

**2011  
CANAAN FAIR ASPHALT SPEEDWAY  
PRO STOCK RULES**

**ATTENTION PRO STOCK COMPETITORS**

The Pro Stock Class is intended to provide and encourage stock car racing at an affordable price. The objective of this class is to provide affordable racing and to have fun. Efforts to “bend” or take advantage of “gray” area rules will not be tolerated! The Technical Inspector(s) are given discretion to use their judgment to interpret and make changes to these rules at any time should it be deemed necessary, to insure equal competition for all. Management reserves the right to impose weight penalties to any vehicle deemed hurting the competition.

**NEW RULES FOR 2011**

**ATTENTION: All Weights and ride height (3”) will be done with driver**

**Location:**

- 1. Maximum engine set back is 2” from the forward most sparkplug holecenter to a determined line across the center of the two balljoints**

**General car and body requirements:**

- 2. There will be a 3” ride height rule. All ride heights will be checked after race on tech floor, with driver! No waiting for car to rise due to pull down shock ect. No adding air to tires. If a tire is flat or loosing air it will be to the discretion of tech to change the effected tire.**
- 3. In the case of failure to pass tech due to presumable on track damage it will be up to the car crew to prove and at the discretion of tech weather the car will or will not pass tech due to on track damage.**

**Weight:**

- 8. Maximum left side percentage for all cars will be 57% before, during and after event With no allowances in any form.**
- 2. Roller cams or lifters permitted with a 50lb penalty.**

**Pro Stock Rule Amendment**

Date: 2/8/11

Due to the influx of interest in our pro stock division for 2011 we will be allowing the Ford crate part # M-6007-D347 SR to compete in its

stock out of box form with a 80541 650Holley. This engine option will weigh 2775 lb with 57%lt. This falls in line with pass tour weight rules. CFS tech reserves the right to adjust these weights if deemed necessary.

Ford crate #S347JR (ACT Legal) crate will also be allowed with a stock out of box 80541 650 Holley and will weigh 2775 with 60% left. CFS Tech reserves the right to adjust these weights if deemed necessary.

CFS will also allow the use of a roller cam with the built motor option. This will have a 50lb weight penalty. Again CFS reserves the right to adjust this weight if deemed necessary.

### **GENERAL CAR BODY REQUIREMENTS:**

1. **Car must be neat appearing and have complete bodies.**
2. **No altering of bodies or body styles permitted without approval by CFS Tech Officials.**
3. **All body panels must connect in stock locations, without alteration.**
4. **No carbon fiber body parts allowed.**
5. **All body panels must match the brand of car which is indicated on front nose piece.**
6. **Brand of car must be clearly marked on front nose piece.**
7. **Aftermarket nose piece required with 8" backset maximum, measured 15" off the ground, anywhere across the nose. Center of wheel forward to front of nose 45" maximum overhang.**
8. **Roof and rear air deflectors are allowed. A maximum of 2 allowed. Must be mounted parallel of each other with a maximum height of 1".**
9. **12" minimum height from bottom of rear bumper to the ground.**
10. **Rear bumper must be straight, and located at the very rear of the quarter panel. Bumper length is 72".**
11. **Front and rear bumper covers must remain stock. No cutting allowed.**
12. **Quarter panel rear overhang from centerline of rear axle has a maximum of 46".**

13. Rear deck length 28" maximum. It will be measured from the base of the spoiler to the edge of the back window, not to the flange or the added-on piece.
14. Rear spoiler is to be clear lexan, and no taller than 8" regardless of angle. It will be measured from mounting surface to the top edge of the spoiler. 0" tolerance. It is to be mounted in the center of the body, and no wider than the body at the mounting points. The height is to be no higher than 43" from the CFS tech floor at its highest point. No side boxing is permitted. All bracing is to be in the rear of the spoiler, and done in such a way that an aerodynamic advantage is not gained. Spoiler must be flat across the top with **NO** lips or angles of any kind. Spoiler height will be checked with the driver in the car after the feature. The discretion of the tech department will be final.
15. The hood must have positive pull pin type fasteners, with 4 pin fasteners on leading edge.
16. The rear deck lid can be hinged, pinned or riveted to the body.
17. The height of the roof is measured 10" back from the top of the windshield, 45" minimum with no more than a 3" drop.
18. Minimum roof dimensions, 45" wide by 38" long.
19. Top of windshield or front edge of roof to base of spoiler is a maximum of 102".
20. Full 1/8" Lexan type windshields must be used. Must have at least 2 internal braces of 3/8" square tubing, 4" apart, and roughly centered in the windshield.
21. Windshield must be mounted solid, and braces welded to the roll cage.
22. Full rear windows are mandatory. Must be 1/8" lexan type, mounted securely and braced to prevent any collapsing.
23. The rear window height at the top may not drop more than 1" from center to either side.
24. Rear quarter panel windows may be used.
25. No driver's side or passenger side windows allowed.
26. **There will be a 3" ride height rule. All ride heights will be checked after race on tech floor, with driver. No waiting for car to rise dew to pull down shock ect. No adding air to tires. If a tire is flat or loosing air it will be to the discretion of tech to change the effected tire.**

### **DOWNFORCE BODIES ALLOWED – 50 LB. WEIGHT PENALTY**

1. **DOWNFORCE** Bodies can not be altered from Manufacturers specs. Weight may be adjusted in best interest of competition.

The discretion of the tech department in all matters concerning these rules will be final, and in all cases, all penalties will be determined on a case by case basis by the Contest Board.

## **ENGINES:**

1. The following are maximum engine displacement listed by manufacturer. No carbon fiber or ceramic parts allowed. General race procedures and safety provision rules are specified. In the Pro Stock rules as posted by CFS. CFS reserves the right to modify these rules at any time, in the interest of fair and equitable competition. CFS officials have final determination of legality and intent of all parts.

## **LOCATION:**

1. **Maximum engine set back is 2" from the forward most sparkplug hole center to a determined line across the center of the two ball joints**
2. Engine must be centered in chassis. Tolerance: +/- 1".
3. Crankshaft height shall be no less than 10" from center to ground height.

## **OILING SYSTEM:**

1. Wet sump supplied oil systems only.
2. Pump must be located in pan, or an external belt driven, single stage pump supplied from wet pan source only.
3. Remote oil filter or accusump permitted.

## **CYLINDER HEADS:**

### **GM:**

1. Any current (year 2011 or older) 23 degree, cast iron heads only. No port matching, flow work, polishing or grinding allowed.
2. Multi-angle valve job allowed.
3. Maximum intake valve size is 2.050".
4. GM vortec heads must meet all CFS specs while retaining 1.94 intake valve size.
5. Maximum exhaust valve size is 1.60".
6. When cutting valve angle seats, NO stone or grinding marks above the bottom of the valve guide.
7. No porting, polishing, sandblasting, glass beading, painting, angle milling more than 2 degrees, or adding material to the head permitted.

### **FORD:**

1. N351, N352 (year 2010 or older) allowed.

2. **Cleveland: Intake maximum 2.19, exhaust maximum 1.60 WP casting #4351 only.**
3. **Windsor: Intake maximum 1.84, exhaust maximum 1.54. Ford casting #GT40-M6049-L302.**

#### **DODGE:**

1. **W/2 castings (year 2010 or older) allowed.**

#### **CHRYSLER 340 C.I.:**

1. **Intake maximum 2.02, exhaust maximum 1.60**

#### **CHRYSLER 360 C.I.:**

1. **Intake maximum 1.88, exhaust maximum 1.60**
8. **Bowl work allowed on all heads is a maximum of 1/2 “ below valve seat on intake. Bowl work on all heads is a maximum of 1/4” valve seat on exhaust.**
9. **Any valve spring permitted.**
10. **Any head may be confiscated if it does not meet tech approval. If an outside source is needed for a second opinion, it will be taken to the facility with two members from the team and Tech Official. At that point in time, whether the head is legal or illegal, it will be returned to the competitor, and any penalties will be assessed.**

#### **CRANKSHAFT:**

1. **Steel production crankshaft only.**
2. **Aftermarket crankshafts similar in construction and design to OEM will be allowed.**
3. **Maximum stroke: GM 3.500 Ford 3.515 Chrysler 3.500**

#### **CAMSHAFT & LIFTERS:**

1. **Any lift solid or hydraulic type steel camshaft allowed.**
2. **Roller cams or lifters permitted with a 50lb penalty.**

#### **INTAKE:**

1. **Any standard production, typical design aftermarket intake permitted.**

### **EXHAUST:**

1. Exhaust must exit behind driver compartment, and exit under the car, NOT OUT THE SIDE! Any vehicle having the exhaust exit out the side will have one meet which includes only their initial night to comply. After that initial night they will NOT BE ALLOWED TO COMPETE!
2. Mufflers are mandatory, and must pass a 96 decibel test.

### **CARBURETOR:**

1. Only the Holley 4412 two barrel carburetor is permitted.
2. The only modification allowed will be the removal of the choke plate, shaft and jets.
3. Any 1" carburetor spacer allowed.
4. Fuel injection or superchargers are not permitted.

### **BLOCK & PISTONS:**

1. Stock blocks only.
2. Maximum bore size for GM is 4.060.
3. Flat top pistons only.
4. 2 or 4 valve relief permitted.
5. No portion may protrude above top of block surface edge.

### **CFS CRATE ENGINE RULES BELOW:**

### **CFS CRATE ENGINE RULES: page #1**

### **CFS CRATE ENGINE RULES ARE AS FOLLOWS:**

1. **604 factory stock with, factory seals, Butler McMaster seals, or RPM seals, and a single -650 cfm 80541-1 out of box stock Canaan legal carburetor, will weigh**

2,700lbs, and allowed 57% left side weight, with the #1 spark plug a maximum of 2" behind front upper ball joint center line.

2. 604 crate engines with camshaft valve springs change only. All other gm seals (Heads, oil pan, ect) and parts must be as factory produced. Weight will be 2,750 lbs. and allowed 57% left side weight with the #1 spark plug a maximum of 2" behind front upper ball joint center line. These engines will need to be within the factory specs in all aspects of the GM spec catalog, including part numbers. Catalogs are available through any GM dealership. This includes combustion chamber specs, intake and exhaust runners, rotating assemblies, and block deck height. The only allowed changes will be the camshaft, valve springs, oil pan, and timing chain cover.

3. 603/609 crate engines must be factory stock, seals, or factory stock with Butler McMaster or RPM seals. These engines will need to be within the factory specs in all aspects of the GM spec catalog, including part numbers. Catalogs are available through any GM dealership. The only changes to this engine program will be any rocker arm is allowed, and the timing chain cover, and oil pan may be changed. This engine will be allowed to run any 2 or 4 barrel carburetor. This engine program will allow the car to weigh 2,700 lbs. and 60% left side weight with the #1 spark plug a maximum of 2" behind front upper ball joint center line.

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CFS will also allow the use of a roller cam with the built motor option. This will have a 50lb weight penalty. Again CFS reserves the right to adjust this weight if deemed necessary.

**PENALTIES:** The discretion of the tech department in all matters concerning these rules will be final, and in all cases, all penalties will be determined on a case by case basis by the Contest Board.

**ELECTRICAL SYSTEM:**

**IGNITION:**

1. All ignition systems must be acceptable to CFS Officials.
2. Ignition amplifier boxes and RPM limiters that are analog are allowed, but must not contain programmable, computerized or memory circuits.
3. No magnetos or computerized systems allowed.
4. No adjustable timing controls permitted.

**SPARK PLUGS:**

1. Any brand or make of spark plug may be used.

**ALTERNATOR:**

1. The alternator when used must be working within designed specifications.

**STARTER:**

1. The self starter must be in working order.
2. Gear reduction starters acceptable.
3. All cars must be capable of starting under their own power.

**BATTERY:**

1. The battery may not be located in the drivers compartment.
2. Battery must be isolated within the fuel cell area of the car.
3. Battery must be securely mounted, and covered to prevent spillage if inverted.

### **DRIVELINE:**

1. No carbon fiber or titanium products allowed without CFS approval.

### **TRANSMISSION:**

1. No Bert or internal clutch transmissions permitted.
2. No automatic or semi-automatic transmissions allowed.
3. No “in-out” type transmissions permitted.
4. Minimum two forward working gears and a working reverse.
5. 4<sup>th</sup> or high gear ratio must be 1 to 1
6. All transmissions must be approved by CFS Officials.

### **CLUTCH:**

1. Minimum 5.5” permitted

### **FLYWHEEL:**

1. Any flywheel permitted.

### **BELL HOUSING:**

1. Any aluminum or steel bell housing allowed.

### **DRIVE SHAFT:**

1. Drive shafts and universals must be similar in design to standard production type.
2. Only a 1 piece steel or aluminum drive shaft permitted.
3. It is mandatory that (2) 360 degree solid steel brackets, no less than 2” wide and ¼” thick, be placed around the drive shaft and fastened to the cross member of the car.
4. All steel drive shafts must be painted white.

### **REAR-END:**

1. Any rear-end center section with spur gears will be allowed.
2. Rear-end must not use any electronic devices.
3. Full floating axles are compulsory.
4. Limited slip, lockers or unlocked are permitted with no electronic controls.

5. Differential oil coolers are permitted.
6. Cambered steel or aluminum axle seals are permitted.
7. Steel, aluminum or rubberized drive plates may be used.

### **WEIGHTS:**

1. **Non Crate Engine cars will be 2,800 lbs., 57% left side weight**
3. Left side percentage not to exceed posted weight distribution during or after an event.
4. **Cars will be at weight before any race. A 1 lb. per green flag lap will be allowed at the end of any race**
5. No allowance in regard to left side weight percentage.
6. Total weight to include driver seated in the car.
7. CFS reserves the right to revise weight distribution amongst different options in the interest of parity and fair competition.
8. **Maximum left side percentage for all cars will be 57% before, during and after event With no allowances in any form.**

### **SUSPENSION:**

#### **SHOCKS:**

1. Retail cost not to exceed \$350. Only exception will be the Penske Red #7500 series shocks.
2. Any other shock that exceeds the monetary amount must be approved by CFS.
3. Internal shock pressure not exceed 300 psi.
4. No external tanks permitted.
5. A maximum of 1 shock absorber per wheel is permitted.
6. No experimental shocks.
7. Type and location of shock absorbers is optional.
8. Rear trailing arms may be of any unequal length and may use a spring or shock assembly.
9. The third link may be of any length.
10. Rack and pinion steering allowed.
11. Any springs allowed.
12. Any type sway bar is allowed front or rear.
13. Independent front suspension is mandatory with articulating upper and lower control arms.

14. **Maximum tread width is 66" center to center in the rear-end, and 66" center to center in the front-end.**
15. **Steel spindles only.**

### **ELECTRICAL SWITCHES:**

1. **All electrical switches must be within drivers reach.**
2. **A labeled on/off master switch must be located within reach of the drivers side window opening, and effectively kill power from the battery to the car's ignition system.**

### **ACCESSORIES:**

1. **cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges.**
2. **Radios must be of two-way voice communication type only, independent of the car's electrical system.**

### **WHEELS & TIRES:**

1. **Only 15" diameter, 5 lug, steel wheels, with a 10" rim width, and a re-enforced center are permitted.**
2. **Solid, heavy duty steel lug bolts and nuts must be used.**
3. **Bleeder valves are permitted.**
4. **Only approved American Racer EC83 & EC84, 10" tires permitted.**
5. **All tires must be purchased from CFS.**
6. **No tire softener allowed. All tires subject to durometer testing.**

### **DUROMETER RULES:**

1. **The only approved durometer will be the CFS instrument.**
2. **Any tire under the minimum limit will be determined illegal, and become the property of CFS.**
3. **Any competitor purposely avoiding CFS Officials by running through dirt, water, taking extra laps around the track, etc. will be determined to have illegal tires.**

4. **Anyone found with illegal tires in qualifying events will be disqualified, and placed at the end of the feature lineup if the field is not full. If field is full, you will be done for the balance of the evening.**
5. **Any competitor found illegal in the feature event will be disqualified and lose all points and purse for the event.**
6. **All decisions by CFS Officials will be final.**

### **2011 PRO STOCK TIRE PROGRAM**

**There will be a new tire program and sales program in 2011 for the Pro Stocks. It will go as follows:**

1. **There will be a tire sales day scheduled in the spring. At this time you may purchase as many tires as you would like.**
2. **On opening day you be allowed to put a maximum of 10 tires in your inventory. This inventory sheet will be monitored throughout the season, and your crew chief will turn in a tire sheet every week with the four tires that you will be using for the feature event.**
3. **If you choose to not buy all 10 tires for your inventory prior to the opening event, you will have until your second week to do so. Anyone that does not have all their 10 tires in their inventory by week two will lose all not purchased inventory, and it WILL NOT be replaced.**
4. **Starting week two you will be able to purchase one new tire per event. This tire may be purchased at the end of the night of racing for the following week, or during the week by calling Dick Therrien at 802-274-8823 to set up an appointment for pickup.**
5. **You DO NOT have to run the new tire you purchase. You can just add it to your overall inventory and use at your discretion.**
6. **If you choose to not buy a tire on a scheduled tire night, you may bank that one tire and get two tires the next week only. If you don't purchase the previous week's tire as well that following week, you lose it.**
7. **NO cut tire slips except for the following procedure: Two cut tire slips will be handed out at Mid-Season to all teams that have competed in at least 80% of all scheduled events.**
8. **CFS Officials reserve the right to add an extra tire to peoples inventories due to flats, etc., based on safety needs of competitors. This will be voted on by competitors, and a majority vote will be final, unless Director of Competition overrules decision for safety purposes only.**
9. **Extra distance events may prompt CFS Officials to add an extra tire sale for it.**
10. **All tires must be purchased at CFS and no tires may be returned for exchange. All sales FINAL.**

## **ROLL CAGE & SAFETY REQUIREMENTS:**

1. Minimum size of roll cage tubing is 1 3/4", .095 thick. All cars must have an "X" type member across and behind the driver.
2. Minimum four point cage required.
3. All cars must have trunk area sealed.
4. Four curved bars in drivers door with 6 vertical bars ( 2 between each horizontal bar) and three bars in passenger door are mandatory.
5. It is mandatory to have 16 gauge metal welded between door bars or a 16 gauge plate 40" in length, and 17" in high minimum, welded between the door bars and the driver's door.
6. The total height of roll cage to be 40 1/2" from bottom of frame. Halo to be no less than 1" lower.
7. There must be a piece of tubing welded diagonally or perpendicular between halo and top of roll cage.
8. Minimum height of door bars on driver's side 22 1/2" from bottom of frame.
9. A "Petty Bar" must run between center of cage and upper right front halo.
10. Width of halo should be a minimum of 44" on perimeter chassis, and 32" on straight rail chassis. Measurement is from outside to outside of tubing.
11. All roll cage installations and workmanship MUST be acceptable to CFS Officials.
12. Seat must be an aluminum racing seat bolted to a steel frame connected to cage. Must have six (6) – 3/8" bolts, grade 8 with washers. One must be in each corner of the seat (2-3" from the outer edge) and two in the headrest.
13. A support brace must be installed in the rear of the seat.
14. All cars must be equipped with a minimum five (5) point harness system.
15. **Maximum allowable age for belts is three (3) years.**
16. Belts are not legal without date tags.
17. All vehicles must be equipped with an approved window screen, equipped with a quick release device. No string nets allowed. An arrow showing the location of the release must be painted on the outer roof panel.
18. A working fire extinguisher with a working sight gauge is mandatory. It must be attached within reach of the driver and accessible to the driver while strapped in. It must be located in the center of the car so that it may be reached by safety officials from both sides of the car. Must be securely mounted with a quick release mounting bracket. Zip ties and duct tape are not allowed.
19. All cars must be equipped with Lexan gas splashguard behind the drivers seat.
20. Fuel cell must be enclosed in a 20 gauge steel canister. Fuel cell must be held in place by a minimum of four (4) 1" X 1/8" flat steel straps.
21. Maximum twenty-two (22) gallon fuel cell allowed.

22. Cell must have a minimum ground clearance of 8”.
23. Minimum 1 ¾” protector bar in back of fuel cell is mandatory.
24. All fuel lines passing through the interior of racecar must be enclosed in steel conduit.
25. All fuel cell vent lines must have a check valve.
26. Center of steering wheel must be padded.
27. All roll bars within drivers reach must be padded.
28. Full firesuits are required. Tech Officials may require you to replace your firesuit if it is full of holes or covered in oil and/or grease.
29. Racing helmets must be DOT or SNELL approved.
30. The following safety items are highly recommended: Full faced helmet or goggles. fire retardant shoes, socks and undergarments. Foam neck braces, Hans or Hutchens devices are highly recommended.
31. Gloves are MANDATORY!!!
32. TWO-WAY RADIOS ALLOWED. If no two-way radios, a scanner is mandatory.

### **NUMBERS & PAINT SCHEMES:**

1. All cars must be neat appearing, painted in contrasting colors.
2. Lettering will be neatly done. No Profanity allowed!
3. Numbers will be at least 18” high. There must be numbers on each side of the racecar. There must be a number on the roof, lettered to be readable by scorers on right hand side of the racecar. There must be a 4” number on the upper left passenger side of the windshield, a 4” number on the right front headlight cover, and a 4” number on the right rear tail light cover.
4. The head scorer reserves the right to ask race teams to make their numbers more legible. You will have one week to comply. Failure to comply will result in your car not being scored.

### **DRIVER ELIGIBILITY:**

1. Any driver must be a minimum of 16 years of age by June 1, 2011 to start racing on opening day in the Pro Stock division. Anyone under the age of 16 that competed in the Pro Stock division in 2010 will be grandfathered for the 2011 racing season. If you are not grandfathered from 2010, you may not race in the Pro Stock class until you reach the age of sixteen.
2. All drivers must be willing to submit to an alco-sensor test if deemed necessary by Track Officials. Failure to submit to test meets automatic license suspension and immediate removal from Speedway grounds.

3. All rules are subject to change by the Director of Competition. It is the responsibility of the competitor to obtain and become familiar with the rules pertaining to the division he/she competes in along with General Rules and written race procedures. If there are any major changes in the rules, a memo will be mailed to each competitor. You will be expected to comply by the next race date, or the date mandated in the memo. It will also be updated on our website.
4. When you sign your license application, you have signed that you understand the rules and will abide by them.
5. The rules and/or regulations set forth herein, are designed to provide for the orderly conduct of racing events, and to establish a minimum acceptable requirements for such events. These rules 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 an Official. All rules clarifications are void from the previous seasons, and cannot be used in the 2010 season at CFS.
6. In the case of failure to pass tech due to presumable on track damage it will be up to the car crew to prove and at the discretion of tech weather the car will or will not pass tech due to on track damage.

**ANYTHING NOT MENTIONED IN THESE RULES SHALL REMAIN OEM STOCK FOR MAKE OF VEHICLE USED UNLESS APPROVED BY TECH. IF IT DOESN'T SAY IT IN BLACK AND WHITE, DO NOT DO IT!!!!**

***All Tech Dicisions are Final. The Tech Team Reserves the Right to Make any Changes that Need to be Made for the Best Interest of Competition.***

### **PENALTIES:**

The discretion of the tech department in all matters concerning these rules will be final, and in all cases, all penalties will be determined on a case by case basis by the Contest Board.

### **NEW 2011 – 2 TIER PURSE:**

**12 CARS OR LESS:**

**13 CARS OR MORE:**

<b>1<sup>st</sup></b>	<b>\$800</b>
<b>2<sup>nd</sup></b>	<b>\$500</b>
<b>3<sup>rd</sup></b>	<b>\$300</b>
<b>4<sup>th</sup></b>	<b>\$250</b>
<b>5<sup>th</sup></b>	<b>\$225</b>
<b>6<sup>th</sup></b>	<b>\$200</b>
<b>7<sup>th</sup></b>	<b>\$175</b>
<b>8<sup>th</sup></b>	<b>\$150</b>
<b>9<sup>th</sup></b>	<b>\$150</b>
<b>10<sup>th</sup></b>	<b>\$150</b>
<b>11-12</b>	<b>\$125</b>

<b>1.</b>	<b>\$800</b>
<b>2.</b>	<b>\$600</b>
<b>3.</b>	<b>\$400</b>
<b>4.</b>	<b>\$350</b>
<b>5.</b>	<b>\$325</b>
<b>6.</b>	<b>\$300</b>
<b>7.</b>	<b>\$275</b>
<b>8.</b>	<b>\$250</b>
<b>9.</b>	<b>\$225</b>
<b>10.</b>	<b>\$200</b>
<b>11.</b>	<b>\$175</b>
<b>12.</b>	<b>\$150</b>
<b>13-24</b>	<b>\$130</b>