15. MUST have headrest or pad behind the driver's head if a high back seat is not used.
- 4.0.16. Throttle must be foot operated, preferably with a return strap.
- 4.0.17. Steering box or rack and pinion steering is mandatory on all cars
- 4.0.18. Clutch is **MANDATORY**, must take off under own power.
- 4.0.19. Engine must self-start from driver's cockpit.
- 4.0.20. Sprint car style window/cage net mounted on the right side is mandatory. (Both sides are recommended) (If Full-Containment Seat is used, window/cage nets are optional.)
- 4.0.21. A safety tether must be used for the drag link to the chassis.

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Section 5. Car Specifications

5.0. Car Specifications

- 5.0.1. Sprint or modified style hood. Must have sprint appearing tail. Side portion of cockpit must be fitted with panels.
- 5.0.2. 10" number of contrasting color must be on both sides of tail and both sides of the wing.
- 5.0.3. Place an "A" for Alcohol or a "G" for Gasoline on each side of the NECK OF THE TAIL TANK ASSEMBLY for safety crew.
- 5.0.4. No electronic traction control devices allowed.
- 5.0.5. Advertising "A" panels can not protrude further than 1" beyond the rear chassis down tubes.
- 5.0.6. No "Sail Panels" will be allowed on any part of the car including sidebars or bumpers.

5.1. Wings

- 5.1.1. Must have top wing, 16 square foot maximum allowed.
- 5.1.2. 48" wide maximum wing body
- 5.1.3. 48" long maximum wing body
- 5.1.4. 22" high x 56" long right sideboard maximum (or) 25" rear tapered to 19" front.
- 5.1.5. 28" high x 56" long left side board maximum.
- 5.1.6. Left & Right sideboard combined maximum 19 square feet.
- 5.1.7. Wing sliders are allowed.
- 5.1.8. Nose wings are allowed. May not extend further than 18" forward of the front axle.
- 5.1.9. 20" long x 30" wide max. Side boards 12" high x 22" long max.
- 5.1.10. See Wingless Rules in Para. 2.4.21

5.2. General

- 5.2.1. Safety rock screens are mandatory and must reach between the uprights of the roll cage.
- 5.2.2. All cars must have a floor pan.
- 5.2.3. Wet cell battery mounted in the cockpit must be covered and vented.
- 5.2.4. All bolts should be grade 5 or better and should have lock washers or lock nuts.
- 5.2.5. There must be a firewall between the engine compartment and driver.
- 5.2.6. No rubber fuel lines are to run through the driver cockpit area.
- 5.2.7. All cars will be equipped with a UHF "One Way Radio" system. (Frequency TBD by CNYMS Management)

5.3. Chassis Specifications

- 5.3.1. Wheel base: 60"minimum & 72"maximum (center of hub to center of hub)
- 5.3.2. Front width: 45"minimum & 64"maximum (outside of tire to outside of tire)
- 5.3.3. Rear width: 45"minimum & 68"maximum (outside of tire to outside of tire)
- 5.3.4. Height: 48"minimum (ground to top of cage)
- 5.3.5. Frame: Must be upright midget or sprint car style.
- 5.3.6. Front mounted engine only. Engine and transmission must be totally forward of rollcage.
- 5.3.7. 2/3 of engine must be inside the frame.
- 5.3.8. Rollcage: 28" maximum width. Constructed of minimum 1-1/4" .120 mild steel or .095 chrome-molly steel tubing
- 5.3.9. Main sections of frame: Same specifications as rollcage.
- 5.3.10. Secondary tubing (bracing): 3/4" O.D. x .065 wall minimum.

5.4. Rear End

- 5.4.1. Rear wheel drive only.
- 5.4.2. One piece live axle only. 1-3/8" minimum O.D.
- 5.4.3. Axle must have snap ring, or nut at each end to keep wheels from coming off.
- 5.4.4. No differentials or quick-change rear-ends.

- 5.4.5. There shall be no accessories such as wheel hubs, sprocket hubs, brake hubs, etc. welded to the rear axle.
- 5.4.6. Panhard bars and radius rods must be minimum 9/16" O.D. x .120 wall.

5.5. Nerf Bars

- 5.5.1. Must be attached to the frame and be a minimum of 3/4" O.D. and .065 wall mild steel.
- 5.5.2. Nerf bars must extend to the inside of the tires, but not beyond outside edge.
- 5.5.3. No sharp or pointed edges.
- 5.5.4. Front and rear bumpers must not extend past outside of main frame. No sharp edges or corners allowed that could hook another car.

5.6. Suspension

- 5.6.1. Suspension on all four wheels. (Coil Over, Torsion, or Leaf spring design.)
- 5.6.2. NO INDEPENDENT FRONT OR REAR SUSPENSION.

5.7. Fuel Cells

- 5.7.1. Pressurized fuel system not allowed.
- 5.7.2. Fuel tank must be fully protected and securely fastened. Tank must be mounted separately from the driver's compartment. (Tank and Bladder are recommended)

5.8. Wheels & Tires

- 5.8.1. Tires must be pneumatic.
- 5.8.2. Maximum circumference of 82". (As determined by marking on tire casing. Hoosier 82/ American Racer 26.0)
- 5.8.3. 13" maximum tire surface.
- 5.8.4. 12" maximum rim width on RR 10" maximum rim width on LR.
- 5.8.5. Steel or aluminum wheels are allowed.
- 5.8.6. Bead-Locks are allowed. (Recommended for RR)
- 5.8.7. 13" tire and wheel diameter only
- 5.8.8. The SP-2 82" Spec Hoosier is the only tire allowed for CNYMS competition on the RR. All other corners are open. (No softening compounds are allowed for use at any time.)

5.9. Rollcage

- 5.9.1. Roll cage must be 6-point design.
- 5.9.2. The top of the driver's helmet must not extend beyond the top of the rollcage when the driver is seated.
- 5.9.3. Must be a minimum of 1-1/4" x .120 wall mild steel, or 1-1/4" x .095 wall chrome-molly.
- 5.9.4. Shoulder bars are highly recommended.
- 5.9.5. No square or pointed corners allowed.
- 5.9.6. All bends must be a 3" radius minimum.
- 5.9.7. Kneepads are highly recommended.
- 5.9.8. All chains must be covered in the driver's compartment.

5.10. Carburetors/Injection

- 5.10.1. No turbo or super charging.
- 5.10.2. Mechanical carburetors, mechanical injection or electronic injection are allowed.
- 5.10.3. Regular or premium gas, aviation fuel, Sunoco, V.P., Turbo Blue, & alcohol (methanol) are allowable.
- 5.10.4. No oxygen bearing fuel or additives allowed, WITH THE EXCEPTION OF TOP OIL FOR LUBRICATION IF USING ALCOHOL.

5.11. Brakes

- 5.11.1. All cars must have hydraulically operated brakes on the rear axle.
- 5.11.2. Brakes must be in good working order.
- 5.11.3. Front Brakes are optional.

5.12. Cooling System

Radiators and oil coolers **CANNOT** be mounted in the driver compartment.

5.13. Exhaust System

5.13.1. Exhaust system cannot at any time enter the driver compartment.

5.13.2. MUFFLERS ARE MANDATORY. At select tracks a Turbo style muffler is required and will be noted on the schedule.

5.14. Front End Steering

5.14.1. The steering gear must be of good workmanship.

5.14.2. Radius rods, panhard bar, drag link, tie rod ends must be a minimum of 3/8" thread size and a minimum of 9/16 x .120 wall thickness.

5.14.3. Front axle must be a minimum of 1-1/4 OD x .120 wall mild steel or 1-1/4 OD x .095 wall chrome-molly.

5.14.4. Steering wheel shaft minimum 5/8" O.D.

5.14.5. Steering wheel hub must be quick release type or pin style.

5.14.6. A safety tether must be used for the drag link to the chassis.

5.15. Engines

5.15.1. Motorcycle, up to 4-cylinder inline, 4-cycle only.

5.15.2. All cars must be self-starting.

5.15.3. Maximum engine displacement 1202cc + 1 percent for wear.

5.15.4. After-market ignition allowed (no magnetos)

5.15.5. No "Stroker" crankshafts allowed, stock stroke from engine manufacture only.

5.15.6. No electronic traction control devices allowed.

5.15.7. No current model year engines allowed.

NOTE: It is the intent of CNYMS ownership and management to move toward a 1000cc rule in the future.

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Section 6. Race Officials

6.0. *Race Officials*

6.0.1. Competition (or) Race Director: Appointed position by CNYMS Ownership and or Management.

Note: Candidate should not be a participating owner or driver, but knowledgeable of the organization. The Competition Director will receive free pit admission and pay (as an independent contractor) at each race he/she performs the duties as outlined in section (6.7).

6.0.2. Tech Inspector: (if needed) will be selected at each race event by CNYMS Ownership and or Management

6.0.3. General: Depending upon the attendance at each race event, the responsibilities of the tech inspector may need to be handled by the CNYMS officers and/or CNYMS Ownership and or Management.

6.0.4. Pit stewards: Appointed positions by CNYMS Ownership and or Management.

6.1. *Pit Steward Duties*

6.1.1. Instruct pit announcer to broadcast the time and place for the sign-in.

6.1.2. Find out the racing order for the different classes of racecars and post the order onto the CNYMS pit board.

6.1.3. Sign-in drivers, have them draw for a heat race starting position & collect \$30.00 members' entry fee. Entry fee may be higher for special events as noted on the CNYMS schedule. If driver's name is not on the CNYMS membership list, he/she **must** present a valid membership card. If a driver who is not a member wishes to join CNYMS, they have two options:

1) They may join as a "Driver Full-Points" Member for \$95.00 which entitles them to points, tire deals, newsletters, etc.

2) They may join as a "Driver Non-Points" Member for \$40.00. Non-points membership however does not entitle them to points, year end money or awards.

6.1.4. Determine heat race line-ups, (heads up from draw - Line up sheet and post them onto the pit board.

6.1.5. Give our heat race line-ups to the Pit Shack ASAP and post them onto the CNYMS Pit Board.

6.1.6. Get heat race results from the Pit Shack ASAP and post onto the CNYMS Pit Board.

6.1.7. Determine the "B-Main" line up (see line-up sheet), and post it onto the CNYMS Pit Board.

6.1.8. Give the "B-Main" line-up to the Pit Shack ASAP for the track scorers.

6.1.9. Use the Feature line-up procedure (section 3.3) to determine the Feature line-up.

6.1.10. Get the "B-Main" results from the Pit Shack and determine the balance of the "FEATURE" line-up (see line-up sheet). Post the "FEATURE" line-up onto the CNYMS Pit Board.

6.1.11. Give the "FEATURE" line-up to the Pit Shack ASAP for the track scorers.

6.1.12. Prepare payoff envelopes; (see payoff sheet).

6.1.13. Display CNYMS banner in victory lane for photographers.

6.1.14. Get the FEATURE results from the Pit Shack and post it onto the CNYMS Pit Board.

6.1.15. Have the Pit Shack announce when and where the payoff will be.

6.1.16. Distribute the payoff and make sure it is signed for.

6.2. *Tech Inspectors*

6.2.1. Safety inspection of all race cars & drivers protection per CNYMS rulebook.

6.2.2. Post-race tech inspections per CNYMS rulebook.

6.2.3. The Tech Inspector can inspect any car at any time for any reason. Failure to comply with the Tech Inspector will result in disqualification.

6.3. *Competition Director Duties*

6.3.1. Mandatory safety inspection program enforced.

6.3.2. Handles all questions and/or complaints about the nights racing event, and oversees the drivers meeting.

6.3.3. Has the final say on all finishing orders if there is a complaint with the official scorers finishing order.

6.3.4. Interfaces with the Race Track officials and Pit Stewards to assure the correct number of qualifying events and laps that will be run that evening are acceptable to both the Race Track and the CNYMS officers. Conveys CNYMS flagging and on track procedures to the nights starter.

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Section 7. Annual Awards

All recipients of awards must be "Full Points Members" and run a minimum of 50% of the tour races, and display all CNYMS sponsor decals.

7.0. *Rookie of the Year*

- 7.0.1. Must be the first full year of racing with CNYMS (no more than 3 previous races with CNYMS in any prior year.)
- 7.0.2. Must compete in at least 50% of the scheduled events that year
- 7.0.3. Must be a full points member
- 7.0.4. Award will be given to the driver who meets the above criteria and accumulates the most points for the season.
- 7.0.5. Rookie must run a "Rookie Flag" from the rear of the cage during sanctioned events for a minimum of 3 CNYMS events or as directed by CNYMS Ownership and or Management or the Competition Director.

7.1. *Motor Builder of the Year*

- 7.1.1. Award will be given to the motor builder who has built the motor in the car that has accumulated the most points for the season.
- 7.1.2. Team must have submitted Motor Builder of the Year forms prior to the start of the 1st scheduled event.

7.2. *Hard Luck Award*

Award will be given to the driver who is a full points member and has had the worst luck over the past season.

Note: A vote will be taken to determine the award winner, one vote per car or race team maximum.

7.3. *Best Appearing Car & Crew*

The race team whose driver is a full points member and has the best appearing car and crew for the season will be given this award.

Note: A vote will be taken to determine the award winner, one vote per car or race team maximum.

7.4. *Most Improved Driver Award*

Award will be given to the driver who is a full points member and has shown the greatest on track improvement over the past season.

Note: This award will be determined by a vote from the CNYMS Ownership and Management.

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Section 8. Revision History

REVISION New Release (complete rewrite of rules)
 Revised by *Jim VanSteenburg*
 Date 02/23/99
 Approved _____ (Date) _____
 _____ (CNYMS President)

Revisions made:

REVISION A
 Revised by *Jim VanSteenburg*
 Date 03/17/99
 Approved _____ (Date) _____
 _____ (CNYMS President)

Revisions made:

REVISION B
 Revised by *Jim VanSteenburg*
 Date 10/26/99
 Approved _____ (Date) _____
 _____ (CNYMS President)

Revisions made: Updated for Y2K season. Revisions made: revised sections, 2.0.2, 2.0.4, 2.0.5, added sections 1.11, 2.0.6, revised sections, 2.3, 2.3.1, 2.3.2, 2.3.3, 2.4.2, deleted sections, 2.4.3, added sections 2.5.19, 2.5.20, 2.5.21, revised sections, 6.0, 6.1, 6.2, 6.3, 6.4, 6.5.3, added sections 6.7, 6.7.1, 6.7.2, 6.7.3, 5.7.4, & 6.8

REVISION C
 Revised by *Michael J Emhof*
 Date 2/1/01
 Approved _____ (Date) _____
 _____ (CNYMS President)

Revisions made: Updated for 2001 season. Revised wording for clarification to sections, 1.11, 2.13, 2.3.2, 2.3.3, 2.3.5, 2.3.6, 2.7.1, 3.3 para. 3, 5.1.7, 5.8.3, 5.8.4. Revised to add or change format information to sections, 2.3.4, and 2.3.5. Added section 5.8.7.

REVISION D
 Revised by *Michael J Emhof*
 Date 1/12/02
 Approved _____ (Date) _____
 _____ (CNYMS President)

Revisions made: Updated for 2002 season. Revised wording for clarification to sections, 2.0.3, 2.4.2, 2.5.3, 2.6.1, 3.1.1, 3.2, 4.0, 4.0.1, 4.0.15, 5.2.4, 5.3.2, 5.8.2, 5.9.3, 5.10.2, 5.13.2, 5.14.3, & 7.3.1. Added section 2.7.2 & 5.2.6

REVISION E
 Revised by *P. Smith*
 Date 1/1/03
 Approved _____ (Date) _____
 (CNYMS President)

Revisions made: Updated for 2003 season. Revised wording for clarification to sections, 1.1, 1.7, 2.0.3, 2.0.4, 2.2.1, 2.2.2, 2.2.3, 2.3.2, 2.4.2, 2.5.3, 2.5.9, 2.5.16, 2.5.17, 2.5.18, 2.7.1, 2.7.2, 3.2, 3.3, 4.0.13, 4.0.20, 5.1.1-7, 6.5.3, 6.5.9, 6.5.10, 6.5.11, 6.5.14, 7.0.1, 7.1.3, 7.3.1, 7.4.1

REVISION F
 Revised by *Michael J Emhof & Lori Ann Wallace*
 Date 2/15/04
 Approved _____ (Date) _____
 (CNYMS President)

Revisions made: Updated for 2004 season. Revised wording for clarification to sections, 3.1.1, 3.4.1, 4.0.10, 5.7.2, & 7.1.1 Added sections 3.4.2 & 7.1.5

REVISION G
 Revised by *Michael J Emhof*
 Date 2/25/05
 Approved _____ (Date) _____
 (ISG Racing, LLC Director of Promotions for CNYMS)

Revisions made: Revisions made: Updated for 2005 season. Revised wording for clarification to sections, 1.2, 1.7, 1.11, 2.0.3, 2.1.1, 2.1.3, 2.2.1, 2.2.2, 2.2.3, 2.3, 2.3.1, 2.3.3, 2.4.14, 2.4.15, 3.3.1, 6.1, 6.2, 6.3, & 7.1.5 Added sections 1.12, 2.0.4, 2.0.5, 2.3.7, 2.4.21, 2.4.22, 5.0.4, 5.0.5, 5.1.9, 5.2.7, & 5.15.5

REVISION H
 Revised by *Michael J Emhof*
 Date 4/15/06
 Approved _____ (Date) _____
 (Owner President for CNYMS)

Revisions made: Revisions made: Updated for 2006 season. Revised wording for clarification to sections, 2.0.5, 2.1.1, 2.1.3, 2.3.7, 2.4.1, 2.4.3, 2.4.7, 3.0, 3.1.1, 3.3.1, 3.4.2, 5.1.8, & 5.8.4 Added sections 2.6.3, 2.6.4, 4.0.20, 5.0.3, 5.1.9, & 5.14.6

REVISION I
 Revised by *Michael J Emhof*
 Date 1/21/07
 Approved _____ (Date) _____
 (Owner President for CNYMS)

Revisions made: Revisions made: Updated for 2007 season. Revised wording for clarification to sections, 2.2.4, 2.3.14, 2.4.1, 2.4.3, 2.7.1, 3.0.1, 3.0.2, 3.0.3, 3.1.1, 4.0.6, 4.0.11, 4.0.13, 4.0.20, 5.9.4, 5.14.6 Added sections 3.1.2 Note, 5.15.7 & 7.4

REVISION _____ J _____
Revised by _____ *Michael J Emhof* _____
Date _____ 3/3/08 _____
Approved _____ (Date) _____
(Owner President for CNYMS)

Revisions made: Revisions made: Updated for 2008 season. Revised wording for clarification to sections, 2.3.14, 3.0.1, 3.1.1, 3.1.2, 4.0.13, & 5.8.2 Added sections 5.8.8