



# **OCEAN SPEEDWAY**

## **Ocean 360 Sprint Cars Presented by Taco Bravo TECHNICAL RULES**

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*Please note that any updates to these rules will be posted at [www.oceanspeedway.com](http://www.oceanspeedway.com) and will supersede this document.*

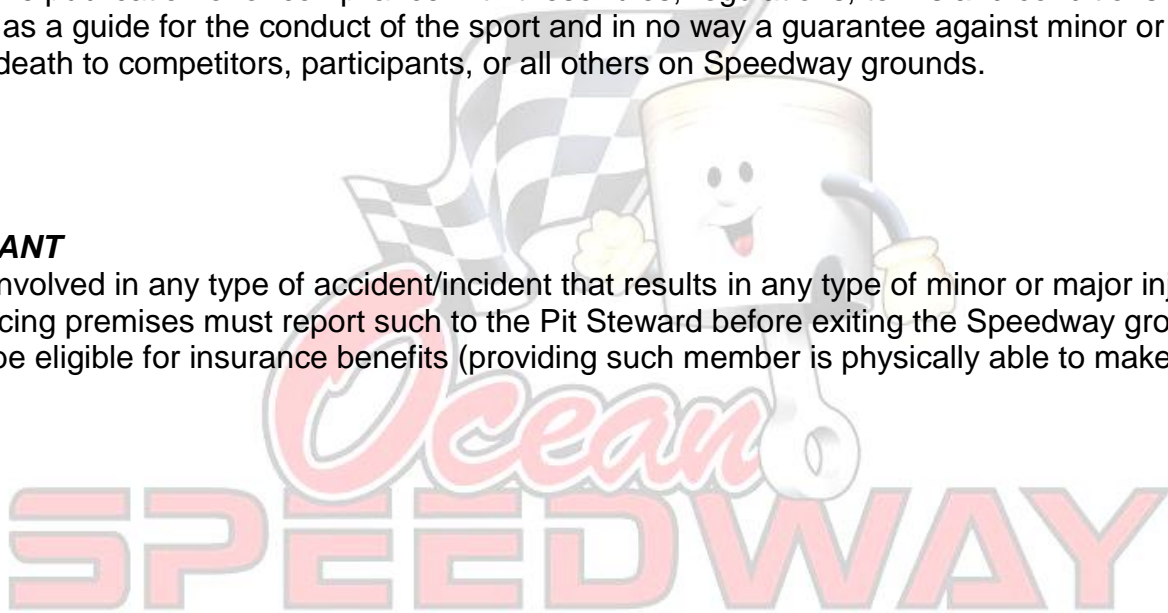
## PREFACE

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Ocean Speedway racing events and to establish minimum acceptable requirements for such events. These rules shall govern the terms and conditions of all meets at Ocean Speedway. The Technical Rules booklets for each division are an integral addendum to these rules. By competing or participating or entering the grounds during a Speedway meet, all parties agree that they have read these rules thoroughly, understand these rules, accept the rules and other terms and conditions, and agree to be bound by these rules and any existing or issued addenda without exception or limitation. It is ultimately the obligation of each person entering to ensure that they are in full compliance with Speedway rules, terms and conditions and all State, Local or Federal Laws while on Speedway premises.

Many rules are designed to reduce the ever-present risks of injury to competitors, participants and all others during said events on Speedway grounds. No expressed or implied warranty of safety shall result in the publication of or compliance with these rules, regulations, terms and conditions. They are intended as a guide for the conduct of the sport and in no way a guarantee against minor or severe injury or death to competitors, participants, or all others on Speedway grounds.

### ***IMPORTANT***

Anyone involved in any type of accident/incident that results in any type of minor or major injury while on the racing premises must report such to the Pit Steward before exiting the Speedway grounds in order to be eligible for insurance benefits (providing such member is physically able to make such a report).



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## 2012 Rule Changes

**FLOWMASTER MUFFLERS 53545-10 ARE REQUIRED AND SOUND MUST MEET 95 DBA AT 100 FEET. ... If it is found that you have tampered with the Flowmaster Muffler, you will be subject to a 1 race suspension and a \$250 fine.**

## **SECTION 1**

### **ENGINES**

Engines are limited to a maximum of 360 cubic inches. Engines must be cast iron. Aluminum heads are permitted. Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover. No overhead cam type motors or multi valves per cylinder heads permitted. No titanium crankshafts or rods will be allowed and must have inspection plug in oil pan.

### **INJECTORS**

Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into head and no computerized injection. Injectors to in individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the butterflies on any injector. No throttle body or plenum type injector allowed. If Ford or Chrysler engine used injectors must be restricted to 2" inside diameter and 3" in length.

### **FUEL**

**METHANOL ONLY.** No additives. No nitro or NOS allowed. Specific gravity not to exceed .82 or within (plus or minus) .10 of standard track fuel sample.

### **WEIGHT**

1. Cars must weigh a minimum of 1525 pounds WITH driver at any time before, during or after the racing event.
2. Cars that run ASCS cylinder heads must weigh a minimum of 1450 WITH driver at any time before, during or after the racing event.
3. You will be DNQ if you are below the minimum weight after Qualifying, and will receive no Qualifying points, and would be placed at the back of the heats or of a non-qualifiers race, which ever applies. (Qualifying points penalty would be lowest qualifying points for the field)

## **SECTION 2**

### **Top Wing**

#### **Option #1**

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 angles with no variance allowed. Center foil top is to be flat from front to back and side to side.

1. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
2. Maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
3. The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
4. Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
5. No foils or rudders will be permitted anywhere on the top wing.

#### **Option #2**

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed.
2. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
3. No wicker bills or Gurney lips permitted on Center Foil.
4. The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing forward and backwards movement only.

5. The 12 inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12 inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than  $\frac{1}{2}$  inch. There is zero tolerance on this  $\frac{1}{2}$  inch depth. It is suggested that the wing blue print specify  $\frac{15}{32}$  inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the  $\frac{1}{2}$  inch specification. (This  $\frac{1}{2}$  inch measurement ensures that the belly/curl arc is gradual.)
6. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of  $2\frac{1}{2}$  inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

### **Front Wing**

1. Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90 angles.
2. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
3. No wicker bills or Gurney lips permitted on Center Foil unless the car is outfitted with Wing Option #1, in which case a maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
4. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
5. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
6. Center Foil must be one piece. No split or bi-wings will be permitted.
7. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
8. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
9. No moving parts permitted on or in foil structure. No rudders or fins allowed.
10. The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at  $2\frac{1}{2}$  inches from the rear of the foil may not be deeper than  $\frac{3}{8}$  inch. There is zero tolerance on this  $\frac{3}{8}$  inch depth. It is suggested that the wing blue print specify  $\frac{11}{32}$  inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the  $\frac{3}{8}$  inch specification (This  $\frac{3}{8}$  inch measurement ensures that the belly/curl arc is gradual).
11. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

## **SECTION 3**

### **Side Board Panels**

1. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used. No adjustable bracing allowed.
2. No aero elliptical brace material permitted.
3. No brace or support shall resemble a wicker bill or a split wing.
4. Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

### **FRONT**

1. Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge.
2. Side boards may have front, back, top and bottom turnouts of no more than  $\frac{1}{2}$  inch.

## TOP

1. Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.
2. Panels must be of one-piece construction.
3. Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90 angle to the flat portion of the side panel.

## CHASSIS

Any sprint chassis is allowed but it must pass any test described by safety inspector and or manufacturer. Roll cage must be of a four-post design. No champ dirt cars. No elliptical (oval shaped) tubing used on or as a part of the main structure. Min. wheel bases 84". Fuel cell securely mounted with bladder mandatory. Tank used for qualifying must remain on for all events. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, bumpers or nerf bars. Nerf bars must not be outside tires. Maximum 8" front bumper or 23.5" from center of front axle to front of front bumper. No traction controlled device allowed No two-way radios or electronic signaling devices will be allowed

## SHOCKS

No cock-pit adjustable or with in reach of driver. No chassis adjustments from cock-pit with exception of wing slider.

## TIRES AND WHEELS

1. Right rear Hoosier Racing tire, stamped M14 (HTW).
2. Left rear Hoosier Racing Tires, stamped D10 or D12 (HTW)
3. 92.0/16.0-15 part #31172 and 94.0/16-15 part #31192, WILL NOT BE ALLOWED. Calistoga races Right Rear F55 compound OK, Left Rear D15 compound OK.

**[ \$250.00 fine for EACH tire left at the track ]**

## EXCESSIVE NOISE

***FLOWMASTER MUFFLERS 53545-10 ARE REQUIRED AND SOUND MUST MEET 95 DBA AT 100 FEET.*** We will make every effort to inform you if your car is running loud during hot laps, but it is your responsibility to check with the Pit Stewart to make sure you were not loud during qualifying. We have a limited number of officials and to make sure you receive as much time as possible to repair sound problems during qualifying, each car should have a crew member check with the steward after their qualifying run. *If it is found that you have tampered with the Flowmaster Muffler, you will be subject to a 1 race suspension and a \$250 fine.*

## SAFETY EQUIPMENT

1. Multi-layered fire suit with nomex underwear and socks
2. Driving gloves and shoes fire retardant
3. SNELL SA -10 years or better
4. Arm restraints, helmet restraint, neck collar
5. Three inch, five point belts installed in accordance to manufacturers suggested installation. Belts dated within two years of current season.
6. Padded knee guard and pad on center of steering wheel
7. Drive line strap or hoop restraint constructed of .065 steel ether welded or bolted to the chassis. Metal hoop restraints must react positively to magnet test.

## SUGGESTED SAFETY EQUIPMENT

1. Rock screen
2. Drivers head nets
3. Roll bar padded on drivers opening for safety personnel
4. Working fire extinguisher in your pit area

## SECTION 4

### QUALIFYING SHOW

1. Draw for qualifying position, lowest number will be first out. The first qualifier will receive one free lap, before going green for two laps back to back.
2. *We will start 22 cars in the "A" Main event, if more than 22 cars check in we will do a "B" Main*
  - a. If a car misses his or her drawn qualifying position by more than two cars; or if they elect to run one lap at the end; or if both laps are illegal due to exceeding the sound requirements of the racetrack, *see rules # 7 & 8 below.*
  - b. If you do not transfer from your heat directly to the "A" main you will be lined up for the "B" main by your legal qualifying time. However the starting position penalty for the "A" main will still be in effect should you transfer to the "A" main from the "B" main if you missed your qualifying spot or had sound requirement issues.
  - c. *If less than 22 cars we will run the three (3) car format and if you must finish in the top 5 to get your qualifying position for the "A" main*
3. Three Heat race format will be:
  - a. The top "4" in each heat race will be inverted by their qualifying times, with heat one's fourth place car being the fast qualifier.
  - b. Top "5" finishers in each heat race will go directly to the "A" feature where they will be lined up by their qualifying times. Fastest qualifier that made the "A" from their heat will draw for the inversion. The nightly inversion will offer a 0, 4, 6, or an 8. These numbers indicate qualifying spots (example 6, 5, 4, 3, 2, 1, 7, 8 if "6" is drawn).
4. Four Heat race format will be:
  - a. The top "6" in each heat race will be inverted by their qualifying times, with heat one's sixth place car being the fast qualifier.
  - b. Top "4" finishers in each heat race will go directly to the feature where they will be lined up by their qualifying times. Fastest qualifier that made the "A" from their heat will draw for the inversion. The nightly inversion will offer a 0, 4, 6, or an 8. These numbers indicate qualifying spots (example 6, 5, 4, 3, 2, 1, 7, 8 if "6" is drawn).
5. The "B" main will consist of the cars that did not make the "A" main. They will be lined up by their qualifying times with no inversion. Any car that does not start their heat race will tag the rear of the "B" main. *The top four (4) finishers will main his or her qualifying time behind the inversion with remaining qualifiers tagging the rear of the "A" main.*
  - a. *Three heats we will take top 7 to "A" main*
  - b. *Four heats we will take top 6 to "A" main*
6. If needed, we will run a "C" main if more than 36 cars check in, and cars will be lined up by their qualifying times with no inversion.
  - a. We will transfer "2" cars from the "C" Main to the back of the "B" Main

### QUALIFYING

- Competitors will be allowed to draw a qualifying number until the drivers meeting; at that time any car that has not drawn a number will be placed at the end of the order. If you arrive late for the draw you will be placed at the rear of the qualifying order and be penalized one lap.
- Qualifying will be two-laps, back-to-back, with the first car out receiving a courtesy lap. **[When entering the racing surface this will be considered a qualifying attempt, therefore, all qualifying rules will apply]**
- Once any car enters the racing surface, this will be considered a qualifying attempt whether he/she completes the laps or not. **THE ONLY EXCEPTION TO THIS RULE WILL BE IN THE EVENT OF A MALFUNCTION WITH THE TIMING EQUIPMENT OR IF A CAR WAS INTERFERING WITH ANOTHER CAR'S QUALIFYING RUN.**
- Any car is being given another legal attempt at the discretion of the track official, will be sent back out as close as possible to their original spot, not at the end.

- Any car that in the opinion of the track officials, pushes off for qualifying and fails to fire until he passes the flag stand in an attempt to receive an extra momentum lap, will receive a checkered flag after his first lap on the clock.
- Any car that cannot make their qualifying run will be placed in the back of a heat or the back of a consolation race as DNQ. A maximum of 48 cars will start heat races.
- If you miss your qualifying position by more than 2 cars you will be given one lap at the end and regardless of time you will be positioned no better than 11th in the "A" main and will start your heat race lined up in the heat race inversion. (there will be NO penalty for the B main, you will receive time recorded)
- Any car that exceeds the maximum sound level allowed will be penalized in the "A" main, only. The best they can start is one position passed the maximum inversion or 9th. This penalty will also eliminate qualifying points for that car owner and driver.
- If during a multi day show you are unable to qualify for mechanical reasons, you may at promoters discretion be allowed to qualify the next evening, but you will qualify in the same spot, no redraw (if you drew #5 the first night you will be given that number for the second night).
- It is your responsibility to be at the race track on time and have a representative at the drivers meeting. Anything covered at the drivers meeting applies to all competitors. Arriving late does not release you from compliance.

### **DRAW SHOW**

- Draw for heat race position. The pole position on heat 1 will be the lowest number that was drawn. The pole of heat 2 will be the second lowest number drawn and alternating across heats until line-ups are complete. A car arriving after wheel-pack has begun will be placed at the back of a heat in the next open spot.
- Top "4" finishers in each heat race will go to the "A" main, lined up by their finishing positions. Winner of heat 1 will be pole of A-main and winner of heat 2 will be outside front row before inversion is drawn.
- Depending on total car count, number of transfers from the heats and semi-mains could vary to fit program.
- The next 4 finishers from each heat will go to the "B" main, lined up by their finishing order from the heat Race, There will be no inversion for the "B" main, Four transfers from the "B" will tag the rear of the "A" main.
- All lap counts and time limits will be posted on the pit board prior to each event and will be adjusted accordingly to the total number of cars in division.
- We will run at least two heats if total car count is 10 or more. We will run three heats when we exceed 18 cars and will run four heat races when car count reaches 25 or higher. When four heat races are run, we will have a 20 car feature event.
- The inversion will be a 1, 2, 3 or 4; first, second, third and fourth place finishers. The inversion will be drawn by the winner of the first heat.

## **SECTION 5**

### **RACE PROCEDURE RULES**

#### **ORIGINAL START**

- Double file start in turn four at the cone. In the event of a false start, the race will be called back by going yellow. The original front row will be given two chances at a good start. If they fail to achieve an acceptable start, we will switch the first and the second rows. If we fail to get a good start after the third attempt, we will start in single file in turn four.
- A car will be given credit for green flag start, if that car was on the race track at that point of time when the caution lights have been turned off by the starter and the pole-car starts the race in turn four. (Between turn three and the cone or chalk line in four.)
- In the event of going red on the original green flag lap, we will revert to the original crossed-up lineup, with those cars involved going to the back and sliding rows forward to fill the order. No car will be allowed to gain more than two positions by sliding forward; if more than two positions are gained by sliding forward, we will re-cross the line-up instead.
- A competitor will be allowed a maximum of two attempts to push off to start any race and still retain their starting position. THIS IS A COURTESY DON'T ABUSE IT!!!
- Once the field of cars is on the track and lined-up, any car that is missing will be a one-lap grace period to make the race in their original starting position, after that they will tag the rear or miss the race. If they don't take the original green, they will not be allowed to run that race at all.

- You must be in the lane (in line to push depending on track) ready to be pushed, if the pace vehicle has taken 5 laps and you are not in the lane you will lose two spots from your posted starting position. Furthermore if the field is in order on the track and we make two laps you will tag the field if you have not pushed off.

### **RESTARTS**

- Single file, nose to tail alignment, front straight. The leader sets a consistent pace middle of back straight and starts the race at a point of their choosing, between turn four and a cone located along the front straight. Once any car passes this cone, you are under green flag conditions and free to pass.
- Any cars going inside of cone, hitting cone or passing prior to the cone, or failing to maintain a nose to tail alignment, will be considered a jump. The penalty will be two positions back for each car jumped.
- If the leader picks the pace up and then backs off before reaching the cone in an effort to stack up the field (brake checks), that will be considered a jump by the leader and the leader will lose two positions.

### **FLAGS: YELLOW (Caution, Maintain Positions):**

- No pit crews are allowed on the race track during yellow flag. (\$50 FINE AFTER FIRST WARNING)
- If you stop on a yellow you will go to the back of the lineup.
- Any car that receives two charged yellows in any one race will be black flagged for the remainder of the race, but will receive starting points if earned and/or any position gained at the finish of that race. Being charged with a red and yellow will have the same effect as 2 yellows.
- A charged yellow will be when a car brings out the yellow flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes of the black flag.
- If a car brings out the yellow but continues (i.e. car does 360, but keeps going) that car will be sent to the back for bringing out the flag. This will not be considered a charged yellow flag for purposes of the two-yellow rule.
- Courtesy laps, two laps plus one lap to push car: These will be given on yellow flags for any problem when in the designated work area, however, at 10:40 p.m. courtesy laps will be suspended due to curfew restraints and if you have a problem and cannot continue your car will be moved to the infield or nearest point clear of the racing surface to allow completion of the race. If car goes into their own pit area, we won't wait any laps. Any tire change will result in loss of position.
- If there are 3 or more cars involved in the yellow (same incident), the cars will go to the rear but will not be blacked flagged (if that would have been their second yellow).
- If any car on the track is considered a danger to themselves or other cars due to driving ability or style, we can and will black flag that car regardless of the number of occurrences.

### **FLAGS/SCORING: YELLOW FLAG SCORING**

- Do not race to the yellow.
- Straight Yellow: This lap is not counted and will revert back to the previous lap scored.
- All scoring decisions are controlled and finalized by the head scorer; his/her call is final. If you question a car's position on a restart we will check with the scorer but their call is final and official.

### **RED FLAG: (STOP, DANGEROUS CONDITION)**

- Any car involved in a red flag will go to the back of the pack on the restart.
- No pit crews are allowed on the race track until emergency personnel are allowed to reach the scene of the red flag, or when crews are released by track officials. INTERFERENCE WITH EMERGENCY PERSONNEL IS AN AUTOMATIC \$100 FINE. NO EXCEPTIONS!!!
- We will have a red flag stop for fuel when we exceed 60-laps of combined yellow and green flag laps, or when the number of laps left to run would exceed that number.
- ALL RED FLAGS WILL BE CONSIDERED CLOSED REDS. No work is allowed on your car and no crew member is to be at your car. Violation will result in immediate disqualification. We may (at the official's discretion) open a red flag for fuel only, etc, but any work on the car would still result in being disqualified.
- The work area during open red flags will be on the back stretch or designated work area. All work is permitted on a red, with the exception of a tire change. If you change a tire on a red you will go to the rear. To hold your position on a restart, car must stay on

track. If you go the pit area, you will lose your restart position. Closed reds will be in effect at the director of competition or promoter's discretion if time is an issue.

- If a car is not ready in a timely manner after a red, they will lose their positions and restart the race at the rear of the lineup.

### **BLACK FLAG: (LEAVE TRACK IMMEDIATELY)**

Car is not scored from the time the head official advises the starter to drop the black flag to the offending car. (IF CAR IS DISQUALIFIED BY HEAD OFFICIAL, HE/SHE FORFEITS ALL POINTS RECEIVED DURING THAT RACE, INCLUDING STARTING POINTS AND ALL MONIES FOR THE SAME)

A BLACK FLAG WILL BE DROPPED FOR THE FOLLOWING REASONS:

- Loss of muffler or exceeding of sound level.
- Rough driver and/or unsportsmanlike conduct
- Loose body panel, that in officials opinion presents a danger to the driver or other competitors, spectators or track personnel. (Car will be allowed to return to the race track, after repairs have been made, during the next caution flag, but will be put to the rear of the field.)
- Inability to maintain a competitive speed and/or hold their line on the race track.
- Any situation where any competitor is being sent into the pits by an official, to include, but not limited to the following:
  - a. Excessive smoking
  - b. Unsafe driving
  - c. Any action that would otherwise delay the normal progress of the show.

## **SECTION 6**

### **RULES OF CONDUCT**

1. NO ALCOHOL AND OR CONTROLLED SUBSTANCES ARE ALLOWED IN THE PIT AREA OR ON THE TRACK.
2. Excessive speed or reckless driving in the pits will incur a \$25 fine for the first offense and \$50 fine for the second offense, followed by suspension from the pit area (Four-wheel will be parked for duration of the night).
3. Any driver or pit crew member going to another pit area or to another car, and physical action results, the person going to the other car will be fined \$150, the second offense will double the fine (\$300) and will include an automatic three-race suspension.
4. Abusive language and/or gestures to officials and/or spectators will result in a minimum \$25 fine, suspension will be as the discretion of the head official.
5. Interference with emergency personnel or officials on the race track will be a \$100 fine.
6. Use of a race car as a weapon, or in the obvious attempt to hit another car or person will be automatic expulsion from the facility (Minimum \$1000 peace bond for remainder of the season if allowed back at all)
7. **All competitors are responsible for their pit crews and will be held responsible for their actions.** The car can and will be disqualified at the officials discretion as a result of improper conduct by a member(s) of the crew.
8. Four wheelers or ATV's are not allowed on the race track or the edge of the race track during an event. In all areas (race track, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed ten (10) Miles an hour. ALL FOUR WHEELERS AND ATV'S MUST HAVE THE CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!
9. All cars are required to pack the track.
10. If a car leaves track for any reason and returns the owner and driver must return with the same car number.
11. No changing of car numbers at the track will be permitted. Except for by officials for scoring purposes by adding a letter to a number.
12. No car owner changes will be allowed for the purpose of gaining car owner points. (Car owner points for registered car number - example car number 100 can not run car number 120 if car 120 is not running that event and owner is not present to gain points for car 120 owners.)
13. At no time shall anyone run across the track while a race is in progress or track is under green flag conditions

## **SECTION 7**

### **AMB TRANSPONDERS**

Transponders are mandatory on all cars; they can be purchased through [www.amb-it.com](http://www.amb-it.com) or at Ocean Speedway

**Personal TranX260 Direct Powered Transponder** By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

**Personal TranX260 Rechargeable Transponder** Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

### **RACEceivers**

Raceceivers are mandatory on all cars; they can be purchased through [www.raceceiver.com](http://www.raceceiver.com) or at Ocean Speedway

**FD1600 Fusion Driver RACEceiver**

### **EIRI**

(Except in rare instances) Decisions of officials are final and binding without exception. Any rule changes or clarifications during the course of the year will be amended at [www.oceanspeedway.com](http://www.oceanspeedway.com) , and will be considered as an official part of these rules.

