



## 2012 OSCAAR Rules & Procedures

### OSCAAR Mission Statement

OSCAAR (Ontario Stock Car Association for Asphalt Racers) is a non-profit organization whose membership is made up of drivers and car owners who compete in OSCAAR-sanctioned events. This club was founded with the express goal of being the fastest division of Stock Cars in Ontario. OSCAAR's objectives are to attract the best race teams in Ontario and maintain an organization whereby all drivers and teams are treated equally, fairly and with respect. OSCAAR strives to provide the best racing entertainment for race fans and appreciates their support.

### Membership Fees

The cost of an OSCAAR membership is \$300.00. For anyone wishing to compete in one event, the fee is \$100.00.

### General Rules

OSCAAR has implemented the following general rules that apply to all of its members, drivers, car owners, crews and officials.

1. All drivers must be registered 30 minutes prior to the scheduled drivers' meeting. Failure to do so will result in starting scratch for both heat races.
2. Drivers' meeting is mandatory. All drivers must attend the drivers' meeting with one member of their race team. *Failure to attend the drivers' meeting will result in starting all heat races from scratch position.*
3. All cars must go through tech. Tech will close 30 minutes prior to the drivers' meeting. *Any cars that have not been cleared by that time will result in starting all heat races from scratch position.*
4. All cars must come to tech and cross the scales at their proper weight requirement. If not, the car will not be cleared and the driver must re-present his car for tech. The driver must be sitting in his seat in an upright position with hands on the steering wheel to obtain the proper left side percentage weight.
5. To qualify for an OSCAAR feature event, the driver must compete in at least one heat race.
6. Rainouts: Every attempt between OSCAAR Officials and visiting Track Management will be made to re-schedule events that are rained out.
7. A driver may switch to another car, however, it must be before the cars go onto the track at the start of the feature (e.g. you may not switch if there is a crash on the opening lap). The borrowing driver must start scratch unless he has previously qualified the borrowed car. Points will be awarded to the driver.
8. The use of Raceceivers is mandatory for the 2012 race season. All teams must purchase a Raceceiver directly from the series or they may choose to rent a unit. Any team refusing to use a Raceceiver will not be permitted to compete.

## Qualifying Procedures

1. Each driver must register with the OSCAAR officials at least 30 minutes prior to the drivers' meeting as registration will close 30 minutes prior to the drivers meeting. If a driver fails to register they will be starting scratch for the two heat races.
2. At the time of registering each driver will draw a number, which will determine the first set of heat race line ups. For example the driver that draws number one will start pole for the first heat, number two will start pole for the second heat, number three will either start second in the first heat or pole for the third heat if required.
3. Fields of over 20 cars will automatically have three sets of qualifying heats.
4. The starting order for the second set of heats will be the reverse of the starting order of the first set of heats.
5. Each driver will earn qualifying points in the heat races based on the OSCAAR point system.
6. The top point earners from the heats will then be eligible to enter the redraw for their feature starting position. The number of drivers eligible for the redraw will be half of the field for that night with a maximum of twelve cars.
7. The redraw procedure for the top drivers will be as follows. Half of the designated numbers will be placed in a bag and starting with the top qualifier numbers will be drawn. The number drawn will indicate his feature starting position. This will continue until all drivers in the top half have drawn a number. The balance of the chips will then be placed in a bag and the second half of the drivers will draw for their starting position (eg. Twelve drivers are eligible for the redraw. The top six qualifiers will draw for positions 1-6 and the second half will draw for positions 7-12). In the event that two drivers are tied in the qualifying points, OSCAAR will revert back to the driver sign-in sheet and the number drawn at that time, with the lowest number getting to draw first. This will also apply in the case where two or more cars are tied for the final qualifying position, the driver with the lowest draw will get to enter the redraw.
8. The balance of the field will be lined up based on qualifying points earned starting with the next place driver to twenty fourth place.
9. In the event that there are more than 24 cars in attendance, then the top 18 cars will qualify through earning heat race points. The balance of the field will then have to run a "B main". The length of the B main will be 10-15 laps depending on the track. Cars will be lined up according to heat race points, starting with highest and going to lowest. The top four finishers from the B main will qualify automatically for the feature. Their starting positions will be 19<sup>th</sup>-22<sup>nd</sup>. The final two starting spots will be filled by the two highest cars in the current point standing that have yet to qualify for the feature event. At tracks ½ mile and bigger, the maximum starting field will be 26 and the same procedure will be used to determine the starting field.
10. All cars that do not qualify for the feature event will receive 20 show-up points.
11. All heat races will be ten laps in length and each feature event will be fifty laps. The Don Biederman Memorial Race will be seventy-five laps in length.

## Race and Restart Procedures

1. All original starts will be double-file. Drivers are to accelerate out of corner 4 as the green flag is waved. There will be NO passing of any cars before the driver crosses the start/finish line. Any car jumping the start will be penalized 2 positions for every car passed. Penalty will be assessed at the next caution or at the end of the event if there are no cautions.
2. *Complete Restart*: First lap accidents in all races will be a complete restart. All cars will be restarted in their original position except those involved in the accident, which will restart at the rear of the field. This applies in all complete restarts.
3. All restarts will be double file formation. Leader has the option of restarting inside or outside the front row. All involved cars will have to restart at the rear of the field.
4. If a driver is not restarting in the proper fashion they will be penalized two positions at the next caution period or at the end of the race if no further cautions occur.
5. When the caution flag is waved the restart will be based on the last completed lap of racing.
6. If the caution flag is shown after the leader has taken the white flag the race will attempt one time to restart the race with a green, white, checkered finish, if a second caution flag is shown the race will finish and will be scored based on the last completed green flag lap except for those cars deemed involved which will be scored at the rear of the field.
7. If a car goes to the pits during a caution period, they will be restarted at the rear of the field.
8. A lucky dog designation during each caution period will be awarded to the first car one lap down. In the event that car is involved in the caution, no lucky dog award will be given. The lucky dog recipient will restart at the tail end of all lead lap cars. All other cars one or more laps down will continue to restart at the tail end of the field. The same driver will only receive the lucky dog once during a heat race and twice during the feature event.
9. If a driver instigates three cautions in one feature or heat race, he will be automatically black flagged for the remainder of that race. If the yellow is brought out due to mechanical issues, it will not count against the driver. If a driver uses up his three chances, for the following event that driver will only receive two chances. If those two chances are used, the following event he will have one chance. If after the first offense, the driver goes a week without being black flagged, he will again be given three chances.
10. The Race Director may at any time deem it necessary to have single file restarts.
11. For any event longer than 50 laps, it is the responsibility of each team to ensure that their fuel cell is large enough. Under no circumstances will OSCAAR stop a feature event to allow refueling.
12. Red Flags: When the track is under a red flag condition, all competitors are required to stop as quickly and as safely as possible. If any competitor's car moves in the pits or on the racing surface while the red flag is displayed, automatic disqualification will result. Teams that are working on repairs prior to the red flag must stop repairs until the red flag is removed. Failure to do so will result in automatic disqualification.
13. Black/Meatball Flags: Drivers given the Black or Meatball flag(s) for mechanical concerns will be given two (2) laps to report to the pits to seek consultation regarding the flag. The tech director MUST ensure that the car is safe before re-entering the racetrack at the next caution period. Failure to do so will result in immediate disqualification, loss of any points for the event, and receiving tow money only.
14. If the black flag is given for rough driving, the driver will be disqualified from the event, will receive tow money only, and lose all points for the event. Once a driver has been given the black flag the car is no longer being scored.
15. *Ignoring* the black flag will also result in disqualification, receiving tow money only, and loss of all points for the event.
16. **Restart box was not utilized in 2011. OSCAAR reserves the right to revert back to this procedure if necessary.**

### **Involved Cars**

1. All cars involved in a caution period will restart at the rear of the field.
2. If the track is blocked by an accident and a driver is required to spin to avoid the accident, and makes no contact with any other car, that driver will get his spot back for the restart. If contact is made with any other car then you will be deemed involved and have to restart at the rear of the field.
3. If a driver spins another car, the caution flag will be shown and both cars will be restarting at the rear of the field.
4. If you are involved in an accident and then act in retaliation, you will be disqualified automatically.
5. If you are an involved car and you are required to leave the track you will be given two – three laps from the time you leave the track to return, you will then be lined up at the rear of the field.
6. You cannot re-enter the track once the race has been restarted. Drivers can re-enter under the next caution period. If OSCAAR has the use of a pit road, a driver may re-enter under green conditions.

### **Post-Race Tech Procedures**

1. Following each heat race the top three finishers are required to report to the tech area.
2. Following a feature event, the top 5 drivers must report immediately to the tech area. Under no circumstances will a driver go to their pit first. Doing so will result in an automatic disqualification and loss of any money and points for the event.
3. The OSCAAR Tech Director reserves the right to do tech procedures on any car following the feature event.
4. Any driver not co-operating with the OSCAAR Tech Director will be disqualified, resulting in loss of money and points for the event.

### **Driver/Cockpit Devices**

1. Shocks-Open but may NOT be adjustable from the cockpit.
2. Traction Control – No operator controlled, radio controlled, computer controlled or automatic traction control devices or ignition re-tarder devices.
3. NO cockpit, panhard or sway bar adjustment devices.
4. ONE wedge-adjusting device on one wheel only permitted.
5. Brake bias adjustment device is permitted.

## **Conduct Rules**

1. The consumption of alcohol or the use of illegal drugs, by any driver or crew member prior to the completion of the feature event will not be tolerated. Infraction of this rule will result in the automatic disqualification with no points or money being awarded for that night. Anyone caught consuming alcohol or using illegal drugs during an event will be fined \$200.00.
2. All drivers and crew members shall act responsibly at the track. No driver, car owner, mechanic or crew member shall subject any track official or OSCAAR official to abuse, ridicule or improper use of language. Abuse of a track or OSCAAR official considered to be offensive will result in the automatic disqualification with no points or money awarded.
3. Fighting or acts detrimental to racing: any driver, car owner, crew member or anyone engaging in a fight shall be subject to automatic disqualification with no points or money awarded. Depending on the circumstances, OSCAAR reserves the right to assess further penalties such as a bond or suspension.
4. No individuals, representatives or groups will be recognized in any discussions or dispute unless the driver is registered.
5. Any driver who demonstrates erratic or hazardous driving will start in the scratch position or when warranted be removed from competition.

## **Official Finish and Protest System**

The feature finish will be deemed “Official and Final” twenty minutes after the finish has been posted on the OSCAAR Scoreboard. Once the feature finish has been posted, any OSCAAR competitor that has a discrepancy/grievance with the finishing order, or any other scoring matter which occurred during the feature event, will have twenty minutes, to place their protest “*in writing*” and submit it to the OSCAAR Race Director. All protests must be submitted and signed by a registered OSCAAR driver. A protest submitted by a team member will not be accepted. Any arguments/concerns or protests not submitted within the “twenty minute window” will have no merit, and will not be heard.

The submitted protest will be reviewed and a resolution will be sought out as soon as possible. If the submitted grievance is found to be of a nature that cannot be resolved within a reasonable time period, then all competing drivers will receive their points and money at the following OSCAAR event, in order to allow adequate time for the Board of Directors to make a fair and reasonable decision.

Official Protest Forms will be at each and every OSCAAR event, available at the registration table from any OSCAAR Official.

# Points System

## Heat Race Points

<b>Order</b>	1	2	3	4	5	6	7	8	9	10
<b>Points</b>	7	6	5	4	3	2	1	1	1	1

If there are more than 10 cars in a heat race, then each additional position will receive 1 point: 11th = 1 point, 12th = 1 point, etc.

## Feature Race Points

Order	Points
1	60
2	57
3	56
4	55
5	54
6	53
7	52
8	51
9	50
10	49
11	48
12	47

Order	Points
13	46
14	45
15	44
16	43
17	42
18	41
19	40
20	39
21	38
22	37
23	36
24	35

If there are additional cars in the feature race then the reduction of 1 point per position would still apply: 25th = 34 points, 26th = 33 points, etc.

## Bonus Points

One bonus point will be awarded to each driver who leads a lap in the feature event. One additional bonus point awarded to the driver who leads the most laps in the feature event.

## Rookie Points (Feature Event)

<b>Order</b>	1	2	3	4	5
<b>Points</b>	5	4	3	2	1

# OSCAAR Tech Rules

All tech rules are up to the discretion of the OSCAAR Tech Director. OSCAAR reserves the right to adjust weights or race format in order to maintain the level of competition.

## Appearance

Cars must maintain a minimum appearance level (feedback will be given where required).

## Body Rules

OSCAAR will utilize the outlaw body style.

### Outlaw Body Specifications

1. Exterior body material used may be steel, plastic, aluminum, fiberglass or any combination thereof.
2. Manufactured nose ie. Howe, 5 star ARP after 1985/86 model.
3. Front spoiler and body clearance must be a minimum of 3" off the ground.
4. The body must have a minimum height of 45", measured at a point 10" back from the front windshield.
5. Roof must measure 38"L x 45"W; width is measured at a point 10" back from the front windshield. Roof may taper to no less than 39" at rear window.
6. All cars must have full front windshield and rear window.
7. Windshield must be minimum of 1/8 (.125) thick LEXAN. One center windshield strap mandatory on front windshield.
8. If side windows are used, a minimum of 22" clear opening side window cannot be enclosed. Approved window net is mandatory.
9. Rear bumper specifications are as follows: Rear bumper must be 72" wide and 14" maximum from the ground.
10. Rear panel must be 14"H x 72"W of material. Panel placement must be vertical. Tech director will determine if angle is too severe.
11. Rear overhang maximum 46" from centre of rear axle.
12. Body 82" maximum width as measured over front wheels, taper to 76" at rear axle, 72" at rear bumper, with maximum width of 86" at nose tips.
13. Two 1" fins on roof or one 2" fin allowed, extending across rear window to deck lid. Minimum roof width 45".

### Late model Template Cars

OSCAAR is allowing template bodied Late Model cars to compete in the series on a limited basis. Competitors using the 400 hp crate motor will comply with the weight rules set out in the rules. Competitors using built cast motors will comply with the weight guidelines set in the rules. All competitors will ensure car meets all ride heights, spoiler heights, weights and percentage. Teams must run the Hoosier/American Racer tire as specified in the rule book. Drivers will be required to become an OSCAAR member and have a fully paid membership.

Drivers will be allowed to compete in 3 events with the template body. After that teams must convert their cars to the outlaw body specifications

Drivers will not be allowed to compete in their home series as well as OSCAAR on the same night

## **Spoiler Specification**

1. Spoiler must measure 9"H x 72"W, measurement to be taken from deck lid. Maximum 9" of material permitted.
2. 1" rear lip maximum permitted.
3. Spoiler to be supported by 3 rods, made of rounded material (no lexan). No side pods.
4. 44" top to ground maximum.
5. LEXAN or other clear material only.

## **Chassis**

1. Chassis and suspension must be North American built or manufactured. All chassis must have side rails outside the driver's seat. Roll cage must be welded to these rails. Frame rails must measure 10" in perimeter (2 X 3 or 2.5 X 2.5 tube allowed). Minimum wall thickness .090. Front and rear clips may be .060 materials. Offset and coil over chassis allowed.
2. Roll cage must be constructed of no less than 1 3/4" outside diameter steel tubing with a minimum wall thickness of .090. No aluminum, exhaust tubing or other soft metals allowed. The complete roll cage must be electrically welded. Welds may not be ground smooth. Tack welds and brazed joints are not allowed. All joints require a gusset with minimum of 1/8 (.125) thickness or plate in the drivers door. No angle or square tubing allowed. The front and rear roll bars must be connected at the top and bottom on both sides at the seat height. A minimum of four (4) horizontal bars on the left side and a minimum of three (3) bars on the right side, with two (2) vertical bars between each horizontal bar. The outer roll cage uprights, minimum of four (4) must be welded to the frame rails.
3. No center steering wheel allowed. Steering wheel must be padded.
4. Rear ends may be quick change. Full floating rear axles are required. Aluminum axle tubes allowed (no open tube rear ends allowed). Gear ratio optional. (*drain plugs must be wired*)
5. Four wheel hydraulic brakes must be in good working order at all times. Metallic brake linings are recommended. No electronic traction control.
6. Two (2) hoops must be installed on the driveshaft (1 at each end). Hoops must be steel and 1/4" X 2.00 wide with the front hoop completely encircling the driveshaft. Must be painted white with car number on it.
7. All ballast weights must be painted white with car number on it.
8. Minimum wheelbase is 102".
9. Any type of radiator is allowed.

## **Drive-Train**

1. Any type of Flywheel allowed.
2. Any type transmission and clutch allowed (drain plug must be wired).
3. Aluminum Bell housing is allowed for triple disc clutches. Rear transmission mount is recommended when using aluminum bell housings.
4. Racing type scattershield bell housing is required if running a single disc clutch.

# Engine Rules

## General

1. Any North American V-8 engine.
2. Maximum cubic inch displacement of 460.
3. Dry Sumps allowed. (Drain plugs must be wired)
4. *Cast iron blocks only.* (No aluminum blocks)
5. Centre line of the crankshaft to the ground must be a minimum of 10".
6. Engine set back: All engine makes are entitled to a 4" setback. Measurement taken from the center of upper ball joint back to the foremost spark plug.
7. Maximum compression is 13 to 1.
8. No SB2 engines allowed

## OSCAAR Spec Engine (Non-Roller Cast)

1. All general engine rules apply.
2. OEM cast iron heads only + cast; Manufacturers:
  - o Chevrolet SB.: Dart Iron Eagles, Sportsman II & Bow-Tie
  - o Ford: N351's, GT40 & World Products Windsor or Windsor JR.
  - o Mopar: W-2
3. Pro cylinder / Racing heads: the following part number have been approved :
  - o part# 223200020 Pro 23 Deg as cast 72cc Chamber 224 Runner
  - o part# 223200035 Pro 23 Deg as cast 72cc Chamber 235 Runner
  - o part# 223400020 Pro 23 Deg as cast 64cc Chamber 224 Runner
  - o part# 223400035 Pro 23 Deg as cast 64cc Chamber 235 Runner
4. Any other cast iron heads without prior approval from OSCAAR must compete under the non-spec engine rule.
5. No porting or polishing allowed but bowl work is allowed (grinding marks must not extend into the intake port or exhaust port area). (*no port matching*)
6. Flat Tappet Camshaft only. No Mushroom or Roller Lifters. No oversize lifters.
7. Aluminum intake manifolds allowed (porting allowed intake only)
8. One four barrel carburetor maximum 800 CFM. (No. 4500 series, dominators)
9. If a 10.5 to 1 compression ratio version of this engine is used, a 150 lb weight break is given.
10. Spec engine may have to remove intake and headers for inspection.
11. Spec engines with a compression ratio over 10.5 to 1 up to 13 to 1, will be allowed a 75lb weight break.

## **400 hp GM Crate Motor-GM part # 88958604**

For teams wishing to run this motor, the following rules and specs are the approved changes:

1. 1.6 Rocker
2. Small Balancer SFI approved
3. 6 ½” oil pan CP106LTRB pickup #10111SB or 106SB
4. Stock out of the box 650 CFM 4 barrel Carburetor
5. 6600 RPM Chip
6. Weight including driver 2575 lbs.
7. Engine height 11.5” from ground

The ignition box / rev limiter **MUST** be mounted on the right side of the dash out of the reach of the driver.

Stefko Engines is the OSCAAR approved crate motor rebuilder. It is highly recommended that teams have Stefko Engines inspect and seal your motor. Teams without the seal maybe required to be tubed and whistled at OSCAAR’s discretion

OSCAAR also reserves the right to adjust the weight at anytime in order to maintain a level and fair playing field. All weight adjustments will be approved by the current OSCAAR executive.

### **Claim Procedures**

Teams running this engine package must understand that their motor may be claimed. The claim price will be \$7500.00 Canadian dollars. A driver wishing to claim a motor must have the price in cash or valid money order and be presented to the president of OSCAAR within 5 minutes after the feature is finished. No personal cheques will be accepted.

Teams running this engine may also have their 650 cfm carb claimed. The claim price will be \$1100.00 Canadian dollars. Drivers will have 5 min after the feature to declare the claim, and the claimer must use the claimed carb the following week.

In order to claim a motor or carb a driver must have a fully paid membership and have competed in that night’s feature event. The driver must have been in attendance at 90% of the events in the 2011 season.

If the motor is claimed, the claimer will receive the motor as shipped from GM, rocker, balancer and oil pan. The price also includes a \$250.00 labour charge.

If the team fails to acknowledge the claim made against their motor or carb, their OSCAAR membership will become null and void for the balance of the 2011 season.

If a driver claims an engine, that driver **MUST** run the claimed engine in the following event. If a driver fails to comply they will face sanctions from the current OSCAAR executive that may include loss of points and money or suspension.

No engine or carb can be claimed until it has been in OSCAAR competition for a minimum of three weeks.

OSCAAR reserves the right to adjust the claim price as the prices increase / decrease on parts. If the claim price changes all teams will be notified in writing.

### **McGunegill Engine**

The following spec motor from McGunegill Engine Performance has been approved for competition in OSCAAR

Engine Part # **GM-EQUALIZER –LM, GM-EQUALIZER-JR**

Engine must be purchased from McGunegill Engines in Muncie, Indiana. The engine must have all factory seals in place and must not be tampered with. If the engine needs freshening or other work done to it which requires the seals to be broken, IT **MUST** go back to the manufacturer. When returned all factory seals will be in place.

The ignition box / rev limiter must be the sealed box that comes with the engine. The box must be mounted on far right side of dashboard out of the drivers reach when in the driver's seat. Maximum RPM 7200 (383 cubic inch).

The sealed 750 cfm 4 barrel carb that comes with this engine package must be used. All seals must be from factory and not tampered with.

If at anytime the seals on the motor, ignition box or carb are discovered to be tampered with the driver must run under the OSCAAR aluminum head rules.

Total weight of cars using this motor will be 2740lbs.

OSCAAR reserves the right to adjust the weight at anytime in order to maintain a level and fair playing field. All weight adjustments will be approved by the current OSCAAR executive.

## Non-Spec Engine (Non-Roller)

1. All general engine rules apply.
2. Any engine that does not meet the above OSCAAR engine rule (e.g. aluminum heads, roller cams, ported cast iron etc.) may race with a 390 CFM carburetor or a restrictor plate (provided by OSCAAR).
3. A non-spec engine with a compression ratio 9.5 to 1 and under will be allowed a 75 lb weight break.

## 390 Carburetor

1. Stock Holley 390 hp series carburetor out of box.
2. Any 390 carburetor that is equivalent to an HP series carburetor.
3. Body of carburetor: No polishing, grinding or drilling.
4. Boosters: May not be changed, but may be aligned. Size or shape must not be altered. Height must remain standard.
5. Venturi: Venturi area must not be altered in any manner. Casting ring must not be removed.
6. Baseplate: Must not be altered in shape or size, must remain stock.
7. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
8. Throttle Linkage: May be changed.
9. Car must still weigh 8 lbs. per cubic inch.
10. OSCAAR reserves the right to tech any competitors 390 carburetor to these specs on any given night. All tech inspection on carburetors is at OSCAAR's discretion and all decisions made will be at the discretion of the OSCAAR Tech Officials. All decisions made by the OSCAAR Officials will be based on comparisons during tech inspection of a competitors 390 carburetor to the specs listed below. All the information in the following table was obtained directly from Holley.

OSCAAR Holley 390HP (80507-1)-Quality Check 80507 & 80507-2 (R) part# for Venturi's

<b>R80507-1AA</b>				
Main Body Machine Number	Primary Venturi Approach Diameter	Primary Skirt Diameter	Secondary Venturi Approach Diameter	Secondary Skirt Diameter
6R7887	1.060 – 1.064	1.740 +/- .003	1.060 – 1.064	1.740 +/- .003
Booster Venturi's	Thru Hole Diameter	Overall Length	Outside Diameter	Booster to Main Body Assembly
45R312R		0.72	.614 – .618	Use Booster Gage
45R107-1	.125 +/- .005	0.72	.614 – .618	#1
Throttle Body Machine Number	Primary Bore Diameter	Secondary Bore Diameter		
12R11217	1.4365 – 1.4385	1.4365 – 1.4385		
Primary Throttle	Outside Diameter	Slab Thickness		

Shaft		Dimension		
10R1576	.3685 – .3695	.140 +/- .005		
Secondary Throttle Shaft	Outside Diameter	Slab Thickness Dimension		
10R3271	.3695 – .3715	.140 +/- .005		
Primary Throttle Plate	Thickness Dimension			
9R327	.060 – .063			
Secondary Throttle Plate	Thickness Dimension			
9R328	.060 – .063			

## Weight

1. All weights mentioned *include* driver.
2. Maximum 60% left side weight – *Zero Tolerance*
3. 8 lbs. per cubic inch.
4. Minimum weight 2650 lbs.
5. 60 lbs. allowed for spent fuel after feature race to meet minimum weight only. For races that are longer than 50 Laps OSCAAR tech reserves the right to adjust the spent fuel allowance. Teams will be advised prior to any such events of any changes.
6. Fuel allowance may be deducted off minimum weight
7. **Spec or Cast Motors**
  - **Option #1:** OSCAAR Spec motor rule remains the same as previous years.
    - Eg: A 355 cubic inch 10.5 :1 compressions cast motor would weight
    - 355 x 8lb (per cubic inch)= 2840lbs – 150lbs = **2690 lbs**
  - **Option #2:** OSCAAR Cast motor with a roller cam
    - Eg: A 355 cubic inch 10.5:1 compression cast motor with a roller cam
    - 355 x 8lb(per cubic inch)= 2840lbs – 100lbs = **2740 lbs**
  - **Option #3:** OSCAAR Cast motor with roller cam and high compression
    - Eg. A 355 cubic inch cast motor with high compression and roller
    - 355 x 8lb (per cubic inch) = 2840lbs – 50lbs = **2790 lbs**
8. **Aluminum Motors**
  - **Option #1:** Aluminum Motor low compression motor under the current engine guidelines
    - Eg: A 355 cubic inch with a compression ratio of 9.5 :1 and under
    - 355 x 8lb (per cubic inch) = 2840 – 100lb = **2740 lbs**
  - **Option #2:** Aluminum Motor with a compression over 9.5 :1
    - 355 x 8lbs (per cubic inch) = 2840 – 25lb = **2815 lbs**
  - Note that all *aluminum motors* must run a *390 carburetor* that meets the OSCAAR specs, or a *restrictor plate* issued to you by OSCAAR.

## **Mufflers**

1. Mufflers are mandatory.
2. Mufflers to have a decibel reading of 98 or less.
3. Muffler must remain stock and cannot be altered in any manner.
4. Any headers allowed.
5. \*\* There will be no exceptions to these rules, zero tolerance \*\*

## **Ignition**

1. Batteries must be securely fastened, out of the driver's compartment.
2. Any ignition allowed.
3. All cars must be self-starting. A solenoid must be installed. No voltage directly from the battery to the starter.

## **MSD Claim Procedure**

In order to self police traction control in OSCAAR, a MSD claim procedure is going to be in place. The claim price will be based on the replacement cost for the model of MSD box that the team runs. OSCAAR will have a current parts catalogue on hand at each event. A driver wishing to claim a MSD box must have the claim price in either cash or a valid money order and be presented to the OSCAAR president within 5 minutes after the feature is finished. No personal cheques will be accepted.

If the team that the claim is being presented to runs 2 MSD boxes the claimer will have the choice of boxes to claim. If they wish to claim both then the price will be double.

In order to claim a MSD box a driver must have a fully paid membership for the 2011 season and have competed in that night's feature event. The driver must have been in attendance at 90% of the events in the 2011 season.

If the MSD is claimed, the claimer will receive the box along with all the wiring up to 8 inches from the box if hard wired or up to the quick connect pertaining to that box. A \$75.00 labour charge will be added to the claim price.

If the team fails to acknowledge the claim made against their MSD, their OSCAAR membership will become null and void for a period of 12 months starting at the date of the claim.

## Interior

1. Interior of the body must be a minimum of 20 gauge steel around the driver's area (steel driver's compartment from the center of the drive shaft to the driver's door and from the firewall to behind the driver's seat), and the remaining area minimum of .040 aluminum.
2. OSCAAR recommends that all drivers use the Hutchins Device.

## Safety

1. The seat supports and seat belts must be part of the roll cage. All bars in the immediate area of the driver must be padded. All roll cages to meet Technical Officials Inspection.
2. Driver's seat must be an approved aluminum racing seat with a headrest. Headrest must be able to withstand a minimum amount of force and meet Technical Officials Inspection. *No fibreglass seats*. Thickness of material to be minimum of .125 thick.
3. Safety belts must be quick release type with a minimum 3" lap belt, two (2) 3" shoulder belts and a crotch strap. O.S.C.A.A.R. mandates that all competitors have seatbelts with a date tag no older than 2 years.
4. An approved fuel cell, securely fastened behind the driver's compartment is mandatory. Fuel cell is to be mounted no lower than 8 inches, measured from ground to bottom of fuel cell. Maximum capacity of twenty-two (22) U.S. gallons. *A fuel shut off valve is recommended*. It must be accessible to be shut off by the driver or safety people and must have the *on & off* positions identified. Safety hoop for the fuel cell must be 2" below the bottom of the fuel cell.
5. OSCAAR recommends a minimum extinguisher rating 5A10DC mounted within driver's reach (not under front seat) with a vehicle bracket. Must have current hydrostatic test sticker and inspection tag with current year and inspector's signature.
6. No electric fuel pumps allowed.
7. Fuel lines running through the driver's compartment must be encased in a additional steel tube with a minimum wall thickness of .190 (e.g. extra strong seamless pipe). *No copper lines and no neoprene*. Only steel fuel filters allowed.
8. OSCAAR mandates that helmets **MUST** have a minimum 2005 Snell rating.
9. The following safety recommendations are strongly encouraged:
  - Fire suits in good shape with no rips or tears or duct tape
  - The use of racing gloves (mandatory for Delaware Speedway event)
  - Some form of neck collar, Hans device, Hutchens device or some other form of neck support
  - Padded steering wheel hub
  - Roll bars padded in drivers cockpit
  - Metal between door skin and roll bar
  - On/off switch and fuel shut off switches labeled and in approximately same location on each car.

# Tires and Wheels

1. Mandatory Spec Tire options for 2011:
  - Hoosier 1030 Compound – left side
  - Hoosier 1040 Compound – right side(Available from Bicknell Racing Products)

or

- American Racer EC11 Compound – left side
  - American Racer EC21 Compound – right side
- (Available from Grisdale Racing Products)

Tires will not be available at the track. Each team is responsible for obtaining their required tires for each event directly from Bicknell Racing Products or Grisdale Racing Products.

All teams are permitted 4 new tires per night maximum and must register tires with the OSCAAR Tech Inspectors prior to running in any race. Teams are not permitted to bank tires. Teams must choose which brand of tires they wish to use for each event (must run same make in practice, heats, and feature). In the event of a flat, a team must replace the tire with the same make. Should an unregistered tire be used, the car will be scored in last place. Exceptions to the 4 Tire Rule: Teams are permitted to register 8 tires by the same manufacturer at the first event and 6 tires by the same manufacturer for all 75 lap feature events.

2. Steel stock car racing wheels only, with a maximum bead to bead width of 10".
3. Safety studs & hubs only.
4. Tire soaking is not permitted. Tire softener, conditioner, or any other substance to treat tires is not permitted. Use of solvents to enhance tire performance is completely prohibited.
5. The top three finishers will be checked following the feature, with a series approved durometer. The series durometer shall be the official reading.
6. Tires will be checked with a series approved durometer.
7. Series durometer is the official reading.
8. Any car(s) running additional laps, running through water or in dirt after a feature race will be deemed to have illegal tires.
9. Any tampering with tires will result in immediate disqualification and loss of points and money earned.
10. Tread Width: tread width is 67" center to center of the tire.

## **Decals**

1. OSCAAR reserves the top of front windshield, and forward 25% of the door up to and including the front fender. This area is reserved for contingency sponsor decals. Layout will be dictated by OSCAAR.
2. To earn contingency awards, driver must be an OSCAAR member, with membership paid in full, and carry contingency sponsor decal(s) on front fender area from rear of front tire to car number on both sides of the car. Driver/Owner does not have to carry contingency sponsor decal(s) on car but will not be eligible for any and all contingency awards.
3. Placement of contingency sponsor decal(s) anywhere else other than on front fender area from rear of front tire to car number on both sides of car may result in forfeiture of any contingency award(s) the Driver/Owner may earn.
4. Driver/Owner is asked to place only contingency sponsor decal(s) on front fender area.

## **Numbers**

1. Numbers must be 20" high X 4" wide, on both doors and on the roof using paint or decals (bottom of the roof number should be on the right hand side of the car).
2. Number must be in contrast to car body.
3. It must be readable from the control tower.
4. A 4" high number is required on both front and rear light coverings, both sides.
5. It is also recommended a 4" number be run on the top of the windshield, opposite the drivers side.
6. Aside from grandfathering a few existing car numbers that already have letters, letters will no longer be used in numbers.
7. Previous numbers will be available until February 1 of each year. As of February 1 of each year, all car numbers not yet assigned will be available for issuance, with the 1st option going to the original owner.

## **Constitutional By-Laws of OSCAAR**

### **By-Law No.1**

The club will be run by an elected President, Vice-President, and a Board of Directors, consisting of a maximum of nine (9) members.

The President, Vice-President, Second Vice-President, and Secretary-Treasurer's term of office shall be three (3) years. At the end of the three (3) years in office, the before mentioned positions must have newly elected officers. The previous officers may run for re-election to any of the positions.

The Board of Directors term of office will be one (1) year. At the end of the one (1) year term, elections will be held to elect new members to the Board of Directors. Former Board members may run for re-election. To be eligible for any of these before mentioned positions, you must be a PAID Member of O.S.C.A.A.R. or be affiliated to an O.S.C.A.A.R. car or registered driver.

## **By-Law No.2**

A Recall System shall be in place to recall any or all of these elected members. The Recall System is in place in case the membership becomes concerned with the direction the Board is taking on behalf of the club. To recall any or all of the Board, the following procedures must be met:

A petition requesting a recall meeting must be presented to the acting President. The petition must be signed by 70% of the members. At this recall meeting, PAID members only may attend. After all charges are discussed, the membership must vote by secret ballot to determine if re-election must be held.

## **By-Law No.3**

All rule changes will be made by the elected members based on input from the membership, with the exception of those rules which are part of OSCAAR's constitution. The rules which form part of OSCAAR's Constitution can only be changed by secret ballot vote by the membership. The vote must be carried by a 70% margin (For rules which are part of the O.S.C.A.A.R. Constitution. Refer to By-Law No.4).

## **By-Law No.4**

- Any North American engine, 460 cubic inches maximum.
- Cast iron cylinder heads only.
- Intake and exhaust ports must remain stock size.
- No grinding marks.
- Bowl work allowed, but must not extend into ports.
- Combustion chamber work allowed.
- Flat tappet camshaft only.
- No mushroom lifters or oversize lifters allowed.
- Maximum compression ratio 13 to 1.
- Maximum carburetor size is 800 C.F.M.
- O.S.C.A.A.R. 10.5 to 1 spec engine receives weight breaks.

**NOTES: IN THE SPIRIT OF EQUALIZING COMPETITION, CHANGES MAY BE MADE TO THESE RULES AS REQUIRED. All DRIVERS, CAR OWNERS AND/OR TEAMS WILL BE ADVISED OF ANY RULE AMENDMENTS IN WRITING.**

Noncompliance with the specifications outlined herein may subject violating driver, car owner, chief mechanic and/or team(s) to disqualification, loss of points and earnings for that race and may subject themselves to an immediate and indefinite suspension and/or fine.

All decisions by OSCAAR tech will be final. All rules are subject to the interpretation and judgement of the OSCAAR officials in charge. All equipment not governed by the rules below is to be submitted for approval prior to usage. No equipment will be considered approved by reason of having passed through inspection unobserved. Rules apply to all race events.