

Classic Sportsman Racing Association  
Hickory Vintage Racing Series

2018 Season  
Official Rule Book



As revised December 12, 2017

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Classic Sportsman Racing Association  
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Newton, NC 28658

## **Section 1 – The CSRA Rules**

### **1.1 Establishment of Rules and Effective Date**

These rules are established for race cars and participants of the Classic Sportsman Racing Association (hereinafter CSRA) in association with Hickory Motor Speedway and its Promoter and are subject to change, correction or amendment as required. These Rules are effective January 1, 2018.

### **1.2 Statement of Purpose**

These rules and regulations are designed to promote fair and competitive vintage stock car racing events at Hickory Motor Speedway. The Classic Sportsman Racing Association is an unincorporated association devoted to keeping alive the colorful and exciting history of southern stock car racing through competitive and organized speed contests.

### **1.3 Coverage and Conflict of Rules**

These rules are issued by Hickory Motor Speedway in conjunction with the CSRA and shall apply to all activities and events promoted by or through the involvement of the Association and Hickory Motor Speedway. When competing at any race track or venue, including Hickory Motor Speedway, Association participants shall be subject to that track's or venue's rules, and such track or venue rules shall be subject to and subordinate to said CSRA rules as necessary. When competing as a NASCAR division, our Association is additionally subject to NASCAR rules, and the decisions and/or interpretations of NASCAR officials, specifically including track and NASCAR rules, shall control as necessary. All race day events, activities, inspections, races, practices and the like are conducted under the auspices of Hickory Motor Speedway and its promoter.

### **1.4 Interpretation and Enforcement of Rules**

As a matter of practice, no rules changes will be discussed at the racing event. As a participant of the CSRA, all persons hereby expressly agree that the matters contained in this Rulebook, their interpretation and enforcement, are non-litigable.

### **1.5 Sanctions for Rules Violations**

Reserved for Future Use.

### **1.6 Hickory Speedway as Home Track**

Unless otherwise advised, Hickory Motor Speedway will be our home track and HMS events will be NASCAR sanctioned unless otherwise

noted. Safety of the drivers and crews will be our first priority; therefore NASCAR licenses are required for all drivers and working crew members. Hickory Motor Speedway is authorized to use the CSRA name and logo for the 2018 racing season. It is strongly recommended that participants submit to the Association relevant medical information to assist the track and emergency personnel in attending to unexpected events.

## **Section 2 – CSRA Participants**

### **2.1 Eligibility and Term**

The CSRA is dedicated to the highest degree of professionalism, sportsmanship and integrity in its mission of keeping alive the history of southern stock car racing. Although this is a vintage racing operation and most of our drivers are over forty years of age, we no longer have a minimum participation age. Prospective participants should be prepared to provide proper identification in the application process if not personally known by existing participants. As a general matter, participants should possess a valid driver's license issued by an appropriate governmental agency.

### **2.2 Required Documentation**

Prospective participants must properly complete and submit documentation as required by Hickory Motor Speedway.

### **2.3 Suspension and Termination**

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### **2.4 Participants from Other Clubs**

Racing vehicles and drivers from vintage racing clubs (including persons/vehicles not affiliated with a club) and vintage racers not affiliated with an organized club or association running with this series events must meet all safety standards, rules and minimum car construction standards as herein set forth.

### **2.5 Membership Fee**

Reserved for Future Use

## **Section 3 – CSRA Licenses**

### **3.1 Reserved for Future Use**

## **Section 4 – Officers and Organization**

### **4.1 Organization Structure**

The CSRA will hold at least one annual meeting in the month of January of every year to formally address rules, organization structure, officers and other matters.

### **4.2 Voting**

Reserved for Future Use

### **4.3 Officers, Terms, Duties**

Reserved for Future Use

### **4.4 Committees**

Reserved for Future Use

## **Section 5 – Safety**

### **5.1 Safety in General**

Competitive stock car racing is an inherently dangerous sport. Each participant with the CSRA/Hickory Vintage Racing Series assumes that risk in its entirety when he/she participates in a racing or other event. The risk of serious injury or death cannot be eliminated and will always be present at a high level. Safety should be everyone's concern – participant, supporter, driver, crew member, family member and friend. CSRA/Hickory Vintage Racing Series/Hickory Motor Speedway cannot, are not, and will not be responsible in any manner whatsoever for any and/or all aspects of the safety effort. Participants are expected to refrain from participation in any event in which they feel poses a risk of death or injury which is unacceptable to him or her. All safety, construction and equipment rules contained herein are and should be considered as a guideline and in no way or manner whatsoever do they purport to guarantee, suggest or provide for your safety and the safety of others. Participants shall not engage in any dangerous or potentially dangerous actions or activities. Safety should be and shall be every participant's priority and concern!

### **5.2 Personal Safety Equipment**

Each participant subject to the use of personal safety equipment is solely responsible for the effectiveness of his/her personal safety equipment. Each such participant shall educate him/herself fully with respect to the availability and effectiveness of personal safety equipment.

### **5.3 Specific Provisions**

#### **All drivers should wear the following safety equipment as a minimum:**

A helmet is required, and should hold a Snell 90 rating at a minimum

A full face helmet recommended; open face helmet is optional.

Goggles required for open face helmets.

Fire Suits should be worn at all tracks and should meet or exceed NASCAR rules and should be SFI compliant.

Fire-resistant gloves and shoes should be worn at all tracks.

#### **All racing vehicles are expected to comply with the following requirements:**

A two (2) pound fire extinguisher should be mounted securely inside the racing vehicle in such a manner that it can be easily dismounted for use when needed or can be activated in place.

The fire extinguisher should be accessible from both inside and outside of the racing vehicle.

A ten (10) pound or two five (5) pound extinguishers should be maintained in the pit stall or nearby in a two vehicle.

Fire extinguishers should be fully charged, operational, rated for gas and oil fires.

An approved head/neck restraint device is strongly recommended. At Hickory Speedway events, head/neck restraint devices must be as set forth in track rules.

All aspects of car construction must be in a safe and workmanlike manner and condition (see following sections).

### **5.3 Safe Conduct and Work**

All participants, including drivers and crew members, shall at all times conduct themselves in a manner which indicates concern for their own safety and the safety of others and shall perform all work and tasks associated with a CSRA event in similar manner.

## **Section 6 – Racing Vehicles, Safety and Equipment**

### **6.1 In General**

Competitive stock car racing is an inherently dangerous sport. Each participant with the CSRA/Hickory Vintage Racing Series assumes that risk in its entirety when he/she participates in a racing or other event. The risk of serious injury or death cannot be eliminated and will always be present at a high level. Safety is everyone's responsibility – participant, supporter, driver, crew member, family member and friend. CSRA/Hickory Vintage Racing Series/Hickory Motor Speedway cannot, is not, and will not be responsible in any manner whatsoever for any and/or all aspects of the safety effort. Participants are expected to refrain from participation in any event in which they feel poses a risk of death or injury which is unacceptable to him or her. All safety, construction and equipment rules contained herein are and should be considered as a guideline and in no way or manner whatsoever do they purport to guarantee, suggest or provide for your safety and the safety of others. Participants shall not engage in any dangerous or potentially dangerous actions or activities. Safety should be and shall be every participant's priority and concern! Racing vehicles and their components and equipment can cause serious injury or death and safety should always be considered in building, equipping, maintaining and racing a vehicle in competitive motorsports events.

### **6.2 Divisions**

Unless otherwise approved by the Association, the CSRA operates a single division, the full-bodied sportsman division.

### **6.3 Racing Bodies**

CSRA racing vehicles must be an American-made stock steel body built from 1930 to 1970 and must be representative of race cars that were raced from the 1930's to the late 1960's. Truck, station wagon or convertible bodies are not permitted. Racing vehicles should have all safety equipment as set forth in this Rulebook and as determined by the owner/constructor/driver as by them deemed advisable. Vintage race cars with bodies older than 1930 may be allowed to compete following technical approval. All racing vehicles cars are subject to strict inspection, including by NASCAR officials at NASCAR sanctioned events.

#### **16.3.1 Modification to Bodies and Fiberglass Parts**

Bodies must be made primarily of metal. Body parts such as doors, fenders, and hood and rear deck are mandatory and must be securely

fastened. Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing for the era (years and models). Modifications to bodies and body parts must be reasonably representative of the division and era when they were raced. Car appearance must be of acceptable condition-i.e., exterior paint, interior paint, lettering, etc. Bodies must be in safe condition and properly mounted. No sharp edges on bodies are allowed.

### **6.3.2 Windshields and Rearshields**

Full Lexan windshields are required and the same must utilize braces. No screens or half-windshields will normally be allowed. Rearshields are recommended and if present, must also utilize braces.

### **6.3.3 Roofs**

Car body roofs that originally were not all steel must be filled with metal inserts.

### **6.3.4 Firewalls**

All racing vehicles must be equipped with metal front and rear firewalls, completely sealed, and installed in a workmanlike manner as generally required for NASCAR stock cars.

### **6.3.5 Floorboards**

All racing vehicles must be equipped with a full metal floorboard, completely sealed, and installed in a workmanlike manner as generally required for NASCAR stock cars.

### **6.3.6 Bumpers**

Bumpers must be stock for stock appearing; protruding beams, tubing and like items (no cow catchers) are not allowed as they represent a potential hazard in collisions. Properly mounted side nerf bars are recommended, but are subject to inspection. No sharp edges are allowed.

## **6.4 Engines**

No overhead cam or multi-valve engines may be used in competition. Engine blocks must be made of cast iron; engine heads may be cast iron or aluminum. Engines must not be positioned inside the driver's compartment. Engines must generally be positioned in the engine compartment in stock position or with the #1 spark plug lined up with front top ball- joints or with no more than a 1 inch setback behind the #1 spark plug. There is no maximum cubic inch engine size. The engine valve cover must be vented on left side with approved breather; vents are prohibited on right side valve cover.

## **6.5 Ignition Systems**

Any type of generally accepted racing or stock ignition may be used with the exception of crank-triggered ignition systems which are not allowed.

### **6.5.1 Ignition Cut-Off Switches**

Ignition cut-off switches are required and must be within easy reach of the driver and of any person reaching in from outside the car. Ignition cut-off switches must be readily identified and must be marked clearly with the words "OFF" and "ON."

### **6.5.2 Battery**

Batteries are required and should be mounted outside of the driver's compartment. If a racing vehicle has a battery mounted inside the driver's compartment, they must be securely mounted and anchored and completely in an appropriate box or container. Fabric strap or rubber bungee cord type mounting is not allowed.

## **6.6 Rollcage and Related Structures**

All racing vehicles must be equipped with a full, NASCAR stock car type roll cage and structure. The roll cage must be at least a six-point system with a minimum of four (4) horizontal door bars in the left door area and a minimum of three (3) horizontal bars in the right door area. All joints must be welded and gussets are strongly recommended. The cage must be constructed with a minimum tube size of 1 ½" with a 0.095 wall thickness. NASCAR construction provisions should be followed whenever possible. Roll bars near the driver must be properly padded. All cages must be constructed with safety in mind. At NASCAR events, all cages must comply with NASCAR requirements.

### **6.6.1 Intrusion Plate**

A driver's side anti-intrusion plate is strongly recommended and should comply with NASCAR provisions.

## **6.7 Chassis**

Stock frames or stock appearing frames made from 2 by 3 rectangular tubing frames are permitted. Frames and bodies may be mixed and matched between manufacturer lines (e.g., Ford frame with Chevrolet body). The CSRA minimum wheelbase is 105 inches unless otherwise approved. Frames may not extend outside the sides of the vehicle body.



### **6.7.1 Offset and Straight Rail Chassis**

Off-set chassis are not permitted. Straight rail chassis are permitted so long as engine and driveline is centered with the centerline of the chassis

### **6.8 Front Ends**

Front springs may be coil, coilover or torsion bar type. Upper a-frames may be stock, stock appearing or racing type. A-frames should be mounted in stock position for the type of front chassis (i.e., a-frames for a purpose built racing fabricated front clip should be mounted as designed by the builder). Adjustable upper a-frames are allowed. Weight jack bolts are allowed.

#### **6.8.1 Shock Absorbers**

Front shock absorbers are limited to one (1) shock per wheel. No programmable or exotic shocks are allowed. No external reservoir shocks are allowed.

### **6.9 Rear Ends**

All stock-type and quick change rear ends are allowed. Rear ends cannot be cambered. Floater rear ends are recommended. Truck arm, three link/four link, trailing arm and leaf spring rear ends are allowed. Coil and coilover springs are allowed. Birdcage set ups are not allowed. Independent or radically offset drive trains are not allowed. Weight jack bolts are allowed.

#### **6.9.1 Shock Absorbers**

Rear shock absorbers are limited to one (1) shock per wheel. No programmable or exotic shocks are allowed. No external reservoir shocks are allowed

### **6.10 Steering**

Pitman arm style or rack and pinion steering are allowed. Power steering is allowed. Collapsible steering columns/shafts are strongly recommended.

### **6.11 Reserved**

### **6.12 Fuel and Induction Systems**

Each racing vehicle shall utilize one Hickory Motor Speedway approved 350 cfm 2 barrel carburetor (see listened rework guidelines). No fuel injection or supercharging is allowed.

Holley 2300 2bbl carburetor model #7448 or the Holley 2300 HP 2bbl carburetor, part #80787-1, with a venturi size of 1 3/16 inch and maintaining throttle bore maximum size of 1 1/2 inch shall be used. See below for rework guidelines:

1. No polishing, grinding or drilling holes will be permitted in the body of the carburetor.
2. Choke may be removed and all holes must be permanently sealed.
3. Choke horn may not be removed and/or altered.
4. Boosters may not be altered in any manner including size, shape or height.
5. Venturi area must not be altered in any manner. Casting ring must not be removed.
6. Base plate must not be altered in shape or size.
7. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
8. Throttle shafts must remain standard and must not be cut or thinned in any manner.
9. Any attempt to pull outside air other than through the venturi is not permitted.
10. Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 2300 HP carburetor (80787-1) will be the Holley, part #11938N, #11886 (390 HP) and #12323 (screw in emulsion bleed jets) the sales number is 134-276. To order metering block part number 12323 (screw in emulsion bleed jets) the sales number is 134-276. For the Holley 2300 HP approved metering blocks, the amount of holes and passages and the location must remain as manufactured with screw in emulsion bleed jets in each jet passage, however, hole sizes may be altered in the jets. Blanks without holes may be used. Additional holes or passages will not be permitted in the Holley 2300 HP approved metering blocks. The Holley metering block, part #12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300, list #7448),
11. Holley 2300 HP two (2) barrel carburetor, part #80787-1 when used must remain factory stock with no modifications. Only changes allowed are the power valve and/or jets, and float.

### **6.12.1 Fuel Lines**

Fuel lines should be clearly marked and encased in metal tubing if installed inside the driver's compartment. Fuel lines may be flexible hose or rigid as desired, but no rubber vacuum hose or clear lines may be used. All lines must be securely fastened to the racing vehicle.

### **6.12.2 Fuel Pumps and Filters**

Electric fuel pumps are allowed, but they must be wired in a manner that the ignition switch and/or any kill or disconnect switch kills power to the pump immediately. Any racing vehicle using an electric fuel pump must also have a rollover cut off switch wired into the system. Mechanical fuel pumps are recommended.

### **6.12.3 Fuel Cells**

Racing type and approved fuel cells are required in all racing vehicles. Fuel cells are subject to thorough inspection and dates of manufacture will be considered. Fuel cells must be securely mounted behind the rear firewall and protected, preferably inside metal containers that enclose the fuel cell. Steel tops are also recommended. Additional metal bars to protect the fuel call are also recommended. Safety foam baffles and roll over check valves or systems are mandatory.

### **6.13 Drivetrain (Excluding Engines)**

Any type stock, stock appearing or generally accepted racing drivetrain components are acceptable.

#### **6.13.1 Clutch and Flywheel**

Subject to 6.6 above, clutch and flywheel type is optional. Flywheel must bolt to the crankshaft (no direct drive).

#### **6.13.2 Transmission**

Stock type or stock based transmissions are preferred; 2 speed transmissions are allowed, but are subject to review by Association officers.

#### **6.13.3 Starting**

Racing vehicles must start and move under their own power; push starting is not allowed except in the event of mechanical problems arising at an event.

#### **6.13.4 Drive Shafts and Loops**

Drive shafts should be in good condition and properly maintained (including joints). Racing vehicles with open drivelines must have two (2) 360 degree full drive shaft catch loops. Loops must be built from at least 1/4" by 1 1/4" inch steel and be located and mounted to keep them from dropping to the ground. Open drive shafts must be painted white.

#### **6.14 Weight**

Sportsman full bodied racing vehicles must weigh a minimum of 3100 pounds with driver. The minimum right side weight is 1400 pounds. All weights are with driver before and after qualifying and the race. When cars are weighed after the race, the only additional fluids that may be added to make weight will be enough water to top off the radiator, maximum of 2 quirts of motor oil in the engine and enough racing fuel to top off fuel cell at base of filler neck at bottom of vent hose-as specified in HMS race procedures.

#### **6.15 Wings, Air Dams, Spoilers**

Wings are not allowed. Air dams for cooling purposes are acceptable but must not be wider than 30 inches. Air dams should not extend lower than the bottom of the car frame. Rear trunk spoilers should not exceed 6 inches in height; 5 inches is recommended.

#### **6.16 Wheels and Tires**

Sportsman full bodied racing vehicles must use Hoosier F45 tires. Tires checked and punched with durometer must read 50, plus or minus 2. Wheels must be built and intended for competitive racing with a maximum width of ten (10) inches. Steel wheels are mandatory. Any offset is allowed, but a 4-5 inch offset is preferred. All four wheels are not required to carry the same offset. Tires may be new or used. Tires shall not be soaked or treated in any manner whatsoever as this is a safety issue and prohibited at most tracks. The use or intended use of soaked tires will result in a \$250.00 fine per tire.

All Hoosier F-45 tires used for competition (scuff or sticker) must be purchased through and documented by Hickory Motor Speedway.

### **6.16.1 Wheel Studs and Nuts**

Wheel studs must be 5/8" diameter on close five pattern hubs and 1/2" diameter on wide-five patterns. All lug nuts must have 1" socket size. Stud threads must be at least even or extended outside top of the lug nut. Racing accepted studs and nuts are required.

### **6.17 Window Nets**

All racing vehicles must be equipped with a full 11x24 (minimum) ribbon type racing window net. Window nets must be installed with a positive fastener in a workmanlike manner.

### **6.18 Exhaust Systems**

All racing vehicles must have an accepted and full exhaust system. Mufflers may be required at some tracks that the CSRA visits.

### **6.19 Mirrors**

Both inside and outside rear-view mirrors are required.

### **6.20 Cooling**

Any stock or racing type radiator is allowed. A radiator overflow catch container is required. No glass bottles or jars may be used as a catch container.

### **6.21 Leaks**

Water, gas, oil, lubricant and other leaks are not allowed and must be repaired before competition.

### **6.22 Safety Belts**

Lap belts must be at least 3 inches wide; shoulder and submarine belts must be at least 2 inches wide. Mounting of belts must be in a workmanlike manner and generally as recommended by the manufacturer. As a safety matter, the proper mounting of race belts is of critical importance. Safety belts must be in good condition and securely anchored to roll cage or frame. Cotton web belts are prohibited. Belts three (3) years or older should be replaced. The CSRA recommends belt replacement after two (2) years. Close inspection of belts should be expected.

### **6.23 Added Weight**

Added weight must be lead or tungsten material and must be painted white. The racing vehicle car number should be painted on the weight. Added weight must be securely mounted in a manner acceptable to inspectors.

## **Section 7 – Conduct**

### **7.1 In General**

Participants with the Classic Sportsman Racing Association/Hickory Vintage Racing Series/Hickory Motor Speedway are expected to make every attempt NOT to bring discredit to racing or racing related activities by way of their actions or words. Any participant who brings discredit to these entities can be placed on probation or suspended for at least two racing events or terminated from participation. This specifically includes publicly made negative comments, including social media, which places our racing activities in a poor light and being detrimental to stock car racing. Participants are expected to insure that their friends and family members conduct themselves as set forth in this Rulebook.

### **7.2 Fighting and Poor Language**

Physical confrontation and fighting are not allowed and will subject a participant to disciplinary action. Poor and offensive language should be minimized. The CSRA is a family based operation with a strong desire to set a good example for the youngsters and youth interested in stock car racing. Displays of poor sportsmanship on or off the track will not be tolerated.

### **7.3 Drugs and Alcohol**

The use of alcohol (beer, hard liquor, etc.) and illegal drugs by is not permitted prior to or during a racing event. Drivers will not use alcohol within twenty four (24) hours of driving in an event. This same rule applies to any on-track crew members. Drivers taking prescribed medication should consider discussing their situation with track officials if driving ability may be affected. Participants not complying with this rule will be asked to leave any event. The CSRA forbids the use of alcohol by anyone else associated with our events during our events. Track rules may also forbid alcohol use in the pits. All Classic Sportsman Racing drivers and pit crews will abide by the individual track rules and regulations while at a Classic Sportsman Racing event.

### **7.4 Criminal Conduct or Serious Violations**

Reserved for future use.

## **Section 8 – Competition**

### **8.1 In General**

The following competition rules apply to all CSRA/Hickory Vintage Racing Series race events. These rules will be made available to all participants and to our race director.

### **8.2 Practice**

Practice times are just that – for practice, and no side by side racing or competition is to be undertaken. Practice activity should NOT place any car in a position of likely damage.

### **8.3 Qualifying**

Unless otherwise provided, CSRA starting fields will be set by qualification.

### **8.4 Previous Winner**

On an annual basis (does not carry over year-to-year) the winner of any CSRA feature event will start at the rear of the field for the very next CSRA event.

### **8.5 Start of Race**

The flagman at his/her discretion starts the race by the display of the green flag. When the green flag is displayed to the field for the start of any CSRA event, all participants are expected to hold their positions until reaching turn one. CSRA starts will be double file.

#### **8.5.1 Jumping the Start**

Drivers habitually jumping the start may be moved to the rear of the field.

### **8.6 Race Restarts**

Unless otherwise determined, CSRA restarts are single file. The leader of the race will determine the restart point within any noted track restart box.

#### **8.6.1 Jumping Restarts**

Drivers habitually jumping restarts may be moved to the rear of the field.

### **8.7 Race Length**

Hickory Speedway feature races will normally be 25 laps in length.

## **8.8 Weigh-In**

Unless otherwise informed, the first five (5) cars at the conclusion of any CSRA Hickory Speedway event will be required to cross the scales to check compliance with minimum weight rules.

## **8.9 Race Driving and On-Track Incidents**

Incidental contact is to be expected from time to time, but driver safety and race car preservation are our primary objectives. Drivers are expected to refrain from aggressive driving which is likely to result in contact.

### **8.9.1 Blocking**

Blocking of other race cars is not allowed; drivers are expected to give other drivers room to race them, and, if appropriate, pass them. You are expected to maintain a consistent/steady racing line during close competition. Sudden movement in an aggressive manner should be avoided.

### **8.9.2 Significant Contact and Rough Driving**

Significant contact NOT resulting in a caution flag shall be addressed by the Race Director in his/her discretion as he/she deems necessary. Significant contact resulting in a caution flag will normally result in all involved race vehicles restarting at the rear of the field in the order determined by and in the discretion of the Race Director. It will be at the discretion of the track officials at each event to determine if a racer is guilty of rough driving or over-aggressive driving. A single incident will normally result in a verbal warning. If during the course of the season, there are repeated incidents by the same driver (bumping, collisions, etc.) Classic Sportsman Racing management or track officials will decide on a course of action, which can include termination from CSRA events.

### **8.9.3 Intentional or Dangerous Acts**

Intentional or other dangerous contact or improper driving shall normally result in disqualification by the Race Director. Other sanctions may be imposed as well. Improper conduct shall be address by track officials pursuant to our rules and other applicable track and/or sanctioning body rules.

### **8.9.4 Black Flag**

The black flag will be used to enforce all conduct and rules regarding competition. A driver disqualified from competition will not be awarded points for that day's event. Drivers receiving the black flag shall enter the front pit entrance at the FIRST safe opportunity. There is no grace period



or “three lap” rule concerning the black flag. Drivers receiving the black flag shall report to the official at the end of pit road (the stop sign official) for instructions or return immediately to their pit area.

### **8.9.5 Competition Decisions**

Decisions made by the Race Director are and will be considered final unless otherwise provided in this Rulebook or by track officials.

## **Section 9 – Release of Liability and Waiver**

### **9.1 Release and Waiver**

Reserved for future use.

### **9.2 Release of Liability and Waiver Form**

Reserved for future use.

Nothing else appears on this page.