



**Central
States
Region
Super Cup
Rule Book**

Purpose and Vision of CSR

1. To attract enough race teams across a wide enough geographic area to enlist major national sponsorship.
2. To provide a rulebook maintaining uniformity among Super Cups.
3. To enforce the rulebook firmly and fairly providing a level playing field among all competitors.
4. To recognize and promote the achievements of racers and help them attract more sponsorship for their teams.
5. To set the example and lead the way in the area of Super Cup safety.
6. To always focus on lowering the expense and complexity of Super Cup racing making it easy for new racers to join the sport.

CSR Super Cup Rulebook Index

Section	Page
General Disclaimer	5
CSR Policies and Procedures	5
Pre Tech Check List	6
Payouts	7
1.0 General Rules	8
Code of Conduct	9
2.0 Membership and Licensing	10
3.0 Alcohol and Drug Policy	11
4.0 Accidents and Safety	12
5.0 Entry and Sign In	13
6.0 Competition and Race Procedure	14
7.0 Flag Rules	17
8.0 Timing and Scoring	18
9.0 Points	20
10.0 Advertising and Promotion Release	21
11.0 Display of CSR and Sponsor Logos	21
13.0 General Body Requirements	22
14.0 Equipment and General Accessories	25
15.0 General Engine Requirements	26
16.0 Cylinder Head	27
17.0 Camshaft	28
18.0 Valve Train	29
19.0 Honda Carburetor	29
20.0 Tillotson Carburetor	30
21.0 Carburetor Gasoline Filter	31
22.0 Air Filter and Adaptor	32
23.0 Engine/Car Electrical System Alternator	32
24.0 Flywheel	32
25.0 Spark Plug	32
26.0 Ignition System	32
27.0 Starter	33
28.0 Battery	33
29.0 Electrical Switch Locations	33
30.0 Accessories	33
31.0 Engine Cooling System	33
32.0 Engine Exhaust System	34
33.0 Fuel and Oil	34
34.0 Fuel Cell	35
35.0 Fuel Lines and Fuel Pump	35
36.0 Clutch	35
37.0 Chain / Gear Sprockets	35
38.0 Brake Components	35
39.0 Rear Axle	36
40.0 Wheels	36
41.0 Tires	36
42.0 Tire Track	37
43.0 Wheel Base Requirements	37
44.0 Chassis	37
45.0 Suspension	38
46.0 Spindles	39

Revised 3/1/2011

47.0 Steering	39
48.0 Body Height and Clearance Requirements	40
49.0 Post Race Tech and Scales	40
51.0 Protest Guidelines	43
52.0 Appeals	44
53.0 Local Track Override	44
CSR Super Cup Motor Inspection	45
Race Incident Penalties	46

Central States Region Super Cup Rulebook

GENERAL DISCLAIMER STATEMENT

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of 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 PUBLICATION 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 a participant, spectator or official.

The President or Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the officials.

THE OFFICIAL'S DECISIONS ARE FINAL, AND NOT SUBJECT TO PROTEST OR APPEAL.

CSR POLICIES & PROCEDURES

Rain Policy – If the race track cancels the race for any reason (i.e. bad weather), no points will be awarded to any driver.

Refund Policy – **CSR** membership fees are non-refundable.

Communication Policy – All drivers in all **CSR** events are required to use Raceceiver “receive only” radios to allow direct communication between race director and every car in the event. Drivers are also welcome to use a two way radio to communicate with spotters, pit crew, etc. and a simple patch cable available will allow a driver to use both the Raceceiver and a traditional radio at the same time.

Rules Policy – **CSR** rules are managed by the **CSR** Board which reviews all rule changes and vote for or against any proposed change. All **CSR** members are welcome to submit suggestions for rules changes at any time using **Exhibit E** at the end

of this rulebook. In general, rules change proposals will be considered after the end of each racing season.

No Litigation - By entering a **CSR** Sanctioned Event, Members agree to accept the following terms: A decision of any appointed **CSR** Official is final and non-protest able and can not be litigated. If a Member violates this agreement, and proceeds with litigation against **CSR** or its Official(s), that Member agrees to pay any and all costs, including reasonable attorney fees, associated with the litigation incurred by **CSR** or the Official(s).

Pre Tech - Every car that competes in a **CSR** race is recommended to go through pre-tech before racing. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed **CSR** specifications at that time. Racers are welcome to bring their cars to pre-tech at any time to verify continued compliance with **CSR** specifications. Compliance with **CSR** specifications does not protect you from injury or loss due to racing accidents or activities.

Pre Tech Mini cup check list.

1. Ride height. 1 3/4" Gauge must flow freely under the racecar.
2. **Weight 700 LBS for all cars**
3. Engine compartment exam- **exhaust pipe 28" minimum**, Approved Air filter, carb tight, check axle with magnet (no stick – no race), shocks, gas tank vents, air vent hose from right side rear window (no more than 1" below sheet metal) any safety issue that may need to be addressed.
4. Spoiler check 35 degrees minimum.
5. Front brakes & shocks
6. Safety belt date (none over 3 years old allowed) check other safety equipment.
7. Steering column padding.
8. Switches located on left side of steering column.
9. Fire wall and panels over engine completely meet body of mini cup closing off and separating driver from engine compartment in case of fire.

Payouts -

Standard Weekly Payouts –

1. Standard weekly race payouts will be \$ 20 per eligible driver on race nights that participating tracks give a payout to **CSR**.
2. On a sponsored race night, additional payouts may be available. Requirements will be announced prior to the event. This payout would be on top of the standard weekly race payout and would be paid in the same manor as mentioned above.

Year End Points Fund-

1. Year end points fund and any other wording thereof will be based on remaining track payouts for the season and any other series sponsorships received where all sponsorship requirements were met.
 - CSR** will carry over a maximum of \$3,000 in funds to be reserved for the start of following year.
 - A fee of \$5 per driver, per race, will be taken out of the track payouts to go to the Year End Trophy Fund.

2. Year End Points Fund will be distributed to all eligible drivers in the following method:

75% of the total available Point Fund will be distributed equally to all eligible drivers based on their number of races attended. The remaining 25% will be distributed to the top 3 drivers as bonus monies in the following method: then divided amongst the top 3 Drivers with 1st place receiving 45%, 2nd place receiving 35% and 3rd place receiving 20%.

Eligibility – Eligible drivers will be members as specified in section 2.5 and meet the following requirements:

- a) Have abided by all rules and guidelines set within by CSR for the entire season.
- b) Must attend at least one CSR (1) car show, parade, fundraiser, or special event throughout the season.
- c) Must attended and participate in 75% of scheduled race events.
- d) Must display club contingency decals for the entire season.

1.0 GENERAL RULES

1.1 The **CSR** rules shall apply to each and every driver, owner, sponsor, mechanic, and crew member and / or any other pit personnel (collectively known as participants) participating in any **CSR** sanctioned or recognized event.

ALL PARTICIPANTS SUBJECT TO THE CSR RULES ARE EXPECTED TO KNOW THE RULES AND ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

1.2 All rules in this book apply to all events sanctioned or recognized by **CSR**.

1.3 For the safety of the drivers and the betterment of the series, rules may be changed, or amended throughout the season. All changes will be issued by supplemental regulations issued by bulletin.

1.4 No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done or not done, then you must consider that the change or action is illegal.

1.5 Anyone attempting to circumvent the rules or judged to be going against the spirit and intent of these rules or the organization is subject to disqualification or suspension. Only authorized **CSR** officials may decide if a change, alteration or action is an attempt to circumvent the rules.

1.6 **CSR** cars are designed for closed road course or speedway use only! The car may not be modified for street use!

1.7 THE DECISIONS OF **CSR** OFFICIALS, OR TRACK OFFICIALS, AT **CSR** SANCTIONED OR RECOGNIZED EVENTS, INCLUDING THE INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND, AT THE DISCRETION OF THESE OFFICIALS. THIS IS NON-APPEALABLE.

1.8 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

1.9 **CSR** does not recommend racing Super Cups on racetracks ½ mile or longer in length.

1.10 For all future references, the **CSR**/Director of Competition will be the same as the **CSR** Technical (Tech) director/inspector. If the official Tech Inspector is unavailable for a race event, the **CSR** President or his designee will temporarily become the Director of Competition/Tech Inspector, with all the same duties.

CSR CODE OF CONDUCT

All CSR members will be expected to abide by the following code of conduct at all CSR events. **The driver is responsible for the actions and words of his owner, pit crew, etc. in all respects. Throughout this section, the word “driver” shall mean the driver and anyone associated with that driver at the track.** The driver shall be the sole spokesperson for his / her car owner and pit crew in any and all matters, and must deal with CSR officials only, regarding their conduct and behavior. Anyone witnessing a violation of this policy anywhere on the facility where a CSR event is taking place should report it to a CSR official.

1. Harassment of CSR or track officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns in a controlled manner. Violation of this policy may result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400. All fines must be paid before driver will be allowed to participate in any additional CSR events.

2. Harassment of other racers and/or their crews, families etc. will not be tolerated. When harassment occurs in a pit area, the offending driver will be considered to be the driver who does not belong in that pit. When harassment occurs anywhere other than a team pit area, both parties will be considered to be at fault and will be fined. As such, if you want to ensure you do not receive a fine for harassment, stay in your team pit area. Violation of this policy may result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400. All fines must be paid before driver will be allowed to participate in any additional CSR events.

3. Physical violence will never be tolerated. Any driver, who physically attacks anyone, at any time, will be fined up to \$500 and may be suspended for the rest of the racing season. If the violence involved a weapon, the driver will be banned from further CSR competition for life.

4. Any driver who uses his car as a weapon – i.e. ramming another car after the race etc. may receive a fine of up to \$500. If the altercation occurs outside the track where bystanders could be hurt the fine may be up to \$1000.

5. If, in the opinion of the track officials, a racer intentionally wrecks another car during the race, the offending driver may be fined a minimum of \$1000.

6. Any concerns regarding the racing events must be taken to CSR officials only. No driver should ever go to a local racetrack official with concerns/complaints. These must be brought to the attention of the track by CSR officials. Any driver who leaves the pit

area and confronts track officials in the track tower during racing events will be immediately thrown out of the CSR event and fined a minimum of **\$500**. This is a serious offense that can ruin CSR's relationship with a track, and it will not be tolerated.

7. No crew members are permitted on the race track at any time except if requested to be there by an official.

8. Everyone associated with CSR is expected to abide by all local track policies and procedures. Violation of local track policies and procedures can result in fines or suspension from CSR events.

9. All personal property brought to the speedway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, etc. Failure to remove these items may result in a fine.

2.0 MEMBERSHIP AND LICENSING

2.1 **CSR** membership runs from January 1st through December 31st of the same year. All memberships must be renewed on an annual basis.

2.2 **CSR** may allow as a member any individual interested in **CSR** racing, as long as that individual has completely and truthfully completed a membership application, agreed to abide by the Rules, and paid the determined fee(s) due for membership. **CSR** reserves the right to reject or deny any application, for any reason that is deemed unacceptable and terminate any membership that has failed to comply with **CSR** rules and guidelines. *CSR is an amateur racing series and looks forward to promoting its Jr. drivers. For safety reasons, if there is no improvement in the driver's ability, it may be suggested the driver sit out a few races until the driver can improve his/her ability.*

2.3 If a competition license **CSR** applicant is between **the ages of 8 and 16** years of age, the applicant must submit minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years old, all parents and/or guardians must also join **CSR** as associate members. All competition license applicants under 18 years of age are required to submit with their application a notarized copy, or original, birth certificate. All

Birth certificates, whether a notarized copy or an original will not be returned and kept on file by **CSR** BOARD MEMBER. (Driver only needs to pay for membership. Parents need to sign a waiver)

2.4 **CSR** may penalize, suspend and / or revoke a competitor license for any period of time if the member has violated or attempted to violate **CSR** rules.

2.5 **CSR** has 1 type of required membership:

A. **CSR** MEMBER (Includes car and one driver) \$ 100.00 Annual membership

(Payable to Central States Region Super Cups)

1. Due before first race event to be eligible for season points and season rewards.
 - a. Vote on issues brought before membership.
 - b. \$25 per race for non-**CSR** registered driver. These one-time registrations (whether repeated throughout the season) are not eligible for **CSR** season points and the end of year points fund, and do not have voting rights. However, these drivers are still eligible for any secondary points system.
 - c. Payment is payable to the club treasurer prior to start of race event.
 - d. Crew members are free.
2. All drivers are required to fill out a one time annual registration form and liability waiver before racing in **CSR**.
3. Weekly payouts are not contingent on whether the driver is a season member or one time race member.
4. **Minor (ages 8 to 16)** drivers must have at least one crew member (i.e. parent) fill out their own registration form and liability waiver.
5. **Minor drivers** also must provide **CSR** with a birth certificate copy in order to ensure age of the driver.

2.5.1 Local tracks offer 2 suggested memberships, although not required for **CSR**

2.6 All drivers are required to join **CSR**. Car owners, crew chiefs and fans are encouraged to join but it is not required for entrance into the pits.

2.7 All NASCAR/RACE licenses are non-refundable and non-transferable, and are not associated with **CSR**.

3.0 ALCOHOL AND DRUG POLICY

3.1 Rules related to alcohol consumption shall mirror those of the track with the following exceptions:

- A) No beer or alcoholic beverages shall be consumed until all racing on the property of the Racetrack is completed.
- B) If a participant member is caught consuming alcoholic beverages before the entire racing program for the track is complete, he / she shall be immediately ejected from the racetrack premises and subject to a suspension or expulsion from **CSR**.

3.2 *ILLEGAL DRUGS DEFINITION*: Illegal drugs are those substances or drug substances defined and prohibited by state or federal laws. Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at a **CSR** event, either on the track property or in any area considered to be used in the operation of the track, such as parking lots or leased properties.

3.3 Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance while on the track's property, or arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether the offense occurred on or off the track property, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY **CSR**:

A. Suspension from competition and eviction from all **CSR** sanctioned events and denial of further entry to **CSR** sanctioned events for a period to be determined by **CSR** Officials.

B. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the offense, upon **CSR** being so advised, shall be suspended from all forms of participation at **CSR** sanctioned and recognized events until such time as the charges are fully adjudicated through the legal process.

C. Any participant convicted of an illegal drug violation, regardless of the level of the offense, by a court of law, shall be prohibited from taking part in any **CSR** sanctioned or recognized event for a minimum of one (1) year from the date of conviction.

D. In addition, during any suspension imposed above, all point fund money, both regional and national, including all contingency awards, shall be forfeited if the participant is convicted of the charges.

3.4 *REINSTATEMENT*: A participant suspended for violation of these drug policy rules, may be reinstated at the discretion of **CSR** officials, if:

A. In the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state, certifying that he or she is drug independent, as a result of random and periodic examinations and urinalysis testing, made at the request of **CSR**.

B. In the case of drug possession, that the participant produces evidence, satisfactory to **CSR** Officials, that he or she was not in possession of illegal drugs.

3.5 *PRESCRIBED DRUGS*: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief **CSR/DIRECTOR** of COMPETITION prior to the participant's entry into any track activities. Failure to do so will subject the participant to penalties as prescribed above.

4.0 ACCIDENTS AND SAFETY

4.1 **CSR** sanctioned or recognized events are competitive racing events. The rules of **CSR** racing have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards for these events. Entrants are required to comply with these rules.

4.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury or death to any participant, spectator or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.

4.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the racetrack on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.

4.4 Any party whom willfully or maliciously uses a racecar, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest. Any suspended race will not be used as a drop and you will lose pay for that evening. Drivers are expected to drive in the pits at a consistent rate of speed (at 10 mph or less). Drivers exceeding this limit can be Penalized a 5 point penalty for jeopardizing the safety of other drivers and crews.

4.5 Drivers may not get out of their cars while on the race track except in an emergency (such as fire or fuel leak) or if requested by an official. A 5 point penalty will be assessed and you will lose pay for that evening.

4.6 No one (except the driver) is allowed to ride in or on the racecars at any time, unless approved from a board member.

4.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the racetrack at all times or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 14.

4.8 Horseplay, ball playing, tag, etc... will not be allowed in the pits.

5.0 ENTRY AND SIGN IN

5.1 Upon signing in for any **CSR** event, a competitor must present their valid **CSR** license and, if requested, a state issued driver's license or picture I.D.

5.2 Entry fee and pit passes differ from track to track. **CSR** members must adhere to track policy.

5.3 No person will sign at any time, for any reason, an entry form, waiver and release of liability form or pit permit for anyone other than themselves.

5.4 All drivers must be in attendance during the entire course of all drivers' meetings, unless prior approval. One parent or guardian for the Jr. Division must be present.

5.5 **No one under the minimum age required by the active CSR Insurance Policy** will be allowed in the pit area or other restricted areas.

5.6 All persons under the age of eighteen (18) must have signed a minor's release with all parent's or guardian's signatures and have it on file at each racetrack which they desire to enter.

6.0 COMPETITION AND RACE PROCEDURE

6.1 Only cars manufactured by Miniature Motorsports Inc. /Townsend Racing Products, or NC Chassis Company and determined to meet **CSR** specifications are eligible to compete in a **CSR** sanctioned or recognized event. As of December 2002, Miniature Motorsports and Braits Precision are no longer manufacturing cars, leaving only NC Chassis, and Townsend Racing Products as approved **CSR** Super Cup manufacturers. From this point on in the rulebook, these two entities will be referred to as "The Manufacturers". All cars may be subject to inspection of any item at any time by **CSR/DIRECTOR** of COMPETITION.

6.2 No engine, camshaft, cylinder head or carburetor body may be changed after a car has posted a qualification times or competed in a qualifying heat race without the permission of the **DIRECTOR** of COMPETITION. If permission is granted, they must start at the tail of the field in the next race and the engine, camshaft, cylinder head or carburetor body will be impounded by the **DIRECTOR** of COMPETITION and is subject to technical inspection.

6.3 **CSR** and track Officials may at their discretion, make a determination regarding the line-up of cars for any qualifying, heat races, semi features or consolation races and feature races.

6.4 Both heats and features are contingent on whether qualifying is allowed at the race track. If qualifying is done, the field will be set by qualifying times. Point values for qualifying is as follows: Top qualifier gets 3, then 2 for second and 1 for third. If qualifying is not allowed for the event, the field will be set by season points adjusted for drop races. If the first race of the season doesn't allow qualifying the field will be set by end of the previous year points standings. Rookies will be ordered by date of registration. If a driver drops out at the grid, cars will move up one position. If a driver drops out 10 minutes before race time, the drivers will line up in qualifying order.

A. In the case of two heat races, the field will be split in half with Fast qualifiers in one heat and slower qualifiers in the second heat race.

- B.** If there are more than two heat races, the first two will comply with rule 6.4 A. The remaining heats will be lined straight up with no inversion.
- C.** For the feature event, the invert may follow the rule 6.4 E, and or the line up May be set by the race director, or CSR official.
- D.** For either a single heat or dash or consolation race where no season points are obtainable, **CSR** officials reserve the right to set the lineup procedure.
- E.** Feature lineups may be created as follows: The roll of a single die will determine if there will be an invert, odd roll – no invert, line up based on qualifying order, adjusted for penalties & rookies. Even roll – invert will be based on new dice roll, 1 die if less than 12 cars, 2 dice if more than 12 cars, with not more than 50% of the lineup being inverted. The roll will take place before the feature event and will be rolled by fast qualifier or a designee of the **CSR** President. All remaining cars will line up in order after the inversion.

6.5 Drivers may not attempt to qualify more than one car in heat races when time trials are not used to set a starting order. If time trial qualifications are used, a driver may attempt to qualify with a second car provided the first car is withdrawn. Once a car has qualified, or qualified and then withdrawn, it cannot be re-qualified by any driver.

6.6 Drivers may attempt to qualify a different car in a semi feature or consolation race, if the change is reported to officials prior to the lineup. If a second car is used it must start at the end of the field.

6.7 Any driver change will result in that car starting at the rear of the field. This will apply only to the first race after a change.

6.8 All starts and restarts are to be determined by track officials. However, where the **CSR** rules are more restrictive than local track rules, drivers must comply with the **CSR** rules.

6.9 Driver changes may not be made during the course of any race with the exception of specified endurance events.

6.10 All cars will line up in the designated staging area prior to their respective heats, consolations and features. Any car not on the track in the designated time will not be permitted to start the race or they will be placed at the rear of the field at the discretion of officials.

6.11 If a car does not make a call for a heat, it cannot start in another heat. The car must run in the consolation race or start at the rear of the field if the field is not full. If the field is full the car will be considered to have not qualified.

6.12 On all starts after the green flag and/or light is displayed, all drivers must maintain their relative positions until crossing the start/finish line or specified marker. If the outside pole sitter jumps the start by $\frac{1}{2}$ a car length and does not relinquish the spot by the end of lap one, a 2 point deduction will be assessed. If, in the opinion of the officials,

a driver flagrantly improves his position without cause prior to crossing the start/finish line or marker, they could be assessed a detention penalty or sent to the rear of the field. Vehicles jumping the start must relinquish their position prior to crossing the start/finish line with in one lap or will be penalized one point per car that positions have not been relinquished to. The official's decision to penalize or not to penalize in accordance to this rule is not protest able, or subject to appeal.

6.12.1 Restarts are all single file, at pace speed until the green flag is waived. When the green flag has waived you can improve your position even if you have not passed the start finish line. Racing begins on the wave of the green flag.

6.13 All starts and restarts will be at a consistent slow to medium speed. The pole or lead car must maintain this speed until the display of the green flag. **For starts and restarts after the one to go signal has been given you can not warm your tires. Scrubbing tires after the one to go is not allowed. If a driver is found to be doing this, the first offense is a verbal warning, after a verbal warning has been given, a one point penalty will be assessed each time thereafter.**

6.14 If the race is red flagged or stopped before the completion of lap 1, it is common practice to restart in the original starting order.

6.15 If a race is stopped, or if a yellow flag (only a full course yellow on road courses) is displayed after the completion of 1 lap, all cars will line up in the physical order they were running on the track at the end of the last completely scored green flag lap. All cars must hold their position, even if trailing a lapped car and fall into a single file nose-to-tail formation.

6.16 Any car that is the cause of three yellow flags will be disqualified from that race. The driver will not be awarded points.

6.17 All cars involved in an accident will restart behind all cars not involved, regardless of the number of laps completed. Track / **CSR** officials have the right to deviate from this policy if they determine an incident was caused intentionally.

6.18 All cars going to the pits under a yellow or a red must restart at the rear of the field, if they wish to return to that event. Any car(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.

6.19 Cars that spin (self inflicted) out on the track must attempt to resume race speed and refrain from slowing current competition. If anyone is deemed to be deliberately stopping the race, his or her car will be disqualified from that event. If deemed an intentionally spin out of a driver the offender will be sent to the rear of the field, loss of points for that night and will start the next race at the rear of the field. Unintentional spin of driver may result in the offender starting in the rear of the field in the same event at the offender's next race date.

6.20 During the course of a race under the green or yellow flag, all work to a race car competing in that race **must** be done in the pit area or any area, which is designated by the pit officials at the driver's meeting. If a car is worked on outside of these defined areas under the green or yellow flag the car may be disqualified, or assess penalty deemed appropriate by CSR officials.

6.21 If rough driving is observed, officials may first warn the driver with the point of a furled black flag. Further rough driving may result in disqualification or consultation with officials. Rough driving will be determined by the track officials, or CSR officials.

A. Additional sanctions in the form of loss of position or points can be made by the officials after the race if the officials deem it necessary.

B. Race discipline is addressed in the by-laws labeled “**Race Incident Penalties**”

C. Penalties in the aforementioned by-laws will not be given at the track, at the time of the offense. Penalties will given by the Tech inspector via email or by telephone before the next race weekend.

6.22 A black flag can be given to any car that is losing part of the race car, appears to be unsafe, or smoking badly. The black flag decision will be made by the starter or pit officials.

6.23 The race will be officially completed when the leader has completed the specified race distance or with the starter's display of the checkered flag.

6.24 Upon consultation with **CSR/OFFICIALS/DIRECTOR** of COMPETITION, track officials have the right to change, omit, or add rules and regulations that are particular to their track in regards to how the event is run. For instance, a particular track may prefer single file restarts over double file restarts. This policy does not in any way pertain to minimum standards for safety.

6.25 Rookies will be required to make a minimum of 3 starts from the rear of the field and/or until approved by the **CSR** board.

7.0 FLAG RULES

7.1 Competitors will be given information from the officials, during events via flags or lights as listed below:

Green: Go. The entire track is open for racing.

Yellow: Caution. All cars must come to a slow and consistent speed immediately. All cars must maintain their position, even if the car is a lapped vehicle, maintaining a single file nose-to-tail formation.
Note: A yellow flag is full-course on all oval tracks but may pertain only to a corner / flag station on a road-type course. **Specific instructions for the event are provided at the driver's meeting and shall apply for that event.**

Red: Stop. The race has been stopped and all cars must come swiftly and safely to a complete stop.

Black: Any car given the black flag must pull into the pits immediately for consultation. Failure to obey a black flag will result in your car not being scored for the remainder of the race.

Blue with Yellow Stripe: Move over, you are being lapped.

Crossed Flags: The halfway signal.

White: You are beginning your last lap of the race.

Checkered: The race is officially completed.

8.0 TIMING AND SCORING

8.1 **CSR** or the race organizer will appoint an Official Scorer of each event.

8.2 A lap is scored and considered complete only after the entire field or great majority of the field has passed the start/ finish line. The official score keeper may declare at their discretion what constitutes the majority of the field.

8.3 All restart lineups will be derived from the official score keeper's lap charts.

8.4 **Any car improving or attempting to improve its position under a yellow flag condition is subject to a penalty.** Violators will first be returned to their proper running position. Failure to maintain that position can result in a one lap penalty, detention penalty or disqualification.

8.5 In heat or consolation races, yellow flag laps will not be scored.

8.6 Officials have the option to score or not score yellow flag laps during feature races. This decision must be announced at the driver's meeting or to all drivers prior to the beginning of the feature race.

8.7 In all races under 30 laps, **CSR** recommends not scoring yellow laps.

8.8 All protests regarding scoring must be made within 10 minutes of the posting of the official scorer's results.

8.9 The decisions of the official score keeper are final.

8.10 At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear down tube on either the left or right side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. See photo below for example.



9.0 POINTS

9.1 All **CSR** sanctioned races will use the point system described in this rulebook.

9.2 Points for all feature races are awarded as follows:

Heat 1st..... 5	Feature 1st 50
2nd 4	2nd 49
3rd..... 3	3rd48
4th2	4th47
5th & all after 1	and so on – 1 point less per position

9.3 Only the starting drivers will be awarded points. No points will be awarded to the car or its owner. Drivers ONLY.

9.4 Points are non-transferable from one driver to another.

9.5 You must be in good standing with the **CSR** in order to receive any point fund money or awards. All suspensions must be fully served to be considered in good standing with **CSR**. **CSR** reserves the right to withhold or revoke any point fund money and/or awards to any participant with outstanding debt to the **CSR**.

9.6 Sanctioned races can be run between January 1st and December 31st.

9.7 If a driver is disqualified or can not make the feature event the remaining field (position & points) shall move up accordingly. If time permits, cars will be moved forward by numbered starting positions. If time does not permit, cars will be moved forward by row.

9.8 Drivers will receive a minimum of 20 points in the feature race if their vehicle is able complete at least one lap during the race events of that date, to include practice, qualifying, heats, and dashes. The exception is if last place points in the feature event are less then 20 points, then a driver unable to make the feature (but able to complete at least one lap earlier in the race night) will receive the last place points of the feature. Drivers are only allowed to take advantage of this rule four (4) times during the entire race season. After all 4 are used, rule 9.8.1 applies.

9.8.1 In order to receive points from any race, the driver must either take the green flag or complete at least one lap. They will then fall into the points for their final position. In order to collect any points from a race, a driver must take the green flag, or complete at least one lap in competition. DQ'd cars are not eligible for points.

9.9 If the race track cancels the race for any reason (i.e. bad weather), no points will be awarded to any driver. However, in the event of bad weather, if the track is still racing, **CSR** will be racing for points. In the case of bad racing weather, the present drivers have the following options:

- A. Race in the position the driver is already scheduled for
- B. Choose to start at the rear of the field

9.10 End of year race points will be determined by **adding the heat; qualifying and feature points** from **CSR** scheduled race days. However the maximum number of race days counted for season points total will be two less than scheduled, (aka "Drop Races"). For example, if 18 race days are scheduled, only the best 16 race days will count for any driver. If a driver misses a race day, that will be automatically considered as a "drop race". Any race penalized as loss of points or in any way cannot be used as a drop race.

9.11 In order to ensure **CSR** sponsors are promoted throughout the season, any registered driver wishing to obtain their end of year points fund monies must attend at least one **CSR** (1) car show, parade, fundraiser, or special event throughout the same season to be eligible.

10.0 ADVERTISING AND PROMOTION RELEASE

10.1 By entering into any **CSR** event, drivers, car owners, crew and agents agree to release all rights to compensation for use of their names, pictures, and pictures of their cars or equipment, for advertising or publicity before and after an event including television, photography, and video tape sales and rentals.

10.2 **CSR** and its assigned may use any of the aforementioned likenesses for an indefinite period of time.

10.3 **CSR** reserves the right to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any **CSR** event. All members agree to accept **CSR** decision in this regard.

11.0 DISPLAY OF CSR AND SPONSOR LOGOS

11.1 Drivers in **CSR** sanctioned races agree to display a series or race sponsors' name or logo across either the top of the windshield or across the rear spoiler where applicable. Decals to be provided by **CSR** at no charge to driver. Additional decals can

be purchased from **CSR**. Sponsor decals provided by **CSR** are to be located on left and right sides of car within the first 10" area behind front tire openings.

11.2 All official **CSR** decals and sponsor decals must also be displayed in order to participate in any **CSR** point funds. If decals are not displayed, first race is a verbal warning, second race you will lose ½ your pay for the evening, third race you will lose all pay for the evening.

13.0 GENERAL BODY REQUIREMENTS

13.1 All bodies must be styled to resemble a NASCAR stock car and be built by one of the following manufacturers: Lightning Light, Duraflex, Ultraflex, Morici and ARP. **No homemade bodies will be allowed.**

13.2 All bodies must function according to the original body manufacturer's design. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Roof rails no taller than 3/4 inches running the length of the roof and rear window are permissible. These are for aesthetics only and provide no performance advantage.

13.3 Cars must be neat appearing. Chassis must be painted or powder coated. Body interior may be left unpainted. Any body damaged must be repaired in a safe, legal and presentable manner by the next scheduled race attended.

13.4 Body exterior dimensions shall be no more than 120 inches long, 47 inches in width or approved by the board. Body must remain level with chassis and cannot be offset on frame.

13.5 All components shall be in top quality condition. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to official(s).

13.6 Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flairs.

13.7 **At post race tech all must weigh a minimum of 700 pounds with driver** ready to race. Maximum left side weight is 55% of total race weight. All weights will be calculated on scales approved by **CSR**. It is the responsibility of the race car driver to see that their car meets the specified minimum weight requirements.

13.8 If weight is needed to meet minimum requirements, **CSR** recommends the use of square steel tubing weight containment bars. **CSR** suggests poured lead – no buckshot or BB's. Weight should be painted white and have the car number written on it for easy identification.

13.8.1 Weight must be attached to frame, or placed inside frame rails, with grade 8 hardware, and cannot slide from front to back or side to side.

13.8.2 All weight must be located inside driver compartment or approved weight containment box. Original chassis manufacturers' weight containment boxes are approved.

13.8.3 For old MMI chassis, the lower outside chassis tubes on the right and left side only may be replaced with 14 gauge 2x2x37" square channel for weight containment. Weight bars must not extend beyond existing rear horizontal chassis bar or change the balance or design intent of the car in any way. Weight and/or fastening systems subject to approval by **CSR**/Director of Competition.

13.9 A non-adjustable spoiler must be attached to the rear deck lid, in the furthest rear point of the car, and follow the contour of the rear deck lid.

A. The spoiler with a minimum width of 35 inches and a maximum of 36 inches, a maximum height of 2.75 inches, with a minimum height of 2.75 inches.

B. The spoiler with a 32.75 width, maximum height of 3 inches, minimum height of 3 inches.

C. Angle settings must be a minimum of 35 degrees from the level surface.

D. COT adjustable spoiler is legal with original adjustability unmodified.

13.10 Lexan must be a minimum thickness of .060, but may be thicker. Tinting of windshield only is permitted. Lexan may be attached by rivets or nut and bolt. Bracing is allowed on windshield or rear window.

13.11 Left side speedway window must have approved window net fastened to roll cage (may have quick release mechanism). Right hand window may have a window net, but it is not required. No enclosures of any kind will be allowed in left side window, besides an approved window net, however, an enclosure on the right side window is allowed (a "speedway window") if it is easily accessible and removable and attached securely (no duct tape). It must meet final approval of the Tech Inspector.

13.12 No vents are permitted in right side speedway window.

13.13 Wink type dimensional mirrors permitted with a maximum width of 28 inches. Mirror glass must be secured with silicone or equivalent. **2 side view mirrors (one for each side of the car) are required.** Side view mirrors cannot extend beyond the widest part of the car body. **ALL MIRRORS ARE SUBJECT TO APPROVAL BY OFFICIAL(S).**

13.14 All dashboards must be constructed of aluminum and fastened in place. All switches must be installed in dashboard on the left side of the steering wheel. Dashboard may be painted flat black. All dashboards are subject to approval by official(s). Ignition shut-off switch must be labeled, showing on and off.

13.15 Foot box interior must be constructed of aluminum at least 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by official(s).

13.16 Enclosing front of foot box is recommended, material used must be aluminum not to exceed .090 thick and not to extend past vertical and horizontal bars. If the foot box is not enclosed in the manner recommended, a foot net must be used on the top of the foot box, except when a chassis cross bar is located there.

13.17 A maximum of 2 openings with a total of 16 square inches are permitted in the nose of the car. These must be covered by a layer of wire mesh attached by a one half inch strip to hold the wire to the outer edge of the opening. All openings are subject to approval by official(s). No openings are allowed in rear body section.

13.18 One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. This hose must be mounted in the rear side window. The pickup point of the hose must not exceed the outside body lines of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. The rear window may not be altered or drilled.

13.19 Bumpers must be hollow steel tubing and fastened to chassis. Tubing may be round or square tubing of .065 to .083 thicknesses, 1 by 1. All bumpers must have open ends.

13.20 Numbers must be at least twelve (12) inches high and neatly attached to both sides of the car located on the center of the door. Numbers must be located on the doors only. A number eighteen (18) inches high must be attached on the roof, reading from the right side. Numbers must be made of a color with a high contrast to car body color. Chrome, reflective or gold numbers are not permitted for use.

A. CSR has the right to change racecar numbers to avoid duplication. All number designs are subject to **CSR** approval.

B. CSR reserves the right to assign or restrict the display, and location on the car, of any decals, logos, identification, markings and advertising on race cars.

C. Drivers are responsible for notifying **CSR** if their current car number changes.

D. Windshield number must be white and located on upper right side, 3" high.

E. ALL first year drivers (Rookie of the Year Candidates) in any **CSR** Division are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2 ½" X 24"

13.21 Numbers on a car must correspond with the car owner's registration card that is on file at **CSR**.

14.0 EQUIPMENT AND GENERAL ACCESSORIES

14.1 **CSR** requires that all cars be fitted with an aluminum racing seat that fits the driver's physical characteristics.

14.2 All seats must be securely mounted in the centerline of the vehicle. The seat centerline must match that of the vehicle. The seat can not be off set.

14.3 No driver shall compete in any event with head or arm extended outside of a car opening. The top of the driver's helmet must be at least one (1) inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat.

14.4 All drivers must wear a racing type helmet with a Snell rating of SA2000 or newer. No bicycle or motorcycle helmets allowed. Drivers must also check local track regulations to ensure their helmet meets local track regulations.

14.5 All drivers must wear an approved driving suit, shoes and gloves. A single layer fire suit is the minimum allowed.

14.6 **Future Star drivers must use head and neck restraints** a foam neck collar does not qualify as a head and neck restraint device. **CSR** highly recommends all drivers use arm restraints.

14.7 **CSR** highly recommends all drivers wear underwear, shoes, socks, neck collars and gloves made of fire resistant material.

14.8 Two-way radios will be permitted and Raceceiver Radios are required for all cars.

14.9 **CSR** strongly recommends a built-in fire extinguishing system, being a minimum of the cold fire system type or equivalent. 14.10 All entrants must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher.

14.11 All belts and harnesses must be of the 5-point type and meet the following minimum requirements:

- A. Have a minimum SFI rating of 16.1
- B. Be at least 3 inches wide.
- C. Be dated by the manufacturer and no more than 3 years old.
- D. A quick-release seat lap belt is required.
- E. Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8" in diameter.
- F. Shoulder harness must come from behind the driver's seat. Inertia reels can not be used.
- G. Belts/harnesses and all other required safety equipment must be properly and securely worn

14.12 Mini cup specific parts such as spindles, cradles, A-arms etc. must be manufactured by a **CSR** approved manufacturer. No homemade or "better engineered" parts. Bolt on or replacement parts such as heim joints, clutches, wheels, etc. must conform to this rulebook but may be purchased from any source. In order to make it easier for racers to keep their cars on the track, **CSR** will allow interchanging of parts. i.e. suspension parts from one approved manufacturer may be installed on a chassis built by another approved manufacturer. All homemade or "better engineered" parts remain illegal.

15.0 GENERAL ENGINE REQUIREMENTS

15.1 **CSR** recommends the use of **CSR** approved sealed engines. **CSR** or MMRA approved sealed engines are not required but will save you time and money by reducing Dynos and tear downs at events. **CSR** approved sealed engines have numbered seals with the **CSR** logo engraved on them.

15.2 Only Honda GX390 K1 or U1 engines will be used in **CSR** mini cup competition. Serial numbers cannot be removed from engine block.

15.3 Engine must remain in stock location. Offsetting of engine is expressly prohibited.

15.4 No interchanging of parts from different engine models except that using U1 crankshaft and rods in a K1 motor is allowed. This includes the GX390 QAE also. The new Honda piston and rings may be used in older engines as well.

15.5 Engines cannot be altered from stock factory Honda specifications unless otherwise noted in this rulebook.

15.6 All parts must be **factory** Honda parts designed for the GX390K1 and GX390U1 will be checked against **factory** Honda parts unless otherwise noted in this rulebook. **All official decisions are final.**

15.7 Specifications for the Honda GX390K1 engines can be found on page 2-4 of the Honda Shop Manual, part number 61ZH910.

DETAILED ENGINE REQUIREMENTS

15.8 Internal and external governor system may be removed. Governor shaft hole may be plugged or vented.

15.9 Zero piston pop-up is allowed. Bore may be clearanced, and may not exceed the maximum service limits. Bore may be oversized by 10 thousandths (.010), 20 thousandths (.020), or 30 thousandths (.030) with Honda replacement pistons only. Top piston ring may be oversized. Stock or aftermarket ring permitted. Top ring gap is a non-tech item. No gapless rings. No tech on rings except for thickness and width.

15.10 Crankshaft may be shortened by a maximum of 1.250 inches at the clutch end. Clutch bolt hole may be re-tapped. No lightening, polishing, or balancing of the crankshaft is allowed. Crankshaft may be ground .010 and the use of a Honda .010 replacement rod is permissible. Machining of a stock rod to allow for a .010 insert is also permissible.

15.11 Piston and connecting rod must remain stock standard size, no grinding, polishing or sizing modifications allowed, although any weight oil lubrication is allowed. Also, top of piston crown may be machined to ensure 0 piston pop out. Dish in top of piston must remain a minimum of .080

15.12 Rotating the piston or rod is expressly forbidden.

15.13 Any replacement rod bolt is allowed, as long as the rod is not altered or modified, except for oil lubrication hole as specified above.

15.14 New 2009 design Honda piston and rings are legal in all engines. The part numbers for the standard size pistons are 13101-Z5T-000 and for the rings are 13010-Z5R-004. Standard size as well as 10, 20, and 30 thousandths oversize are legal.

16.0 CYLINDER HEAD

16.1 Cylinder head must remain stock.

16.2 Cylinder head may be machined to a minimum thickness of 3.730 inches.

16.3 No porting, polishing or sizing of any part of the cylinder head is allowed.

16.4 Only stock valve grinding angles allowed. 30°first & 45°second.

16.5 All cylinder head dimensions will be taken from stock Honda parts.

16.6 Worn valve guides may be replaced with stock Honda valve guides or with a bronze guide-liner.

17.0 CAMSHAFT

NOTE: Super Cup engines may compete using the profiled camshaft as described below. This is the only camshaft (other than stock) allowed. Any cam that does not fall within the specifications below will be considered illegal. Any cam found to be illegal WILL BE CONFISCATED and not returned.

17.1 Camshaft timing cannot be changed from Honda factory specifications. (See Honda Manual)

17.2 A reground Honda camshaft may be used, as long as it remains within the following profile and must be checked at the lifter against the camshaft. If a cam does not meet the profile below and **CSR** officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only and the driver will be instructed to have a new cam installed for the next event.

INTAKE

LIFT DEGREES POSITION

.050	3BTDC	----	3	ATDC
.100	14	-----	20	ATDC
.150	30	-----	36	ATDC
.200	50	-----	56	ATDC
.250	81	-----	87	ATDC
	.265 MAX.			
.250	48	-----	42	BBDC
.200	19	-----	13	BBDC
.150	1	-----	7	ABDC
.100	17	-----	23	ABDC
.050	34	-----	40	ABDC

EXHAUST

LIFT DEGREES POSITION

.050	37	-----	31	BBDC	
.100	19	-----	13	BBDC	
.150	2	BBDC	-----	4	ABDC
.200	21	-----	27	ABDC	
	.245 MAX.				
.200	68	-----	62	BTDC	
.150	46	-----	40	BTDC	
.100	29	-----	23	BTDC	
.050	12	-----	6	BTDC	

18.0 VALVE TRAIN

18.1 All valves, lifters, push rods and rocker arms must remain stock Honda GX390K1/U1 engines. Aftermarket valve springs okay if they meet the dimensions of the stock spring. One stock Honda shim allowed under both intake and exhaust springs. All dimensions will be taken from known stock Honda GX390K1/U1 engine parts. All other specifications will be from Honda GX390K1 shop manual.

18.2 A small groove may be cut in the valve stem for a safety (rubber) "O" ring to be installed. Groove must be no more than: 0.020" deep - 0.100" wide - 0.750" from end of valve stem.

18.3 Slot in rocker arm may be elongated to prevent binding.

19.0 HONDA CARBURETOR

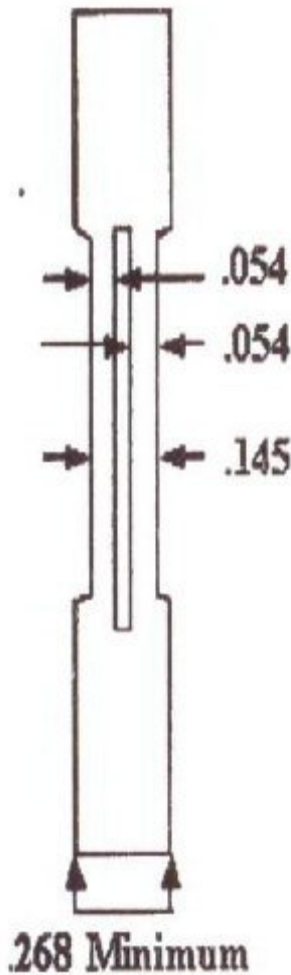
19.1 Choke may be removed from carburetor. Shaft holes must be plugged.

19.2 Mountain Machine Service 925B Honda carburetor modifications legal.

19.3 Any stock Honda jet may be used. Jet may be drilled.

19.4 When using the Honda carburetor needle and seat must remain stock Honda GX390K1.

19.5 The following modifications are allowed to the stock



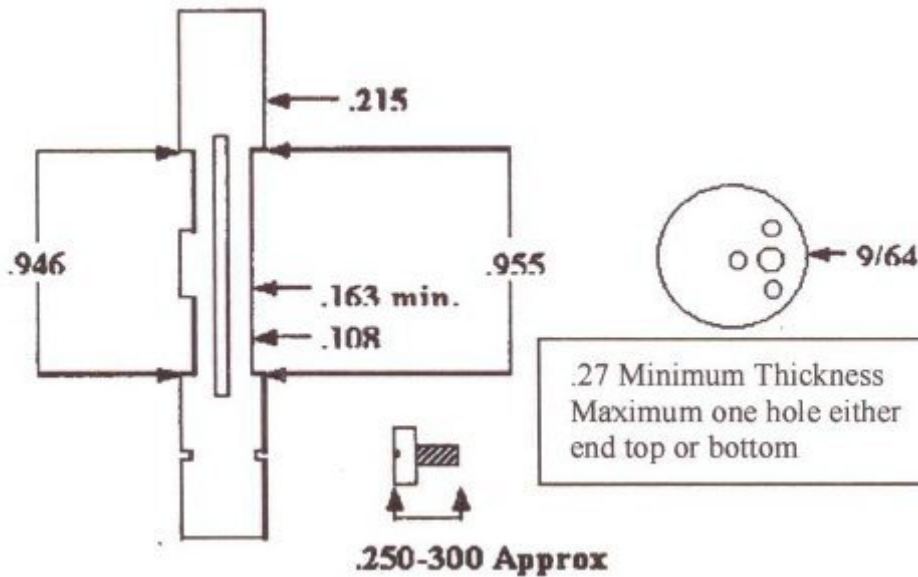
Throttle Shaft and dimensions shown above.

- A) Jet size is open.
- B) No modification of shaft or butterfly allowed. Must be stock shaft.
- C) No grinding or polishing.
- D) A pick up hole can be drilled parallel to the existing hole of the same size.
- E) Hole can be drilled in bottom of carb nut for remote adjustment.
- F) May remove tab on low idle mix pilot screw
- G) Shaft size minimum .268
- H) Shaft size between screws minimum of .145
- I) Throttle plate minimum .036
- J) No-go bore gauge Pro .930 / Future Stars .635
- K) Gasket must remain stock Honda GX390K1.
- L) Carburetor insulator for Honda carburetor must be drilled for pulse pump.
Fuel pump must be pulsed from insulator only. Only one hole is allowed. No air leaks.
- M) No grinding, polishing or sizing of insulators or adapters is allowed.
- N) Emulsion Tube must remain stock unaltered length of 1.185 plus or minus .005
- O) Emulsion Tube inner diameter of .100 and outer diameter of .156 must remain stock unaltered
- P) Emulsion Tube pickup holes may be altered – no tech on number or diameter of holes
- Q) Pilot Jet Holes – must have stock 4 holes but no tech on diameter of holes

20.0 TILLOTSON CARBURETOR

Note: Tillotson carburetors with part #1003408 are no longer being manufactured. Old Tillotsons are legal until they wear out. CSR recommends using the Honda 925B carburetors on all cars.

In addition to the Honda carburetor, a Tillotson carburetor part # 1003408, velocity stack part # 1003413, and MMI/TRP intake part # 1003411 may also be used. The following specifications are applicable to the Tillotson carburetor:



- A) No modifications of shaft or butterfly allowed. Must be stock shaft
- B) No polishing or grinding allowed.
- C) Remote high and low speed carburetor adjusters are permitted and may be located in the Driver's compartment.
- D) Carburetor must be mounted in the upright position using the specified manifold. You cannot mount the carburetor upside down or at an angle other than perpendicular.
- E) No-go bore gauge .887
- F) T-slotting is prohibited.
- G) Single stack carbs allowed.
- H) No extra holes in the body will be allowed. No weep holes, or fuel and air inlets that do not come on the stock carb.
- I) One hole in the top of the intake adapter may be used for pulse line. If hole is not used it must be plugged. No air leaks.
- J) Rebuild kits that include different pop-off springs and the red neoprene needle tips will be allowed for use. Only these two components may change within the carburetor.

NOTE: ONLY THE MODIFICATIONS MENTIONED ABOVE ARE ALLOWED. ANY ATTEMPT TO CIRCUMVENT THE RULES WILL BE CAUSE FOR DISQUALIFICATION AND/OR LOSS OF POINTS.

21.0 CARBURETOR GASOLINE FILTER

21.1 Gasoline filters may be used. The location and size of the filter must be acceptable to official(s).

22.0 AIR FILTER AND ADAPTER

22.1 All engines are required to have an air filter and carburetor adapter.

22.2 Air filter must be Velocity Airflow Products part #VAP1016 or K & N part # RU2780 and must remain unaltered.

22.3 Air filter adapter must be Extreme Engine Systems part #390919 or equivalent for Honda and part #3901919 or equivalent for Tillotson carbs and must remain unaltered.

22.4 Air filter cannot act as a ram air device.

23.0 ENGINE/CAR ELECTRICAL SYSTEM ALTERNATOR

23.1 Oil alert system may be removed.

23.2 Charging system may be removed.

23.3 Charging magnets may be removed.

24.0 FLYWHEEL

24.1 Flywheel may be balanced. Minimum flywheel weight must be 11 lbs. 10 oz. Weight should be removed from the outer edge of the flywheel. Any flywheel that shows signs of excessive machining on the inside area will be deemed illegal. The tech official will have sole discretion and authority on this matter.

24.2 No other alterations to the flywheel allowed.

25.0 SPARK PLUG

25.1 Any make or brand of spark plug may be used. Plug must remain unaltered from factory but sealing ring may be removed for head temperature sensor.

25.2 Aftermarket spark plug connectors may be used to replace stock Honda connectors.

26.0 IGNITION SYSTEM

26.1 Altering the ignition timing from stock Honda GX390K1 specifications is not allowed.

26.2 No alterations to the starter coil or other electrical parts are allowed.

26.3 Spark intensifiers are prohibited.

27.0 STARTER

27.1 The electric self starter must be in working order. All cars must be capable of starting under their own power.

27.2 The starter cup is an extension of the recoil starter assembly and can be removed if desired. It also presents a hazard when adjusting the carburetor. The cup may be removed and replaced with the following Honda fan flange (Honda part # 19512-ZE2-000) **ONLY**. The screen must be replaced and firmly attached to the motor in the original location and made of ¼ inch mesh. Honda part # 19620-ZE3-810 may be used. It cannot be made of solid materials or be partially covered. A hole may be cut in the center of the mesh to allow access to the crankshaft nut.

28.0 BATTERY

28.1 Battery must be located in stock location.

28.2 All batteries subject to approval by official(s).

29.0 ELECTRICAL SWITCH LOCATIONS

29.1 All electrical switches must be located on the left side of the dash panel and must be labeled showing the on/off positions.

29.2 A switch must be wired so as to ground the ignition.

29.3 A working gravity type shut off switch is mandatory on cars with electric fuel pumps.

30.0 ACCESSORIES

30.1 Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely. Data acquisition devices are allowed as long as they do not interfere with race track operations or other competitors.

30.2 Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the exhaust pipe to accommodate the sensor.

31.0 ENGINE COOLING SYSTEM

31.1 Air cooling components cannot be altered from Honda GX390K1.

31.2 The stock shroud covering the head can be replaced with an aluminum shroud with maximum dimensions of 5" by 10". The replacement of this shroud is not a performance enhancement. The shroud must not extend further forward than the leading edge of the fins on the head. The intent is to equalize cooling over the surface of the aluminum head thus adding durability. No Mechanical Device/ Electrical Used.

Refer to section 13.18 on additional engine cooling

32.0 ENGINE EXHAUST SYSTEM

32.1 Exhaust pipe must be made by approved manufacturers. Pipe must have no interior restrictions and be a minimum of **28 inches end to end for all cars.**

32.2 Mufflers may be used at any **CSR** event. **CSR** permits ONLY the "RLV" muffler part number 4120 at **CSR** events. All mufflers must be welded to the header pipe and contain a minimum of one baffle. The final measurement of the pipe length in rule 32.1 will include the length of the muffler.

32.3 Additional bracing and brackets to reinforce and support pipe are legal.

32.4 Exhaust pipe wrap only is legal. No coatings.

33.0 FUEL & OIL

33.1 Unleaded gasoline available at a corner service station only. No racing fuel, aviation fuel or additives of any type are allowed. **CSR** reserves the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by **CSR** officials using a fuel testing meter.

33.2 Oxygenated fuel is legal in specific geographic areas where it is mandated by federal law. When racing outside of those specific geographic areas, the oxygenated fuel will be considered illegal and the car will be subjected to disqualification.

33.3 Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power include but are not limited to nitro methane, polypropylene oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from **CSR**. The only allowed additives are those designed to reduce friction such as Prolong or Militec.

34.0 FUEL CELL

34.1 The use of fuel cell, capacity 1 ½ gallons or less, as supplied from factory is mandatory.

34.2 The **CSR** approved fuel cell location shall remain unaltered from stock, which is behind the engine, centered on the chassis.

35.0 FUEL LINES AND FUEL PUMP

35.1 Electric fuel pumps may be used **ONLY** if they have a gravity switch or device that will shut the pump off should the car be overturned.

35.2 All fuel lines must be secured by clamps or safety wire.

36.0 CLUTCH

36.1 Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. Clutch and clutch components must meet the following requirements:

-RATECH clutch # 1300S006 (MMI/TRP Part # 1000210).

-PREMIER Titan clutch (MMI/TRP part# 1000200).

Only shoes, springs and drums manufactured by PREMIER for clutch #1000200 are acceptable.

-Horstman Redhawk clutch legal.

37.0 CHAIN / GEAR SPROCKETS

37.1 Only # 35 chain allowed. Only sprocket gears 53-80 tooth. Chain guards permitted and must be acceptable to **CSR** official(s). No automatic or manual chain oiling systems permitted. **CSR reserves the right to mandate gear size and ratio at any and/or all events.**

38.0 BRAKE COMPONENTS

38.1 Only hydraulic disc brakes with steel rotors are permitted.

38.2 All cars must have brakes on rear wheels. Rotor may not be altered from stock. No alternate materials may be used.

38.3 All brake cooling component parts and installation must be acceptable to the official(s).

38.4 Front brakes are required.

39.0 REAR AXLE

The rear axle must meet the following requirements:

39.1 Axle must be mounted solid to suspended chassis.

39.2 Only 1.25" steel or chrome moly hollow axles permitted. Maximum axle length is 40". No alternate materials allowed.

39.3 Both rear hubs must be keyed securely to axle. No floating hubs allowed.

39.4 Snap rings must be in place and safety wired.

39.5 Axle key stock must be secured in an additional fashion (tie wrap, tape, etc.) on all cars.

39.6 Self oiling carrier bearings are prohibited.

40.0 WHEELS

All wheels must meet the following requirements:

40.1 Old 6 lug wheels are 8" diameter aluminum with a 6.5" rim width.

40.2 CSR strongly recommends 4 bolt hubs and wheels or 6 bolt heavy-duty hubs for maximum safety.

40.3 Four (4) lug Douglas Wheel part number 005-31 with dimensions 8" X 6" are legal

40.4 Wheels may be painted or polished

41.0 TIRES

41.1 **CSR** requires Hoosier MC780 compound. No other tire or compound is legal.

41.2 **CSR**/Director of Competition official may conduct durometer reading to verify compound at any time.

41.3 No liquid or other tire softeners are allowed.

41.4 Nitrogen is allowed for use in tires.

42.0 TIRE TRACK

42.1 All cars must maintain a tread width between 43 and 45 inches measured at the widest point (sidewall) of the tire set at zero toe-in. Aluminum spacers are permitted to utilize maximum front tread width.

42.2 All tires and wheels must be enclosed by the body.

43.0 WHEELBASE REQUIREMENTS

43.1 The maximum allowable wheelbase for either side of the car is **60.5** inches. The minimum allowable wheelbase for either side of the car is **59.5** inches.

44.0 CHASSIS

44.1 All cars running in **CSR** Sanctioned Events must be produced by "The Manufacturers". No homemade chassis allowed.

44.2 All chassis must be painted or powder coated.

44.3 The following modifications are recommended for old MMI chassis:

A) A stub can be welded to the front corner of the chassis on the lower frame rail to accommodate the insertion of the optional bumper bracket. The bumper, or body where the bumper mounts, may be reinforced in other ways as long as the intent is not to add ballast or support in such a way that would create unfair advantage for the driver.

B) A vertical bar may be welded at the juncture of the A-pillar and the front of the hoop and run directly down to the top two side/door protection bars.

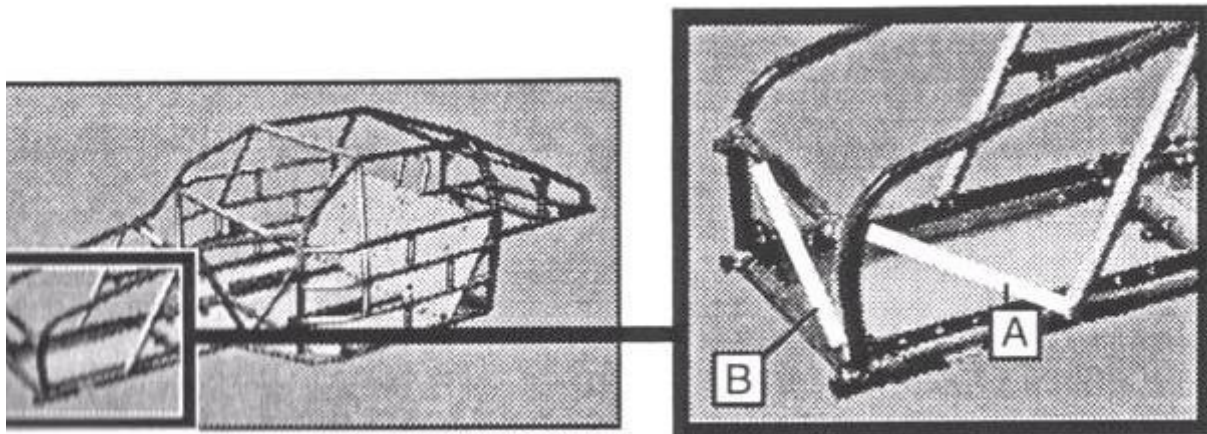
C) Both bars A or B (as specified in graphic below) may be added using only mild steel 1.125 in diameter and .065 in thickness. These bars must be mig welded.

D) Front upper frame rail cross bar located 16 inches (center-to-center) below the upper shock tower cross bar. Must be parallel to shock tower cross bar. Will also serve as mount for foot net.

E) Additional bars for SAFETY ONLY may be added to chassis subject to approval by **CSR/** Director of Competition.

44.4 Damage to the frame may be repaired however; any repairs must be visually inspected by **CSR** Director of Competition. Any frame that shows poor workmanship from damage repair will not be approved to race until necessary corrections have been made.

44.5 No filled or solid tubing allowed.



45.0 SUSPENSION

45.1 Open Division cars must have a suspension consisting of the following:

a) Option 1

- Four (4) Carrera shocks, Carrera part #3361, are standard. Either one or both of the front shocks may be replaced by Carrera part #3364.
- Two (2) front springs with a rating of 300# to 400#, any brand allowed.
- Two (2) rear springs with a rating of 125# to 175#, any brand allowed.

b) Option 2

- Four (4) Afco shocks, part numbers 1553 front and 1551 rear. Afco shock spacers' part numbers 20178 and 20178-1 are legal for use on the rear with 1551 shocks.
- Two (2) front springs with a rating of 300# to 400#, any brand allowed.
- Two (2) rear springs with a rating of 125# to 175#, any brand allowed.

45.2 Springs and shocks cannot be altered and must meet original factory specifications. Shocks/springs must be used in designated areas with no combinations other than specified above. **The use of spring rubbers are prohibited.**

45.3 A-arms, panhard bar, and other suspension related components must be original manufactured products produced by "The Manufacturers". No homemade parts.

45.4 Front shock spacing may not exceed one (1) inch width.

45.5 All suspension and steering components are tunable without any component modifications.

45.6 Testing of spring rates by **CSR** will be with a spring rater using the 1" compression, 1" measurement method.

45.7 No mixing and matching of different brands of shocks. All 4 must be Option 1 or Option 2.

46.0 SPINDLES

46.1 All spindles must be manufactured by approved manufacturers.

46.2 King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as originally designed when car was built by approved manufacturers.

46.3 All cars may run ARC hubs. Avengers delivered with $\frac{3}{4}$ " spindles may continue to use them.

47.0 STEERING

47.1 All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing.

47.2 A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory.

47.3 Only rack and pinion steering is permitted.

47.4 All steering linkage must be properly secured. A single u-joint may be installed on the steering shaft assembly. The U-joint is Afco part number 30309 and can be ordered through Townsend Racing Products.

47.4 The steering shaft and mounting block must be padded to protect drivers legs and lower body.

48.0 BODY HEIGHT REQUIREMENTS AND GROUND CLEARANCE REQUIREMENTS

48.1 All cars must maintain a minimum roof height of no less than 30.5 inches. Not including roof rails. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car at rear of the hatch on the roof center line.

48.2 Frame rail and body clearance will be at least 1 3/4 inches. Front air dam clearance will be 1 3/4 inches. No part of the engine or suspension can be lower than frame clearance. Ride height of the car will be checked with the driver in car as raced.

48.3 No mechanical or electrical devices for shifting weight or adjusting weight or ride height will be permitted.

48.4 Body may not be off set on chassis.

48.5 When measuring ride height, obvious body or bumper damage incurred as a result of an on-track incident in the race for which tech is being performed should be taken into consideration. The tech official will determine whether body or bumper damage incurred during that race has caused the vehicle to fail ride height inspection.

48.6 If a car is submitted for tech with a completely flat tire (0 lbs pressure) which was caused by racing or an on track incident, and the tech official determines this to be the case, the competitor will be allowed to add a maximum of 18 lbs of air to the tire or replace the wheel and tire with another (18 lbs pressure max.) for the purposes of tech.

49.0 POST RACE TECH AND SCALES

49.1 A minimum of the top (3) three in each qualifying event and the top (3) three, along with (3) three random cars, in their feature race must stay in their car and go directly to the scales or tech area immediately following the heat or feature. Do not get out of your car. Track conditions may change this rule. Drivers will be notified at the drivers meeting that day.

49.2 Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification. No part of the car may leave the tech area until inspection is complete.

49.3 TECHNICAL PROCEDURES FOR HONDA GX390:

General:

1. Check for approved air filter
2. Check for air filter adapter
3. Air Leak check (WD-40 or starting fluid around carb and insulator with engine running and listen for increase or decrease in idle)
4. Check carb bore with no-go gauge

Stock Pro Honda .830

Modified Honda .930

Tillotson .887

5. Check fuel (take sample from line at carb)
6. Flame test oil
7. Check engine seal

Carburetor and Intake system:

1. Air leak check as above # 3
2. Fuel tests as above # 6
3. Check carb bore for polishing or material removal
4. Check throttle shaft and plate measurements
5. Check for stock gaskets
6. Check carb insulator block for material removal (no polishing, grinding or sizing, check for cracks)
7. If choke removed hole must be plugged
8. Check engine seal
9. Test air filter by rolling in pan of water to see if water infiltrates uniformly around entire surface. Look for blockage.

Cylinder head and related parts

1. C.C. cylinder head with volumetric meter.
2. Check for stock rocker arms
3. Check for stock retainers
4. Check valve springs:
 - Wire dia. .110 min. - .118 max.
 - Spring free length 1.590 max
 - Outside spring dia. 1.020 max
 - Inside spring dia. .785 min
5. Check for only 1 stock spring seat under each spring (max thickness .025)
6. Check for stock valves (only 45 degree angle)
7. Check compression chamber for weld
8. Check valve ports for material removal, valve seat for match up with ports, valve seat one 45 degree and one 30 degree angle only, extra holes in intake port.
9. Check cylinder head for angle cut
10. Check cylinder head thickness (min 3.730)

11. Check head gasket; measure at several places, and inside compression ring (min thickness .043), metal or graphite stock gasket O.K.
12. Check push rod for stock and length; 6.535 + - .005.

Ignition system:

1. Flywheel key must be in place cannot be offset
2. Coil mounting holes cannot be slotted to enable adjustment of timing
3. Check coil mounts for bending or plugged and rethreading

Flywheel:

1. Measure flywheel inner steel ring with hook gauge .335 +- .005
2. Check flywheel for lightening
3. O.K. to remove magnets
4. O.K. to balance flywheel with no intent to lighten
5. Min. flywheel weight is 11 lbs 10 oz.

Block:

1. Check for piston pop-out (zero allowed)
2. Top of piston should appear to be a stock GX390 piston
Dish in top of piston .085 +- .005
3. Stroke: 2.52-2.54
4. Bore: 3.465-3.490 (may bore up to .30 over with clearance)
5. Profile cam must meet 2002 specifications
6. Remove side cover and check to see if timing dots align
O.K. to remove oil alert system and governor
7. Check wrist pin for stock Honda GX390 measurements:
Inside- .552
Length- 2.438
8. Check rod for stock Honda GX390:
No grinding, polishing, or sizing
Enlarging of oil hole and slotting allowed
Rod inserts O.K.
Approx. length 3.300
9. Check piston for stock Honda GX390:
Piston crown to bottom of skirt: 2.620
Dish in top of piston: .085 +- .005
Compression height (top of wrist pin to top of piston): .710 new piston .707 cast
number zf6w01 only replacement for old piston no machining of piston
Check for lightening
No coatings
No tech on rings except for thickness and width
10. Check crankshaft for stock Honda GX 390:
No grinding or polishing
No balancing
Crank journal may be reground to -.010
Journal size: 1.416 std.

Journal size for -.010: 1.406

11. Check camshaft for stock Honda GX390:
 - Easy spin in working order
 - No lightening
 - May be welded and reground
12. Check balancer for stock Honda GX390
 - NO lightening or balancing
13. Maximum H.P. 20.05

49.4 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

51.0 Protest Guidelines

51.1 Protestor must have finished on lead lap of feature or heat race.

51.2 Protest can be written or verbal and turned in to the **CSR** tech official no later than fifteen minutes after completion of feature or heat. Complainant must include what item or component is under protest.

51.3 Fee is \$200.00 for protest, and is not refundable.

51.4 Every component from bumper to bumper is protest able.

51.5 The protest fee will go to CSR and the ENGINE TECH official. Sealed engines are protest able. Sealed engines may not be honored for tech purposes in all regions. Contact local directors before participating. No engine parts or components can be removed from the tech area until tech has been completed.

51.5.1 Dyno and Engine tear down options are explained in the **CSR** by-law "**CSR** Super Cup Motor Inspection."

51.6 Dyno and Engine tear down will be limited to the following people only:

- A) One authorized mechanic
- B) One member from car in question
- C) One **CSR** representative or track official.
- D) **CSR** club members

51.7 No protest on non-performance items.

51.8 Any driver/car owner who refuses protest, or tech is assumed illegal.

A. FIRST OFFENSE: if the offense is related to safety or performance and is deemed to be a blatant attempt to circumvent the rules, all points and money earned for that event will be forfeited. Plus, the possible loss of all **CSR** points and money earned

up to that point in the season. Warnings are appropriate with non-performance and nonsafety issues.

B. SECOND OFFENSE: disqualification and loss of any / all **CSR** points and money earned for that event. Plus suspension for the remainder of the season, loss of all points, point fund earnings, and contingency awards for the season.

51.9 Engine or Carburetor Infraction Penalties. Drivers can not return to active status until all fines and penalties are paid in full.

A. FIRST OFFENSE: Disqualified for the day with loss of points and pay for the event. \$100.00 fine.

B. SECOND OFFENSE: Disqualified as in 51.9A, and a 5 race suspension. Driver will also forfeit any end of year payout. \$250.00 fine.

C. THIRD OFFENSE: Disqualified as in 51.9A, and a 10 race suspension. \$500 fine.

D. FOURTH OFFENSE: **CSR** membership is revoked and driver will be banned from any future **CSR** events.

Should no infraction be found. Payment will be given to competitor who was challenged; minus any costs associated with work to determine legality.

52.0 Appeals

52.1 Must stem from sanctioned events only.

52.2 Engine parts in question must be shipped to the **CSR** race director or tech inspector of the event.

52.3 Appeal fee is \$50 in addition to shipping charges. Fee must be paid to race director or tech inspector at time of appeal. Fee will then be forwarded to **CSR** office. A receipt should be provided to entrant with a list of all parts being sent along with copy to **CSR** with an explanation of what has been protested and reason for appeal.

52.4 Parts will be returned to **CSR** race director after review along with a written report, if parts are legal. Illegal parts will be confiscated and marked by **CSR** regional director and will be returned to offending driver at the director's discretion.

53.0 LOCAL TRACKS OVERRIDE

53.1 Local track rules OVERRIDE all other rules. However, where the **CSR** rules are more restrictive than local track rules, drivers must comply with the **CSR** rules.

Any and all rules are subject to change without notice.

CSR Super Cup Motor Inspection

Option 1 Have motor inspected and sealed by an approved **CSR** or MMRA engine builder in accordance with **CSR / MMRA** Rules and regulations) approved **CSR** engines builders are Hole in One Motorsports, Mountain Machine and EES. At the boards discretion any motor can be torn down, or sent for Dyno test.

Option 2 Have motor sent to Hole in One Motor Sports, Mountain Machine or EES inspected and sealed by them. (in accordance with **CSR** or MMRA Rules and regulations) Seal numbers & engine specifications must be recorded with **CSR** series tech official.

Option 3 Do not have your motor sealed and take the risk of a post race Dyno or tear down.

Option 4 Any club member or members can challenge an unsealed motor for \$200.00. Motor Dyno and teardowns can be refused by the board if insufficient evidence is found not to warrant the Dyno or teardown of the competitor's engine.

If the series wants to Dyno or tear down your engine, there will be no charge. If the motor is legal after Dyno or tear down, the series will help put the motor back together. If the motor is found illegal, the first offense will be a loss of points and payout for the evening. If second offense, you will be disqualified from racing for the rest of the season.

Post race inspection for every race

- If you have the 3 required seals and they are not tampered with – no tear down will be required. (3 Seals – Side Cover, Head, Fly wheel cover) unless the board of directors feels there is an issue that must be addressed. Seals may be compromised, and engine inspected if the board feels there is sufficient evidence to warrant this procedure. Motors may be reassembled by series officials the evening of the tear down if engine is found to be legal; resealing may take place that evening if the proper equipment is available.

- If you are missing seals your motor will be removed that night and crated for inspection by the series tech official.

If any of your seals are missing or tampered with you must be re-inspected.

Any refusal of tech throughout a race (Practice to Post race) may result in loss of points and prize money for that evening, and possible suspension. Inspections and Tech work is done to provide all drivers with a safe racing field and a level and fair playing field for all.

Drivers being disqualified in previous races by either refusal of tear down or by tech inspections will be subject to a mandatory pre-race inspection before entering any official race. Any infractions or possible problem found with either seals or other aspects of the race vehicle could make the driver be disqualified from the race by a tech official.

Race Incident Penalties

All points will be deducted from your overall nightly total. You will have an opportunity to state your case before a final decision is rendered. A final decision will be made by end of day Wednesday following the race in question.

1. Spinning Car Out (no contact with others)

Will start in back of field in same race you were in the following week.
(spin in heat = back of heat, spin in feature = back of feature)

2. Not holding lane in traffic/intentional blocking (more than 1 move LT/RT)

Minus one point each offense (-1)

3. Reckless/Careless driving

Minus two points each offense (-2)

The following infractions are cumulative throughout the season not on a per night basis.

The following infractions are cumulative throughout the season not on a per night basis.

4. Spinning car out (contact with other cars)

Move to rear of field like #1 above
First offense = Verbal warning & -1 point
Second offense = -3 points
Third offense = -5 points

5. Intentional spinning of another car

First offense = -3 points and back of the field both races following week
Second offense = -7 points and back of the field both races following week
Third offense = -10 points and must miss next scheduled race, no payout the night of offense (review from **CSR** board on racing status)

6. Intentional bumping

First offense = verbal warning & -1 point
Second offense = -3 points and move to the back of same race on next scheduled event
Third offense = -5 points and move to back both races at next scheduled event and no payout for that night.

7. Driver/Crew altercations

First offense = verbal warning -5 points

Second offense = -10 points

Third offense = no points for the night (review from **CSR** board on racing status)

Performance Tech Issues (determined by Tech person)

1. Not making weight upon completion of race or qualifying

a. -1 lb = -2 points

b. -2 lbs = -3 points

c. -3 lbs or more = DQ for that race, no points

2. Performance issues (external components-exhaust, rocker arms, valve springs, etc.)

a. First offense = verbal warning and -5 points

b. Second offense = -10 points and no payout

c. Third offense = -10 points, no payout and next scheduled race day off (NOTE: this cannot be used as a dropped race) Review from **CSR** board on racing status.

d. (Carb violations will be the same as internal engine violations for penalty purposes).

3. Non performance issues (seat belts, gloves, foot net, etc.)

a. First offense = verbal warning

b. Second offense = -1 point

c. Third offense = -3 points

d. Fourth offense = -4 points

These could also be cumulative with other penalties.

There are NO APPEALS on Performance Issues.