

2020 OSCAAR Pro Sprint Rules & Procedures

Membership Fees The cost of an OSCAAR membership is \$200.00 prior to November 23rd 2019. The membership will increase to \$300.00 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. Drivers meeting is mandatory. All drivers must attend the drivers meeting or send one member of their race team. Failure to attend the drivers meeting will result in starting all heat races from scratch position.
2. To qualify for an OSCAAR feature event, the driver must compete in at least one heat race.
3. Rainouts: Every attempt between OSCAAR Officials and visiting Track Management will be made to reschedule events that are rained out. Rained out races will be 50 show up points.
4. 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. Borrowed car must be scaled with new driver prior to the race.
5. The use of Raceceivers is mandatory for the 2020 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.
6. Raceceivers must be in working order.
7. All teams must have a working transponder for the 2020 race season.

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 they will be starting scratch for the two heat races.
2. The field will be divided into 2 heat races.
3. Starting position will be based on the yearly championship points prior to the start of the night event.
4. The lowest car in points that is in attendance and was in attendance the prior event will start on pole for the first heat. The second lowest car in points that is in attendance and was in attendance the week prior will start on pole for the second heat race. (odd position heat and an even position heat)
5. The line ups for the second round of qualifying will be the same as the first round.
6. Drivers will earn championship points in heat races.
7. Feature line up will have the driver with the lowest total of championship points prior to the start of the night start on pole. The driver with the second lowest will start second, etc,etc. to a maximum of 24 starters.
8. If a driver was not in attendance at the prior event they will be pulled out of the line-up and start scratch.
9. If there are more than one scratch car they will be lined up based on current points lowest to highest.
10. All cars that qualified for the feature event but cannot start will receive 25 show-up points plus their heat race points
11. All heat races will be 10 laps in length and each feature event will be twenty-five laps. If double features are run, the 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.

Team Racing Rules:

1. Teams will consist of one main driver and two alternative drivers
2. The cost to register would be one normal registration cost for the 1st driver and then \$50.00 each for up to two alternate drivers. The fee for alternate drivers does not have to be paid until needed.
3. Teams who wish to use alternate drivers must have names submitted to OSCAAR no later than May 1st 2020.
4. Once the list is approved by OSCAAR there will be no changes permitted for the season.
5. Alternate drivers may only be a part of one team.
6. Alternate drivers may not own or drive another car in the division they participate in.
7. OSCAAR has the right to refuse a team member based on experience or past racing history.
8. Weekly points will be rewarded to the team and counted towards the yearly championship
9. There is no limit to the amount of times each driver can participate in a season.
10. A team cannot switch drivers one the driver for that night has registered for the event.
11. Any team found to be in violation of any of these procedures will be disqualified for the event and could face future sanctions from OSCAAR.

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. Any driver dogging (slowing way down) on the initial start will be sent to the back or penalized after the race.
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 are not permitted to return to the race.
8. A lucky dog designation during each caution period will be awarded to the first car one lap down. 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. In the event that car is involved in the caution, no lucky dog award will be given.
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. 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.
12. 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.
13. 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.
14. 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.

Pre Season Tech

1. There will be no teching cars on race day. All cars must be teched on the assigned tech day before the season starts. If you cannot make that day, it is your responsibility to coordinate with one of the tech personnel to get your car teched before race day.
2. Only Re-Tech will be done at the track and will close 30 minutes prior to the scheduled drivers meeting.
3. Teams will be charged \$50.00 to have pre season tech done on a race day. Which must be done for the most part before the pit gate opens.
4. Teams that attend pre season tech and pass will receive 50 points towards your 2020 Championship total.

Post-Race Tech Procedures

1. Following our feature event, the top 3 drivers and one random must report immediately to the tech area.
2. 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. NO crew members are to be in the tech area before, during or after their car going through tech.
4. No crew members are to touch the car before or during tech.
5. **The driver must be sitting in his seat in an upright position with hands on the steering wheel in full race equipment to obtain the proper left side percentage weight.**
6. The OSCAAR Tech Director reserves the right to do tech procedures on any car following the feature event.
7. Any driver not cooperating with the OSCAAR Tech Director will be disqualified, resulting in loss of money and points for the event.

8. Any car found illegal will be stripped all points and money from that night.
9. There will be 3 or more random items chosen to be teched on your car, all 3 items must meet the rules to be considered a pass.
10. Due to the scales being mobile, it is recommended to teams to verify your weight prior to the racing event. If a team is found under the minimum weight of 725lbs, the team will lose 5points immediately and 1 point per pound after that. Ex 1 lb under team will lose 5 points, 2lb under a team will lose 6 points etc. Similar points loss system will be in place for the left side % but for every .1% you will lose 2 points. If a team is found to be 10lbs under or one full percent over on left side weight, it will result in full disqualification from the event. All points and monies earned will be forfeited.
11. The OSCAAR official running the scales has the final say, we don't care what your scales at home say.

Driver/Cockpit Devices

Cockpit devices are allowed such as:

-wedge adjuster.

-pan hard bar adjuster.

Wing adjuster.

Brake bias.

-variable timing (from factory).

Maximum of two in car adjustments to be used while in race conditions.

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: If a driver or another member of your crew enters a fellow competitors pit area, or on the racing surface, on pit road and starts a physical fight or has a physical altercation with an OSCAAR official, that driver and/or team member will be removed from the series for a period of 1 year from the date of the altercation.

4. Social Media: If an OSCAAR driver or team member goes on social media (facebook, Instagram etc) and is derogatory towards the series, OSCAAR official or team. That team will be sanctioned by OSCAAR for their actions
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

1. Protest must be submitted to the race director or other OSCAAR official within 20 minutes of the official finish being posted. If the protest is received after this time it not be recognized by OSCAAR.
2. Protest must be submitted along with the \$300.00 fee by a fully paid 2020 OSCAAR member or team driver for that night. Any protest received from other individuals will not be recognized by OSCAAR.
3. For all scoring protests all attempts will be made to resolve the matter that night

If a protest is filed by a fully paid member on any motor the following will happen

1. Numbers will be placed in a bag equal to the number of drivers in attendance that night minus two for the car being protested and for the car that submitted the protest
2. Each eligible driver will pull a number, the drivers that pull numbers 1 through 5 will be the drivers that perform, over see, and reach a unanimous decision if the motor is legal or not.
3. The team that submits the protest will also have their motor inspected
4. The tech will be performed that night at the track

550 Motor:

1. Steps 1 through 3 above will be followed.
2. If the protested motor is found to be legal according to the specs in the 2020 rule book, they will receive the money from the protester
3. If the motor is found to be illegal according to the rules in the 2020 rule book, by a unanimous vote of the 5 drivers involved, that team will be banned from competition for a period of 1 year from the date of infraction

440 Pro X Motor:

1. Steps 1 through 3 above will be followed
2. If the protested motor is found to be legal according to the specs in the 2020 rule book, they will receive the money submitted by the protester
3. If the motor is found to be illegal according to the rules in the 2020 rule book, by a unanimous vote of the 5 drivers involved, that team will be banned from competition for a period of 1 year from the date of infraction

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

In the event our heat races get cancelled due to rain, then 50 show up points will be issued to the drivers who make entry into the track.

TECHNICAL GUIDELINES – PRO SPRINTS, SUSPENDED CLASS SERIES:

AS UPDATED FOR 2020 RACE SEASON.

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 Sprint officials reserve the right to all final decisions of all technical requirements contained herein. There will on occasion, because 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 Sprint 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 Sprint 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) DOM steel tubing a minimal 1 1/8 or 1 1/4 diameter .095 wall thickness.
- e) OSCAAR has a sonic metal thickness tester. All cars will be tested before the 2020 season.
- f) 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.
- g) CREW steel is allowed to be run but no new cars shall be built using it.

2) SUSPENSIONS:

- a) Front axle must be one piece, and can be any of the following: 1.125" x .083" / 0.125" max wall thickness, 1.250" x .083" / 0.125" max wall thickness, 1.500" x .083" / .0125" wall thickness or 1.750" x .083" / 0.125" 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. 2 & 3/8" aluminum micro sprint style OR 1 & 1/4" steel. All other axles must be approved by a tech official.
- d) Designs not covered by the above specifications must be approved by Pro Sprint 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 Sprint 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 or 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 side, so that it can be easily reached by track or Pro Sprint 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 (DOOR) 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 18 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 18 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) All bars must be welded.

5) STEERING:

- a) Steering shaft can be either a solid 5/8 Inch diameter solid rod or a hollow minimum 3/4" x .080" wall. **Must have slip joint** for the protection of driver.
- b) There must be a lock collar (bolted, pined, 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) Snowmobile drives (CVT) only.
- c) CVT drive must be securely enclosed to contain debris in case of wreck or clutch failure.

7) CHAIN GUARDS / BELT GUARDS:

- a) Chain and belt guards are mandatory.
- b) Chain guards must be fastened at the front and the rear as a minimum.
- 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.
- e) If your clutches are outside your car you still need to have 0.120" of aluminum or 1/16" steel between you and your clutches. For example a 0.040" body panel you will need a 0.080" additional piece (aluminum) added to meet the 0.120". This piece must cover a radius of 6", 360 degrees around the clutch bolt.
- f) If your clutches are inside the car they must be completely enclosed, 25 ¼" holes will be allowed for venting. Holes for clutch bolts will also 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, calliper 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.
- b) No clip-on wheel weights are allowed at all
- c) Both rear wheel hubs must be retained by a wired axle clip and keyway
- d) No slipper hubs.
- e) No SD44 tires are to be used.

10) SHOCKS & COIL SPRINGS:

- a) Any small body, steel shocks and coil springs only.
- b) No aluminum body shocks allowed.
- c) They must be non-adjustable. Rebuildable is allowed.
- d) No Torsion bars, and No Sway Bars, No Bump stops. No shock should be installed intending to make it to bottom out (bump stop). No internal modifications allowed to limit the shock travel.
- e) Shocks installed in newly constructed cars must be mounted in the upright position.
- f) No cantilever suspensions allowed.
- g) Each Shock used must be readily available to the public, must not exceed an MSRP of \$200.00 CDN before taxes, per corner.

11) WEIGHT:

- a) The car shall weigh no less than 725 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 left or right 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) Maximum left side weight cannot exceed 57%.
- g) For every 5 lbs of lead, it MUST have one 3/8 bolt with large washers and lock nut.
- h) Weights go off the series scales at the track, anybody worried about weight can weight in before the races begin.

12) BUMPERS:

All bumpers:

- a) Bumpers shall be constructed of steel tubing, minimum 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 1/4" 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) The lower horizontal bars must not be any higher than a maximum of 6 inches off the ground .
- f) Front bumpers must be constructed of 2 horizontal bars at a minimum of 4 inches and a maximum of 6 inches apart, measured center to center.
- g) 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.
- 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 1/4" bolt. No clips are allowed.

Rear bumpers:

- k) Rear bumpers must not be smaller than 12 inches wide at frame rails.
- l) The lower bar must be a maximum on 6 inches off the ground.
- m) Rear bumpers must be constructed of 2 horizontal bars with a minimum 5 inch and maximum 7 inches apart, measured center to center.
- n) The upper and lower hoop must be supported by at least 2 vertical bars.
- 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 1/4 inch bolt. No clips allowed.
- p) Rear bumpers must extend a minimum of at least 12 inches behind the fuel tank.
- q) "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 3/4 inch outside diameter with a 0.63" wall thickness and maximum of 1" outside diameter, minimum .063" 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) The lower horizontal bar is to be a maximum of 6 inches off the ground.
- d) Nerf bars are to have a minimum height of 5 inches and a maximum height of 14 inches at ride height.

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 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. Measured center to center.

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

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) Halo must be approved.

d) roll cage tube specs. See chassis sheet.

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

- f) The top of the roll cage must have gussets in all 4 corners either inside or outside of the top bars.
- g) No sharp edges shall be left anywhere on the roll cage or brackets on the car.
- h) The roll cage must have 2 vertical bars mounted behind the driver's head in an inverted V shape.
- i) The driver must be able to climb through the space in the top of the roll cage (by themselves and in good timing).
- j) A halo can be added to the top of the roll cage to provide more head clearance and must be made from tubing .095 thickness. The halo must run along the sides and the rear of the roll cage.
- k) 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.
- l) There must 2 vertical bars between the downtube and frame rail to stop contact from front axle hitting drivers feet or pedal assembly.

18) SEATS:

- a) OSCAAR highly recommends the use of a containment seats which will become mandatory for all competitors for the start of the 2022 season.
- b) Seat must be bolted in at least 4 places with a minimum of $\frac{3}{8}$ " diameter bolts.
- c) Any conventional brand name seat that has head and shoulder supports added, will need to be inspected and authorized by tech before the first race of 2019.

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 bumpers and nerf bars.
- 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.
- d) Drivers must be able to get out without assistance.
- e) Side board length dimension is 35"- 44".

22) MIRRORS:

- a) Are allowed, 1 on each side. Max 3"+/- diameter.
- b) Mirrors must be approved before usage.

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 specifications.
- d) Belts with a manufactured date will expire after three years. Belts with the new SFI tag and expiry date will expire at the end of the month listed on the tag.

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 on dash at right front down post of chassis, where it is accessible by both driver and safety crew.
- b) The switch must be labelled ON and OFF clearly, for anyone in case of an accident and the driver is unable to turn motor off himself.
- c) All spark plug wires must have a tie wrap attached to them, minimum 6 inches long, or ring mounted.

26) RADIO COMMUNICATION:

- a) Raceceiver 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 raceceiver 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 raceceiver 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:

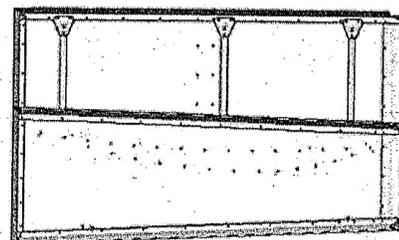
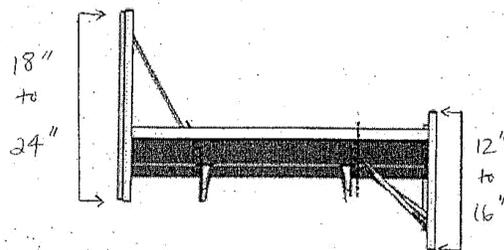
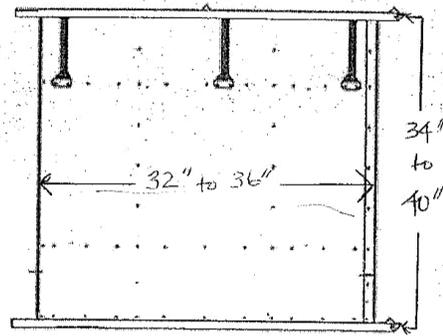
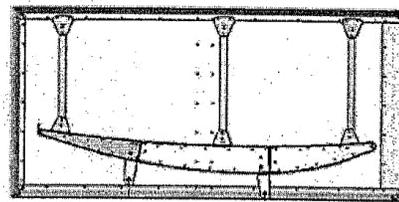
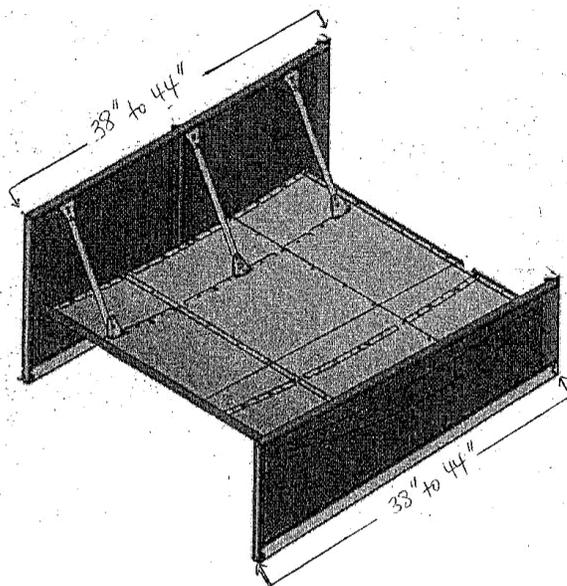
- a) All cars must have transponders for the 2020 race season.
- b) Transponders must be mounted 24" behind the centre of your front axle.
- c) location must be verified by a OSCAAR tech official.

29) SAFETY EQUIPMENT:

- a) Helmets must have the proper Snell rating ticket inside the helmet. Snell ratings allowed are 2010 and 2015 for the current race season. This will be the final year for the Snell rated 2010 helmet. The new 2020 Snell rated helmets will be available for sale in October 2020.
- 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.

WING SPECIFICATIONS – DIAGRAM



MOTOR GUIDELINES- 440 MOTOR -OSCAAR PRO SPRINT, SUSPENDED CLASS SERIES: AS UPDATED NOVEMBER 2018

OSCAAR reserves the right to maintain close competitive racing, and team to be deemed to dominate may be issued a restrictor plate or throttle boot to use.

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. OSCAAR reserves the right to maintain close competitive racing, and team to be deemed to dominate may be issued a restrictor plate or throttle boot to use or specified gear. ***

. If you are unsure of anything, and need clarification on any motor rules, please contact OSCAAR directly via email 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) NO turbos or supercharging are allowed. No NOS allowed.

c) The motor must originate from a stock 440 fan or smaller cc production snowmobile.

d) Motor stroke may not be changed or altered in any way.

e) Oil injection pumps may be removed from the engine.

f) The following OEM/Stock quantity of cylinders MUST be maintained.

f1) Crankcase >>OEM for that manufacturer and model only.

f2) 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.

f3) 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.

f4) Cylinder heads >> must be OEM for that model and manufacturer, and spark plug location must also remain OEM. Spark plug quantity must remain stock.

g) 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.

h) Motors must be mounted on the right side of the car, ahead of the real wheels.

i) NO de-stroked motors.

j) Motors will be randomly inspected for displacement.

k) 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.

l) Fan Blades cannot be removed or altered and must be functional at all times.

m) Recoils must be complete and functional at all times, even if electric start option is used.

n) No desleeving of cylinders.

p) No over boring of Nikasil cylinders.

o) 440 Pro X and xcf engine is open to de0tuning or reconfiguration at anytime for competition purposes.

Timing is a Non-tech area as are coils, wires and spark plugs.

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.

e) Pro X and XCF engines must run 34mm round slide carburetors.

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 SPRINT, SUSPENDED CLASS SERIES: AS UPDATED FOR THE 2020 RACE SEASON

OSCAAR reserves the right to maintain close competitive racing, and team to be deemed to dominate may be issued a restrictor plate or throttle boot to use or a specified gear.

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 ***

2) EXHAUST PIPE:

- a) OSCAAR Greenwood Motorsports pipe or stock OEM exhaust pipe at this time.
- b) The exhaust pipe expansion chamber must be an OSCAAR /Greenwood motorsports 550 pipe only and run as received. No modifications of any kind are allowed, if damaged, the repairs must be done by Greenwood Motorsports or replaced.
- c) Stock OEM pipe cannot be altered other than the removal of the OEM muffler and a quitter aftermarket muffler may be added but must retain the OEM stinger diameter manufactured or larger.
- d) No coatings of pipe.

3) CARBURETORS:

- a) Only 34mm vm round slide carburetors can be used per cylinder, at this time.
- b) Intake boots can be OEM or aftermarket equivalent, and readily available.
- c) 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 Officials, this includes complete exhaust and intake systems.

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:

- a) OEM or aftermarket replacements allowed.
- b) NO extra machining or lightening of parts.
- c) No machining of piston pin. Must be used as supplied by manufacturer.
- d) Piston pin can be OEM or aftermarket.
- e) 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 or aftermarket equivalent but must retain OEM measurement specifications.
- c) Absolutely NO 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 OEM 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. Can use early ball style or later donut style.
- b) Interior **WELDS** of OEM Y pipe is a “non-tech” area at this time.
- d) Y pipe must be installed with only one set of cylinder gaskets only.

13) GASKETS / HEAD & BASE:

- a) Base gasket material is non tech item but must be used. With OEM Nicasil cylinder the requirement has minimum base gasket thickness of .070 and a maximum thickness of .077 of an inch. Cast Iron lined cylinders are allowed with a maximum of .070 and thickness of .085 of an inch.

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 any way 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.
- 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 checked 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 head compression is set at a maximum of 146 psi using the OSCAAR tech gauge by OSCAAR tech person.
- 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:

- a) 550 can use OEM EC45PM cases or OEM EC55PM Cases.
- b) Case sealer is open – this is a non-tech item.
- c) Crankcase base gasket surface cannot be welded or machined.
- d) Cases can only be welded and machined for the purpose of repair from damage.
- e) Oil injection pump and gear drive may be removed, case opening sealed by a cover. plate. The plate is a non-tech item.
- f) 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) Re-Sleeving is allowed but will be inspected slightly diligently, if deemed questionable, they will not be allowed to race.
- c) If early cast in liner EC55PM cylinder is used it can be bored over to .040 size maximum.
- d) No over boring of Nikasil cylinders.
- e) No removal of any material in any way to the intake or exhaust tract of either style of cylinders.
- f) No excessive chambering of stock or 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.

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.

