

2020 OCRS Rules

GENERAL SAFETY REQUIREMENTS

- A. All cars subject to inspection at any time and must be free of mechanical defects and be in safe racing condition.
- B. Full face racing helmets meeting Snell 2008 standards required and must be worn at all times the car is moving. Helmet must be with car during inspection.
- C. Fire retardant uniform, fire resistant gloves, fire resistant shoes, socks and head hood or helmet skirt, and arm restraints are MANDATORY. Head and neck restraints HIGHLY recommended. **All underwear and racing shoes must be worn at all times while in the car (Underwear consists of head sock, shirts and pants).** Must be in full uniform prior to starting the car.
- D. A single racing fabricated seat is mandatory and must be factory manufactured. Only approved seat installation and seat structure that passes inspection will be approved for this series. Seat backrest cannot be moved further back than the roll cage rear main hoop. Containment seats highly recommended.
- E. A 3" wide safety belt and shoulder harness with 2 (two) belts over shoulders, and a quick-release type are required. Must have minimum of one submarine strap. All belts must be securely fastened to frame or roll cage. Belts must be replaced every 4 (four) years beginning with belts dated 2010. Date tag or stamp is required.
- F. Shock-resistant roll cage padding on all bars that drivers head, legs and arms may contact with while strapped in seat is recommended.
- G. Two throttle return springs recommended as well as a toe strap on the throttle pedal.
- H. Front rock screen from top of hood to top front halo and from roll bar to roll bar is required. Must be fastened with hose clamps or bolts. No plastic ties allowed.
- I. There must be a minimum clearance between drivers head with helmet on and top of roll cage of 2". Loops may be used and must be constructed of same tubing requirements as roll cage. These must be added in a safe manner.
- J. No rear view mirror allowed of any kind, inside or outside of car.
- K. There must be a right side head net or seat brace for head support.

L. All participating drivers must have an O.C.R.S. programmed radio. The radios must be on at all times while your car is moving. This is a form of communication for the track officials to the driver. This radio is available for per event leasing, or for purchase. It is the drivers responsibility to have this form of communication. Scoring can be relevant to communication. You **MUST HAVE THIS RADIO TO RACE IN A OCRS EVENT**. This radio is also used in other series you may participate in, please call to find out if yours is compatible.

M. Any vehicle of any type from a race team that pushes a sprint car onto the racetrack must have only the vehicle operator on the vehicle regardless of design of said vehicle. **NO PASSENGERS ALLOWED**. This rule applies regardless if the sprint car fires off or not unless permission by an OCRS official has been granted.

SECTION I. CHASSIS-BODY

Sprint car configuration, Chrome moly construction, .095 minimum thickness top and bottom main rails. Main frame rails must have a minimum outside diameter of 1 3/8 o.d. The engine is to be mounted in the center (no offset). Engine is to be mounted in the front of the driver. No vertical mounted engines. Minimum wheel base measured between center of front hub to center of rear axle to be no less than 84". Must have complete roll cage. Seats need to be mounted with minimum 3 bolts. All front axles to be made of steel construction. All chassis must meet O.C.R.S. inspection.

Anti sway bar/fifth torsion bar is illegal.

Body Components conventional sprint car bodies. Hood must go from the dash to the front torsion bars or past the front axle center line.

Arm Guards mandatory, may extend no more then 7 inches as measured from the outside edge of the middle frame rail and must remain above the frame rail.

The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

Body (sail) panel may extend rearward to the triangular bar at back of roll cage and may extend downward past shock mount to horizontal bar. All body paneling must not extend past the edge of the frame rails more than the thickness of the panel material.

Support Bar requirements (Starting 2021 season)

1. Support Bar may be designed similar to what was know as a "safety Bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount Bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support Bar. See Diagram 1.
2. Existing chassis with a left side support Bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 x .083 ASTM4130 normalized steel or equivalent material). See Diagram 2.

3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See Diagram 3.

SECTION II. WINGS

Top wings mandatory, Nose wings optional, Top wing configuration of 16 (sixteen) square feet maximum. Side panels of top wing 10 (ten) square feet maximum, including turnouts (2 inch maximum on front and rear, 1 1/4 inch on top and bottom turnouts). Wicker bills of (1) inch maximum. No flaps or rudders may be attached to side boards or center section. No by-level wings on top or nose. All wings must have one piece center section. All wings subject to OCRS inspection. No hydraulic or driver assisted wing movement allowed. Nose wing Max center section measure of 2 (two) by 3 (three) feet max with 1 inch wicker bill allowed.

SECTION III. TIRES

Note: Effective July 2019, the Hoosier 105 x 18.0-15 (hard tire) has been discontinued by Hoosier. Teams are allowed to use this tire from any existing inventory through the balance of the 2019 racing season.

Right Rear: Hoosier Racing Tire: 105 x 16.0-15 Medium or 105 x 18.0-15 F85A (hard compound)

Left Rear: Open tire rule (along with the front tires) providing they are tires manufactured for sprint car dirt track racing.

No tire preps or tire softeners allowed. All tires must durometer within 5 points of factory specs.

Wheel: Maximum right rear wheel width is 18 inches. Maximum left rear wheel width is 15 inches.

SECTION III-A. Shocks

No thru shaft shocks allowed.

SECTION IV. BRAKES

All participating cars must have minimum of one brake on the front and one brake on the rear. No carbon fiber brake components. Brakes must be in working order. OCRS inspection at any time. If your brakes are not working before a race you will not race. Brakes must be hydraulic type only.

SECTION V. FUEL

Methanol fuel only. No additives OF ANY KIND allowed. Fuel will be tested frequently and randomly. No oxidizers of any kind. Fuel infractions are subject to DISQUALIFICATION, FINES, and the possibility of complete REMOVAL from any further competition in any O.C.R.S. sanctioned events. This includes the OWNER AND DRIVER. THIS IS A NOT NEGOTIABLE OR TOLERABLE. Fuel cell bladders are mandatory.

Regardless of any fuel cells on the market without an inner safety bladder that may or may not be approved for competition by any other racing organizations, they are NOT allowed for OCRS competition. An example would be the Fuel Safe fuel tank with a part number of SE2228DT. This unit does not have an inner safety bladder and therefore is one of the unapproved units.

SECTION VI. WEIGHT RULES

Minimum weight rule includes the driver is 1500 lbs. This is the minimum weight at race end. Cars will be weighed random after heat races, dash and feature events. Any and or all cars may be weighted after an event at O.C.R.S. discretion. Scales are available before all events. Any added weight must be securely fastened and painted white with the car # painted on the weight. 1499 lbs is ILLEGAL.

All cars must make weight. Any car that does not make weight for any reason will be disqualified for that race. No points or money for that race. If this happens in a heat race you will be disqualified for that heat race (no points). The person being penalized will be allowed to start at the back of the last feature.

SECTION VII. COMPETITIVE RESTRICTION

Minimum age to compete in an O.C.R.S. event is 16 (sixteen) years of age. Due to reasons outside of O.C.R.S. control this has become a mandatory rule. Proof of age will be required i.e. birth certificate or legal drivers license.

Drivers under the age of 16 are considered on a case by case basis by OCRS and/or the track promoter. Must have prior racing experience.

At the discretion of OCRS officials, rookie drivers may be required to start on the rear in their races until they are judged to be capable of taking their draw or scored position.

SECTION VIII. ENGINES

368 Cubic inch maximum displacement. Steel blocks only. Flat top pistons only, (no protrusions above piston face), No internal reciprocating parts made of aluminum or titanium or any thing other than steel. Waterpumps to remain in the stock location and must be belt driven. Wet sump oil systems only, no external oil pumps or tanks of any kind. All competitors engines are subject to inspection by OCRS at any time. No crank trigger ignition systems allowed. Any steel rod or crankshaft may be used. No titanium engine part will be allowed except valves and valve spring retainers. Camshaft is optional. No overhead cams. Gear drive ok.

All oil pans must have a one inch inspection plug on the upper half of the oil pan above the oil line and windage tray. Pans without plug will be subject to pan removal at any time.

SECTION IX. CYLINDER HEADS

OCRS BRODIX SPECIFIED CYLINDER HEADS PART #

CHEVEROLET SP-CH

FORD SP-FO

MOPAR SP-MO

1. All spec heads will be supplied with CNC bowl blend and intake matching from Brodix.

2. No grinding or blending of CNC work is allowed.

3. No grinding or polishing of any kind is allowed anywhere on the castings. Note: Polishing only is allowed in the combustion chamber.

4. No use of any substance that may change or alter the shape or size of the ports or combustion chambers is allowed.

5. Valve seats and guides are to remain as manufactured and in the cast position, valve must stay on the valve seat and cannot touch aluminum.

6. Valve angles are to remain as manufactured. The original seat center locations as provided by the manufacturer may not be altered.

7. No tapering or reshaping of the valve guides is allowed.
8. No minimum combustion volume.
9. Serial #'s must remain on the head and must not be altered or defaced.
10. No welding modifications are allowed to the original castings. Brodix will provide repairs and recertification.
11. Valve stem may be no smaller than 11/32.
12. Bow tie heads are illegal and casting #25534371C are illegal!
13. IMCA spec heads ok! Straight plug only!

The ONLY steel cylinder heads allowed for competition in an O.C.R.S. event are original production for Chevrolet only. These heads must be straight plug castings that were produced for cars and light trucks. Casting # 461x are illegal as with any angle plug cylinder head. No aftermarket steel or aluminum cylinder heads are allowed other than the specified head. Porting or Polishing of the steel stock production head is legal. Ford and Mopar cylinder heads must be the specified brodix head. Shaft mounted roller rockers are ok.

SECTION X. CARBURETORS

One 500 cfm Holley 0-4412 5 point check legal carburetor.

Venturi Bore Primary	1.373-1.377
Booster O.D.	.620 (+or-) .010
Booster I.D.	.380 (+or-) .003
Booster Height or Length	.434 (+or-) .010
Throttle Bore	1.685-1.687

Throttle shaft & Plate thickness Pri .1868-.2008

These dimensions will be checked with a go-no-go gauge.

Carburetors with injectors inside are illegal.

No air leak device of any kind.

INTAKE MANIFOLD

OEM or stock type cast aluminum allowed. May be ported only to match heads. No welding, grinding, cutting, porting, polishing any where on intake EXCEPT for one inch maximum inside intake runners to match heads. No plastic manifolds.

SECTION XI. MUFFLERS

Mufflers are required at some tracks. To view which tracks that require mufflers, view the racing schedule on the OCRS website as the required tracks will be noted on the schedule page (or call the race director).

The required mufflers for OCRS competition are: Unaltered Schoenfeld part #112535 or part # 112530 mandatory. Part # 14272735-78 optional. Loss of muffler will result in disqualification when mufflers are required.

SECTION XII. TRACTION CONTROL

Traction Control devices of any kind is not allowed. No crank trigger switches in the cockpit. No computer operated or physically controlled parts in the cockpit area. MSD electrical or spark box may be located in the cockpit area as long as they are not controllable. Anyone found with Traction control devices are subject to permanent removal from any competition with OCRS indefinitely.

SECTION XII IN-CAR ADJUSTMENTS

No In-car adjustments of any kind are allowed. This includes but not limited to, Torsion bar adjustments, Wing adjustment devices, Shock absorber adjusters and fuel adjustments. ECT.

SECTION XIII. RULES AND PROTEST

All protest will be handled by the race director. All decisions are final. Any competitor wanting to protest must bring the protest fee of \$500 (motor tear down, heads off and cylinders inspected). P&G fuel tests are also \$500. Other tech \$200. Protester must have cash within 15 minutes of checkered flag. At this time the race director will determine if this protest item can be evaluated at the race track or if outside facilities are necessary. All competitors must comply or a guilty plea will be applied. Fines and penalty's will be determined by an OCRS governing panel within 48 hrs. All moneys will be held until the outcome. If the protest finds legal then the protesters money will be awarded to the complying contestant minus \$100 for fees. If the part or parts are found to be illegal then the protester will be awarded his/her protest fees back minus \$100 fees. The only people that can protest are the registered owners of a competing car in that event. The owner must bring the written protest with fees in person. Drivers, crew members, wives, children, etc. are not eligible protesters unless they are owners of a car in that event. WE STRONGLY SUGGEST IF YOU ARE IN A GRAY AREA THAT YOU FIND OUT. QUESTIONS ARE VALUED AND APPRECIATED. DON'T ASSUME.

SECTION XIV. FORMAT

OCRS conducts all draws, Hot laps, Heat races, C-features, B-features, A-features (and dashes if scheduled). A-features are 25 laps with the exception of quarter mile tracks, which will be 30 laps (Special events may have different laps assigned to them).

Teams will draw a numbered pill for their starting positions in the qualifying heat races. For standard shows the top 12 drivers earning points in the 'passing points' system will automatically transfer to the A-feature. The balance of the field will compete in one (or more) B-feature(s).

Of the 12 drivers that earn an automatic transfer to the A-feature, the top 8 drivers in points will participate in a "redraw" for starting positions 1-8. **Top four drivers in passing points will draw positions 1 through 4 with the highest points earner drawing first, then next highest, etc. Drivers in positions 5 through 8 will then draw with the fifth-place**

driver drawing first, then sixth place, etc. The remaining balance of drivers will go straight up by their passing point totals into "A" and "B" Feature(s).

NOTE: Any member of a team will be allowed to draw (Only one draw per car).

Redraw will take place at the OCRS trailer. Top 8 drivers (or team representative) in passing points must report to the OCRS trailer NO LATER than 15 minutes after the last OCRS heat race is completed for the redraw. Only exception is when drivers are instructed to meet in a given location (such as grandstand area) to conduct the redraw (If you aren't sure if you are in the redraw you need to be at the trailer). Top point earner draws first, second draws second and so on.

NOTE: Any driver that is late for the redraw regardless of its location, will forfeit their right to draw and will be placed in order of their earned heat race passing points behind those drivers that participated in the redraw.

The four remaining A-feature 'lock-in' drivers from the heat races will be placed in positions 9-12. These positions will be lined straight up according to heat race passing points that were earned.

Tiebreakers

In the event of a tie in heat race passing points, the driver earning the points first gets the position earned. This includes a tie for the twelfth and final lock in position for the A-feature.

Examples: If Racer X and Racer Y each earn 55 points in their heat race, the driver who competed in the earlier heat race was the first driver to earn the points and thus would get the nod for the position earned. If both drivers tied in points were in the same heat race, the driver finishing ahead of the other is credited with having earned the points first.

B-Features: If 21-27 cars sign in, there will be a single B-feature with the top 8 transferring to the A-feature. The transferred cars will line up in the order they finished behind the 12 cars locked into the A-feature.

If 28 or more cars sign in, there will be two B-feature's with the top four of each transferring into the events A-feature. The top 4 in the first B-feature will line up on the inside row behind the A-feature locked in cars while the top 4 cars in the second B-feature will do the same on the outside row.

A-Feature Alternates:

In the event qualified car(s) cannot start the A feature, OCRS will allow alternates from either B-Feature(s) or outside the top 20 in heat race passing points if there is no B-Feature.

One B-Feature Scenario:

The first non-qualifying car for the A-Feature (typically the 9th place car), will be the first qualifying alternate. In the event the first qualifying alternate cannot start the A feature,

the next highest finishing car (typically 10th place) from the B-Feature, becomes the qualifying alternate (and so on).

Two B-Feature Scenario:

The driver with the most HEAT RACE PASSING POINTS between the two drivers that fall one spot short of a transfer in each B-Feature becomes the qualifying alternate. In the event there is a passing point tie among two drivers, the driver that competed in the first B-Feature is the qualifying alternate. The driver that missed the transfer by one spot in the second B-Feature is the next qualifying alternate. The third qualifying alternate is the driver in the first B-Feature that missed the transfer by two positions (if needed). The fourth qualifying driver is the driver who missed the transfer by two positions in the second B-Feature (if needed).

NOTE: It is the alternate(s) responsibility to be staged and ready. There will be NO WAITING! If the first alternate is not ready at the time the field is called to move into a push off position, it is up to the next qualifying alternate to be ready as there will be no second call for an alternate.

Any car not taking a green flag in either a B-Feature or an A-Feature will receive 10 championship points.

SECTION XV. FEE'S AND POINT FUNDS

There is a \$15 entry fee at every race. This fee is to be paid at the time of the draw. Any and all competitors that participate in an event are awarded points. These points are kept tallied till end of season for point funds and to determine a champion. You must attend 75% of scheduled races to be eligible for point fund. OCRS will have a banquet at the end of the year. You will be asked to have a photo with contingency sponsors. OCRS would like to invite you to participate with our group. We as a group will do what we can to accommodate your entry in one of our events. If you would like to conduct an event for our racing series please feel free to contact Kerry Gorby at 620-330-0485.

SECTION XVI

OCRS reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that OCRS deems necessary for the betterment and/or safety of racing, the rules may be amended and subsequent publication in the rule book in addition, pursuant to authority conferred by the promoter, may issue amendments during the racing season. Participants shall be responsible for being aware of and complying with all such amendments issued.

1. Qualifying heat races will be held at all events.
2. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race; the next lowest drawn number goes to the pole of the second heat, etc. Once pole position

in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race and will receive no passing points. Draw will close prior to drivers meeting. It is up to you to come to draw in.

3. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position. Any driver failing to draw for heat races or pack racing surface will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points.

4. A car and driver qualify as a team. Each driver can qualify only one car per race nite. No driver will be permitted to change cars after taking the green flag of his qualifying heat race.

5. OCRS will advise driver of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

6. **Starting Lineup:** We use the starting line up from the first green flag that is dropped. If you elect to the back for any reason you will not get passing points, but will get finishing position points.

7. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace, which shall be consistent with track conditions and as required to keep the field in formation. OCRS shall be empowered to disqualify or penalize any driver violating the rule.

8. A cone or chalk line will be placed on the turn four area for all double file starts. All cars must remain in proper order until the lead cars reach the point. Flagman will be instructed not to throw the green flag until then. If in official's judgment the front row cars are out of position a yellow will be displayed after the green and a warning given to offenders. Any further violations will result in the offenders being placed one row back. Any other car not in proper position may also be penalized one row.

9. On all single file starts after one lap, a cone will be placed near the flag stand. The leader must start race in the area of turn four and all cars must go outside of the cone in the proper aligned order. Leader must set a consistent pace. If a driver hits the cone, a yellow flag condition will ensue and the violating driver will be sent back 2 positions before restarting the race.

Any car(s) that pass to the left of the cone or pass cars before the cone will be docked 2 positions at the next stoppage of the race (red or yellow) AND be docked further

positions for any gained positions on the track prior to the stoppage. If the race is completed before any such stoppage occurs, those penalties will be assessed in the finishing order of the race.

10. Any car requiring a second push prior to the start or restart of race will be placed at rear.

Note: If a car goes to the rear prior to the start of a heat race, the remaining field will be criss-crossed. If a car goes to the rear prior to the start of any feature race, their row will move up straight forward. The exception being if two cars drop out from the same row, the remaining cars will be criss-crossed.

11. Any car not running at a reasonable racing speed may be subject to black flag for safety reasons.

12. No two-way radios will be allowed.

13. All cars must be in staging area and ready for that race when the field enters the track. Any car not in staging area when last stage car pulls out onto the track will be considered late and start on the back of the field. If car is late for a heat race and is required to start in the back, that car will not earn any passing points, only finishing points.

14. All cars MUST display the official decals of OCRS sponsors, OCRS decal, or any other designated sponsors to be eligible for contingency and point fund money. Cars must display decals in an undisrupted view. Decals shall be provided free of charge by OCRS.

Yellow Flag procedures

All cars stopping on a yellow will be placed on the rear of a restarting line-up. An area will be designated (usually in the pit area) for any work to be done during a yellow flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag.

Designated Work Area:

At each OCRS event, there will be a designated work area announced at each drivers meeting. Any car(s) that require service off the racetrack must go to the designated work area. Any cars not going to the designated work area (their pit area for example) may not return to the racing surface for that event.

Any cars that may be in the infield that are not a lap down during a red or yellow flag condition may go to the work area when possible. After the restart line up has been announced as proper by the scoring tower, cars that are in the work area will have a limit of two laps under yellow to complete their service and return to the racetrack. If any

cars are being pushed towards the racing surface prior to the flagman turning out the track lights for a re-start, the cars that are already moving (including those just rolling out of the work area), are allowed to return to the racing surface.

In the event an unforeseen cause keeps the track from going back to green after the two laps are up, cars may return to the track providing they are moving towards the racetrack before the flagman turns out the lights for the restart.

In cases where more than one car needs to be assisted to the work area (push truck or wrecker), teams will not be allowed to work on a car until ALL CARS needing assistance from the racetrack are in the work area. This eliminates any competitive advantages of who was taken to the work area before others.

Any violation of this rule will result in said car(s) being sent to the pits and the driver(s) will be scored accordingly at that point.

Yellow flag condition: A car going to the work area under its own power during a yellow flag condition does not have to wait for cars stopped on the racetrack (if any) to perform service.

Red flag condition: A car that goes to the work area under its own power during a red flag condition will be obligated to wait for any cars that may need assistance on the racetrack to get to the work area as such cars should NOT have been rolling on the racetrack under a red flag condition. Because of this fact, any car(s) that leave the racetrack under their own power and reports to the work area will be penalized 3 spots in the final finishing order of the race regardless if the car returns to the racetrack or not.

Note: To eliminate any grey areas, when multiple cars are in need of assistance getting to the work area, cars in the work area can not be touched in any fashion (by tool or hand) until an OCRS official has authorized work to commence. Once the flagman has turned off the track lights to begin a restart, any car(s) remaining in the work area may not return to the racing surface until the track has another stoppage. Cars at least one lap down may NOT re-enter the race at any time.

Cars coming from the work area will be placed on the rear in the order they return to the track.

Two Caution Rule: Any driver that is involved in two unassisted yellows in the same race will be dismissed from that race.

Red Flag procedures

Closed Reds

When the track comes under a red flag condition, ALL CARS are to stop as safely and as immediately as possible on the track (or the infield) so the safety personnel can get

to the accident scene in a safe manner. Cars are NOT to pass the scene of an accident.

All red flag conditions are "closed reds" meaning pit crews are NOT to come onto the racetrack surface for any reason. Violation of this rule is subject to penalizing the car who's team personnel, friends or family members came onto the track for. If the OCRS officials call for an "open red", pit crew personnel will be allowed to go to their team cars at that time. If a driver gets out of their car at any time without approval from an OCRS official, that driver is finished for that event and will be sent to the pits. Safety issues will be an exception and that call will be made by an OCRS official.

For any car leaving the racetrack under a red flag situation, please revert to the "Designated Work Area" rule for information regarding this act.

Cars that change any tire under a red flag condition (open or closed) will be placed at the rear of the restarting lineup.

A race is not considered completed until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment. The lone exception is for the first car that takes the checkered flag as that car is declared the winner.

It shall be the decision of the flagman and OCRS as to what cars the flags were displayed for, and their decision is final.

Restarts

All restarting line-ups will be single file after one lap with any lapped cars being placed in line-up.

If there are 5 or fewer laps remaining in the A-Feature, ALL lapped cars will be moved to the rear of the field while retaining their running order from the red or yellow flag condition that stopped the racing action.

Suspensions and Fines

1. OCRS and authorized representatives may on his own or by information in a report from a track official, levy a penalty or fine upon any individual for conduct deemed unsportsman-like or not being in the best interest of OCRS. The OCRS Director or his authorized representative shall have the authority to approve or disapprove any person and/or car for competition. Further, he shall have the authority to have removed from the premises, any person or persons for conduct that in his opinion, is detrimental to the best interest of OCRS and further, may hold any and all earnings of the person so charged, until such time as the President has determined whether or not a monetary One shall be assessed against the person so charged

2.The President and his authorized representative shall in form the individual so charged by written notice explaining both the charge and the penalty.

3. Penalties authorized shall range from a fine between \$50 and \$5,000 and / or a suspension ranging from one racing event to permanent suspension.

Earned Points and Passing Points

Championship point standings are determined as follows.

Heat race finish will earn points as follows

16-15-14-13-12-11-10-9-8-7

B feature(s) will earn points as follows

30-29-28-27-26-25-24-23-22-21-20-19-18-17-16-15-14-13-12-11 (Top eight finishers transfer to A feature and will not earn B feature points unless you do not start A feature).

A feature will earn points as follows

89-86-83-80-77-74-71-68-65-62-59-56-53-50-47-44-41-38-35-32-29-26-23-20

Drivers who do not start a feature race (A or B) will receive 10 championship points.

Passing points are earned in heat races to determine feature lineup order. Passing points are earned as shown in table below.

Passing Point Scale

Finish	Start	1	2	3	4	5	6	7	8	9	10	11	12
1		100	105	110	115	120	125	130	135	140	145	150	155
2		91.5	93	98	103	108	113	118	123	128	133	138	143
3		83	84.5	86	91	96	101	106	111	116	121	126	131
4		74.5	76	77.5	79	84	89	94	99	104	109	114	119
5		66	67.5	69	70.5	72	77	82	87	92	97	102	107
6		57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
7		49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
8		40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
9		32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
10		23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
11		15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
12		6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23