

2018 OSCAAR Pro Midgets Rules & Procedures

Membership Fees

The cost of an OSCAAR membership is \$150.00 prior to December 31, 2017. The membership will increase to \$200.00 after that date.

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 2018 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.

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. Numbers in the redraw will be 1 – 8. Each driver in the top eight of the field based on heat race points will redraw for feature starting position starting with the top qualifier.
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 laps. If double features are run, the drivers average finish from both features will determine overall winner, and finishing position of each driver. If there is a tie for average finish the driver that scored the best finish in feature #1 will receive the position.

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 not utilised in the 2018 season. OSCAAR reserves the right to revert back to the restart box if necessary. 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

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

- a) Traction Control – No operator controlled, radio controlled, computer controlled or automatic traction control devices or ignition re-tarder devices.

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 including any Social Media Outlet: 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 executive 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

**TECHNICAL GUIDELINES – PRO MIDGET, SUSPENDED CLASS SERIES:
AS UPDATED NOVEMBER 2017.**

It is the responsibility of the driver to read all the technical guidelines contained herein, and to comply with them. If there is any uncertainty of any of these requirements on the driver's part, he/she must request full explanations from the series officials prior to racing for the season.

OSCAAR Pro Midget officials reserve the right to all final decisions of all technical requirements contained herein. There will on occasion, be cause to change requirements as certain safety improvements or motor requirements change or improve. All members will be notified, with sufficient notice in writing, if a technical rule is to be changed.

OSCAAR Pro Midget officials reserve the right to check any car at any time during the season for compliance to all rules contained in this rule book, with or without prior notice.

ALL NEW CONSTRUCTION CARS must be made in the "down tube chassis" style only. Diagrams are included in this package for your reference.

EXISTING CARS in this series may required changes to your car to conform to technical inspection. Any changes requested would be as a result of failure to comply with safety guidelines, or changes that may impair advantage, or provide additional advantage, as deemed necessary by OSCAAR Pro Midget Officials.

1) CHASSIS SPECIFICATIONS:

- a) Chassis including the roll cage frame can be constructed with the following:
- b) Round Chrome molly with a minimum of 1 and 1/8th inch diameter with .083 wall thickness, or larger, 1 and a 1/4 inch with same wall.
- c) Docol steel round tubing minimum 1 and 1/8th diameter, .095 wall thickness or larger 1 and a 1/4 inch with same wall.
- d) CREW steel tubing minimal 1 1/4 diameter .095 wall thickness
- e) DOM steel tubing a minimal 1 1/8 or 1 1/4 diameter .095 wall thickness.
- f) OSCAAR has a sonic metal thickness tester . All cars will be tested before the 2018 season.

g) Under NO CIRCUMSTANCES are holes to be drilled in any part of the chassis or roll cage in order to lighten a car. The structural integrity will be not meet safety guidelines, and this will not be tolerated.

2) SUSPENSIONS:

a) Front axle must be one piece, and can be any of the following: 1 & 1/8" x .083 / 1.25 max wall thickness, 1 & 1/4" x .83 / 1.25 max wall thickness, 1 & 1/2" x .083 wall thickness or 1 & 3/4" x .083/1.25 max wall thickness

b) The front axle offset is to be +/- 2" left front and 3" right front compared to rear tires.

c) Rear axle must be one piece, and have no slipper hubs. Use 2 & 3/8" micro sprint style aluminum OR 1 & 1/4" steel and anything in between.

d) Designs not covered by the above specifications must be approved by Pro Midget Officials PRIOR to racing season use.

e) Panhard bars mount must to be supported on top and bottom. No single post mount.

3) FUEL / TANKS, LINES & CATCH CANS:

a) Pumped fuel or racing fuel may be used

b) NO alcohol or nitrous additives are allowed

c) Pro Midget Officials reserve the right to randomly test fuel as deemed necessary, at any point during the season.

d) Fuel cells are mandatory. Cells may be foam or aluminum foam filled

e) Aluminum tanks must be a minimum 1/8th inch thick material

f) Cells can be located in the tail section with only the bottom section of the tail being open. A firewall is mandatory. Or, fuel cells can be located behind the driver's seat, with a firewall.

g) A full firewall between the tank and the driver is mandatory and can be made of steel, aluminum.

h) Fuel lines from cell to the fuel pump must have protective covering over them to prevent tears and cuts in areas around chain and CVT belt.

i) Fuel line coverings must meet technical approval, and braided steel is strongly recommended.

j) All cars must have a fuel shut off valve located on right rear so that it can be easily reached by track or Pro Midget officials. The valve must be mounted away from the chain or belt drives, and must be clearly marked with arrows for On and Off positions.

k) All fuel tanks must have approved cell caps with a vent ball valve, also called a rollover check valve.

l) Custom made fuel cells are allowed, and will be reviewed for safety by series officials at tech inspection

4) SIDE BARS:

- a) All sidebars must be constructed of a minimum 1 Inch x .095 milled steel round tubing
- b) Right side must have at least one side bar mounted 20 to 26 inches above the top of the lower frame rail in order to protect the drivers shoulder.
- c) Left side must have two parallel bars. The top bar must be mounted at the same height as the right side at 20 to 26 inches above the top of the lower frame rail. The bottom bar is to be mounted parallel between 6 and 8 inches inside dimension, below the upper bar, with at least two vertical bars joining them together, and 2 vertical bars from lower side bar to lower frame.
- d) A vertical bar must be mounted diagonally between the upper side bar and the top roll cage bar, on both sides.
- e) All sidebars are to be constructed and mounted to provide maximum driver protection
- f) Vertical bars must be welded.

5) STEERING:

- a) Steering shaft can be either a solid 5/8 Inch diameter rod or a hollow minimum .750 3/4 inch x .080 wall. Must have slip joint for the protection of driver
- b) There must be a lock collar (bolted, pinned, tacked or welded) on the steering shaft to prevent steering wheel from moving in and out.
- c) Steering wheels must be have a quick release only
- d) Quick release steering wheels must fit snug and tight. Loose fitting wheels will not pass technical inspection and must be replaced. Also, there must not be any plastic parts on the quick release. All metal quick release systems only, are acceptable
- e) All steering bolts or nuts must be drilled and cotter pinned, or safety wired. Stover nuts may be used without cotter pins or safety wire
- f) Any fastener of a component that would enable movement of, or adjustment of spindles, or caster & camber etc. must use cotter pins, safety wire or stover nuts
- g) Spindle nuts to hold front hubs on **MUST** be drilled and cotter pinned. Bicknell style spindle, C clip & nylock also okay to use
- h) A rack & pinion steering box is allowed

6) CLUTCH:

- a) new fabricated cars must have CVT drive only.
- b) Centrifugal clutches and snowmobile drives (CVT) only.
- c) Centrifugal clutches and CVT drive must be securely enclosed to contain debris in case of wreck or clutch failure.

7) CHAIN GUARDS / BELT GUARDS for snowmobile drives:

- a) Chain and belt guards are mandatory
- b) Chain guards must be fastened at the front and the rear as a minimum, and guards must be curved around the clutch
- c) The guards must consist of a plate on the driver's side of the guard and must cover the clutch retaining bolt, as a minimum.
- d) Construction of the chain and/or belt guards must be at least .120 aluminum or 1/16 Inch steel. Absolutely no plastic chain guards are allowed

8) BRAKES:

- a) Rear brakes are mandatory & front are allowed, and highly recommended.
- b) Hydraulic brake systems only & must be in good working condition.
- c) All master cylinder, caliper or rotor bolts must be either cotter pinned or safety wired, or have pinch stover nuts. No nylocks, unless they are also cotter pinned.

9) WHEELS, TIRES & HUBS:

- a) 8" OR 10" wheels and tires only, on front or rear of the car
- b) No clip on wheel weights are allowed at all
- c) Both rear wheel hubs must be retained by an axle clip and keyway
- d) No slipper hubs.
- e) New Fabricated cars must have 10" Rear tires. 8" or 10" fronts wheels are allowed.

10) SHOCKS & COIL SPRINGS:

- a) Any small body, steel shocks and coil springs only
- b) They must be non-adjustable
- c) No Torsion bars, and No Sway Bars, No Bump stops.
- d) Shocks installed in newly constructed cars must be mounted in a vertical position
- e) No cantilever suspensions allowed
- f) Each Shock used must be readily available to the public, and must not exceed an MSRP of \$200.00 CDN before taxes, per corner.

11) WEIGHT:

- a) The car shall weigh no less than 700 lbs including the driver with his safety gear included
- b) Any removable weight must be securely bolted in with lock nuts or keyed bolts to the mainframe structure, or bolted to the inner or outer side of the seat.
- c) Any removable weight must be painted white with your car number clearly indicated on the weight
- d) All additional weight must be secured on the inside of the car, bolted securely and nylock nut.
- e) Any cars utilizing excessive lead weights should consider use of steel floor pans. Official will review.
- f) Minimum Weight for 2019 will be 725lbs.
- g) Maximum left side weight cannot exceed 55% .
- h) For every 5 lbs of lead MUST have one 3/8 bolt with large washers and lock nut.

12) BUMPERS:

All bumpers:

- a) Bumpers shall be constructed of steel tubing, minimum $\frac{3}{4}$ inch outside diameter, with a .063 thickness or maximum of 1" diameter with a .063 thickness.
- b) All bumpers must be bolted with $1\frac{1}{4}$ inch bolt and lock nut.

Front bumpers:

- c) Front Bumpers must be flat, and not have a projected or pointed profile (arrow shaped)
- d) Front Bumpers must not be smaller than 12 inches wide, and must not extend beyond frame rails.
- e) Front bumpers must be constructed of 2 horizontal bars at a minimum of 4 inches and a maximum of 6 inches apart.
- f) The upper hoop attached to the lower hoop must be supported by at least 2 vertical bars on the front bumper by 1 Inch steel tubing.
- g) The lower horizontal bars must not be any higher than a maximum of 6 inches off the ground

- h) No weights can be added to front bumpers
- i) A 12 Inch crush zone is mandatory between the driver's feet and the front bumper when the pedals are fully engaged (pushed forward)
- j) The front bumper must be attached on at least 2 points with ¼ inch bolt. No clips are allowed

Rear bumpers:

- k) Rear bumpers must not be smaller than 12 inches wide at frame rails.
- l) Rear bumpers must be constructed of 2 horizontal bars with a minimum 5 inch and maximum 7 inches apart.
- m) The upper and lower hoop must be supported by at least 2 vertical bars
- n) The lower bar must be a maximum on 6 inches off the ground
- o) Rear bumpers must be fastened with the mainframe rail and/or back of the roll cage uprights, in at least 4 points, with a ¼ inch bolt. No clips allowed
- p) Rear bumpers must extend a minimum of at least 12 inches behind the fuel tank
- q) On new construction and new converted cars "Sprint Style" rear bumpers are mandatory and must come to a single vertical post or 12" maximum flat back.

13) NERF BARS:

- a) Nerf bars are mandatory on both sides of the car, and they are to be constructed of milled steel tubing with a minimum ¾ inch outside diameter, and maximum of 1 inch outside diameter, minimum .065 thickness.
- b) Nerf bars are to be a minimum of 24 inches in length measured from the back side of the nerf bar closest to the rear tire, in a straight line, to where it attaches to the front of the car
- c) Nerf bars are to have a minimum height of 5 inches and a maximum height of 14 inches at ride height.
- d) The lower horizontal bar is to be a maximum of 6 inches off the ground
- e) Nerf bars must not extend outside of the front and the rear tires. This means the bars must not exceed outside of the straight line being determined from the outside of the front tire to the outside of the rear tire
- f) Nerf bars must be double bars on the outside, that bend down and join to a single attachment point where they are attached to the chassis.
- g) Nerf bars Must have a minimum of 3 mounting points.

14) FLOOR PANS:

a) The car shall have a floor pan under the frame rail or on top of frame rail, covering a minimum area from the front frame rail to the front of the driver's seat. The floor pan may be constructed from aluminum or steel.

b) Floor pans design and condition may be disallowed by tech

15) CAR DIMENSIONS:

a) Wheel base shall be a minimum of 50 inches, and not exceed a maximum of 60 inches

b) The maximum overall width of a car shall not exceed 60 inches from rim to rim.

c) The maximum overall length of the car shall not exceed 114 inches

16) FRONT HOOPS:

a) Any existing cars that have a front loop it must be made of a minimum 1 Inch tubing.

b) Hoop must completely surround the driver's feet

c) Two vertical bars must join the chassis to the loop, at the front of the car

d) Hoops must be welded

e) The front hoop must be 2 inches higher than the driver's feet, as measured from the bottom of the top hoop

f) ALL NEW CONSTRUCTION CARS MUST BE DOWN TUBE CARS .NO EXCEPTION

17) ROLL CAGE & COCKPIT SPECIFICATIONS:

a) The roll cage must have a minimum height of 40 inches from the top of the lower frame rail, to the top of the top rail

b) The top of the driver's helmet must be at least 4 inches below the top of the horizontal roll cage bars or halo.

c) roll cage tube specs. See chassis

d) The roll cage must be welded to the chassis in at least 6 locations and cannot be bolted to the mainframe rails

e) The top of the roll cage must have gussets in all 4 corners either inside or outside of the top bars

f) No sharp edges shall be left anywhere on the roll cage or brackets on the car

g) The roll cage must have 2 vertical bars mounted behind the driver's head in an inverted V shape

h) The driver must be able to climb through the space in the top of the roll cage

i) A halo can be added to the top of the roll cage to provide more head clearance and must be made from 1 inch tubing .095 thickness. The halo must run along the sides and the rear of the roll cage

j) There MUST be a min. of 1" x 0.95 wall thickness bars put in to stop the rear axle from hitting seat or fuel cell.

k) There must 2 vertical bars between downtube and frame rail to stop contact from front axle hitting drivers' feet or pedal assembly.

18) SEATS:

a) A high back aluminum racing seat is mandatory, with head supports on both sides.

b) Seat must be bolted in at least 4 places with a minimum of 3/8th inch diameter bolts

c) Full containment seats are highly recommended for 2018, and will be enforced fully for the 2019 season. Seat add ons must be brand name (Kriky, Butler etc.) and have head and shoulder protectors must also be inspected and authorized by tech.

19) BODY DESIGN:

a) The front nose section may be a wedged hood or a standard sprint car style

b) The front nose can be made of aluminum or fiberglass, or poly fiber substitute

c) Nose panels must fit chassis.

d) Body panels must be in secured in place all the times, including tail and hood sections

e) All cars must be neat and clean in appearance all the times

f) All side and rear panels must be inside the outer edge of the tires

g) Cars must meet a traditional sprint car look / design.

h) Series officials reserve the right to refuse competition to any car not meeting or following these guidelines.

20) NUMBERING AND LETTERING:

a) Numbers and letters must be done professionally or in a professional manner

b) Numbers and letters must be in a contrasting colour to the car scheme, and be highly visible from across a 1/3 Mile track at night

c) Numbers must appear on the rear section of the car, being at least 6 inches in height

d) Numbers must appear on the wing of the car and must be an absolute minimum of 8" and max of 10" tall on right side panels and a minimum of 15" and max of 18" tall on the left side panels.

e) NO DUPLICATE car numbers.

PLEASE NOTE:

We always recommend LARGER numbers. All numbering must be highly visible for scoring purposes. If you are notified by a series official to change your numbers because of poor visibility, this must be completed prior to the next scheduled race event you attend. Please keep in mind, your numbers must be visible during full sun, and at night with only track lighting.

The absolute BEST numbers for visibility are the largest white numbers that can fit on your car, with a dark contrasting outline. And the white should be reflective.

21) WINGS: (Diagram attached)

- a) Wing is to be Mini Sprint style, full Jersey wing
- b) Offset sides 4 inches to 8 inches
- c) All wings must have a quick release system for easy access by Emergency Crews or officials

22) MIRRORS:

- a) Are allowed

23) SAFETY BELTS:

- a) All cars must have 2” or 3 inch, five-point safety harness style seat belt that fit the hans device correctly.
- b) The harness cannot be cut or worn in any place
- c) Belts must be mounted according to the manufacturers specifications
- d) Belts must be no older than 3 years old, and replaces at that point – this will be checked every season

24) WINDOW NETS:

- a) Side window nets are required on both sides of the car
- b) Front “window” steel mesh cages are recommended

25) IGNITIONS:

- a) All cars must have an ignition kill switch, and it is to be mounted in a location accessible by both the driver, and safety crews. The switch must be mounted in a place where ON and OFF can be clearly indicated for anyone in case of an accident, and driver is unable to turn motor off himself
- b) All spark plug wires must have a tie wrap attached to them, minimum 6 inches long, or ring mounted

26) RADIO COMMUNICATION:

- a) One way radios must be worn by all drivers at the track that meet the official's frequency for driver communication.
- b) Two-way communication is allowed.
- c) Radios must always be in working condition when at the track
- d) Penalties for not obeying radio instructions from a series official could be, but are not limited to: loss of laps, overall finishing spot, disqualification, loss of points or fines.
- e) It is the driver's responsibility to ensure their radio is working at all times. ALWAYS have extra batteries!
- f) No cell phones to be used as radios.

27) COMPUTERS:

- a) Use of computers is allowed (ie: Micron) but cannot be wired in to the CDI box.
- b) Tachometers and EGT Gauges are also permitted.

OSCAAR reserves the right to change the guidelines in this section, as the series progresses in growth/size, and as new technology becomes available

28) TRANSPONDERS:

- a) must have transponders
- b) transponder location will be announced

29) SAFETY EQUIPMENT:

- a) Helmets must be a current 5 year Snell foundation tested standard race helmet, and must be a full face coverage style with a full eye shield. We recommend models with interchangeable eye shields for day and night use for best driver visibility. As of the publishing of this rule book, helmets must be 2010 or newer. All helmets must have an SA Rating. (Fireproof) Please note motorcycle helmets are not fireproof.
- b) Helmet restraints and/or headrests are strongly recommended
- c) Drivers must have and wear a full body fire retardant suit. One-piece full body fire suits are recommended or two-piece, as long as it's properly worn, is also acceptable. Drivers must ensure there are no gaps between pants and jackets where flames can burn waistlines, or worse.
- d) Drivers must wear an approved full Hans Device neck restraint system, or similar approved name brand system
- e) Drivers must wear approved arm restraints
- f) Drivers must wear fire retardant approved racing gloves

g) If drivers are found to be without any of the above safety items, they will not be allowed to race until they are once again in possession of all items

h) All race competitors must have a fire extinguisher readily available to them while competing at any track. Fire extinguishers may be kept in your personal vehicle or trailer as long as its within easy access.

30) **Pit road :**

Will be announced

MOTOR GUIDELINES- 440 MOTOR -OSCAAR PRO MIDGET, SUSPENDED CLASS SERIES: AS UPDATED FEBRUARY 2017

1) **ENGINES**

***OSCAAR reserves the right to rule against any part that is questionable in its specification or alteration. Penalties may include but are not limited to: loss of points, fines or suspensions ***

As of the publication time of this rule book, Ted Greenwood is the designated Pro Midget Tech person. If you are unsure of anything, and need clarification on any motor rules, please contact him directly at 705-440-0500

- a) Stock production 440 cc (or less) snowmobile motors only, fan cooled or air cooled allowed, twin cylinder only. No limited production or limited race engines allowed. No crossing of manufacturers parts allowed.
- b) The following Motors are not allowed: PROX – F 440, SCF 440 POLARIS. This is due to the lack of ready availability.
- c) NO turbos or supercharging are allowed. No NOS allowed
- d) The motor must originate from a stock 440 fan or smaller cc production snowmobile
- e) Motor stroke may not be changed or altered in any way
- f) Oil injection pumps may be removed from the engine
- g) The following OEM/Stock quantity of cylinders **MUST** be maintained.

G1) Crankcase >>OEM for that manufacturer and model only

G2) Crankshaft>> Must be OEM for that manufacturer and model and may not be altered in anyway. No alloy substitutions allowed, and no de -stroking of the crankshaft is allowed.

G3) Cylinder >> must be mounted to case as originally designed by the manufacturer for the model and for the purpose of snowmobiling. You may over-bore, but not exceed .060 thousand over the factory OEM bore diameter spec for the model.

G4) Cylinder heads >> must be OEM for that model and manufacturer, and spark plug location must also remain OEM. Spark plug quantity must remain stock.

- h) Connecting rods must remain OEM or can be aftermarket but must be exact replacement for OEM and readily available. Must also be same alloy as used by the OEM manufacturer. Rod may not be altered in anyway.
- i) Motors must be mounted on the right side of the car, ahead of the rear wheels.
- j) NO de-stroked motors
- k) Motors will be randomly inspected for displacement
- l) Ignition – Flywheel – Stator -CDI must be OEM for that manufacturer and model. No opened or reworked CDI boxes allowed. Flywheel cannot be altered in any way from OEM.
- m) Fan Blades cannot be removed or altered and must be functional at all times
- n) Recoils must be complete and functional at all times, even if electric start option is used
- o) No desleeving of cylinders

Timing is a Non-tech area as are coils, wires and sparkplugs

2) **CARBURETORS:**

- a) No fuel injection
- b) Carburetors only >> single or twin allowed. Single must not exceed 44mm, and double must not exceed 38mm each
- c) Carburetors must face the rear of the car
- d) No drilling boots allowed

3) **EXHAUSTS:**

- a) Single exhaust pipes only – double pipes are not allowed
- b) Mufflers are mandatory, with a silencer
- c) NO open headers
- d) Exhaust must be directed in a downward position or upward position in order not to effect drivers positioned right beside the car, whether in line ups or on the track
- e) A decibel rating may be enforced by the track or OSCAAR Pro Midget Officials at anytime.

OSCAAR reserves the right to change, amend, add or subtract to these guidelines at any point in time, for the intent of sportsmanship and safety

**MOTOR GUIDELINES – 550 STOCK MOTORS- OSCAAR PRO MIDGET,
SUSPENDED CLASS SERIES: AS UPDATED JANUARY 2017**

1) ENGINE:

- a) Only a Polaris EC55PM engine is allowed on the Pro 550 class as supplied by the manufacturer for the purpose of snowmobiling
- b) There will be NO machining of any parts of the EC550 engine
- c) There will be NO sandblasting of any kind to any parts of the EC55PM engine, externally or internally
- d) There will be NO use of acid to the interior or exterior of any EC55PM engine part in order to lighten, remove material or cover up a repair
- e) The only time use of an acid is allowed is in the aid of repairing a cylinder wall.
(Always ensure proper precautions are taken for safety of eyes and skin!)

***OSCAAR reserves the right to rule against any part that is questionable in its specifications or alteration. Penalties may include but are not limited to: loss of points, fines, suspensions ***

As of this date January 2016, Ted Greenwood is the only representative who will inspect and seal motors for the series. This is subject to change in the future and all members will be notified of changes.

2) EXHAUST PIPE:

- a) The exhaust pipe (expansion chamber) can be stock OEM pipe from snowmobile or aftermarket Greenwood Motorsports P5 pipe only

3) CARBURETORS:

- b) Only 34mm vm round slide carburetors can be used per cylinder, at this time

- c) Intake boots can be OEM or aftermarket equivalent, and readily available
- d) Boot Clamps are a non-tech item but must be installed and used.

OSCAAR reserve the right to change the carburetor max bore diameter and type at anytime in the spirit of competition

4) COATINGS:

- a) There will be NO coating of any parts at all, be it internal or external
- b) No painting of any parts of the engine be it internal or external
- c) Any coating of any kind will be assessed penalties from OSCAAR

5) BALANCING:

- a) There will be no balancing of any rotating part listed in these rules for the PRO 550 other than what is done by the manufacturer at the time of production and assembly

6) PISTONS & RINGS:

- b) OEM or aftermarket replacements allowed
- c) NO extra machining or lightening of parts
- d) No machining of piston pin. Must be used as supplied by manufacturer
- e) Piston pin can be OEM or aftermarket
- f) Piston must be used as supplied by the manufacturer

7) CASE REED:

- a) Reed Cage is OEM part only
- b) Reed Peddle is OEM part only
- c) Absolutely NO substitutions or modifications are allowed to the reed cage or peddle

8) ELECTRIC START:

- a) Electric Start is allowed and recommended
- b) This option may become mandatory in the future
- c) Can be OWM or equivalent aftermarket

9) P.E.R.C REVERSE (Polaris Electronic Reverse Control)

- a) PERC is allowed and recommended

- b) This option may become mandatory in the future
- c) This part must be OEM ONLY – NO substitutions

10) SPARK PLUGS:

- a) Manufacturer of your choice / open
- b) Heat Range of your choice / open
- c) Must have manufacturers Crush Seal installed and in use
- d) NO multiple electrode designs

11) SHROUD AND RECOIL PARTS:

- a) Must be OEM only as supplied by the manufacturer
- b) No substitutions allowed
- c) May not be removed if running electric start option

12) EXHAUST Y PIPE (IMAGE ATTACHED)

- a) Y pipe must be OEM Ec55PM only with no alterations on exterior. Can use early ball style or later donut style
- b) Interior welds of OEM Y pipe may be altered as they are a “non-tech” area at this time
- c) No alterations of Y pipe can be made
- d) Interior welds of Y pipe can be altered and are a non-tech item as this time
- e) Y pipe must be installed with only one set of cylinder gaskets only.

13) GASKETS / HEAD & BASE:

- a) Gasket stacking is required for base gaskets. Exhaust timing is set a minimum of 86.5 for cast iron lined cylinders and a minimum 87.75 degrees for Nicasil coated cylinders, at the time of sealing. Pro Midgets will have a custom base gasket made to meet this guideline and to ease the cost to driver’s / car owners and can be purchased from Greenwood Motorsports. These numbers will be re-evaluated as the series evolves.

14) IGNITION:

- b) Must be OEM ONLY and of the 4 possible OEM CDI’s for EC55PM are required
 - B1) 1999 to 2002 > small plug CDI (known as XCF Style)
 - B2) 2002 to 2003 > big plug CDI (known as Pro X Style)
 - B3) 2003 to 2007 > 8 plug PERC style

B4) 2008 TO 2016 > 6 Plug PERC style

- c) CDI cannot be opened or reworked in anyway. This is STRICTLY prohibited
- d) Must use OEM flywheel for each model year of CDI that is used, for now
- e) STATOR – no rewind stators at this time
- f) FLYWHEEL – cannot be altered in anyway from OEM manufacturers design at all
- g) FAN BLADES cannot be removed or machined
- h) Coils caps and wires are to be OEM or aftermarket equivalent, and readily available.

***OSCAAR reserves the right to remove and replace any ignition component of any motor on any competitor vehicle at any time during a race night. The original part will be kept for testing and returned to the car owner prior to the next event. The replacement Ignition part given to the driver / car owner must be returned to the OSCAAR official at the commencement of the day event without fail. If the part is not returned prior to departure from the racing facility a penalty will be assessed by OSCAAR officials. The penalty may be one or more of but is not limited to the following: points reduction, fine, or race suspension.

15) CYLINDER HEAD / HEADS:

- a) OEM heads with EC55PM or EC55PMA castings along with XC F and PRO-X F 440 heads
- b) May have a single cut in the exact centre of head to allow for better servicing of engine, by being split into two -pieced head
- c) No welding to gasket surface area or spark plug sealing surface area
- d) Air cooling fins maybe welded for the purpose of repairing damage only
- e) Welding repairs must be reported to OSCAAR and may be subjected to having the motor re-sealed prior to the next race.
- f) Cylinder head gaskets area may be machined and is a non-tech item at this time

- g) Head and Piston squish must be measured on both sides of piston above the pin area. Both measurements are taken and divided by 2 to get an average squish.

Example: .080 squish side 1 + .070 squish side 2 = .150 total / 2 = .075 average squish

G1) Squish for early EC55PM head is .050

G2) Squish for later EC55PMA head is .050

- h) Cylinder heads will have a minimum cc. It will be measured with head on the motor, and pistons at TDC and a Lad Gauge installed in the spark plug hole. The CC oil to be used for this test will be Dex-Merc ATF oil only
- i) Minimum head cc is set at 27.0 and must use a standard A Barrett Tool

*** OSCAAR reserves the right to re-set head dome cc rule in the future**

16) CRANKSHAFT SEALS:

- a) May be OEM or exact replacement from aftermarket supplier and substitution must be readily available

17)_CRANKCASE:

- b) Pro 550 can use OEM EC45PM cases or OEM EC55PM Cases
- c) Case sealer is open – this is a non-tech item
- d) Crankcase base gasket surface cannot be welded or machined
- e) Cases can only be welded and machined for the purpose of repair from damage
- f) Case repairs MUST be reported to OSCAAR and the motor is subject to inspection and re-sealing maybe required before the motor can be used for the next race event.
- g) Oil injection pump and gear drive may be removed and case opening sealed by a cover plate. The plate is a non-tech item.
- h) Oil line brass injection nozzles may be sealed up but must NOT be removed from the cases.

18) CRANKSHAFT &ROD:

- a) Must be OEM part only – Absolutely no alloy substitutions allowed
- b) Crankshaft bearings and connecting rods may be OEM or substituted with aftermarket parts, but must be exact replacements for OEM and be readily available and must be the same alloy used by the manufacturer as the original
- c) NO rod resizing allowed at all, that would allow for larger or smaller bearing to be used.
- d) NO offset crank rods pins allowed
- e) Connecting rod must meet OEM specifications
- f) NO ceramic style ball bearings or polymer style cages
- g) NO coatings can be applied to the bearings or crankshaft parts at all.

19) **CYLINDERS:**

- a) EC55PM cylinders only / Can be early EC55PM with cast in steel liner, or later EC55PM Nikasil cylinders
- b) Absolutely no resleeving is allowed at all
- c) If early cast in liner EC55PM cylinder is used it can be bored over to .040 size maximum
- d) No oversizing of later EC55PM Nikasil cylinders
- e) No removal of any material in anyway to the intake or exhaust tract of either style of cylinders
- f) No flashing removal or de-burring of cylinders or excessive chambering of oversized bored cylinders allowed.
- g) Early EC55PM cylinders with decompressors may have opening closed off, but from exhaust opening side only. IE: Set screw or epoxy

