

2010 OCRS Rules

GENERAL SAFETY REQUIREMENTS

A. All cars subject to inspection at any time and must be free of mechanical defects and be in safe racing condition.

B. Full face racing helmets meeting Snell 2000 standards required and must be worn at all times the car is moving. Helmet must be with car during inspection.

C. A single racing fabricated seat is mandatory and must be factory manufactured. Only approved seat installation and seat structure that passes inspection will be approved for this series. Seat backrest cannot be moved further back than the roll cage rear main hoop.

D. Fire retardant uniform, fire resistant gloves, fire resistant shoes, **socks and head hood or helmet skirt**, and arm restraints are MANDATORY. Head and neck restraints HIGHLY recommended.

E. A 3" wide safety belt and shoulder harness with 2 (two) belts over shoulders, and a quick-release type are required. Must have minimum of one submarine strap. All belts must be securely fastened to frame or roll cage. Belts must be replaced every 4 (four) years beginning with belts dated 2005. Date tag or stamp is required.

F. Shock-resistant roll cage padding on all bars that drivers head, legs and arms may contact with while strapped in seat is recommended.

G. Two throttle return springs recommended as well as a toe strap on the throttle pedal.

H. Front rock screen from top of hood to top front halo and from roll bar to roll bar is required. Must be fastened with hoseclamps or bolts. No plastic ties allowed.

I. There must be a minimum clearance between drivers head with helmet on and top of roll cage of 2". Loops may be used and must be constructed of same tubing requirements as roll cage. These must be added in a safe manner.

J. No review mirror allowed of any kind, inside or outside of car.

K. There must be a right side head net or seat brace for head support.

L. All participating drivers must have an O.C.R.S. programmed radio. The radios must be on at all times while your car is moving. This is a form of communication for the track officials to the driver. This radio is available for per event leasing, or for purchase. It is the drivers responsibility to have this form of communication. Scoring can be relevant to communication. You **MUST HAVE THIS RADIO TO RACE IN A OCRS EVENT**. This radio is also used in other series you may participate in, please call to find out if yours is compatible.

SECTION I. CHASSIS

Sprint car configuration, Chrome moly construction, .095 minimum thickness top and bottom main rails. Main frame rails must have a minimum outside diameter of 1 3/8 o.d. The engine is to be mounted in the center (no offset). Engine is to be mounted in the front of the driver. No vertical mounted engines. Minimum wheel base measured between center of front hub to center of rear axle to be no less than 84". Must have complete roll cage. Seats need to be mounted with minimum 3 bolts. All front axles to be made of steel construction. All chassis must meet O.C.R.S. inspection.

Anti sway bar/fifth torsion bar is illegal.

Body Components conventional sprint car bodies. Hood must go from the dash to the front torsion bars or past the front axle center line. Body panels may not extend past the back edge of the right tire. Right side body panels (arm guards) mandatory.

SECTION II. WINGS

Top wings mandatory, Nose wings optional, Top wing configuration of 16 (sixteen) square feet maximum, Side panels of top wing 10 (ten) square feet maximum, Wicker bills of (1) inch maximum. No flaps or rudders may be attached to side boards or center section. No by-level wings on top or nose. All wings must have one piece center section. All wings subject to OCRS inspection. No hydraulic or driver assisted wing movement allowed. Nose wing Max center section measure of 2 (two) by 3 (three) feet max with no wicker bill allowed.

SECTION III. TIRES

OCRS specified RIGHT REAR tire for all OCRS sanctioned events is the American Racer 102-16-0-15GT stamped "OK Medium" or the American Racer 102-16-0-15GT stamped (RSCS) D-36 (Hard). This is the only right rear tire to be used in any OCRS event. All other tires brands and/or compounds optional on other three corners. All Tires subject to durometer testing at any time. All tires must meet the durometer specifications within 5 points.

SECTION IV. BRAKES

All participating cars must have minimum of one brake on the front and one brake on the rear. No carbon fiber brake components. Brakes must be in working order. OCRS inspection at any time. If your brakes are not working before a race you will not race. Brakes must be hydraulic type only.

SECTION V. FUEL

Methanol fuel only. No additives allowed. Fuel WILL BE tested frequently and randomly. No oxidizers of any kind. Fuel infractions are subject to DISQUALIFICATION, FINES, and the

possibility of complete REMOVAL from any further competition in any O.C.R.S. sanctioned events. This includes the OWNER AND DRIVER. THIS IS A NOT NEGOTIABLE OR TOLERABLE.

SECTION VI. WEIGHT RULES

Minimum weight rule includes the driver is 1500 lbs. This is the minimum weight at race end. Cars will be weighed random after heat races, dash and feature events. Any and or all cars may be weighted after an event at O.C.R.S. discretion. Scales are available before all events. Any added weight must be securely fastened and painted white with the car # painted on the weight. 1499 lbs is ILLEGAL.

SECTION VII. COMPETITIVE RESTRICTION

Minimum age to compete in an O.C.R.S. event is 16 (sixteen) years of age. Due to reasons outside of O.C.R.S. control this has become a mandatory rule. Proof of age will be required i.e. birth certificate or legal drivers license.

Age 15 limited access with approval by promoter on case by case basis. Must have prior racing experience.

Rookie drivers will be started on the rear of the their races until they are judged to be capable of taking their draw or scored position.

SECTION VIII. ENGINES

368 Cubic inch maximum displacement. Steel blocks only. Flat top pistons only, (no protrusions above piston face), No internal reciprocating parts made of aluminum or titanium or any thing other than steel. Waterpumps to remain in the stock location and must be belt driven. Wet sump oil systems only, no external oil pumps or tanks of any kind. All competitors engines are subject to inspection by OCRS at any time. No crank trigger ignition systems allowed. Any steel rod or crankshaft may be used. No titanium engine part will be allowed except valve spring retainers. Camshaft is optional. No overhead cams. Gear drive ok.

SECTION IX. CYLINDER HEADS

OCRS BRODIX SPECIFIED CYLINDER HEADS PART #

CHEVEROLET SP-CH

FORD SP-FO

MOPAR SP-MO

1. All spec heads will be supplied with CNC bowl blend and intake matching from Brodix.
2. No grinding or blending of CNC work is allowed.
3. No grinding or polishing of any kind is allowed anywhere on the castings.
4. No use of any substance that may change or alter the shape or size of the ports or combustion chambers is allowed.

5. Valve seats and guides are to remain as manufactured and in the cast position, valve must stay on the valve seat and cannot touch aluminum.
6. Valve angles are to remain as manufactured. The original seat center locations as provided by the manufacturer may not be altered.
7. No tapering or reshaping or the valve guides is allowed.
8. No minimum combustion volume.
9. Serial #'s must remain on the head and must not be altered or defaced.
10. No welding modifications are allowed to the original castings. Brodix will provide repairs and recertification.
11. Valve stem may be no smaller than 11/32.
12. No titanium valves! Titanium retainers are ok.
13. Bow tie heads are illegal and casting #25534371C are illegal!.
14. IMCA spec heads ok! Straight plug only!

The ONLY steel cylinder heads allowed for competition in an O.C.R.S. event are original production for Cheverolet only. These heads must be straight plug castings that were produced for cars and light trucks. Casting # 461x are illegal as with any angle plug cylinder head. No aftermarket steel or aluminum cylinder heads are allowed other than the specified head. Porting are Polishing of the steel stock production head is legal. Ford and Mopar cylinder heads must be the specified brodix head. Shaft mounted roller rockers are ok.

SECTION X. CARBURETORS

One 500 cfm holly 0-4412 5 point check legal carburetor.

Venturi Bore Primary	1.373-1.377
Booster O.D.	.620 (+or-) .010
Booster I.D.	.380 (+or-) .003
Booster Height or Length	.434 (+or-) .010
Throttle Bore	1.685-1.687
Throttle shaft & Plate thickness Pri	.1868-.2008

These dimensions will be checked with a go-no-go gauge.

Carburetors with injectors inside are illegal.

No air leak device of any kind.

SECTION XI. MUFFLERS

Mufflers are mandatory at all OCRS races. Subject to OCRS approval.

SECTION XII. TRACTION CONTROL

Traction Control devices of any kind is not allowed. Electrical boxes or spark boxes and all wiring must be out of cockpit area. Anyone found with Traction control devices are subject to permanent removal from any competition with OCRS indefinitely. All violators will be noted to all other sanction bodies.

SECTION XII IN-CAR ADJUSTMENTS

In-car adjustments of any kind are not allowed. This includes but not limited to, Torsion bar adjustments, Wing adjustment devices, Shock absorber adjusters and fuel adjustments. ECT.

SECTION XIII. RULES AND PROTEST

All protest will be handled by the race director. All decisions are final. Any competitor wanting to protest must bring the protest fee of \$300.00 in cash within 15 minutes of checkered flag for the event protesting. At this time the race director will determine if this protest item can be evaluated at the race track or if outside facilities are necessary. All competitors must comply or a guilty plea will be applied. Fines and penalty's will be determined by an OCRS governing panel within 48 hrs. All moneys will be held until the outcome. If the protest finds legal then the protesters money will be awarded to the complying contestant minus 25.00 for fees. If the part or parts are found to be illegal then the protester will be awarded his/her protest fees back minus 25.00 fees. The only people that can protest are the registered owners of a competing car in that event. The owner must bring the protest with fees in person. Drivers, crew members, wives, children, etc. are not eligible protesters unless they are owners of a car in that event. WE STRONGLY SUGGEST IF YOU ARE IN A GRAY AREA THAT YOU FIND OUT. QUESTIONS ARE VALUED AND APPRECIATED. DONT ASSUME.

SECTION XIV. FORMAT

O.C.R.S. conducts all draws, Hot laps, Heat races, C-features, B-features, A-features and dashes. Passing points determine line-ups. Drawing after heat races will determine how many rows of inversion of the starting line up in the A-feature. Max rows of inversion are 3. Numbers 0 thru 3 will be in a draw. If #3 is drawn then the first three rows will invert. If #0 is drawn there is no inversion. A Dash for Cash may also be used for 'A' feature lineup.

SECTION XV. FEE'S AND POINT FUNDS

There is a 10.00 entry fee at every race. This fee is to be paid at the time of the draw.

Any and all competitors that participate in an event are awarded points. These points are kept tallied till end of season for point funds and to determine a champion. You must attend 75% of scheduled races to be eligible for point fund. OCRS will have a banquet at the end of the year to celebrate the TOP 20 in points standings. you will be asked to have a photo with contingency sponsors. OCRS would like to invite you to participate with or group. We as a group will do what we can to accomodate your entry in one of our events. If you would like to conduct an event for our racing series please feel free to contact Tom Sewell or Barry Gabel at 918-260-3899.