

2013 CMP STREET STOCK CAR DIVISION TECHNICAL RULES AND SPECIFICATIONS

THESE RULES SPECIFICALLY COVER STREET STOCK CAR RACING EVENTS AT CANANDAIGUA SPEEDWAY. ON OCCASION, SITUATIONS MAY ARISE THAT ARE NOT PRECISELY COVERED IN THIS RULEBOOK. SUCH RULINGS AND INTERPRETATIONS SHALL BE DEEMED FINAL.

Revised: February 6, 2013

FORWARD

CMP NE Racing officials attempt to be fair and maintain consistency with the application of these rules. Our objectives are fairness and safety. For every organization to be successful, it must have good rules and enforce them fairly. Cooperation of officials and competitors will assure our sport a bright future.

PREFACE

These CMP Racing Street Stock Car rules supersede the rules contained in the previous year's rulebook, as amended, and shall remain in effect, until they are superseded by the rules contained in the next annual CMP NE Street Stock Car Rule Book. CMP reserves the right to amend and change any rule, during the current year.

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

Race track officials reserve the right to reject any entrant for any reason they deem necessary. All participants are to conduct themselves in a manner that reflects favorably on the sport at all times. All fines, and/or suspensions will be in effect at all CMP sanctioned race events. The interpretation and invoking of the rules, published herein shall be determined by CMP officials, at their professional discretion.

Any deviation from rules, specifications, car weights and engine parts will be subject to the approval of track promoter or technical inspector. However, should any approval prove to be an unfair advantage to the overall competition, CMP reserves the right to rescind any approval it might have given with one week's notice. CMP also reserves the right to permanently confiscate parts found to be illegal.

After a car has passed tech, it may not be altered to any specification that would make it illegal. Any car that carries an event tech sticker may still be subject at any stage to further tech and could face exclusion from the event.

Please be advised that all rules will be applied strictly as per this rule book. Please do not try and bring a car that is out of spec. You will have to do work at the track to return it to spec before being permitted to compete. Tech is required to ensure that all cars are safe and evenly matched. It is in your best interests to prepare a legal and safe car.

Car Eligibility

1. American or Canadian made only 1968 to current.
2. All cars must be sedan type.
3. No front wheel drive, compact, sports, foreign cars, trucks or convertibles.
4. No independent rear suspensions.
5. Weight --- 3000 lbs. minimum TSP (track scale pounds) at all times without adding fuel. Crate Engine cars may weight 2800 TSP.
6. O.E.M. is defined as Original Equipment Manufacturer.
7. No Strut or Torque Arm allowed.
8. Pan hard bars are allowed on coil spring cars.
9. Leaf spring cars may have adjustable shackles.
10. Either perimeter or offset chassis allowed.
11. Pro Stocks may run with 8" Tire

Inspection

1. All cars are subject to inspection at any time during the season to ensure compliance with these rules. Especially following major damage from wrecks.
2. Tech Inspectors & Track GM reserve the right to perform and in depth technical inspection on any car they feel is not in compliance with these rules no matter what position the car finished in the event.
3. Penalties and Disqualification: Any car found not in compliance with these rules MAY be allowed to participate in that week's event (with the officials consent). RULE INFRACTIONS CONCERNING THE PERSONAL SAFETY OF ANY AND ALL WILL HAVE TO COMPLY BEFORE ALLOWED TO RACE. Any car after post race inspection found illegal, will be subject to a fine of some or all points and money earned or outright disqualification from the event, and subsequent future events depending on the severity of the technical violation.

Safety

1. **Roll Cage:** A mandatory 6 point roll cage must be used to surround the driver and must be constructed of 1 1/2" or 1 3/4" outside diameter steel tubing with a 1/8" wall thickness. Welding of joints must be continuous around the entire joint, no partial beads or spot welding. Welding will be of good quality, excessive slag and overheating of steel (burn through) will be cause for rejection. The uprights must be mounted on the left and right sides of the frame with one upright in front and one behind driver on each side of frame. They must be securely welded to the flat horizontal portion of the frame not the kick ups. The four bars joining the uprights must be at least 2" above the helmet height of the driver when strapped in the car. There will be at least 3 horizontal bars on both sides of the car connecting the main uprights; these horizontal bars must have at least one set of vertical supports centered between the main uprights to tie the bars together. A diagonal bar from the top left bar down to the top horizontal bar in the driver's door is highly recommended. A horizontal bar at dash height must connect the front uprights. The rear uprights must be connected from the top of the left rear upright down to the bottom of the right rear upright. Any joint between two or more bars must be gusseted with at least 1/8" steel material for added strength. Flush grinding of welds is not permitted. Threaded pipe, angle iron, pipe fittings, lap weld pipe, soft metals such as aluminum, and channel iron will not be used. Any bars running through the engine and trunk compartments will be completely within the body panels of the car. A front hoop to protect the radiator may be used but will be at least 4" behind front body parts to prevent it from being used as a push bar. Two (2) additional horizontal bars behind the fuel cell to provide crush protection are highly recommended: One(1) bar in this location is mandatory.

2. All glass must be removed.
3. No mirrors.
4. All cars must have an adequate racing style window net on driver's side.
5. A full screen must replace the windshield.
6. Five point racing seat belts with shoulder straps are mandatory.
7. Steel braided fuel line optional.
8. FUEL CELL: All cars must be equipped with a fuel cell with a maximum volume of 22 gallons securely mounted in the trunk area. Trunk must be opened to refuel. Any fuel lines running through driver's compartment must be in steel pipe or conduit.
9. Weight must be lead weight or steel plates mounted to frame by Weight Ballast Clamps. No welding weight to frame allowed. No Dumb Bells, etc. to be used. All weights being used must be painted white and have car number on it. No tolerance at all on this rule. If it is not up to specifications, car will not be allowed to race until it complies.
10. Mandatory: Master ignition switch which must be clearly marked, and located within reach from outside driver's door.
11. One Way Radio/Scanner is MANDATORY. The frequency is 454.000.
12. Aluminum Racing Seat: High back are mandatory. No fiberglass seats. Seats must be securely fastened with 6 bolts, 4 on bottom and two on the back, to the frame/or roll cage only.
13. Helmets: All drivers must wear a 2008 or newer Snell approved helmet (full face is highly recommended) no more than 5 years old (date of manufacture tag must be present inside helmet) and a fire suit, one piece is highly recommended. Fire retardant underwear, gloves, and racing shoes are highly recommended.
14. Seat Belts and Harness: All cars must be equipped with 5---point seat belts to SFI 16.1 specifications. Belts older than 36 months (from the date of manufacture) will not be permitted. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through the webbing for mounting. Seat belt webbing that comes into contact with any sharp or and metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8" smooth radius will not require vinyl trim.
15. Fire Extinguishers Capable of putting out fuel and oil fires must be on hand in the cars pit area are MANDATORY. It is recommended that you have one in the car. The extinguisher will be of the class B, C, or B/C type only. Air pressurized, refillable, water Class A type extinguisher are not acceptable.

Frames

1. A---frames, engines, and all parts must remain in stock location. The maximum amount of engine setback permitted is the center of the number one spark plug hole, on all make engines (furthest cylinder forward) is in line with the center of the top ball joint.
2. Uni---bodies may be connected with 2 x 3 MINIMUM.
3. Rear hump to back of car may be 2 x 3 and must conform to stock O.E.M. specifications.
4. No tubing or bracing under main frame rails.
5. Wheel base 98" minimum. Wheelbase must be stock to frame being used year make and model. By 2010, the wheelbase must be 108" minimum.

Engine Specifications

OPTION A --- Factory sealed crate engine Part #88958602 is allowed.

1. Crate engine MUST remain as manufactured by GM.
2. Crate engine distributors MUST remain stock as supplied by GM (unaltered in any way). Engines may not have GM factory seals tampered with.
3. The only allowed carburetors for the crate engine are four barrel Holley carburetor part # 4777 in STOCK form or the Holley HP 80541---1 in stock form.
4. NO ELECTRIC FANS

OPTION B - Cast Iron Option

1. All engine parts must remain in stock OEM, including all blocks and internal parts. No aluminum blocks.
2. American made V8's only. Small blocks only. Must maintain stock bore and stroke with the following exceptions:
Max overbore: GM, FORD, and Chrysler 340---.060", A GM 400 and Chrysler 360 ---.030, **NOTE; IF RUNNING A GM 400 YOU MUST ADD 200 POUNDS!**
3. **Cylinder heads:** SPECIAL NOTE---Only cylinder heads produced by Chevy, Chrysler, or Ford . Cast Iron OEM stock production only. May run old style Vortec but NO Bow Ties. Heads must be manufactured by manufacturer of

engine block. Sand blasting, bead blasting, acid dipping, porting, polishing, and welding are prohibited. No relieving or enshruding of valves in combustion chamber. Any angle valve job will be permitted as long as it is done on a machine that concentric to the valve guide center. Titanium retainers allowed. Any amount of valve seats per cylinder head will be allowed to be installed for the purpose of repairing a head. No hand grinding, sanding, blending, or de-burring where a cutter or stone leaves off. The amount of metal you will be able to remove in the bowl areas on both intake and exhaust will be governed by the same method used by all CMP inspectors at all CMP sanctioned tracks. Method of checking will be as follows: on the exhaust side, the header will have to be removed and then the inspector will place a tool in the port which will consist of a .531" diameter ball bearing welded to a flexible shaft. With the valve fully opened, the ball will be place against the valve stem and moved to a full circle around the valve stem. If the ball goes past the valve seat, it will be deemed illegal. On the intake side, the carburetor will have to be removed and in some cases, the intake manifold for the same type of procedure, only the ball size will be .787". NOTE: These methods of checking the head will hold true with a cold or hot engine. Any carbon fiber parts used in these engines WILL BE ILLEGAL. Valve stem maximum and minimum diameter plus or minus .005" must be: Chevy 11/32"—Ford 11/32"—Chrysler 3/8". Milling or angle milling of the cylinder head to any amount will be allowed. No epoxy or coating of heads allowed.

4. **Carburetor**

Normally aspirated engines only. Stock OEM Holley carburetor, part #4412 is ALLOWED and must run a maximum spacer adapter of 1 1/16", including gaskets. Maximum throttle bore 1—11/16" and maximum Venturi bore of 1 1/4". No speed parts. No race type carburetors. No boring or polishing of throttle or Venturi bores allowed. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed. No HP carburetor parts allowed on "open" cast engines. CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW, ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.

- a. Holes drilled in the throttle plates for proper idling.
- b. Drilling, tapping, and plugging of unused vacuum ports.
- c. Welding of throttle shaft to linkage arm.
- d. Drilling of idle of high air correction jets.
- e. Milling of center carburetor body metering block surface a maximum of .015" on each side.
- f. Removal of choke plate and shaft.
- g. The jets may be changed as needed.
- h. 30cc or 50cc acc pump.

Any other changes to carburetors, such as drilling, smoothing, matching, or milling is NOT ALLOWED.

5. **Throttle Linkage:** May be of the solid rod type. No throttle cables are allowed for any event! Dual throttle springs are mandatory

6. **Intake Manifold:** May be either OEM stock cast iron two barrel or one of the following aftermarket alum. 4—bbl. single plane intakes:

— Chevrolet: Weiand Part #7547 & #7547—1 & Edelbrock Part #5001

— Vortec heads intake GM 1236675 & Edelbrock 2116

— Ford: Weiand Part #7515, #7516 & Edelbrock Part #5021, #5081, #2760

— Chrysler: Weiand Part #7545 & Edelbrock Part #5076

— Chrysler: W—2 Heads Edelbrock Part #2920

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NOTE: BRP377 carb adaptor ONLY.

7. **Pistons:** Flat top O.E.M. pistons allowed. 2 or 4 valve relief only, No pop—up's allowed. Forged piston optional.
8. **Rods:** Steel I—beam rod allowed—Steel H—beam stock length, no machining, polishing, or de-burring allowed. 1 inch inspection plug in left side of oil pan.
9. **Camshaft:** Any hydraulic or solid type cam only. Any make. No roller cams or lifters allowed.
10. **Rocker Arms/Rocker Studs:** Rocker arm studs may be pinned. Screw—in studs will be allowed. Roller rocker arms are allowed. No aftermarket shaft rockers allowed. Any ratio. May run stud girdles.
11. **Crankshaft:** No modifications EXCEPT for balancing. No lightening or boring allowed. Minimum crankshaft weight of 46 pounds.

12. **Pulleys:** Aluminum pulleys allowed. **NOTE; NO FLUID DAMPERS ALLOWED**
13. **Coatings:** Coatings are not allowed on any engine part.
14. **Exhaust System and Muffler:** Stock O.E.M. passenger car exhaust manifolds only. Passenger---type only. No grinding, polishing, porting, or acid dipping. Headers are allowed, 1 5/8" tube only. Step or merged collectors are NOT allowed. 180° Headers are NOT allowed, but crossover headers are allowed. Fully welded exhaust highly recommended. All cars must have stock or "California Turbo" style mufflers in working condition. Mufflers may not be altered or modified from original design in any way. No 2 into 1 exhausts. All cars must have one muffler per bank of cylinders in working order. Maximum exhaust pipe diameter is 3". Complete exhaust system must remain under car and exit to rear behind driver. H or X pipe allowed.
15. **Ignition:** Stock O.E.M. ignition system only: Stock OEM breaker point or HEI (Electronic Ignition) distributors with OEM coils. No after market parts allowed! No MSD boxes or MSD distributors! No aftermarket or billet distributors.
16. **Fuel Pumps:** Must be stock OEM metal type or after market replacements. No glass bowls. No high volume pumps requiring a pressure regulator. Fittings are available to adapt steel braided fuel hose to them from several sources.
17. NO ELECTRIC FANS

Chassis and Suspension

All parts on suspension must be completely stock O.E.M. parts. Only changes allowed are changes that rules state otherwise.

All suspensions parts must be of same make and model as original car.

1. **Fuel Cell:** Max. 22 gallon Capacity cell will be centered in trunk and if trunk floor is removed will not extend below the frame rails behind the rear axle. The fuel cell will be secured with a minimum of two 1" x 1/8" flat steel straps secured by 3/8" bolts. Fuel lines will be made of steel tubing or steel braided hose from fuel cell to carburetor through the center of driver's area with a fuel shut off valve painted a bright color (red, yellow, orange, or white) located next to the driver's seat. OEM rubber fuel hose and OEM fuel tanks are not allowed. A one---way check valve MUST be installed in the vent line to prevent spillage in the event of a roll over.
2. **Fuel:** Pump fuel or VP Racing Gasoline ONLY. No additives or boosters permitted.
3. **Radiator:** Aluminum radiators are allowed. Must remain in stock location. Radiator catch can mounted in the engine compartment only.
4. **Transmissions:** All transmissions are to remain stock OEM with all gears operational. Scatter shields for manual transmissions are mandatory. Flywheel and clutch assemblies will be stock OEM. No triple disc or aftermarket parts allowed. Stock OEM pressure plate. Automatic transmissions must run stock OEM Torque Converter and a shatter blanket is highly recommended. No mini converters. No hollow converters allowed. No lock up converters No ball valve type hydraulic transmission allowed! All cars must have reverse gear in working order. No parts added, removed or altered.
5. **A---Frames:** Stock steel or tubular steel aftermarket upper A---frames are permitted. Aftermarket A---frames must be one---piece steel with a minimum wall thickness of .095" with no form of adjustment. Cross shaft must be steel only. Stock type ball joint only. No adjustable uniball type. Chassis cross---shaft mounts for upper A---frames may be fabricated and relocated. Any excessive cutting of A---frames for shock clearance is up to the discretion of the officials. Ball joints used must maintain stock ride height.
6. **Jacking Bolts:** One jacking bolt per wheel is permitted.
7. **Coil and Leaf springs:** may be OEM or after market. Springs must be magnetic steel only (no carbon fiber). Chrysler leaf springs are permitted. Aftermarket springs with spring cups are allowed. No Mono leaf allowed. Sliders allowed.
8. **Shocks:** One (1) shock per wheel only. Shocks may be remounted. After market WB shocks allowed. Non---adjustable. Steel bodied after market shocks with welded ends are allowed. Non---Adjustable. Gas filled OEM replacement will be allowed. No shocks with Schrader valves allowed. No Schrader Valves allowed.
9. **Driveshaft:** Steel driveshaft only. Steel drive flanges on rear and transmission only. All cars must have a suitable driveshaft sling behind transmission, under front U---Joint, to prevent driveshaft from digging into track or bouncing out or up into car in case of failure. Driveshaft loop made of at least 1/8" thick x 2" wide material. Installed no more than 6" behind the front of U joint. DRIVESHAFT MUST BE PAINTED WHITE FOR SAFETY.
10. **Rear End:** Rears must be stock for model running. Mini---spool or Steel spool or welded spiders allowed. 9" FORD rear end highly recommended. May be of floating style.
11. **Brakes:** Aftermarket pedal assembly with balance adjuster allowed. Calipers must be OEM or replacement parts that meet OEM specifications. All components will function as designed and vehicle's brakes are subject to

inspection at any time for proper operation. Absolutely no aluminum calipers or light weight drums or rotors (drilled) will be allowed. Four wheel disc brakes will be allowed. No shut--offs allowed. Bias adjuster is allowed.

12. **Battery:** Must remain in the engine compartment or in the trunk area, sealed from driver's compartment and securely fastened to prevent contact with metal parts and damage in the event of a roll over or impacts. A Battery Disconnect on the Hot Side in reach of the driver and officials is MANDATORY! If located in trunk area, MUST have external charging post to prevent any sparks while charging battery. If in the truck fuel cell must be properly grounded with a strap from fuel cell cap ring to the chassis. 12 volt only.
13. **Charging System:** Must be maintained in a functional state to allow car to be self--starting. Any car that will not start on its own will be placed at the rear of the field no matter where handicappers place car in field.
14. **Tow Hooks:** Or easily accessible lifting cables front and rear are mandatory. Car will not be allowed on the track without them.

Body

Option A: Stock OEM Body

1. Bodies must be sedan type only.
2. Bodies and overall appearance must retain all stock O.E.M. dimensions.
3. No lowering or offsetting body. Body must be centered on chassis.
4. All doors must be welded or bolted closed.
5. Interior must be gutted.
6. All body moldings and door handles must be removed.
7. Inner fenders may be removed.
8. All cars must have a rear firewall, between the driver and the fuel tank completely closed off.
9. Floor must run from door to door and front to rear.
10. Firewall between the driver and engine must be completely sealed off.
11. Driver must be located in stock O.E.M. position. Seat must be a minimum of 25 inches measured from the center of the rear axle, to the rear of the bottom of the racing seat.
12. All body parts must maintain OEM appearance.
13. No holes in the hood or any type of hood scoop.
14. Exhaust system must exit behind the driver.
15. No rear spoilers.
16. No cockpit style tinwork.
17. All bumpers must be stock O.E.M. Bumpers may be reinforced behind the bumper cover only. One side rail on each side of the car between the front and rear tire is allowed. Rail may be a maximum of 1x2 inch O.D. Ends must be capped off leaving no sharp edges.

Option B: Stock Appearing Aftermarket Body

1. **General Appearance:** Aftermarket Bodies are allowed, providing they look stock and match the wheelbase of the frame being used. Bodies must be stock appearing and mounted in stock location on frame.. Stock manufacturers sheet metal or aftermarket body must maintain the OEM fit and appearance. No air dams, skirts or other aerodynamic enhancing equipment are allowed on the car, front or rear. Bodies, engines and chassis must match GM for GM, Ford for Ford and Chrysler for Chrysler. No Wedge shaped bodies or flat body panels are allowed. Officials reserve the right to reject and body or parts.
2. **Body Width:** Maximum body width measured anywhere along the contour of the car may not exceed 82".
3. **Allowable Body Materials:** All parts of the body must be either steel or aluminum, except the hood, roof, front and rear roof supports which may be aftermarket approved fiberglass.
4. **Roof:** Must be stock OEM steel or approved one--piece fiberglass construction. Must also maintain stock contour and appearance.
5. **Hood/Trunk:** One--piece steel, aluminum or fiberglass. Only hood scoop to be allowed will be fiberglass hood with 2 1/2" maximum hood scoop. No steel or aluminum hoods with add on hood scoops will be allowed! No holes may be cut into hood for any reason. Lift off hoods and trunks are allowed as long as they are fastened safely to properly seal off engine and trunk area. All hoods with scoops must be sealed at back of hood scoop to protect driver.
6. **Bumpers/Nose:** Front and rear bumpers may be of the hard plastic type. Front nose must be stock appearing. No dirt style noses will be allowed such as Performance part numbers 331040, 281040, 251040 etc. Front and rear

covers may not be widened from stock width. Tailpiece must be stock with a bumper cover. No flat sheet metal allowed.

7. **Dash:** Dash may be removed, providing the steering column is secured and remains in stock location. New dash may not protrude any further back than original OEM dash, and must be even (in one plane) all the way across the car.
8. **Firewall:** A full steel firewall of at least 18-gauge thickness is mandatory with all holes securely covered to isolate driver from fire front and rear. Front and rear firewall must extend from fender to fender in as straight a line as possible, with a minimal cut out for foot box. No excessive firewall cutouts or tunneling for exhaust clearance allowed.
9. **Inner Tin Work:** No sheet metal extending from passenger side dash back to rear shelf is permitted. No cockpit type tinwork allowed.
10. **Floorboard:** A full floorboard must be retained from the engine firewall to rear firewall and from door to door. Passenger side floorboard may be level from top of transmission and drive shaft tunnel but no higher, to allow ground clearance of both exhaust pipes and mufflers.
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12. **Visors:** One 3" visor allowed, from a pillar to a pillar, and from top of windshield seam down.
13. **Rub rails:** External rub rails are optional. The only allowable rail is a single 1" wide x 2" high steel tube mounted flush to the body panels between the wheel openings. The tube must be cut at a 45 degree angle and capped with no sharp edges. Rails must be securely anchored.

Wheels and Tires

1. RACING WHEELS ARE MANDATORY. All wheels will be steel (no aluminum). Minimum width 7", maximum width 8".
Steel beadlocks allowed on the right front and right rear.
2. A maximum offset of 2" will be allowed. All wheels will be measured from the outer bead radius to center of bolt flange. No tolerance allowed.
3. Foam or plastic wheel plugs or covers are permitted.
4. 1/2 -inch wheel studs MANDATORY and will be STRICTLY enforced.
5. 1" lug nuts are mandatory on all 4 wheels.
6. Tires must be street tread only with a maximum of 8" tread width, (no snow, mud, studded, light truck, or directional tires!) Radial tires are highly recommended. Allowed Options: Street **D.O.T.** Tire, Diameter 70 Series Tire or DIRTcar Hoosier E-mod 26.5 or 27.5 / compounds D-40, A-40, H-40 / catalog numbers 36208, 36212, 36213, 36215 or American Racer Tire D.O.T.

Conduct

1. Any fighting or reckless driving in the pit area will subject the offender to immediate suspension depending on the seriousness of the incident and the decision of the Director of Competition. Continuing problems from the same individual will result in permanent suspension.
2. The track requires courteous conduct from all participants at all times. We will not tolerate profanity in front of race fans, Officials or Management. Profane or obscene symbols on your car or clothes are not allowed.
3. It is expected that all drivers and teams to look and act in a professional, clean, uniformed and respectable manner.
4. Penalties and fines for violation of the conduct, race procedure, and general rules may be implemented per this rulebook to all participants at the discretion of the officials.
5. At any time the display of any type of weapon or threat of bodily harm will result in permanent suspension and arrest for the entire racing crew and all parties involved.
6. Any competitor, crew member or car owner who has been fined for any type of rule infraction, will not be allowed in any competition restricted area until fine is paid. This includes all track-sanctioned events, non-sanctioned events, special and tour events, Tune & Test events or private track rentals.

Procedures: All on and off track procedural rules, see the CMP rulebook

Protests: See the CMP rulebook