

2015 OSCAAR Mods Rules & Procedures

OSCAAR Mission Statement

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

Membership Fees

The cost of an OSCAAR membership is \$220.00. The membership will increase by \$50.00 if not paid by February 1st 2015

General Rules

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

1. All drivers must be registered 30 minutes prior to the scheduled drivers' meeting. Failure to do so will result in starting scratch for both heat races.
2. Drivers' meeting is mandatory. All drivers must attend the drivers' meeting with one member of their race team. *Failure to attend the drivers' meeting will result in starting all heat races from scratch position.*
3. All cars must go through tech. Tech will close 30 minutes prior to the drivers' meeting. *Any cars that have not been cleared by that time will result in starting all heat races from scratch position.*
4. All cars must come to tech and cross the scales at their proper weight requirement. If not, the car will not be cleared and the driver must re-present his car for tech. The driver must be sitting in his seat in an upright position with hands on the steering wheel to obtain the proper left side percentage weight.
5. To qualify for an OSCAAR feature event, the driver must compete in at least one heat race.
6. Rainouts: Every attempt between OSCAAR Officials and visiting Track Management will be made to re-schedule events that are rained out.
7. A driver may switch to another car, however, it must be before the cars go onto the track at the start of the feature (e.g. you may not switch if there is a crash on the opening lap). The borrowing driver must start scratch unless he has previously qualified the borrowed car. Points will be awarded to the driver.
8. The use of Raceceivers is mandatory for the 2015 race season. All teams must purchase a Raceceiver directly from the supplier. Any team refusing to use a Raceceiver will not be permitted to compete.
9. All teams must have a working transponder. Teams will no longer be able to borrow from the tracks.
10. Teams will be allowed one replacement driver for one event in 2015. The team must pre register the driver with OSCAAR. OSCAAR reserves the right to refuse the driver based on experience. The cost to register the driver is \$100.00

Qualifying Procedures

1. Each driver must register with the OSCAAR officials at least 30 minutes prior to the drivers' meeting as registration will close 30 minutes prior to the drivers meeting. If a driver fails to register they will be starting scratch for the two heat races.
2. At the time of registering each driver will draw a number, which will determine the first set of heat race line ups. For example the driver that draws number one will start pole for the first heat, number two will start pole for the second heat, number three will either start second in the first heat or pole for the third heat if required.
3. Fields of over 20 cars will automatically have three sets of qualifying heats.
4. The starting order for the second set of heats will be the reverse of the starting order of the first set of heats. A new format is in the process and will be presented to membership
5. Each driver will earn points in the heat races based on the OSCAAR point system.
6. The top point earner from the heats will then draw a number from 7-12 from a bucket to determine the invert for the feature. ****Please note OSCAAR reserves the right to adjust the number based on car count. Drivers will be informed at drivers meeting each week.****
7. The balance of the field will be lined up based on heat race points earned starting with the next place driver to twenty fourth place.
8. In the event that there are more than 24 cars in attendance, then the top 18 cars will qualify through earning heat race points. The balance of the field will then have to run a "B main". The length of the B main will be 10-15 laps depending on the track. Cars will be lined up according to heat race points, starting with highest and going to lowest. The top four finishers from the B main will qualify automatically for the feature. Their starting positions will be 19th-22nd. The final two starting spots will be filled by the two highest cars in the current point standing that have yet to qualify for the feature event. At tracks ½ mile and bigger, the maximum starting field will be 26 and the same procedure will be used to determine the starting field.
9. All cars that do not qualify for the feature event will receive 20 show-up points.
10. All heat races will be ten laps in length and each feature event will be twenty-five to thirty laps. The Rick Woolner Memorial Race and Autumn Colours features will be fifty laps each.

Race and Restart Procedures

1. All original starts will be double-file. Drivers are to accelerate out of corner 4 as the green flag is waved. There will be NO passing of any cars before the driver crosses the start/finish line. Any car jumping the start will be penalized 2 positions for every car passed. Penalty will be assessed at the next caution or at the end of the event if there are no cautions.
2. *Complete Restart*: First lap accidents in all races will be a complete restart. All cars will be restarted in their original position except those involved in the accident, which will restart at the rear of the field. This applies in all complete restarts.
3. All restarts will be double file formation. Leader has the option of restarting inside or outside the front row. All involved cars will have to restart at the rear of the field.
4. The restart box will be utilised in the 2014 season. If a driver is not restarting in the proper fashion they will be penalized two positions at the next caution period or at the end of the race if no further cautions occur.
5. When the caution flag is waved the restart will be based on the last completed lap of racing.
6. If the caution flag is shown after the leader has taken the white flag the race will attempt one time to restart the race with a green, white, checkered finish, if a second caution flag is shown the race will finish and will be scored based on the last completed green flag lap except for those cars deemed involved which will be scored at the rear of the field.
7. If a car goes to the pits during a caution period, they will be restarted at the rear of the field. If that car is still on the lead lap he will restart ahead of all cars one or more laps down.
8. A lucky dog designation during each caution period will be awarded to the first car one lap down. In the event that car is involved in the caution, no lucky dog award will be given. The lucky dog recipient will restart at the tail end of all lead lap cars. All other cars one or more laps down will continue to restart at the tail end of the field. The same driver will only receive the lucky dog once during a heat race and twice during the feature event.
9. If a driver instigates three cautions in one feature or heat race, he will be automatically black flagged for the remainder of that race. If the yellow is brought out due to mechanical issues, it will not count against the driver. If a driver uses up his three chances, for the following event that driver will only receive two chances. If those two chances are used, the following event he will have one chance. If after the first offense, the driver goes a week without being black flagged, he will again be given three chances.
10. The Race Director may at any time deem it necessary to have single file restarts.
11. For any event longer than 50 laps, it is the responsibility of each team to ensure that their fuel cell is large enough. Under no circumstances will OSCAAR stop a feature event to allow refueling.
12. Red Flags: When the track is under a red flag condition, all competitors are required to stop as quickly and as safely as possible. If any competitor's car moves in the pits or on the racing surface while the red flag is displayed, automatic disqualification will result. Teams that are working on repairs prior to the red flag must stop repairs until the red flag is removed. Failure to do so will result in automatic disqualification.
13. Black/Meatball Flags: Drivers given the Black or Meatball flag(s) for mechanical concerns will be given two (2) laps to report to the pits to seek consultation regarding the flag. The tech director MUST ensure that the car is safe before re-entering the racetrack at the next caution period. Failure to do so will result in immediate disqualification, loss of any points for the event, and receiving tow money only.
14. If the black flag is given for rough driving, the driver will be disqualified from the event, will receive tow money only, and lose all points for the event. Once a driver has been given the black flag the car is no longer being scored.
15. *Ignoring* the black flag will also result in disqualification, receiving no tow money, and loss of all points for the event
16. **Restart box will be utilized in 2015. OSCAAR reserves the right to adjust this procedure if necessary.**

Involved Cars

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

Post-Race Tech Procedures

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

Driver/Cockpit Devices

1. Traction Control – No operator controlled, radio controlled, computer controlled or automatic traction control devices or ignition re-tarder devices.
2. NO cockpit, panhard or sway bar adjustment devices.
3. Brake bias adjustment device is permitted.
4. NO wedge adjuster allowed.

Conduct Rules

1. The consumption of alcohol or the use of illegal drugs, by any driver or crew member prior to the completion of the feature event will not be tolerated. Infraction of this rule will result in the automatic disqualification with no points or money being awarded for that night. Anyone caught consuming alcohol or using illegal drugs during an event will be fined \$500.00.
2. All drivers and crew members shall act responsibly at the track. No driver, car owner, mechanic or crew member shall subject any track official or OSCAAR official to abuse, ridicule or improper use of language. Abuse of a track or OSCAAR official considered to be offensive will result in the automatic disqualification with no points or money awarded.
3. Fighting or acts detrimental to racing: any driver, car owner, crew member or anyone engaging in a fight shall be subject to automatic disqualification with no points or money awarded. Depending on the circumstances, OSCAAR reserves the right to assess further penalties such as a bond or suspension.
4. No individuals, representatives or groups will be recognized in any discussions or dispute unless the driver is registered.
5. Any driver who demonstrates erratic or hazardous driving will start in the scratch position or when warranted be removed from competition.

Official Finish and Protest System

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

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

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

Points System

Heat Race Points

Order	1	2	3	4	5	6	7	8	9	10
Points	7	6	5	4	3	2	1	1	1	1

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

Feature Race Points

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

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

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

Bonus Points

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

Rookie Points (Feature Event)

Order	1	2	3	4	5
Points	5	4	3	2	1

Body

Car may be any make or model with any body style. Body minimum 4 inches ground clearance. Must have stock appearing roof with a minimum of 9 sq. ft, with A pillars that cover the roll cage and are attached to the windshield frame. Cars must have a hood which covers the motor and rad. Rear wheels must not stick out past nerf bars or scrub rails. Any flares must not be out past tires. Bodies must be complete at beginning of each race event. Roof minimum 45 inches in height, measured 10 inches back from windshield. Left side window opening must be a minimum of 13 inches high and 24 inches wide. All cars must be neat and brightly painted. A minimum 14 inch high and 2 inch wide number required. No trick numbers. Number on roof must face to the right (outward), readable from right side. A 4 inch number must be on the front nose area for line-up purposes. **Spoiler material** – Lexan only with a maximum height of 48 inches (including spoiler sides and supports) from ground to top of spoiler. Supports may extend from the top of the spoiler forward and taper down to the rear quarter panel. You must be able to see through or over the rear spoiler. [Note these body rules will be tightened up in the future. OSCAAR will be looking for the mods to get more in line with the NASCAR mods as far as body specifications. These specifications will be available during the 2015 season and start to be implemented in 2016]

Bumpers & Side Nerf Bars/Scrub Rails

Front bumper may extend past the frame only 2" on each side. Front and rear bumpers must be located a minimum of 13" and a maximum of 17" from the ground to the centre of the bumper. Front bumper must be double bumper style. Rear bumper may be double bumper style or have a hoop underneath original bumper. Double side scrub rails are highly recommended. They should be close together at the front and widen out to approximately 12" at the back. All bumpers and side rails must have rounded corners. The rear bumper shall not be wider than the body. If the body does not cover the rear wheels, a nerf bar should extend outward and forward from the rear bumper to within 1" of the outside of the rear wheel and then return to the frame. Side nerf bars/scrub rails may be fabricated from minimum 1¼ inch – maximum 1¾ inch O.D. round. Double side scrub rails recommended and should close together at the front and widen to approx. 12 inches at the back and cannot extend past the tires.

Roll Cage

Steel roll cage must be constructed of no less than 1-3/4 inch O.D. x 0.095 inch wall thickness. No aluminum or other soft metals allowed. Front and rear roll bars must be connected at the top and bottom of both sides at seat height. Side bars are compulsory and driver's side must extend in panels. Minimum of 4 door bars on left side (driver's side) and 3 on the right side. Plates in left side door bars recommended. All joints recommended to have gussets of not less than 0.125 inch thickness. Roll bars must be mounted on top of frame. Right side roll cage must go straight up to window level before it may angle in towards the driver's area. Window level is considered to be 15 inches above top of frame on new cars built. Right side door bars must at least form an X running from front to back. 19 inches +/- 1 inch from top of roof. Roll bars in driver's immediate area must be padded. Left leg protection bar must be installed between roll cage and left front frame rail. All bars running forward and rearward of roll cage assembly may be constructed of tubing of not less than 1½ inch O.D. minimum 0.083 inch wall thickness.

Interior

Interior of car can only be constructed of minimum 22 gauge steel or aluminum. All flammable materials are not allowed in or around the driver's area

Brake Pedals

Must be located in standard position on left side of transmission and drive shaft tunnel.

Firewall

Firewall must be constructed of minimum 22 gauge steel. A foot box may be fabricated on left side. Driver's compartment must be totally sealed from engine and race track

Floor

Driver's area floor which extends from drive shaft tunnel to left side roll cage and from behind driver's seat, in line with rear roll cage main hoop continuing into driver's foot box must be constructed of no less than 1/8 inch or 16 gauge magnetic steel plate.

Gas Pedal

A gas pedal toe bar (kick-up) is mandatory.

Seat

Aluminum seats are mandatory. Minimum of 0.123 inch or 1/8 inch thickness. Seat must be bolted securely with minimum diameter of 3/8 inches or larger with large steel plate washers. Seat must be positioned completely to the left of the centerline of the car and inside the frame rail. Full upper body head and shoulder containment seat is highly recommended. Approved padded headrest is mandatory and must be securely mounted

Steering Wheel

Removable racing steering wheel with quick release metal hub and wheel center pad are mandatory.

Windshield

Minimum of 1/8 inch thick Lexan in front of driver mandatory. Two interior supports 1 inch wide and 1 inch deep (not plastic) recommended. Windshield must be able to deflect any debris or oil that might enter driver's compartment from the front. If bullet-style windshield used, center window bar recommended. A 2 inch x 2 inch mesh recommended on right-hand side and must seal to firewall and hood.

Chassis

Chassis main frame rail must have a minimum perimeter of 10 inches x 0.095 inch wall thickness, box tubing extending from front clip to rear suspension. Driver's side frame must be built out to the side of the car. Right side frame must be no closer to the center of the car than the inside edge of the front clip/stub being used. Chassis built with factory production frames that are at a point no further than 36 inches from the rear end housing may use 2 inch x 2 inch box tubing. Minimum chassis width is 46 inches. Fabricated front clips allowed.

Engine Location

Engine must be centered in the frame. A maximum of 1 inch left of the chassis centerline and located a minimum of 70.5 inches measured from the front of rear end tube to the back of the engine block. Engine mounts or motor plates are optional.

Steering and Hubs

Spindles magnetic steel only. Rack and pinion steering allowed. Aluminum tie rods adjusting sleeves allowed. Steel helm ends **MUST** be used on tie rods. Aftermarket center link allowed. Wheel stud must protrude through wheel nut. **NO** drilling holes or lightening of parts.

Front Suspension

Tubular steel aftermarket control arms permitted. All control arms and mounting hardware must be made of magnetic steel. Aluminum cross shafts allowed on uppers.

Rear Axle

Full floaters mandatory. No aluminum tubes. Full spool only - No Gold Tracs, limited slip devices or any type of traction control device allowed, electronic, mechanical or otherwise. Lower and upper trailing arms cannot exceed 34 inches from center to center on mounting holes. No spring loaded or hydraulic devices on trailing arms or upper rear end link arms allowed. No cambered rear axle assemblies allowed.

Shocks

Aluminum or Steel body. Only one shock per corner permitted. No external adjustments. No coil bind or bump stops of any kind.

Springs

Load bolts and rated coil springs allowed. Minimum spring OD is 2½ inches. Coil springs must be magnetic steel. Rear suspension may be coil spring or leaf spring type. Plastic or fibre leaf springs are not permitted.

Brakes

All four wheels must have working brakes. Four wheel disc brakes allowed. Dual master cylinders mandatory. Adjustable balance bar that is adjustable from driver's seat is permitted. Brake callipers must be magnetic steel with single piston. Rotors are to be magnetic steel only and no drilling of rotors. Front rotors – min. 1 inch and rear min. .750 thickness. Four Piston calipers are allowed with a 25lb weight penalty applied. The cost of each four piston caliper is not to exceed \$250.00 retail value.

Ignition

1. Car must be self-starting.
2. Ignition on/off switch must be mounted in the centerline of the car and clearly labelled so that the ignition can be turned off from outside of either side of the car in the event of an emergency.
3. The only switches allowed are: a) Master on/off mounted in the center of the car, b) push button start switch, c) Ignition power, and d) fan switch if equipped with an electric fan.
4. An operational rev chip must be accessible through the passenger window.
5. **ALL MSD WIRING TO REMAIN OPEN FOR INSPECTION. ALL WIRING MUST USE WEATHER PAK CONNECTOR 6 AND 2 PIN AT THE MSD MODULE, AND 2 PIN AT THE DISTRIBUTOR. MALE CONNECTORS ARE REQUIRED ON THE BOX AND DISTRIBUTOR. 4 PIN CONNECTOR IS REQUIRED AND MUST BE ACCESSIBLE ON THE REAR OF THE TACHOMETER.**
6. Soft touch rev control part 8728 must be mounted on the right hand side of the dash (same as ignition box) if a stock distributor and stock module are used.
7. All built engine cars will have an operational 7000 rev chip installed.
8. All crate engines will have an operational 6400 rev chip installed.
9. Only 1 MSD box, one coil, and one wiring harness per vehicle.
10. Stock type distributor, a DUI, or MSD distributor allowed.
11. No other electrical devices are allowed anywhere on the vehicle All 6AL, 6ALN wiring to be standard:
 - a. Red wire/ignition switch
 - b. Use a brown wire/tach output
 - c. Black wire/coil negative
 - d. Orange wire/coil positive
 - e. Green wire/dist. Negative

Weight

Engine	Weight	RPM Chip
Crate Engine #88958602 (350 hp)	2600	6400
Crate Engine (approved 400 hp)	2750	6400
Built Engine	2775	7000

Car weight to be measured with driver.

Left side weight 60% max.

50 lb weight break for automatic transmission.

50 lb weight penalty for ford or dodge crate engines

50lb weight penalty for rebuilt crate motors

Allowance of 30lbs for spent fuel off total weight will be allowed on all events.

Crate Engine Options

Only approved, sealed, unaltered engines. No changes, substitutions or modifications to engine.

Any tampering, alterations, or violations with respect to the crate engine program will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by the technical committee. The tampered engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. OSCAAR reserves the right to destroy all tampered-with parts.

Approved engines are:

- Chevrolet 350/350hp Circle Track Crate Engine Part #88958602
- Chevrolet 350/400 Limited Late Model Crate Engine Part #88958604
- Ford Part 347 Sealed Crate Engine #M-6007
- Dodge 360 Crate Engine Part #P5007958
- **NO ASA ENGINES ALLOWED**

Built Engine

Definition: Parts available from your local dealer through ordinary parts catalogue may be accepted as stock. Parts ordered through dealer performance catalogues will not necessarily be considered legal.

Engine	Maximum Overbore	Displacement
CHEVROLET – 305-350	060	360 cu. In.
DODGE – 318-160	060	371 cu. In.
FORD – 351 (Windsor only)	060	362 cu. In.

Cylinder Block Assembly (Short Block)

All engine blocks must be product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted. The engine block must retain all factory engine dimensions, with the exception of the maximum overbore and the surfacing of the engine block deck. Angle cutting of the engine block will not be permitted. Aluminum blocks will not be permitted. Only iron cylinder sleeves may be used to repair. Must maintain stock lifter bore: Dodge .904 inch, Chevrolet .842 inches. Repair sleeving of lifter bores permitted to a maximum of 4. Crankshaft must be stock OEM-type. Must have factory I.D. numbers that are legible. Only

standard polishing and balancing allowed. Connecting rods must be magnetic steel only. Piston – stock type, flat top or dished three ring pistons with all rings in place. Top of block to piston clearance may be 0.00 deck. Compression ratio on all makes 9.5:1 or lower. However, due to measuring variations with the equipment, a whistle of 9.9:1 will be deemed legal. If on an engine teardown, the engine exceeds 9.5:1 compression, based on exact measurements performed, the engine will be declared illegal.

Cylinder Heads

Cast iron OEM style heads only, must be stock valve angle for manufacturer. NO acid dipping, angle milling, polishing, porting or port matching of heads to intake or exhaust. NO hollow, sodium or titanium valves allowed. Valves stem size 11/32 inch. Valves 1.94 intake and 1.6 exhaust. NO Chrysler “308, Magnum or “W” series heads. Ford and Chrysler must use OEM stock valve stem size. All Dodge and Ford heads must be approved by Tech.

Must use OEM type valve springs and retainers. Maximum spring diameter 1.310 inch. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Rocker locks allowed. Guide plates allowed. Shaft rockers allowed on Chrysler. NO roller lifters. NO aluminum, ceramic, titanium or exotic metals allowed.

Camshaft

Flat tappet hydraulic camshaft only. Maximum total valve lift .520 inch. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Rocker locks allowed. Guide plates allowed. Shaft rockers allowed on Chrysler. NO roller or mushroom lifters, NO aluminum, ceramic, titanium or exotic metals allowed.

Intake Manifold

Manifold must remain stock and unaltered as produced by manufacturer. Water crossover cooling lines allowed. NO acid dipping, grinding, porting, port matching, turtles or modifications allowed. Chevrolet engines –Part #2101 (newer style only) or 2701 Vortec Performer Part #2116 Edelbrock Performer intake only.

Ford engines –Part #2665, 2750 or 2181 Edelbrock Performer intake. Dodge engines –Part #2176 Edelbrock Performer intake or Mopar part #P4876335.

Oil Pan And Lubrication

Magnetic steel oil pans only. NO aluminum oil pans. Wet sump systems only. Oil pan must not be lower than cross member or frame rails of race car. Any oil is permissible. Oil filter must be directly attached to block. Any approved oil filter and breather caps may be used. Windage tray may be used. Minimum ground clearance must be retained.

NO external oil pump(s) (aftermarket) or external reservoir tanks allowed. 6½ inch deep oil pan minimum mounted no lower than the main frame rail.

Distributor

Stock type 12 volt electronic HEI, DUI or MSD distributor allowed. 12 volt battery operated ignitions only. Coil, rotor, module or cap may be aftermarket. All built engines will have an operational 7000 rev chip installed and all crate engines will have an operational 6400 rev chip installed. Soft touch rev limiter control MSD part no. 8728 or DUI part no. 380777 must be mounted on the right side of dash or deck panel out of reach of the driver. All wiring and connections must remain open and available for tech inspection. Tech will have the option at any time to either test or exchange any chip. Anyone caught tampering with chips or rev limiter will be automatically disqualified.

Carburetor

One stock 4412 – 500CFM old style, metering block numbers 5924, 5925 & 10570 Holley factory produced 2 barrel carburetor. No modifications. Only changes allowed are jets, power valve, removal of choke parts and filling in of choke rod holes. Two throttle return springs and stop are mandatory. Must have air cleaner (see air cleaner below). Spacer/adaptor maximum 1 inch thick. Distance from bottom of carburetor to top of intake manifold where carburetor sits, to measure no taller than 1 ¼” including gaskets. The carburetor adapter to be used with Edelbrock intakes is Canton Racing Products part #85-060, unaltered as produced or equivalent (i.e., Bicknell # BRP 376). Holes in spacer plate must be located in the center of the intake holes. No venturies in or below the spacer plate.

OR

One unaltered 4 barrel Holley carburetor P/N 4777 (650 CFM) or 0-80802HB (650 cfm)

Carburetor must bolt to intake with 1 gasket and no spacer. All carburetor gasket thickness of 0.065 inches. A carb spacer of 1 inch is allowed only on the 602 crate motor.

Air Cleaner

Only round air cleaner element. Minimum of 12 inches and maximum of 14 inches diameter by a maximum of 4.5 inches high permitted. All air shall be filtered through element. No forward air ducting allowed. Air cleaner base must be mounted directly to carburetor.

Cooling System

Aluminum radiators allowed. Electric fans allowed. Stock fans must be shrouded for protection. Radiator must include a liquid overflow container of 1 gallon minimum in size, mounted ahead of engine firewall. NO ANTIFREEZE allowed in the cooling system.

Driveshaft

Drive shaft and universals must be steel. Drive shaft must be painted white. Steel 360 degree retainer hoops, a minimum of ¼ inch thick x 2 inches wide, must be positioned at the front and rear of shaft within 6 to 12 inches of each U-joint. NO chains.

Exhaust System

Headers allowed. Maximum 1¾” diameter tubing from header flange to collector to a maximum 3½” collector. No 180 degree headers or Howe Iron Lung headers. No ceramic coated headers, inside or out allowed.. Exhaust system must either exit outside of body under 18 inches high and turned either downward and out **OR** exit under car on right side and behind driver and turned downward. Mufflers are mandatory. Muffler(s) used must remain unaltered and must meet track decibel reading.

Fuel

OSCAAR approved fuel only, or pump fuel

Fuel Line

A single AN-8 (1/2 inch) steel, armoured or Kevlar braided fuel line is mandatory, and must be securely fastened under floor. NO NEOPRENE allowed. NO COPPER LINES. NO PLASTIC OR

GLASS FILTERS. If fuel line runs through interior of car (cab), it must run through a steel tube painted either red or yellow and marked "FUEL LINE" in contrast to your car.

Fuel Pump

Stock type mechanical fuel pump only. NO electric fuel pumps

Fuel Cell

Maximum 22 U.S. gallons allowed. Fuel cell is to be securely mounted in the trunk area between the frame rails and no lower than 10 inches at 4" ride height. A minimum of 20 gauge steel is to be used for fuel cell case. Must have a rear hoop bar for protection. If no vent line, cap must have a check valve. Fuel cell cap must be tethered to the car. No plastic or glass fuel filters. There must be a fuel shut-off valve in working order and clearly marked **ON** and **OFF**, mounted on the parcel shelf, accessible from either side of the car by track or safety officials.

Transmission (Manual)

1. OEM Transmission only - must be 3 or 4 speed.
2. Must have reverse gear and all forward gears must be operational.
3. Transmission must be stock with no internal lightening of parts, not altering of shift patterns and/or ratios
4. Original brass synchro's must be installed.

Transmission (Auto)

1. Automatic transmissions may be strengthened.
2. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Scatter shield is highly recommended with automatic transmission.
3. Stock-type working torque with a minimum weight of 25 lbs wet.
4. Stall test will be conducted in both forward and reverse gears.
5. Transmission oil coolers are mandatory but must not be mounted inside driver's compartment however must be contained inside the body of the car.
6. Transmission must be 2 or 3 speed automatic only.
7. Must have approved shifter.

Clutch And Flywheel

Stock O.E.M.-type friction disc minimum diameter 9 inches – NO turned NO drilled or extensively modified stock units. Steel pressure plates only allowed. Stock style clutch disc, but can be solid racing disc. Total clutch weight to be determined (24 lbs) Flywheel must not weigh less than 13 pounds. Only steel ring gears – No aluminum. The 602 crate option may use the 5.5 inch clutch.

Bellhousing

Steel bellhousing only. Starter mounting position must remain stock (same as on standard production bellhousing). Inspection hole must be in the bellhousing and be large enough to permit inspection of flywheel and pressure plate. The 602 crate engine option can use an aluminum bell housing if the clutch is a 5.5 inch clutch.

Belts And Harness

A quick release SFI approved 5-point harness of no less than 3 inches in width, good condition is mandatory. Belts must be securely fastened to the frame, cross member or roll cage with a minimum of 3/8 inch grade 8 bolts and locknuts, in such a manner that all fittings are in a direct line with the direction of the pull, as per manufacturer's instructions. NO inertia reels allowed. NO bolts inserted through belt webbing. Anti-submarine/crotch belt is mandatory. Belts must have date tag attached and must not be any older than 3 years (manufacturer's date). All belts and mounting are subject to technical inspection.

In 2015 – all belts must be dated 2012 or newer.

Fire Control

Cars must have a minimum 2.5 lb approved steel fire extinguisher, securely mounted in an approved steel bracket on the right side of interior, within easy reach of the driver when seated and belts are fastened. Extinguisher must have a recharge slip dated May 1st of the current year. On board fire systems are highly recommended. On board fire system gauge must be visible and readable by tech.

Fire Suit

Drivers are required to wear full coverage, one or two piece Nomex fire suit. Complete fire suit must be worn in all practice and race events and until car is parked in pit area. Fire-retardant gloves, socks and undergarments are strongly recommended. Driver's apparel must be clean at all times. Racing shoes mandatory.

Helmet

An approved racing safety helmet conforming to Snell SA2010 standard is minimum requirement for 2015. Snell SA2010 highly recommended. Helmets without certification sticker affixed to the inside of helmet are not acceptable for use. A full face helmet is recommended. It is highly recommended that drivers wear eye protection designed for auto racing. Helmet restraints such as Hans Device, Hutchens Device or similar is recommended. Please note since the 2015 snell rating will not be available till late 2005 snell rating will remain valid for the 2015 race season.

Radios

Approved 1-way radio receiver mandatory. Two way radios are allowed.

Window Net

An approved nylon mesh net is mandatory, installed in driver's side window opening. Window net anchors must be attached to the roll bars, not to the body. Window nets must be quick release type. Net must be permanently anchored at the bottom and release at the top.

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

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

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

