

2024 350-OSS Racing Procedures

1. RACING PROCEDURES

- a. Cars shall fuel for the number of laps stated at the driver's meeting at each race (typically 50 laps). All laps (race and caution) will be counted by OSS officials once the first car is pushed off and are not subject to protest. Cars may be allowed to refuel during any red flag condition at the discretion of the race director. Additionally, if the total laps run (race and caution) approach the total laps fueled for, the race director may issue a "refuel" red flag during which cars may be refueled. No other repairs shall be allowed without returning to the pits. Only 2 crew members per car shall be allowed on the racing surface to refuel. There shall be no refueling provisions for preliminary events, except an unusual situation.
- b. Cars being pushed off for the start of a race shall stay to the inside of the racing surface. No more than 5 laps shall be given to the drivers to find their starting spots. Any driver lagging behind to conserve fuel or speeding by the pace car to heat up tires and thereby delaying the start of the race shall relinquish his starting spot and be placed to the rear of the field. There shall be no scuffing of tires until the Race Director has given the OK to all the drivers through the One Way Radios at which time, he will give one lap to scuff tires before the white flag on restarts.
- c. Cars being forced to the pits during pace laps prior to the start of a race shall be allowed to return to their starting spot provided the white flag has not been displayed.
- d. Any car which dumps liquid onto the racing surface during pace laps delaying the start of the race shall be brought off the track and may not be allowed to return, at the discretion of OSS officials.
- e. At the beginning of a race, the front row shall receive TWO (2) attempts at a clean start. If a clean start has not been achieved after the second attempt, the front row will go tail.
- f. Any car which takes the initial green flag in any event is considered to have started the race and shall be paid accordingly.
- g. Any car not able to resume racing after a race is slowed or halted, shall be scored by the number of laps it completed.
- h. All cars must maintain their respective track position and stay in their lane, nose to tail, until they have received the "Green" voice command by the race director.
 - i. Any car that does not maintain their track position will lose all positions, until the car is able to regain pace and maintain track position at that current spot. The Race Director will make the final call on the restart position of the car that failed to maintain track position and is not available to be protested.
- i. If a yellow is called, scoring goes back to the last completed lap. Whether or not a lap is counted shall be determined by the race director. If two drivers are not in agreement about their position after a yellow has been called, instruction shall come from the race director via one-way radio communication. The Race Director will work diligently to ensure that the yellow flag running order is correct.
- j. Any car that, in the judgment of OSS officials, deliberately stops on the racing surface or deliberately spins to cause a yellow caution period and then attempts to rejoin the race may be subject to a loss of laps.
 - i. Drivers who stop on the racetrack at the start finish line for the purpose of alerting officials of an unsafe track condition or personal safety concern will not be penalized.
- k. If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.
- l. In the event of a red flag situation, all cars shall stop as quickly and safely as possible at any point on the racetrack and away from the accident scene, leaving the very inside lane open for emergency vehicles.

- m. No crew member is allowed on the track surface until approved by OSS Officials. If any crew member enters the track surface without OSS approval, the car owner of that crew member shall be fined \$100.00.
 - i. No work may be done on the cars while stopped on the track. Any cars worked on while on the track, during a red flag shall result in a one lap penalty. No refueling of cars while stopped on the track unless specified by officials.
 - ii. The pits shall remain open under all red flags. A car must enter the pits and then OSS officials will allow work to begin on a car.
 - iii. After the accident or situation that caused the red, is under control, the yellow lights will be turned on and any car may be taken to the pits and work on the car.
 - iv. Cars will be restarted in the order of the last completed lap for cars remaining on the track, followed by cars in the order in which they return to the track from the pit area.
- n. All repairs, made at any time shall be done in the pit or infield area. No repairs shall be made while on the racing surface, pit entrance or exits.
- o. Any car may go to the pits during a green or yellow flag situation.
 - i. The car may not re-enter the track under green flag conditions.
 - ii. The car may return to the track during any yellow flag conditions at the rear of the field. The car shall be charged with all laps lost while it was out of competition.
 - iii. On a restart once the leader receives the white flag, a car shall not be allowed back onto the racing surface from the pit area.
- p. There shall be no penalty for pits stops under yellow for chassis, wing, or pressure adjustments, but you will be required to go to the rear of the field.
- q. If a tire is changed for any reason another tire from a previous race must be used and the car will start in the rear.
- r. If a new tire is put on you will be penalized one (1) lap and start in the rear. Any altering of the tires will result in disqualification. No points, no money issued.
- s. If you have a flat tire(s) or if a tire(s) /wheel(s) is damaged or deemed unsafe by an OSS official to be on the racing surface, the flat/damaged/unsafe tire(s) may be changed with a previously used tire on that caution period.
- t. If you change a tire(s), the removed tire(s) must go directly to an OSS Official.
- u. Any tire(s) not given to an Official will be determined not to be flat/damaged/unsafe and the car will be penalized one lap.
- v. You may NOT change any other tire that is not flat/damaged/unsafe on that caution without a 1 lap penalty for each additional tire you change. No grace tire allowed.
- w. Any car that is extremely slow, erratic, or unable to maintain a consistent groove shall be black flagged off the track.
- x. When the white flag is displayed for all starts and restarts, all caution lights shall be turned out. If the caution lights come on and the flaggers show the caution flag during the "white flag lap" it means that you shall NOT receive the green the next time by the starter. Slow down, stay in line and receive further instructions from the Race Director.
- y. When a race is slowed or halted, all cars which necessitated the race to be slowed or halted shall be placed to the rear of the field in the order which they completed the last complete lap. A car that is initially involved in an accident and continues through the accident scene under its own power will return to its position just prior to the accident.
 - i. If the incident occurs on the first lap, the race shall be reset as a complete restart except for cars involved in the caution, which shall be sent to the rear in the order they were originally scheduled to start the race. Any car visiting the pits shall forfeit their starting spot and rejoin the Held at the tail upon coming out of the pits.

- ii. If a car, which caused the yellow flag situation, cannot restart, or does not subsequently re-enter the race, it shall be placed at the rear of the last lap the car completed. However, if another car pits during the same yellow flag situation and does not subsequently re-enter the race either, the two cars shall be scored as to how they were running in relation to each other on the last completed lap before the yellow flag.
 - iii. If there is a restart then another yellow with no additional laps complete, any car restarted will be scored ahead of any car that did not restart from the first caution.
 - iv. A precautionary or "courtesy yellow" flag may be thrown for an impending crash, a car out of shape or other potential safety hazard. In this situation, the car or cars in question may not be penalized at the discretion of OSS officials.
 - v. Any car that stops or spins to avoid an already occurring accident may be permitted their spot back. All decisions will be made by the race director after conferring with other OSS and track officials and are not subject to protest.
 - vi. If the same car causes two caution periods in a preliminary race or three caution periods in a feature race, the car shall be subject to disqualification and removal from the racing surface.
- z. Double File Restart Procedure
- i. All Restarts Shall be Double File.
 - ii. Race Leader has choice of inside or outside position and is the control car for the restart.
 - iii. The 2nd place car must take the opposite position as the leader.
 - iv. The 3rd place car must line up inside the second row, 4th outside the second row, etc... All lead lap cars must follow this order consecutively.
 - v. All lapped cars must line up in their respective order behind the last car on the lead lap.
 - vi. Cars that have pitted or are issued a lap penalty by OSS Officials must line up at the rear of the field (behind lapped cars) for the restart.
 - vii. The highest running lapped car will be awarded a Pass of +1 lap.
 - 1. Only one Pass awarded per incident (per completed lap). If the yellow comes back out again before a lap has been completed, there will be no additional Pass on that lap.
- aa. The penalty for jumping a start/restart is going back TWO (2) spots. If a jump start is called, caution will be called before a lap has been completed, the penalty will be assessed, and racing will resume.
- bb. Courtesy laps may be given in the feature only at the generous discretion of the Race Director and may be used to repair damage that occurred on the racetrack or to make adjustments. Courtesy laps will not be given for a competitor to refuel. Courtesy laps will only be given once to any given car for all damage that occurs during one incident. THREE (3) courtesy laps will be given. Cars wishing to pit shall do so in a timely manner, to not delay the restart of the race. We will NOT wait for subsequent cars pitting in series, several laps after the yellow comes out.
- cc. All races shall be run until the advertised distance is covered by the lead car. In the event of a yellow flag after the checkered flag, the cars which did not complete the race under the green flag shall be scored in the order in which they completed the last complete lap. Cars which caused the yellow flag shall be placed to the rear of the order.
- dd. Any challenges or objections to the final race finishing order, as established by the Race Director, shall be made within TEN (10) MINUTES after pit steward has received the final finish. Challenges or objections shall be presented to any OSS official, who in turn should pass the challenge to the race director. Ten minutes after the pit steward has the race finish, the finish shall be made official if there are no pending challenges or objections.
 - i. During the protest period, any owner or driver under the influence of intoxicating beverages or drugs of any kind shall NOT be allowed to protest the results of the race.

- ee. Any competitor deemed driving in an erratic, unsportsmanlike manner or disobeying race procedures, qualifying procedures or flagging rules shall be subject to disciplinary measures by 055 officials.
- ff. The car owner is responsible for the conduct of his entire race team, including the driver. Professional conduct is expected from each race team while on the speedway premises. If an altercation occurs between a competitor {owner, driver, or crew member) and a track official or between competitors on the speedway premises, which results in physical assault, the competitor {s) directly involved shall be subject to arrest and the car and or driver subject to suspension at the discretion of OSS officials. The OSS officials will decide prior to the next race.
- gg. To pursue a verbal or physical confrontation and/or engage in fighting will result in a \$200.00 fine per occurrence. That fine will be deducted from that team's racing pay out for that event.
- hh. THE CAR OWNER IS RESPONSIBLE FOR ANY CREW, DRIVER, OR VISITOR ASSOCIATED WITH HIS/HER TEAM. THEREFORE, HE/SHE IS ACCOUNTABLE FOR ANY FINES INCURRED.
- ii. If a car has been in an accident and the damage is extensive enough to prevent it from continuing in that race, the car shall be re-inspected by the OSS inspector before it can be scheduled in another race.
- jj. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver shall be required to submit, in writing, a medical release on the attending physician's or chiropractor's letterhead to OSS officials 24 hours prior to the next scheduled race in which the driver wishes to participate. Also, the driver shall demonstrate to officials the ability to enter and exit the car quickly and safely before being able to compete.
- kk. If a driver is rendered unconscious from an accident on the track, the driver, upon regaining consciousness, shall be unable to compete for the duration of the evening.
- ll. Drivers shall be physically and mentally healthy in order to compete on any given race meet. OSS officials may require a driver to submit a statement in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car. OSS officials reserve the right to disqualify any competitor deemed "unfit to race" by track medical personnel.
- mm. The post-race inspection results as determined by the OSS Technical Inspector are considered final and not subject to protest. No disassembly, re-assembly, and re-measurement of any post-race specifications is allowed unless requested by the 055 Technical Inspector. Violation of post-race inspection specifications or refusal to comply with any post-race inspection procedures will result in disqualification.

2. Line-Ups & Handicapping Procedures

a. General Provisions

- i. All Heats and B-Main(s) (if applicable) shall be TEN {10) laps in length, unless otherwise specified by OSS Officials at the drivers meeting.
- ii. Total number of cars starting the feature event will be specified by OSS Officials at the drivers meeting.
- iii. The car number for any given entry must be established before that entry qualifies. Once an entry qualifies, that entry must run the indicated car number for the entire race event.
- iv. A driver substitution may be made at any time before or during the race event, but the car and car number must remain the same.
- v. Transponders must be positioned on the Front Axle of the car.
- vi. Break Out Rule - Feature & Heat Race
 - 1. A car leading the race, in 1st position, is going more than Three Tenths (0.3) of a second faster than their qualifying time for more than any Three (3) laps will have been considered to have broken out of their time.
 - 2. Immediately after the 3rd break out lap the race director will call yellow and the offending car will be sent to the tail.

3. The fastest of the 3 offending laps will be used as the new qualifying time for that car.
- b. Qualifying (Time Trial) Rules
 - i. All OSS sanctioned races shall use combined practice times to set qualifying for the event.
 - ii. Each entry will be credited with the lesser (faster) of the times from any practice session, prior to the heat races.
 - c. General Inversion (Handicapping) Rules
 - i. Heat and feature inversions will use original qualifying time trials as criteria to set the line up.
 - ii. To be eligible for an inversion position (heat or feature), an entry must be qualified WITHIN ONE SECOND OF THE FOURTH FASTEST CAR QUALIFIED. Should an inversion candidate not be within one second of the fourth fastest car qualified, that entry shall start at the tail of the inversion.
 - iii. To be eligible for the feature inversion, an entry must have completed every lap its heat race.
 - iv. Entries not taking the checkered flag of their heat race will be required to start at the tail of the Feature.
 - v. Any entry making the feature inversion who does not wish to start in their assigned starting position will be allowed to choose between going to the tail of the feature line-up or choose to start at the tail of the inversion. If electing either option, the driver should inform OSS officials within a reasonable timeframe to allow for rewriting and redistribution of the line-up.
 - vi. Entries considered extremely slow, erratic, ill handling or having new, inexperienced drivers may be required by OSS officials to relinquish their earned starting spot in the heats or feature and start in the rear of the field. OSS officials may also request the car to come off the track after completing one green flag lap.
 - d. Heat & 8-Main Race Line Up Procedure:
 - i. For the purposes of the Line Up Procedure, Car Count is defined as number of cars active after time trials.
 - ii. The number of heat races, heat race inversion, and number of cars that transfer from the heat to the feature is unique based on car count.
 - iii. For Heat Races: Entries not making the heat race inversion shall start behind the inversion cars based on their qualifying time, evenly staggered between each of the heats.
 - e. Feature Line Up Procedure:
 - i. You must complete the heat race in a qualifying finishing position in order to be in the feature inversion. If you do not complete the heat race, you will be placed to the rear of the feature line up, behind all other cars that have completed their heat race.
 - ii. Cars qualifying for the feature inversion (based on finish in the heat race) will use their original qualifying time from time trials to set the feature inversion.
 - iii. Cars not making the feature inversion shall start behind the inversion cars based on qualifying time.
 - iv. Feature Starting Line-Up will be determined using the inversion pill-draw format.
 - v. The top 6, 7, 8, 9, 10, 11, or 12 cars from qualifying will comprise the top cars in the starting line-up.
 - vi. The fastest qualifier will conduct an inversion pill draw to set the starting lineup.