

2025 Outlaw Supermodified / Sprint Series (OSS) Procedures

Revisions or clarifications will be added in the online electronic version of the OSS Procedures when necessary.
The electronic procedure version on the OSS website supersedes the printed copy.

1. **DISCLAIMER AND HOLD HARMLESS AGREEMENT**

a. Acknowledgment of Risk:

Participation in racing events involves significant risks, including but not limited to the risk of serious injury or death. By participating in any event governed by this rulebook, all participants acknowledge and accept these risks, and they voluntarily assume full responsibility for their actions, the consequences thereof, and any associated risks.

b. Compliance with Safety Rules:

The rules and safety guidelines provided in this rulebook are designed to promote safe competition and sportsmanship. However, compliance with these rules and guidelines does not eliminate the risk of injury or death. This rulebook may not encompass all potential safety requirements or address every scenario that may occur on or off the track. Participants are solely responsible for assessing and ensuring their own safety, and they are encouraged to implement additional safety measures as they deem appropriate.

c. Assumption of Risk and Release of Liability:

By participating in any racing event under the governance of this rulebook, participants, their representatives, and any accompanying parties agree to release, waive, discharge, and hold harmless the organizers, officials, sponsors, affiliates, and all individuals associated with the event (collectively, the "Released Parties") from any and all liability, claims, demands, or causes of action that may arise from injuries, damage, or death incurred as a result of participation. This waiver and release extend to any injuries or damages that may result from the negligence of the Released Parties.

d. Personal Responsibility for Safety:

It is the responsibility of each participant to ensure that their vehicle, equipment, and personal protective gear meet appropriate safety standards. The Released Parties are not responsible for inspecting, approving, or verifying the safety of any participant's equipment, vehicle, or protective gear. Each participant is expected to conduct themselves in a safe and responsible manner and to make personal safety a priority.

e. Agreement to Procedure Modifications:

Participants acknowledge that procedures and guidelines may be updated or modified at the discretion of the series officials. It is the responsibility of each participant to remain informed of any changes to the procedures and to comply with them. Participation after any rule change constitutes agreement to and acceptance of those changes.

f. Disclaimer of Warranties:

The Released Parties make no warranty, express or implied, regarding the safety of any event, activity, or equipment, and they disclaim all liability for the completeness or sufficiency of any safety guidelines contained in this rulebook. Participants are encouraged to seek additional safety resources and training as they see fit.

WARNING: Participation in racing activities is inherently dangerous and can result in severe injury or death. Even if all safety rules are followed, these risks cannot be eliminated.

By participating, all individuals confirm that they have read, understand, and accept this disclaimer and hold harmless agreement, and they agree to be bound by the terms set forth herein.

2. GENERAL DEFINITIONS & PROCEDURES

a. Car

- i. Only registered cars passing the initial safety inspection shall be allowed to enter an event.
- ii. Shall meet all requirements and specifications listed in the current version of the OSS Rulebook.
- iii. Each Car shall require a separate entry into each event.
- iv. Car sustaining a significant amount of damage, as determined by OSS Series Officials may be required to be reinspected prior to competing in a subsequent event.
- v. Shall only have one driver per event.
 1. If multiple drivers are used, car shall start tail of the event.

b. Owner

- i. Shall be the individual or entity that holds legal ownership of the racecar and assumes responsibility for its operation, compliance with regulations, and maintenance during competition.
- ii. Shall be responsible for all crew members, family members, sponsors, drivers, and affiliates actions.
- iii. Shall be registered to the series.

c. Driver

- i. Shall be the individual registered and authorized to operate the car during competition.
- ii. The driver for each event shall be defined as the first driver to take the green flag in any car, in any session.
 1. Once the driver has been established, if any driver change is made that driver & car shall start tail.
 2. For multiple day events, the driver shall be established as the driver taking the first green on the first day of the event.
- iii. Shall be responsible for their actions while operating the car.

d. Order of Events

i. Engine Heat

1. A period of time shall be given prior to hot laps at which point the engine may be started on the racing surface in order to gain engine heat.
2. The Green Flag shall not be displayed.
3. Cars shall idle around the track and exit immediately.
4. All Safety Equipment shall be worn.
 - a. A \$100.00 fine shall be assessed for not complying.

ii. Hotlaps (Practice)

1. Practice session in which the green flag will be displayed.
 - a. This shall be considered the first Green Flag of the day/event and shall establish the driver for the remainder of the event.
2. OSS will attempt to make no less than 2 (two) Sessions available to all cars.
 - a. Each session shall be 10 laps.
 - i. Each Session will be broken up into multiple groups.
 - b. Cars shall only be able to compete in 1 group per session.
 - i. No double dipping.
 - ii. Once a car has completed 1 Lap under Green Flag, it will be considered to have competed in that group for that session.
3. All Safety Equipment shall be worn.

- a. A \$100.00 fine shall be assessed for not complying.
- iii. **Qualifying (Time Trial)**
 - 1. The process by which drivers compete via timed laps to determine starting positions.
 - 2. The official qualifying start time shall be determined by the tracks order of events.
 - 3. Once Qualifying starts, it will officially end at the determination of the Race Director.
 - a. Supplementary Qualifying may be given at the discretion of the Race Director.
 - 4. OSS Shall use individual timed laps for all events.
 - a. Official Qualifying # of Laps.
 - i. 3 (Three)
 - 1. White, Green, White, Checkered.
 - b. Supplementary Qualifying # of Laps.
 - i. 1 (One)
 - 1. Green, Checkered.
 - 5. Each car shall be credited with the lesser (faster) of the times from any green flag lap during qualifying.
 - 6. The fastest qualifier shall draw a pill to determine the inversion for the entire event.
 - 7. All Safety Equipment shall be worn.
 - a. A \$100.00 fine shall be assessed for not complying.
- iv. **Fast Car Dash**
 - 1. Preliminary Race involving the Fastest 6 cars from qualifying.
 - 2. Shall be 6 (six) Green Flag Laps.
 - 3. Shall only be run when 16 or more cars have taken time in qualifying.
 - 4. Finishing Order shall directly determine the last 6 spots for the Feature Inversion Line Up.
 - a. If an inversion of 12 is selected for the night; the Fast Car Dash Shall determine, by finishing order straight up, starting spots 6 – 12. For an Inversion of 9, starting spots 3 – 9 will be determined.
 - b. Except for the previous Race Feature Winner, which can start no further up than the last spot in the inversion.
 - 5. Line Up Shall be determined Pill Draw or Dice Roll.
 - a. Fast qualifier shall have first draw or roll, then 2nd - 6th.
 - 6. Shall be Double File Restart Procedure.
- v. **Heat Race**
 - 1. Preliminary Race(s) involving a subset of drivers, conducted to determine the eligibility and starting position for the A Main Events.
 - 2. Shall be 8 (eight) Green Flag Laps.
 - 3. # of competitors.
 - a. Shall be between 5 & 10 cars.
 - 4. Lineup
 - a. Inversion shall be 4 (four) if a Fast Car Dash is utilized, Shall be 6 (Six) if a Fast Car Dash is not utilized.
 - b. Shall be Double File Restart Procedure.
 - 5. Format(s)
 - a. Fast / Slow Heat
 - i. Field will be divided into 2 Heats.
 - 1. Feature Inversion will be determined by Qualifying.
 - 2. Car must complete all laps in the Heat Race to be eligible for the Feature Inversion.

- b. Standard Inversion
 - i. Field will be divided into the appropriate number of heats based on car count.
 - 1. If an odd amount of cars is needed, the heat race with the fastest qualifier (not in the Fast Car Dash) shall be given the most transferring spots.
- vi. **B-Main**
 - 1. Shall be 15 Laps.
 - 2. Typically, only to be used if the car count is greater than 20.
 - a. TBD by OSS Officials.
 - 3. All A-Main Procedures to be used at the discretion of the Race Director.
 - 4. Lineup shall utilize an inversion of 4 based on Qualifying time.
- vii. **A-Main (Feature)**
 - a. Cars shall fuel for the number of laps stated at the driver's meeting at each race (typically double the distance +5 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.
 - i. Cars may be allowed to refuel during any red flag condition at the discretion of the race director.
 - ii. 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.
 - iii. 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 Dash/Heat or Main 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 may 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 at 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 field 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 can be subject to disqualification and removal from the racing surface at the discretion of OSS Officials, and the decision is not subject to protest.
- z. 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.
- aa. 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.
- bb. 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.
 - i. For any extenuating circumstances, such as weather or as determined by the OSS Race Director, any race exceeding 75.0% of the advertised distance shall be considered complete and final.
- cc. 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 OSS officials.

- dd. 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 reinspected by the OSS inspector before it can be scheduled in another race.
- ee. 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.
- ff. 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.
- gg. 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.

e. 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. A virtual or physical "Commitment Cone" shall be used to determine the lineup for each additional position.
 - 1. Each Driver starting with the driver currently in 2nd place may choose the inside or outside lane.
 - 2. Once a line is chosen the driver must stay in that line, nose to tail, until the track has gone green or the Race director has given different instructions.
 - 3. If a yellow is called before the race completes 1 lap, the single file lineup shall revert to the order prior to the double file lineup. And the procedure shall be followed again.
- iv. All lapped cars must line up in their respective order behind the last car on the lead lap.
- v. 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.

3. Line-Ups & Handicapping Procedures

a. General Provisions

- vi. All Heats (if applicable) shall be Eight (8) laps in length, unless otherwise specified by OSS Officials at the drivers meeting.
- vii. Total number of cars starting the feature event will be specified by OSS Officials at the drivers meeting.
- viii. 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.
- ix. Transponders must be positioned on the Front Axle of the car.
- x. Break Out Rule – Main's & 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. General Inversion (Handicapping) Rules

- xi. Heat and feature inversions will use original qualifying time trials as criteria to set the line up.
- xii. To be eligible for an inversion position (heat or feature), an entry must be qualified WITHIN ONE (1.000) 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.
- xiii. To be eligible for the feature inversion, an entry must have completed every lap in its heat race or Fast Car Dash.
- xiv. Entries not taking the checkered flag of their heat race will be required to start at the tail of the Feature.
- xv. 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.
 - 1. This Rule shall only be used at the discretion of the OSS Race Director and is meant to allow New or Rookie Drivers the ability to not start in a position they are uncomfortable with, but not penalize them to the Tail of the field. It shall not be used to move starting positions from Inside to Outside for veteran/seasoned drivers.
- xvi. For the purposes of the Line Up Procedure, Car Count is defined as number of cars active after time trials.
- xvii. 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.
- xviii. 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.
- xix. 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.
- xx. Cars not making the feature inversion shall start behind the inversion cars based on qualifying time.
- xxi. Feature Starting Line-Up will be determined using the inversion pill-draw format.
- xxii. The fastest qualifier will conduct an inversion pill draw.
 - 1. The Pill Draw will consist of 6, 7, 8, 9, 10, 11, 12.
- xxiii. Previous Race Feature Winner (A-Main) Shall have a starting position no lower than the inversion pill draw by the fastest qualifier.
 - 1. Regardless of qualifying time, fast car dash or heat race finishing position, the previous feature winner can start no lower than 10th (cannot start 1 – 9) if an Inversion Pill of 10 is drawn by the fastest qualifier; but can start further back (can start 10 – 24).

4. 2025 OSS Points Structure

- a. Owner (Car) & Driver Points Shall be awarded based on the same points structure.
- b.

2025 OSS Points Structure						
Position	Show Up	Qualifying	Dash	Heats	B-Main	Feature
1	600	125	75	30	0	500
2	600	100	60	25	0	450
3	600	80	50	20	0	425
4	600	65	45	10	0	400
5	600	55	40	5	0	375
6	600	50	35	5	0	355
7	600	45		5	0	335
8	600	40		5	0	315
9	600	35		5	0	295
10	600	30		5	0	275
11	600	25			0	260
12	600	20			0	245
13	600	10			0	230
14	600	10			0	215
15	600	10			0	200
16	600	5			0	200
17	600	5			0	200
18	600	5			0	200
19	600	5			0	200
20	600	5			0	200
21	600	0				200
22	600	0				200
23	600	0				200
24	600	0				200
25	600	0				
26	600	0				
27	600	0				
28	600	0				
29	600	0				
30	600	0				
Hard Charger (>+3 Positions)			10	5	0	25

- c. Hard Charger points will only be awarded if a driver gains at least 3 positions in any race. If no driver gains at least 3 positions, no points shall be awarded.

5. General Procedures

- a. Tires
 - i. An OSS Stenciled Tire shall be used on all 4 corners for the Dash, Heat Race, and Main's
 1. Excluding the Dash & Heat for the first OSS event of the year.
 2. Tires shall only be stenciled immediately before Qualifying.
- b. Technical Inspection(s) & Protest
 - i. Only a registered owner or driver may present and make payment for an official protest.
 - ii. 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. An Official Protest shall be presented to any OSS official, who in turn shall pass the

challenge to the race director. Ten minutes after the Pit Steward or Race Director has the race finish, the finish shall be made official if there are no pending challenges or objections.

1. 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.
 - iii. The post-race inspection results as determined by the OSS Technical Inspector are considered final and not subject to protest.
 1. No disassembly, re-assembly, and re-measurement of any post-race specifications is allowed unless requested by the OSS Technical Inspector or Race Director.
 - iv. Violation of post-race inspection specifications or refusal to comply with any post-race inspection procedures will result in complete disqualification.
 1. No points or money shall be awarded.
 - v. The top three (3) finishers plus at least 1 random car from the A-Main Results shall be subject to Technical Inspection at the choosing of the Tech Inspector and Race Director.
 1. A Pre-Race Inspection of any type does not guarantee the legality of any car.
 2. It is the Owners responsibility for the car to remain legal to all rules, at all times during any event.
 3. Each Car is subject to random Technical Inspections at any point during any event.
 - vi. An Official Protest Form along with Full Payment in Cash (Anticipated Winnings from the current event shall not be allowed to make payment for a Protest) must be presented to the Race Director within 10 (ten) minutes of the posting of the Final Results.
 1. Fees:
 - a. Protest Fee:
 - i. \$150
 - ii. Shall be non-refundable, goes to OSS Funds.
 - b. Chassis/Suspension/Body/Wing/Weight/Wheel/Tire Challenge Fee:
 - i. \$50 per item
 - c. Engine/Carburetor/Ignition/Fuel Challenge Fee:
 - i. \$250 per item
 2. Challenge Fee shall go to the winner of the protest:
 - a. If the item is found to be legal, it shall go to the owner of the car being protested.
 - b. If the item is found to be illegal, it shall go back to the protester.
 - vii. Any owner or driver refusing to comply with an official protest shall be disqualified from that event and shall lose all money from that event, points year to date and have a 5 (Five) race suspension.
- c. Gear Rule
- i. At each event OSS Officials will attempt to set a Gear Rule to keep the Engine RPM under 6,500 RPM.
 1. For 2025 the Gear Rule may change for each event at the same track.
 2. Ample notice shall be given if the gear rule is changed to allow competitors to obtain the correct gear.
 3. The intent of the Gear Rule is to keep the engines under 6,500 RPM, not provide a target for Gear Ratio.
 4. At new tracks, select drivers may be asked to provide feedback before hot laps to establish a gear rule for that event, by running a practice session prior to hot laps.

- d. Fines & Suspensions
 - i. Any physical alterations:
 - 1. Between 2 teams (driver/owner/pit crew)
 - a. \$500 Fine to each Owner.
 - b. 2 Race Suspension.
 - 2. Altercation with Officials
 - a. Any team member who engages in a physical altercation with a OSS official will be subject to immediate disbarment from the series. This includes at a minimum:
 - i. Suspension for the remainder of the 2025 season.
 - ii. \$1,000 Fine to Car Owner.
 - iii. Loss of all points.
 - ii. All Fines levied throughout the event shall be taken directly from the winnings of that event.
 - 1. Driver, Owner and/or team member fines shall be taken directly from the payout to the owner.
- e. Modifications
 - i. If at any time a modification/removal/addition is needed to the procedures, the race director shall inform all teams at the event in a timely manner. The modification to the official procedures shall then be posted in electronic format prior to the next event.

2025 OSS PROTEST FORM- This form shall be used for lodging any protests.

Event Date: _____ Event Location: _____

Time: _____

Name of driver/owner filing protest (Print): _____

Signature: _____

Name and car # of racer being protested (Print): _____

Item(s) being protested with regard to violation of OSS Rulebook

BE SPECIFIC - USE BACK OF PAGE FOR DETAILS

Cost:

Protest Fee (\$150): _____

+ Challenge Fee (\$50 or \$250) x item(s): _____

= Total fees due: _____

Form & Payment Received By:

OSS Official Name (Print)

Date & Time (mm/dd/yyyy hr:mn)

OSS Official Name (Signature)