



Orange County Speedway Management, L.C.C.

2011 General Track Rules

(Red Denotes Changes in Rules)

RULE BOOK DISCLAIMER: *The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules **in coordination with each specific division rules** shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR 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 a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion, does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

Orange County Speedway Management, L.L.C., further referred to as OCS, will follow all rules set forth in this document as well as the prescribed individual track division rules with the following amendments, additions, and/or exceptions. OCS and/or its track officials may amend the rules contained in these supplements at any time with prior notification to all competitors either in writing, web page or by virtue of a meeting with all affected competitors.

The General Rules Section applies to each and every racer, mechanic, and/or all pit crew personnel. The Rules and/or Regulations are designed to provide for orderly conduct and safety of racing events. These rules shall govern the conduct of all Orange County Speedway Management, L.L.C. events and by participating in these events, all participants, guests, race members, and staffs are deemed to have complied with these rules. No express or implied warranty of safety shall result from the publication of, or compliance with these rules and/or regulations. They are intended as a guide for the safe conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The Competition Director or Chief Steward shall be empowered to permit minor deviation from any of the specifications and/or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Competition Director or Chief Steward.

Orange County Speedway Management, L.L.C. reserves the right to do whatever is necessary to keep all classes competitive, as well as safe. This could be adding more weight to a car or cars, altering number of laps or changing race procedures. Every racer is expected to participate in every event that is possible for him/her to run. Racers refusing to participate because of his/her disagreement with the track's rules, regulations, or race procedures, shall be subject to a suspension for a period determined by track management.

Definition of Terms

The following terms, which appear periodically throughout these rules, have the following meanings:

1. "OCS" – Orange County Speedway; promoted by Orange County Speedway Management, L.L.C.
2. "Competitor" – A driver, car owner, crew member or other person (other than OCS official) who participates competitively in an OCS racing event. Whenever the words Competitor, Driver, Car Owner, or Crew Member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, or crew member assigned to or a member of the same racing team.
3. "OEM" – Original Equipment Manufacturer
4. "General Manager" – The individual, partnership, cooperation, joint venture or other legal entity that, in connection with the event, is ultimately responsible (financially or otherwise) for the organization and promotion of the event, or the adequacy and safety of the facility at which the event takes place.

Section 1 –Track Rules

1-1: Finality of Interpretation and Application. The interpretation and application of the OCS Rules by the OCS Officials at the track shall be final and non-appealable. In order to promote auto racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them.

ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY OCS OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THE OCS RULES ARE NON-LETIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST OCS OR ANYONE ACTING ON BEHALF OF OCS TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF ALLEGEDLY INCURRED OR REQUIRED

Orange County Speedway revised 3-6-11

AS A RESULT OF SUCH DETERMINATION, UNLESS THE OCS OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR, OR OFFICIAL. IF A COMPETITOR OR OFFICIAL AGREES TO REIMBURSE OCS FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST OCS FOR ANY REASON, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

1-2: Principal Rule of Interpretation and Application. The OCS Rules are intended to ensure that OCS events are conducted in a manner that is as fair and safe as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the OCS Rules may not achieve this goal. In such rare circumstances, OCS Officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a Competitor, or similar matters that is not contemplated by or is inconsistent with the OCS Rules, in order to achieve this goal. All such determinations are subject to the finality rule in subsection 1-1.

1-3: Special Rules. Special rules may be made by OCS Officials for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, email, newsletters, telephone, fax, or pre-race meeting.

Section 2 – INJURY REPORTS

2-1: Any Competitor involved in an accident while on the racing premises must report to an OCS Official before leaving the premises (if such Competitor is able to make such a report). Any incident reports must be completed within 48 hours of incident.

Section 3 – SAFETY

3-1: Automobile racing is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. While everyone involved such as car owners, drivers, crew members, officials, family and OCS-can take and has taken measures to reduce the risk of serious injury, the risk cannot be eliminated and in fact, will always be present at a high level. Competitors are required to advise their spouses and next of kin, if any. Although safety is generally everyone's concern, that responsibility instead rests with the Competitors of the events as follows:

- All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the event. Since the competitors are closer to the racing facilities, safety personnel and equipment, and conditions at the track on a continuous basis throughout the event than OCS Officials or the General Manager, it is their obligation to inspect, observe and report to the General Manager promptly, any inadequacy in the facilities, personnel, equipment, or conditions at the track.
- Competitors failing to follow the rules or direction of track officials are subject to penalty.
- Crews/family must remain in your assigned pit.
- Competitors also are solely and directly responsible for the safety of their race cars and racing equipment, and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designated to minimize to the degree possible the risk of injury to themselves and others. OCS CANNOT OR WILL NOT BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

Section 4 – INSPECTIONS

4-1: Time and Manner. All cars are subject to inspection by OCS, at any time and in any manner determined by OCS Officials. All decisions by the OCS Officials, regarding the timing and manner of inspection as well as which cars will be inspected, is final, non-appealable and non-reviewable.

4-2: Inspection Area. Only those persons approved by OCS Officials may be admitted to the inspection area.

4-3: Car Eligibility. OCS Officials will determine whether a car meets the applicable specifications for an event as set forth in the Rule Book, as it may be amended from time to time, and any special rules published by OCS for an event. Only cars determined to meet the applicable specifications are eligible to compete in the event.

4-4: Competitor Obligations. A competitor must take whatever steps requested by an OCS Official, including teardown of the car, to facilitate inspection of the car. Competitors refusing to complete technical inspection before or after an event will be subject to disciplinary action. Car will be required to complete inspection prior to competing in future events.

4-5: Inspection Prior to Race. If an OCS Official determines prior to the race that the car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) will not adversely affect the orderly conduct of the race, (b) cannot be corrected in time for qualifying for the race, (c) will not provide the Competitor with a significant competitive advantage over other Competitors, and (d) is so insubstantial as not to warrant a determination the car is eligible 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, the car will be prohibited from competing in any future event occurring more than 72 hours after issuance of the deficiency notice.

4-6: Car Sealing or Impounding. OCS has the right, for inspection purposes to seal or impound cars or parts entered and competing in an event. OCS assumes no responsibility for impounded cars or car parts.

4-7: Post Race Inspection. At an event where the OCS Rule Book, special rules for OCS Officials mandate inspection after the event, no car that has competed in the event may be taken from the racing premises without permission of an OCS Official. If an OCS Official determines after the race that a car does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the competitor with a significant competitive advantage over other competitors, the Official in the exercise of his or her sole discretion, may or may not impose a penalty, but will apprise the competitor of the deficiency, and the car will be prohibited from competing in any future event if the deficiency has not been corrected occurring more than 72 hours after the issuance of the deficiency. Inspection decisions are final, non-appealable and non-reviewable.

4-8: Equipment or Parts Failing Inspection. OCS has the right to confiscate any part and/or equipment, which fails to meet applicable OCS specifications during an event.

Section 5 – RACE PROCEDURE

5-1: Race Procedure Defined. Race procedure is the manner in which an event is conducted. It includes, but is not limited to, determinations regarding the eligibility of cars or competition, qualifying procedures, the line-up of cars, the start of the race, the control of cars throughout the race by flags, lights, other direct communication between OCS Officials and Competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of cars at any time, the assessment of lap and time penalties (disqualification, suspension, or fine) except lap and time penalties imposed during a race or immediately after a race. The rules in this section provide the framework for OCS Officials to implement race procedures. In addition to interpreting and applying these rules, OCS Officials are authorized to make such other determinations or take such other action as they determine necessary to promote the best interest of auto racing, including but not limited to, fairness, safety, and prompt finality of competition results.

- a) OCS standard guidelines will be used. Changes in race procedure will be announced at driver meetings.
- b) Races in all classes will not end under the caution. After a late caution that would normally interrupt the finish, a green, white, checkered finish will be in order.
- c) If it is determined you have stopped your car on the track to bring out the caution flag in an effort to benefit your track position or anyone else you will be black flagged and penalized with a full 1-lap penalty.
- d) Rough driving will be dealt with through lap penalties, fines, and/or suspension for the driver, car owner, and cars (for point's purpose). This may also include loss of points.
- e) If participants are obstructing the view of scorers or other race officials by standing on top of vehicles in the pits, the track reserves the right to restrict the number of people on top of any vehicle.
- f) Mandatory cautions may be utilized. In all races when mandatory cautions are used, a mandatory caution will be displayed when half of the distance of the race is run consecutively under green. For example: in a 150 lap race, after 75 consecutive laps are completed under green, a mandatory caution will be displayed; in a 75 lap race, after 38 consecutive green laps; in a 50 lap race, after 25 consecutive green laps; in a 35 lap race, after 18 consecutive green laps; in a 30 lap race, after 15 consecutive green laps...so on and so forth EXCEPT when the last consecutive green flag lap falls within the last 10 laps of a Late Model Stock Car event and within the last 5 laps of all other OCS events.
- g) Double fine restarts may be used in all divisions.
- h) Drivers may draw for qualifying.

5-2: Finality of Race Procedure Decisions. All decisions by OCS Officials at the track involving race procedures are final and non-appealable.

5-3: Driver Responsibilities. All competitors/series must register by completing a current year Driver Information Sheet/W-9 and turning it in to a speedway official before they will receive purse pay out. Purses will be held for 45 days

following the race for a team failing to turn in the Race Team Information Sheet. After 45 days of the event, those monies will revert to the year-end point's fund.

- A. Drivers must be 16 years of age and must provide satisfactory proof of age. Drivers may be required to submit a driving resume. Drivers under the age of eighteen may be required to carry additional insurance and show proof of insurance to main office. Minor drivers must satisfactorily demonstrate their driving capability to race officials when requested. Special permission may be given to drivers under 16 at the discretion of OCS. Minor driver must confer with Track Officials to discuss requirements prior to entering an event.
- B. All drivers, car owners and crew chiefs will be required to purchase a current year Orange County Speedway Management, L.L.C. Membership License. Year end points fund will be paid to track members only who have competed in 80% of posted events. Teams may compete in **two (2)** races before required to purchase membership license.
- C. Drivers and crewmembers under the age of 18 must submit a fully executed **Minor's Release Form & Resume** when applying for a Pit License. Forms are available at the speedway office or the website.
- E. The driver shall be the sole spokesman for the car owner and pit crew in any and all matters pertaining to the event. The driver must inform the OCS Officials of the name of his or her crew chief, who shall have the sole right to represent the driver while the driver is in actual competition or should the driver be incapacitated. At all events, the driver assumes the responsibility for the actions of the pit crew, including any unpaid fines. Unpaid fines for crew members may be deducted from the driver purse or point fund monies.
- F. Cars in all divisions must have a functioning transponder. Track may have a rental unit. Drivers may be required to supply a scorer. In the event the team does not have a scorer, the officials will attempt to locate one. A fee of \$25 will be collected for any scorer provided by the track.
- G. Drivers in all divisions will have a designated spotter report to the spotters' stand. Spotter must have team number displayed for officials to see. See rule 17-22 for additional requirements.
- H. All drivers must be on time to compete in the events for which they are scheduled. When the first car is on the starting line, a limit of five minutes may be set during which other drivers must line up. Any driver or car not ready to compete when called may be sent to the rear of the line in time trials or races, or left out of the remainder of the day's racing, at the discretion of the OCS Officials. It is the driver's responsibility to communicate with track officials.
- I. No changes of driver at any time will be made without advance notification to OCS Officials. When the race is in progress, changes may be made in pits only. A driver is ineligible to receive points for a race in which he or she has secured a relief driver for the purpose of enabling the driver to compete in a second race while the first race is still in progress.
- J. Drivers may run more than one class and/or division per race day event as long as the driver advances a division. Drivers may not drop down a division. NOTE: Additional back gate fees may apply. Track officials (tech and tower) must be notified prior to either race to receive permission.

5-4: Starting Position Determination.

- A. No driver may attempt to qualify more than one car in time trials or qualifying races. In the event of duplicate qualifying times, the position shall be determined by the current driver point standings. If driver point standings do not prevail, then the driver setting the duplicate time first would start in front of the other.
- B. Time trials or a handicap point system may be used to determine starting position. The method used should be agreed upon by OCS Officials, and should be brought to the attention of all competitors before the race event starts.

C. Time trials will use the following procedure:

- 1. LMSC and LS will receive two laps of qualifying after one lap of warm-up. All other divisions will receive one lap of qualifying receiving the green flag the first time past the starter's stand.
- 2. All cars will line up **for qualifying** based on current track points standings **or pill draw**. Cars not ready at qualifying time will be subject to penalty.
- 3. Orange County Speedway reserves the right to determine the starting line-up by other means including but not limited to **position qualified**, track points **or pill draw**.
- 4. Once each division completes their time trials, the top six drivers **may** redraw for their starting position. **When the redraw is used, the** fastest qualifier will draw first, followed by the second fastest, third fastest, fourth fastest, fifth fastest and finally the sixth fastest.
 - a) When twin features are being held, the starting line-up for the first race will be determined by time trials. There will be no redraw. The line-up for the second race will be determined by the selection of a random number at the completion of the first of the two races by the winner of the first race. The number that is selected will be the amount of cars that is inverted for the second race. The balance of the line-up for the second race will be determined by the finishing order from the first race.

For 2011, all Divisions:
 a) Draw pill to determine qualifying position.
 b) Start race based on qualifying time.
 c) Double file restarts.
 d) Only 1 lucky dog per race.

5. If a driver wins two events in a row, he may not start better than sixth in the next event which he participants.
- D. If the time trial qualifications are not completed due to weather or other adverse circumstances, and if a handicap point system is not in use, the available starting positions for the event will be assigned using the following procedure:
 1. Cars that completed a qualification run will not be deemed to have qualified for the race.
 2. The first positions will be assigned in order to the cars in the top 30 in track point standings after the last race prior to the event in question.
 3. The next position will be assigned to the previous year's Track Champion, if he or she has not already been assigned a position.
 4. The next positions will be assigned to any cars that have won at least one race at the track during the current year or previous year, if they have not already been assigned a position.
 5. The next positions will be assigned to those cars, if any, that completed a qualifying attempt that was nullified pursuant to subsection B1 above, in order according to time, if they have not already been assigned a position.
 6. Starting position assignments will be made in the manner set forth above until the available starting positions for the event have been filled. No additional starting positions will be assigned except at the discretion of OCS Officials.
 7. The top six drivers **may** draw for their starting position. The fastest qualifier will draw first, followed by the second fastest, third fastest, fourth fastest, fifth fastest and finally the sixth fastest.
 - a. When twin features are being held, the starting line-up for the first race will be determined by the rules set forth in the OCS General Track Rules as described in Section 5-4, D, 1-6. There will be no redraw. The line-up for the second race will be determined by the selection of a random number at the completion of the first of the two races by the winner of the first race. The number that is selected will be the amount of cars that is inverted for the second race. The balance of the line-up for the second race will be determined by the finishing order from the first race.
- E. When inspections, qualifying, or time trials are held in days prior to the date of the race, OCS reserves the right to seal all motors or impound cars, tires, & rims.
- F. If the same driver wins two (2) races in a row, that driver will start his next race no better than 6th, regardless of qualifying position. If the same driver wins three (3) or more races in a row, that driver will start at the rear of the field, regardless of qualifying position.

5-5: Race Start

- A. All cars should be on the track ready to participate when the pace lap starts, and under no circumstances is any car not in the starting line-up to go on the track or enter the race after the completion of the first green flag lap, except cars which have lined up and started the pace laps.
- B. If a car drops out of the race before the completion of the first green flag lap, their finishing position will be determined by their starting position in relation to other drivers that do not complete the first green flag lap.
- C. Once the field of cars is lined up and the starter signals the drivers to be ready, preliminary laps may be set at the discretion of OCS Officials. During the preliminary laps, if a car does not maintain its designated position in the starting field, OCS Officials may reposition the car at their discretion. The trace begins at the commencement of pace laps, but scoring and official distance begins when the starting flag is displayed.
- D. In the event a driver change is made during the event, in order for the initial driver to receive points and prize money, the initial car and driver must first complete the first official green flag lap (pace laps do not count). Otherwise, the points and prize money will be awarded to the relief driver. No driver changes will be permitted from the start of pace laps until after the completion of the first official green flag lap.
- E. OCS Officials must authorize all driver changes. In the event a driver change is made before the start of an event, the car must relinquish its starting position and start at the rear of the field. Points and prize money will be awarded to the starting driver.
- F. Restarts will be nose to tail with no large gaps and no weaving once the field reaches the back gate. The leader may not leave until he passes the first line in turn 4. If he does not initiate a start by the second line on the race track, the flagman will start the race. There will be no passing on either side until after the start/finish line. If you drop out of line and advance your position in the act of passing, driver must give the position back by the gate on the back stretch or a stop and go penalty will be assessed.
- G. Double file restarts are optional at track's discretion in all division.
- H. Lucky dog will be used to help a lap car to allow the opportunity for him to get back into contention. It may only be used one time per event and will be used in all divisions.

5-6: Race Halt.

- A. The OCS Officials will determine whether the race track is in race able condition for that event.
- B. A race may be stopped at the discretion of OCS Officials at any time they determine, in the exercise of their judgment, that the track is not fit for racing.

5-7: Race Halt, Adverse Circumstances.

- A. Except as otherwise provided when an event is halted due to rain or adverse circumstances and the track must issue rain checks, prize money shall be paid only to those drivers due money for those events or races completed.
- B. Except as otherwise provided when an event is halted due to rain or adverse circumstances and the track does not issue rain checks, the event may be rescheduled to a mutually agreeable date, or it may be considered complete. The track reserves the right to adjust purse to coincide with actual number of laps completed.

5-8: Lap or Time Penalties. A lap or time penalty is the act, during a race, of detaining a driver in the pit area for a certain time or number of laps, whichever is appropriate as determined by the OCS Official. A lap or time penalty may be imposed when the competitor has violated the OCS Rules, a directive from an OCS Official, or a known race procedure. No Competitor shall receive a lap or time penalty after the completion of the event, unless in the closing laps of the race, he or she violates an OCS Rule, a directive from an OCS Official, or a known race procedure, and there are not enough laps or time remaining for the OCS Officials to impose a lap or time penalty. If a post-race lap or time penalty is imposed; a scoring correction reflecting the penalty is permitted prior to posting of official race results.

5-9: Parking. An OCS Official may direct a Competitor to cease competition, to leave the racing premises, or to bring the car to the pit area for a specified number of laps, a specified time penalty, or the balance of the race, if it is necessary to do so in order to promote the orderly conduct of the event. Such a directive will be given only in extraordinary circumstances, as determined by the OCS Officials. It will not be deemed or construed to be a disqualification or suspension.

5-10: Race Start/Finish Line. The start finish line shall be considered to extend from the grandstand retaining wall to the work pit wall and any car rolling through the pits may legally receive the green, yellow, white, or the checkered flags.

5-11: Official Competition. All races will be run until the leader has completed the advertised distance; however, if unforeseen circumstances prevent the completion of the advertised distance, the race will be considered officially complete after the halfway mark has been reached by the leader, provided circumstances make it impractical to continue the race within a reasonable time after it has been stopped. Races stopped after the event's halfway point is considered a full event. The track reserves the right to adjust purse to coincide with actual number of laps completed.

5-12: Pit Procedures During Race.

- A. When following the pace car under a caution flag, drivers must maintain their position in relation to other cars in the field or as otherwise directed by OCS Officials, and are permitted to close up or pull up to the pace car when preparing to enter pit road.
- B. No car may be pushed past the flagman at the end of pit road. After a race is underway, cars may be started by hand pushing in the pit area only, but under no circumstances is any car to be pushed onto the racetrack from the pit area. No car may receive any assistance after the white flag has been displayed, except cars making regular pit stops.
- C. When a car runs over any air hose or other equipment, it must return to its assigned pit for inspection.
- D. When pit stops are made for tire changes, all lug nuts must be fully tightened before the car leaves the assigned pit area. When an OCS Official detects a violation, the car must return to its assigned pit area for inspection.
- E. Only one (1) jack can be used for any pit stop involving tire changes. The same jack must be used when tires are changed on the left and right side during the same pit stop. In the event a car falls off the jack, a second jack can be used on the same side to facilitate use of the first jack.

Section 6 – FLAG RULES

6-1: General. OCS Officials will use flags, as set forth in this section, for the purpose of providing drivers with information. OCS Officials may use light signals in addition to or in lieu of flag signals.

6-2: Green Flag (Start of Race). At the beginning of the race, when the starter gives the green flag, cars must maintain position as designated by OCS Officials until they have crossed the starting line. On restarts, all passing will be to the right until after passing the starting line.

6-3: Blue Flag with Diagonal Yellow Stripe (Passing Flag). The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must prepare to yield to overtaking traffic and give 1 full lane to allow safe passage of cars racing for position.

6-4: Yellow Flag (Caution).

- A. The yellow flag signifies caution and this flag will be given by the flagman immediately following the occurrence of the cause for caution. When the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars. Restart order will be determined by the last green lap scored and cars involved in caution incident will line up at the rear of the field. The OCS Officials have complete discretion to determine the positions of the cars at the time the yellow flag was displayed and to reposition the cars in accordance with their determination.
- B. Cars must slow down to a cautious pace on all yellow flags.
- C. In the event a caution car is used, no car may pass the caution car unless directed to do so by an Official. Any cars illegally passing the caution car will be penalized.
- D. The starter will signify one (1) lap before the green flag will again be displayed.
- E. Pit attendants and mechanics shall not go on the race track for any reason, while the cars are racing, or while they are running under the yellow flag. The only time drivers or cars may receive such services is when they are completely stopped in the pits.
- F. Cars returning to the racecourse from the pits while the yellow flag is out must wait for the rear of the field in the line behind the caution car, or as otherwise directed by OCS Officials.
- G. No pit crews may service or repair any wrecked or damaged car until the car has been removed from the racetrack and safely parked in pit area.

6-5: Red Flag (Race Stop).

- A. The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. The red flag shall be used if, in the opinion of OCS Officials, the track is unsafe to continue the race. Cars should be brought to a stop in an area designated by OCS Officials. No repairs or service of any nature will be permitted on any car on the racetrack, but repairs may be made in the pit area during a red flag period. Cars returning to the race course from the pit area while the red flag is out must line up at the rear of the field.
- B. Drivers are to stay in their cars at all times unless directed otherwise.

6-6: Black Flag (Report to Pits Immediately).

- A. A black flag means go to the pits immediately and report to the OCS Official at the driver's pit. It does not mean automatic disqualification. At the discretion of the OCS Officials, if the driver does not obey the black flag directive, the driver may then be given the black flag with a white cross to inform the driver that scoring of his or her car has been discontinued until further notice.
- B. In lieu of a black flag, OCS Officials may use a blackboard or black flag number indicator in full view of the Competitor on which the number of the car being black flagged will be shown.
- C. Skull flag, no longer scored, remove from track.

6-6: White Flag (One lap to go).

- A. When the white flag is displayed, it means the leader has started his or her last lap.
- B. No car may receive any assistance after the white flag has been displayed, except cars on a regular pit stop. Violation will result in the car not being scored on that lap.

6-8: Checkered Flag (End of Race).

- A. When a checkered flag is displayed it means the race is completed. When the lead car has completed the required race distance, the race will be declared "official" regardless of flag being displayed.
- B. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be paid according to most laps traveled, whether the car is still running or not.
- C. The driver receiving the checkered flag first in any feature race must bring his/her car to the starting line or designated area and remain there until released by OCS Officials.

6-9: Lights

- A. When the red light is displayed, it means all movement on the track is to cease.
- B. When the yellow light is displayed, it means caution is in effect.

Section 7 – TIMING & SCORING

7-1: Official Scoring. The OCS Scoring Official is responsible for timing and scoring the event. The decision of the OCS Official Scorer with respect to timing and scoring are final unless the OCS Official Scorer elects to do a Scoring Recheck

Procedure. A driver asking the Official Scorer for a recheck must do so within 15 minutes after completion of all racing activities. Also refer to 5-3,F.

Section 8 – SEASON POINTS RULES

8-1: To participate in the OCS Season point's race, the following rules apply:

- A. Driver/Payee must be a track member.
- B. Driver must compete in 80% of posted events.
- C. Points are designated to the driver who started the race.
- D. Rainout dates may or may not be made up. If chosen, they may be run at a time and date mutually agreeable, or double point's race or regular point's race – track discretion.
- E. If a car is wrecked, the driver can change cars (same division car only). Officials must be notified before race. If occurrence is after qualifying, car must start in the rear of the field.
- F. A tie in points will be settled by the highest finishes, and then show points are needed to break a tie.

8-2: Division points as follows:

- A. LMSC, LSC, GS & PS: Win 50 points, 48, 46, 44, etc. All participants will receive a minimum of 10 points. **Fastest Pole Time will receive one (1) point. Leader at halfway point of race will receive two (2) points.**
- B. If your car is illegal after a race, you may lose all race points for that event. Any car or cars found illegal may receive no money. If you refuse to tear down, you may be suspended and/or fined.
- C. Illegal tires with integrity changed, or that OCS determines to be illegal will be subject to penalty.
- D. If you are fined during the season for fighting, flagrant driving, or any derogatory demonstrations against OCS, its owners, staff, or any part of the racing industry, you may not receive any points/monies and will forfeit your point position!
- E. It is the responsibility of the driver to make sure all addresses, names, names of sponsors, and financial information is correct and in order before the first points race. Changes during the season must be reported immediately. **Track will not be held responsible for changes not reported to office.**

Section 9 – GENERAL RULES AND CONDUCT CODE

The General Rule section applies to each and every driver, mechanic, and pit personnel/visitor. You are expected to know the rules. Ignorance of the rules will not be accepted as an excuse.

9-1: Orange County Speedway Management, L.L.C. reserves the right to assign pit parking at all events. Parking may be limited to haulers. Failure to follow parking assignment may result in disciplinary action. OCS reserves the right to have a hauler move/leave for safety and/or height reasons.

9-2: We expect courteous conduct from all participants at all times. Each and every team has an image to uphold for the fans and the name of OCS. We will not tolerate profanity in front of race fans, officials, or management. We expect each of you to look and act like Racing Professionals. Drivers are responsible for actions of your crew and family members. Any person in your pit area is considered your crew. Teams are expected to remain in their assigned pit. If at any time you or your team's attire, actions, or conduct is not in the best interest of OCS, you may be asked to leave the grounds.

- A. Shorts, sleeveless shirts or open-toed shoes will not be permitted on Pit Road or race surface or while working on car at anytime.
- B. Any continuing problems from the same individual(s) may result in permanent suspension and/or fine. If violation comes in last race of season, fines and suspension will carry over until next season.
- C. All fines held over from the previous season will be paid for before the driver, team or fined individuals will be allowed back on the premise.

9-3: THERE WILL BE NO DRINKING OF ALCOHOLIC BEVERAGES, DISPLAY OF WEAPONS OR POSSESSION OF CONTROLLED SUBSTANCES BEFORE, DURING, OR AFTER THE RACING PROGRAM IN THE PITS! Alcoholic beverages and/or controlled substances are not permitted in the pit area at any time. The display or use of any type of weapon or controlled substance at any time will result in permanent suspension for all parties involved and may result in the arrest of all parties involved. Anyone caught with any one of these on his or her person or in his equipment may be suspended and/or fined.

9-4: All crew members must stay in your own pit area during race. No work permitted on cars by crew members while car is on race track (This may result in lap penalty). In the event of a crash, all competitors and crew are required to stay off the race track and in your own pit. Drivers and crew must adhere to directions of Officials. Officials may fine or suspend driver

for violations. Penalty for entering and/or causing a disturbance in another pit may result in a fine and suspension for a period determined by track management.

9-5: The officials and management will resolve any disagreement over technical questions or decisions. When their decision is rendered, it is final and binding and no further discussion will take place.

9-6: The management and officials will determine finishing positions and their decisions are final.

9-7: OCS is private property. Through your entrance ticket you have been given the right to be on this property in conjunction with racing activities; however, the management of OCS reserves the right to revoke and cancel this right at any time that it is felt that your presence and conduct is not in the best interest of the sport of auto racing, your fellow competitors, the fans, or management of OCS.

9-8: Payoff will be made to the driver or the car owner as specified on the Earnings Release portion of the Driver Information Sheet. Both driver and car owner, if different, must sign this. Car owners who have more than one driver during the season must submit a fully executed Driver Information Sheet for each driver. Payoffs will be mailed within the week following the completion of all races for the previous event if they have not been picked up. No payout will be dispersed on race night. Teams with outstanding bills or failure to pay proper fees will have these amounts deducted from any purse monies. Driver or car owner may pick up winnings. Payoff will not be made unless a current year Driver Information Sheet with required signatures and taxpayer ID numbers has been turned in to the speedway office. Driver/Car Owner has 45 days from date of event to file tax information or purse winnings will be transferred to year-end point's fund. Drivers are responsible for ensuring the information on the Driver Information sheet is correct.

9-9: Drivers cannot switch from one division to another without authorized official permission.

9-10: Courtesy laps will be given for safety reasons in any class.

9-11: All cars are subject to inspection by OCS Officials at any time.

9-12: No driver can qualify two (2) cars in any division.

9-13: Anyone displaying any type of misconduct at the start/finish line at any time in the eyes of an official or our staff members is subject to dismissal with no refund, fine/penalty and possible loss of points to the car they are assigned.

9-14: When pre-race activities begin, approximately 15 minutes before race starts, all generators will be turned off and no engine will be cranked for any reason. The reason for this is for our sponsors to be recognized and for the invocation and National Anthem.

9-15: Orange County Speedway Management, L.L.C. reserves the right to fine, suspend, or take whatever action is deemed necessary at the time to maintain orderly conduct of the race.

9-16: Penalties assessed by Orange County Speedway Management, L.L.C. staff/officials for conduct related matters are final, non-appealable and non-litigable.

9-17: OCS Management reserves the right to update, modify, add, or delete rules at any time without prior notice.

9-18: OCS PUBLIC IMAGE POLICY: OCS reserves the right in the public image of the sport to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must comply with the following identification requirements. OCS Officials have the right to temporarily change race car numbers to avoid duplication. OCS reserves the right to assign or restrict the display of decals, identification and advertising on race cars.

A. Identification & Marking

1. All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times.
2. Numbers must be solid, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap.
3. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver's side.

4. The use of number decals is acceptable if Track Officials determine that the number is legible.
 5. OCS will issue all car numbers. All car numbers are owned by and will be assigned by Track Officials for use by the car owner. Car numbers are not transferable or assignable by the car owner.
 6. All car numbers must be numerical between 00 and 99 with no alpha characters permitted in the numbering sequence.
 7. Duplicate car numbers, per division, are STRICTLY PROHIBITED. Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an event.
 8. ORANGE COUNTY SPEEDWAY may refuse to permit, or it may restrict or assign the size or placement of decals, identification, and advertising of any kind on a car for any reason. All ORANGE COUNTY SPEEDWAY Members agree to accept ORANGE COUNTY SPEEDWAY'S and/or Track Official's decision in this regard.
- B. Any person who permits someone else to use his or her pit pass/license may be subject to a fine of at least \$200.00 and suspension.
- C. Any person who signs the release sheet for anyone else, a fine of at least \$300.00 and suspension.
- D. Any person who assaults, threatens to do bodily harm to any OCS Official or person serving under his direction: suspension, and a fine of at least \$500.00
- E. Any person who commits an assault with a weapon on OCS property will receive a minimum fine of \$1,000.00, suspension, and/or loss of accumulated points.
- F. Any driver, car owner, or crew member involved in any form of boycott, strike or other tactic to hinder track operations, disrupt, delay, or cause any race to be postponed will suspended indefinitely and a \$1,000 fine will be imposed.

9-19: Anyone detected spilling or putting oil on property of the OCS will be fined \$1,000 per episode and suspended indefinitely. A WASTE OIL container is provided at the rear of the pit concession building.

Section 10 – PROTEST PROCEDURE

10-1: Protest must be made within 15 minutes after completion of event. All protests must be in writing, signed by DRIVER (only), and presented to a track official with money in hand within 15 minutes after checkered flag. 25% of protest fee will go to track for additional expense incurred. If wrecker is used to pull an engine out of the protested car, an additional \$25 will be retained for wrecker services. The protest fee must be paid by cash only.

10-2: A protest can only be lodged against the car-drivers that finish ahead of the car-driver filing the protest. A protest must be made by the car owner or driver of the division and race in which they participated.

10-3: A car-driver that lodges the protest is subject to same inspection contained in the written protest. This is at the discretion of the Chief Steward in charge.

10-4: The protested car must begin teardown within 15 minutes of being informed of the protest. If time limit is violated this may result in disqualification. The following people will be allowed to be present at the protest site: car driver, car owner, and crew chief, Chief Stewart, Technical Inspector, and a Speedway Management representative.

10-5: If another illegal part is discovered while looking for the protested part, then the protested car will be declared illegal. The same result will follow for the car/driver who initiated the protest should an illegal part be found on their car.

10-6: Any illegal part will be confiscated by the track. Refusal to turn over said parts may result in a fine, penalty or suspension of the car and driver.

10-7: If the protested car is found to be legal, remainder of money goes to competitor of car being protested. If the protested car is found to be illegal, the protested car is disqualified and remainder of money goes to the driver filing the protest.

10-8: Matters Not Subject to Protest: No protest will be accepted that is directed to the decision of an OCS Official unless specifically provided for in these rules which include, but are not limited to, tires, timing and scoring decisions, inspection decisions, and race procedure decisions.

10-9: The minimum protest fee is \$200.00 for each protest plus extra fees at discretion of track. The following schedule is recognized:

Top End - \$200

Complete V-8 Engine - \$850.00

Other protested items are \$200 each.

Bottom End - \$400

Complete 4-Cycle Engine - \$500.00

Section 11 – APPEAL PROCEDURE

11-1: All appeal requests must address a specific circumstance and be made in writing, signed by the driver and turned in to the Competition Director, Chief Steward or Operations Manager within thirty (30) minutes after completion of the last race.

11-2: A \$200 cash appeal fee must accompany each appeal.

11-3: Scoring questions can be addressed to the Chief Scorer immediately following the completion of the last race.

11-4: Orange County Speedway Management, L.L.C. staff/officials will review each appeal request and determine if the appeal will be taken to the Appeal Board. The decision of Management on acceptance of the appeal is final, non-appealable and non-litigable.

11-5: The driver will be notified of the status of the appeal in writing within 7 calendar days. If the appeal is refused, the \$200 fee will be returned. If the appeal is taken to the Appeal Board, the \$200 will not be refunded regardless of the finding of the Board.

11-6: The Appeal Board will be convened, usually within one week after the appeal is accepted, for review of the circumstance in question. The appealing party will be notified and will be given the opportunity to participate in the hearing.

11-7: The decision of the Appeal Board will be given to the appealing party in writing and this decision is FINAL, NON-APPEALABLE, and NON-LITIGABLE.

Section 12 – FUEL SPECIFICATIONS

12-1: The fuel shall be automotive gasoline only. Teams must comply with Track fuel program.

12-2: The gasoline shall comply with ASTM D4814 entitled “Standard Specification for Automotive Spark-Ignition Engine Fuel”, except limited to liquid hydrocarbons only, Class A, B, C, D, or E, but without regard to geographical or seasonal limitation. Track fuel will be the specification standard.

12-3: The gasoline shall not be blended with alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.

12-4: No icing or cooling of the fuel system is permitted in the garage, pit, or racing area.

12-5: No combustion additives allowed in engine oil.

12-6: Late Models must purchase **five (5)** gallons of track fuel per race on the day of the event. Limited Sportsman must purchase **three (3)** gallons of track fuel per race on the day of the event. Failure to do so may result in reduction of purse monies.

Section 13 – TIRES

13-1: Race day tires will be purchased from the track. Tires will be paid for at time of purchase. Drivers will complete and turn in a tire purchase form in order to purchase tires the day of the race. Tires will not be mounted until payment is received in full.

13-2: The requested type and number of tires will be given to mounting technician by track officials. When mounting is completed, tires will be given to team representative for transfer to tire impound. No drivers/team members will be permitted in the tire shop on race day.

13-3: Unless cleared with a track official no tires may be left at the track. Teams must take old tires home. The track is not responsible for disposal. Any team disposing of tires will be penalized.

13-4: No protests on tires will be accepted.

Section 14 - INSPECTIONS

14-1: All competition cars and driver's safety equipment will be subject to technical inspection at every event throughout the season at the discretion of the Race Director or Chief Steward. No forewarning will be given.

14-2: No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment that does not conform to track or division rules may result in disqualification, suspension, and loss of points or fines.

14-3: All parts declared illegal under inspection or protest will be confiscated and **WILL NOT BE RETURNED**. Confiscated parts become the property of Orange County Speedway Management, L.L.C. and will be disposed of at the discretion of speedway management.

14-4: Any fuel used must be equivalent to track supplied racing fuel. Fuel samples may be taken at anytime for testing either on site or at an independent test lab.

Section 15 – RESTRICTED AREA POLICY

15-1: Orange County Speedway Management, L.L.C. Pit License must be presented each time before obtaining a pit entry wristband.

15-2: No participant will be allowed in the pit area until he or she has secured a pit entry wristband and signed the waiver and release form for that particular event. Teams harboring persons who have failed to secure a proper wrist band may be fined and/or suspended. Teams failing to secure wristbands for all crew personnel in their pits may be penalized by fines or other appropriate penalty.

15-3: Pit entry wristbands are not transferable and are not to be signed by anyone except the person to whom it is issued.

15-4: All pits passes must be accessible to track officials at any time. Violators will be removed and no refund will be given.

15-5: Full shoes, long pants and shirts covering the shoulders and entire torso are strongly recommended on all crew/personnel at all times in the pit area. Persons wearing attire that is offensive or inappropriate may be asked to leave the premises with no refund. The crew/personnel/family members accept sole responsibility for any and all incidents that may occur as related to their admission to the pit.

15-6: Photo ID must be presented if requested by an Orange County Speedway Management, L.L.C. Official/Staff.

Section 16 – DRIVERS MEETING

16-1: A driver meeting will be held for all competitors following the final round of practice for each event.

16-2: All drivers are required to answer roll call at drivers' meeting. **Driver changes must be confirmed at this time to avoid penalty.**

16-3: A driver's failure to attend the drivers' meeting may result in disciplinary action.

16-4: Any duplication of car numbers will be settled at this time. Driver is responsible to ensure race control has the correct car number and driver name. Failure to do so may result in loss of points/place/disqualification.

16-5: Event schedule may be altered. First race of event will be denoted during driver's meeting. Team must position their car on the track at the prescribed line-up time in order to be ready for the weekly pit party. Teams may present giveaway item to fans during pit party. Failure to line-up on time will be penalized at the discretion of the officials.

Section 17 – GENERAL CAR SAFETY RULES

17-1: Roll cages must be constructed of 1 ¾"x .090" wall tubing. Driver's door is recommended to have a 16-gauge steel plate on outside of cage, must extend from front hoop bar to back of driver's seat. Stock 4-cylinder bars must be in doors.

17-2: All roll bars in driver's reach must be padded.

17-3: Sealed firewalls, front and rear.

17-4: Must have an approved window net **and seat belts**. All drivers must wear fire suit, gloves, and a helmet. It is mandatory that at all times driver wear driving suit and gloves of fire resistance material that effectively covers the body. **It is recommended that driver wears socks and underwear made of fire resistance material.** All cars must have a 5-point seat harness. **A Hans or similar device is encouraged.** Aluminum seat is required in all divisions. No homemade seats allowed. **It is the responsibility of the driver/car owner to ensure all safety equipment meet the current industry standards and should be installed, maintained and used in accordance with the directions provided by the system supplier and/or manufacturer..**

17-5: All cars must use a fuel cell. The fuel's maximum capacity 22 gallons or as determined by division rules. All cars are recommended to have a fuel shut-off valve at the fuel cell. Any fuel line which runs through the driver's area must be inside conduit and must be close to the floor.

17-6: No electric fuel pumps except 4-cylinder cars without a provision for a manual pump.

17-7: Drive shafts must be painted white and have a 2"x ¼" safety loop midway.

17-8: No Glycol based antifreeze or synthetic oil permitted. \$200 fine will be imposed.

17-9: All cars must have an electric kill switch. The battery must be located on outside of driver's compartment.

17-10: No exhaust may turn down.

17-11: It is recommended no weight be within reach of the driver. All weights must be bolted on, painted white, with car number painted in black.

17-12: A minimum of a 2 ½ lbs fire extinguisher must be mounted in each car **on an approved mounting bracket (no extinguisher may be taped to roll bars) or mounted in door area.** A fully functional minimum 10 lb. fire extinguisher must be kept in the pit area of each team as well.

17-13: Aluminum racing radiators may be used in all divisions. Pressurized overflow tank may be used but overflow vent must exit base of windshield on right side.

17-14: Minimum 8" ground clearance under fuel cell. A safety bar must be installed behind fuel cell. The bar must be a minimum 1 ½"x .083" running the width of the frame rails as low as the fuel cell with two forward braces.

17-15: All cars must use a dry element type rigid paper air cleaner, no modifications. Metal (steel or aluminum) top and bottom is required. No air deflection devices (such as K&N top hat).

17-16: LEXAN windshield to be used front and rear. Windshield must be a minimum thickness 1/8". Front windshields must have three braces (1/8"x 1") inside, bolted top and bottom and shall not obscure driver's vision. Rear window must have two 1/8"x 1" braces on outside. The rear window on aftermarket bodies must have vertical braces for support. Driver side mirrors are permitted.

17-17: After Accident: (A) If driver is OK, drop window net; OR (B) Raise hand outside and hold up. Remain with the car until cleared by safety crew. Do not walk towards other cars on the track. Driver's crew is to remain in their pit area and not step onto the track. Should the car be undriveable, driver must ride back to pit via ambulance.

17-18: Helmets, fire suits, gloves and race shoes must meet the specifications set forth in Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc., or SFI. **HEAD and NECK RESTRAINTS ARE STRONGLY RECOMMENDED** to be used in qualifying, practice and events!

17-19: Automated electronic recording devices, on-board computers, laptop computer, or the like will not be permitted.

17-20: Any infraction of the rules may result in extra weight being added to the car in question to compensate for infraction.

17-21: No form of cooling or heating fuel, fuel lines, or tires in any manner is permitted.

17-22: Each team must use at least two (2) radios with two-way voice communication between driver and crew member/spotter. When a touring/visiting series is on site, in the event, a spotter is not available; driver must have suitable

one-way communication which allows him/her to hear race control. Each team is required to monitor the track's race control frequency of 154.4900 to ensure race request compliance. Each team is required to adhere to requests made by race control during a race. **At all times during testing, practice, qualifying and /or racing, the spotter must have radio communications with the driver and must monitor Race Control's frequency. All spotters must be in the designated spotter location at all times during competition. Teams/drivers failing to adhere to this policy are subject to penalty.**

Note: Lack of information on equipment not listed herein or in division rules does not necessarily indicate approval. Questions about rules, rules interpretations, and allowable equipment should be referred to the Chief Steward or Competition Director on day of race. These rules are for your safety, and in no way is any such warranty or guarantee from Orange County Speedway Management, L.L.C.

