



General Rules and Procedures

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SMH
ENTERPRISES

General Race Procedure Rules

1. **Entering the pit area.** All participants must purchase a pit pass and sign a release waiver of liability prior to entering the pit area. All minor drivers must have a minors release form signed by both parents, and on file. Anyone buying a pit pass under any car number will be considered part of that team.
2. **Drivers meeting.** All drivers must attend every meeting on race day.
3. **Spotters** are recommended.
4. **Tech Inspection procedures.** All cars are required to pass a pre-race technical/safety inspection before entering the track. Drivers must accompany their car through tech. and bring all race gear.
5. **Qualifying.** Qualifying will consist of two timed laps. The best time recorded will be used. **If your class is picked you must stop at the end of the pit exit lane to have your tires inspected. If you fail to comply, you will be deemed illegal and disqualified from competition for the event that day.**
6. **Pre-race lineup.** All cars must line up in the designated restricted staging area prior to their respective qualifying, trophy dash, heat race or main event. Once a car has been called for line up, they must go directly to staging.
7. **Initial Race Starts.** The starter begins every race. All initial race starts take place on the front stretch when the green flag is waved. All initial starts will be double file at the speed of the pace car. When the green flag is waved, cars may not pass the car in front of them until crossing the start line. In the event that a start is waived off, the yellow flag/light will be displayed. Any car deemed to be intentionally slowing on the field on a start, or moving out of line prior to the green flag, will be sent to the rear of the field at the race director and starters discretion.
8. **Restarts.** The lead car restarts every race. It is the lead driver's responsibility to accelerate at any point between the two stripes painted on the track in turn 4 (four). If the lead car elects not to accelerate between these two stripes, the starter will display the green flag and racing may begin. Cars may not be in the act of passing the car in front, to the left or to the right, prior to the green flag. A car is deemed to be in the act of passing if the front bumper is even with, or in front of, the rear bumpers of the car in front at the green flag. A car may pass to the left or to the right prior to the start/finish line after the green

flag is displayed. Any car deemed in the act of passing to the left or passing to the right prior to the green flag being displayed, will be penalized two positions for every car passed at the next caution or the end of the race, whichever comes first. All restarts will maintain pace car speed until the green flag is waved. Any car deemed to be intentionally slowing the field on a start, or moving out of line prior to the green flag, will be sent to the rear of the field at the race director or starters discretion. Drivers choosing not to go to their designated position at an official's request, will be sent to the rear of the field, or to the pits at the race director's discretion. If a driver is caught jumping a second time in the same event, they will be relegated to the pits.

9. **Pace Car.** When the pace car lights go out, or it pulls into the infield, the race will be going green the next time past the designated starting spot in turn 4. It is each driver's responsibility to be ready to start at this time. All starts and restarts must be at the speed of the pace car. The leaders must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in the lead car being sent to the rear of the field. Any car called to the track entrance for consultation with the race director, may be permitted to pass the pace car during caution periods.
10. **Accident Rules.** Any driver deemed to be the cause of the caution will be sent to the rear of the field for the restart, if they are able to continue. The race director will make this decision. Stopping to avoid an accident does not constitute causing a caution.
11. **Three Caution Rule.** Any driver that causes three yellow flags per event, for any reason, will be black flagged from the event and relegated to the pits. Cars stopping to avoid an accident or cars that get spun out by another car, are not required to leave the track after three cautions. Race director will make the final decision.
12. **Spin outs.** Drivers that spin out must try to continue immediately and not stop the race. The starter or race director reserves the right to penalize any driver one lap for intentionally stopping the race.
13. **Rough Driving.** Any driver who is observed causing other drivers to spin or lose control of their car during a race or the cool down lap will be penalized to last place on the lead lap, fined, disqualified, and or suspended indefinitely at the discretion of the Race director. This rule also applies to lapped cars choosing to re enter the event or cars seeking retaliation for a previous incident.
14. **RESPECT OTHER DRIVER'S EQUIPMENT.**

15. **Passing.** It is the responsibility of both the overtaking and the overtaken driver to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race in.
16. **Black flag.** A black flag will be given to any driver that is losing a part on their car, smoking, leaking, or to assess a penalty. When a black flag is displayed, that driver should immediately report to turn 4 for details. Decisions on black flags will be made at the discretion of the race director.
17. **Pitting during a race.** Any driver going to the pits under a yellow may return to the race at the rear of the field.
18. **Working on cars.** All work on cars must be done in a designated pit area. No one is allowed to work under a vehicle without safety jack stands in place. Jack stands must have a metal plate welded to the bottom of the legs. No crew members are allowed on the track unless requested by the race director.
19. **Lapped drivers.** All lapped cars must move to the outside groove to permit faster cars to pass. On restarts, lapped cars should remain in the field in their position. If a driver is shown the move over flag (blue with yellow diagonal stripe) it is in their best interest to give the leaders room to pass.
20. **Cars moving through the pits.** Cars moving through the pits will do so with extreme caution at a maximum speed of five mph.
21. **Driver safety.** Drivers may not get out of their cars while on the racing surface except in an emergency, or if an official requests them to exit their car. Drivers must remain with their car until it is removed from the track.
22. **Driver/crew behavior.** Any driver or team member causing any disturbance on the grounds of the speedway, with any official or race volunteer, may be suspended for a minimum of one event, possibly more.
23. **Drain plugs.** Please check all drain plugs and gas caps before every race to minimize cautions.
24. **Any situation not covered by these rules will be addressed at the discretion of the race director.**
25. **All main events** for all divisions will use **Delaware restarts.** The

leader will restart the race by themselves on the front row. All other competitors will line up side-by-side behind the leader. During a yellow flag condition all drivers will be lined up single file behind the pace car. All restart lineups will be derived from the head scorer's lap sheets as the field crossed the finish line on the last completed green flag lap. As drivers pass the start/finish line with one lap to go before the green comes back out, drivers may choose to line up on the inside or outside lane. Once drivers make their lane choice, that is the lane they must stay in until the green flag is displayed. Drivers may choose which lane they want as they cross the start/finish line stripe but not before the stripe. The leader must keep the pace car speed and cannot begin accelerating on the backstretch. Drivers on the inside lane must stay to the left and leave room for cars coming up on the outside. The leader may pick up the throttle anytime after the acceleration zone between turns 3 and 4.

Line Up Procedures

1. **All cars** will qualify for their specific division.
2. **The top 20 qualifiers** will transfer to A main. If more than 24 cars attempt to qualify, the remaining cars will run a 15 Lap B feature straight up, with the top 2 cars transferring to the A main. The 2 cars that transfer to the A main will start at the rear of the main event.
3. **Lineups-Main Events.** Lineups for Main Events will be inverted.
4. **Lineups-Heat Race.** Lineups for Heat Races will be inverted.
5. **Lineups-Trophy Dash.** Lineups for the Trophy Dash will be inverted.

Scoring Procedures

1. **Scoring laps.** Every lap is scored when the leader has passed the finish under green flag. If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up in single file in their designated position based on the last scored green flag lap.
2. **Passing under the yellow.** No passing under the yellow.
3. **Restart lineups.** All restart lineups will be derived from the head scorers lap sheets as the field crossed the finish line on the last completed green flag lap.

4. **Counting yellow flag laps.** Yellow flag laps do not count.

Tech Inspections

1. **ALL cars**, parts, components and equipment are subject to inspection at any time and in any manner. Visiting cars not conforming to current OSS rules, will be addressed on a per case basis by the technical director.
2. **Officials** will determine whether a car, including any parts, components, or other equipment, meets the specifications for an event as set forth in this rulebook. Such determinations may be made at any time before, during or after an event.
3. **A competitor** must take whatever steps are requested, including tear down of the car, to facilitate inspection. This obligation includes, but is not limited to, installing inspection holes, inspection ports and or any other means of inspection of the roll cage bars, and engine components.
4. **If an official** determines prior to the race that the car, including any car part, component or equipment, does not meet the specifications, the car will not be permitted to compete unless the deficiency (a) will not adversely affect the orderly conduct of the race (b) will not provide the competitor with a significant competitive advantage, and (c) is so insubstantial as not to warrant a determination that the car is ineligible to race. If the official permits the car to compete under these circumstances, the official will apprise the competitor of the deficiency, and if the deficiency has not been corrected by the next race, a penalty may be imposed and the car will not be permitted to compete until the deficiency has been corrected. All decisions of the tech director are final.
5. **Tech director** has the right, for inspection purposes, to seal or impound car parts, components, or equipment, entered and competed in an event. Officials or the promoter are not responsible for payment, reimbursement, damage, or loss to the competitor, as a result of such sealing or impounding. No soaking of any tires on any car in competition. If found with soaked tires there will be fine, disqualification and suspension.
6. **All cars** that competed in the event may be inspected at the conclusion of the event. If officials determine that any car part, component, or equipment, used by a competitor does not meet specifications, officials will declare the car ineligible for the event, resulting in loss of points and prize winnings.
7. **Inspection and or eligibility decisions are final.** All decisions made by the tech director will be final and not open for appeal at the conclusion of the racing event. The tech director has the right to postpone a ruling to have an independent party test the equipment in question. The tech director will notify the competitor at the event if such action is taken.
8. **Drivers and cars must be presented to tech in race ready form.**

Car Identification

1. **Numbers.** All car number configuration and design is subject to approval by officials.
2. **Single and double-digit** numbers only. Must be 18 inches high and positioned on both sides of the car, in the center of the door and on the roof of the car, and readable from the right side of the car. Numbers must be of contrasting color to the car body. No shiny, reflective or aluminum foil type numbers are allowed. If numbers cannot be read by the scoring tower, the car will not be scored. If an OSS official notifies any car to change the number to a readable color, you must do so before entering the racetrack. Letters and three digit numbers will not be allowed unless special circumstances arise and are approved by the OSS race director for that event.
3. **A 2024 OSS license** is required. This is an effort to register your car number for point races for the season. First paid, first served. OSS reserves the right to require a competitor to use a different number at any time.
4. **ROOKIES.** Rear bumper must have a three by twenty-four inch yellow stripe attached.
5. **Decals** and advertising. OSS reserves the right to assign or restrict the display of decals, identification, or advertising, on race cars.
6. **Contingency decals.** Contingency sponsor decals or patches must be in place to receive awards and or prize money from contingency sponsors.

Conduct at Events

1. **The driver** shall be the sole spokesperson for their car owner and pit crew in any and all matters pertaining to an event. At all events the driver assumes responsibility for the actions of their team, this includes violations of any rules.
2. **Fighting**, rough driving, and any other acts of violence will not be tolerated. Penalties will be issued based on the severity of the incident including but not limited to, fines, and or suspensions of driver/car and all crew members.
3. **No driver** or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing at the facility. Any impaired

driver or crew member will be suspended for a period of no less than one race.

4. **Failure** to report to the tech area for a post race inspection, or failure to present tech officials with a part upon request, will result in loss of points and purse for that event.
5. **At no time** is a car owner/driver or crew member allowed to enter the scoring tower or flag stand to dispute a decision while official race business is being conducted. All protests and disputes will be resolved after the final race of the event.
6. **Any** car that **dispenses antifreeze coolant** on the racing surface will be **black flagged**.

Track points

Main Event points

- 1st 50 points
- 2nd 48 points
- 3rd 46 points
- 4th 44 points
- 5th 42 points
- 6th 40 points
- 7th 38 points
- 8th 36 points
- 9th 34 points
- 10th 32 points
- 11th 30 points

- 12th 28 points
- 13th 26 points
- 14th 24 points
- 15th 22 points
- 16th 20 points
- 17th 18 points
- 18th 16 points
- 19th 14 points
- 20th 12 point
- 21st 10 points
- 22nd 8 points
- 23rd 6 points
- 24th 4 point
- 25th 2 point

26th on will receive 2 points for starting the B main.

Safety Equipment for all Divisions

No express or implied warranty of safety shall result from the publication of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence. It will be the sole responsibility of the driver, not OSS or their agents/officials to ensure that their safety equipment is correctly installed, maintained and properly used.

Please refer to manufacturer installation and usage guidelines and adhere to them. Car and driver will be required to make any safety rule violations comply prior

to racing in any event.

1. **Helmet.** It is recommended that helmets meet the specifications set forth in the federal motor vehicle safety standard regulations or meet the specs set forth by the American National Standards Institute. All helmets must have a minimum M2000 or SA2000 with nomex. You must wear a fire resistant head sock. Eye protection is mandatory and must be in place at all times.
2. **Head and neck restraint systems.**
 - a. The use of an approved head and neck restraint system such as the Hans device or Hutchens system is strongly recommended.
 - b. Window nets are mandatory. Minimum one inch webbing with quick release at top only, located facing outside of the car to front of the car window.
 - c. No off road style mesh type nets are allowed.
 - d. Window nets must be in good condition per tech inspection.
3. **Fire suits** are required at all times. The driver must wear a driving suit and gloves of fire resistant material that effectively covers the entire body. Must meet SFI 3-2A/1. It is also recommended that each driver wear fire resistant underwear, shoes and head sock.
4. **Seat Belts** and shoulder harnesses.
 - a. A quick release belt no less than three inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality grade 5 min. bolts no less than 3/8 " diameter and 1/8" min. safety cable. All seat pan mounting bolts must have a min 2" flat washer installed between the head of the bolt and seat pan.
 - b. Shoulder harnesses must be no less than 3" wide and must come from behind the driver's seat. When the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels are not permitted.
 - c. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top.
 - d. Where the belts pass through the seat edges, it must have a grommet installed, be rolled and or padded to prevent the cutting of

the belt.

- e. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
- f. Seat belts must be secured to the roll cage and or to the seat frame. Seat belts must not be fastened to floor pans, drive shaft tunnels, or any sheet metal.
- g. All seat belts must be dated by the manufacturer, and must be replaced after 3 (three) years of manufacture date.
- h. Aluminum professionally built high back racing seat with padded headrest is required in all OSS divisions. Seat may not be attached to the floor pan. Seat installation to be approved by the tech director.

Fire Control

1. It is recommended that each car have, within driver's reach, a built in fire extinguishing equipment containing Halon 1211 or equivalent. NO dry powder permitted.
2. Any car that is not equipped with a built-in fire extinguisher must have an adequate fire extinguisher securely mounted within reach of the driver. The fire ext. must be secured using a metal quick release bracket only.
3. All entrants must have in their pit area, at all times, a fully charged min. 10 pound dry chemical, Halon or equivalent fire extinguisher within 10 feet of racecar and immediately accessible.
4. It is recommended that at all times while fueling or transporting fuel in the pit area that all crew members involved with the fuel should wear all fire resistant suits, gloves, shoes, and a head/face shield, covering the entire body.

Electrical cut-off switch

1. All cars must be equipped with a master cut-off switch, center accessible, from either side of the car.
2. The cut-off switch must completely disconnect electrical power and must be clearly marked with an "on/off" label. Cut-off switch will be inspected and must shut off the engine.

Mirrors

Mirrors are allowed in all divisions, but must be inside the outer edge of the body.

Radios

1. Two-way radios are recommended in all divisions. The **official radio frequency of OSS is 462.6750**. It is highly recommended that all racers monitor this frequency during all races. This will speed up getting drivers lined up during yellow flags.
2. Drivers and spotters will not monitor race control with a radio capable of transmitting.

All rules are subject to change at any time if deemed necessary to ensure even competition within the division.

Tech officials:

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