

SOUTHERN ONTARIO SPRINTS AUTO RACING CLUB
CONSTITUTION, BY-LAWS, RULES AND REGULATIONS



Section One: Constitution
Section Two: By-Laws
Section Three: Rules and Regulations

As amended: November 24, 2018 (changes for 2019 are highlighted)

Section One:

CONSTITUTION

NAME: The club shall be known as the Southern Ontario Sprints Auto Racing Club as registered in the Province of Ontario. Its short name, or abbreviated name shall be SOS.

OBJECT: The object of the club shall be to promote sprint car racing for the public's viewing. The club shall do its utmost to promote safe competitions.

JURISDICTION: Shall be as required by the law in the Province of Ontario.

DISSOLUTION: Shall be as required by the law in the Province of Ontario.

MEMBERSHIP: No applicant for membership shall be disqualified or otherwise discriminated against because of religion, creed, colour or race.

SPIRIT AND INTENT: The Southern Ontario Sprints Auto Racing Club has been established as a club for the fun and enjoyment of its members. The rules and regulations have been kept to a minimum and are the standard by which the SOS will be guided. The purpose of the rules and regulations is to provide a uniform set of standards and procedures to establish the legality of cars and engines used in competitions sanctioned by the club. No pretense is made of having designed a foolproof set of rules and regulations.

The Spirit and Intent of the rules will be the standard by which sanctioned events will be guided. Event officials are authorized to decide if an equipment change or design change of vehicles is an attempt to circumvent the rules and regulations. The officials can and will, in accordance to the rules and regulations, decide what course of action is appropriate should any competitor be found in violation of the Spirit and Intent of such rules and regulations.

DISCLAIMER: The rules and regulations set forth herein are designed to provide for the orderly and safe conduct of the SOS events and to establish minimum acceptable requirements for such events.

These rules shall govern the conduct of all events. All members or participants are deemed to have complied with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others attending the events.

It will be each member's responsibility to keep themselves informed of changes to the rules and regulations. The Club shall attempt to inform all members of any changes as they arise.

Section Two:

BY-LAWS

EXECUTIVE:

1. The officers of the club shall consist of a President, a Vice President, a Treasurer and a Secretary.
2. Only active members in good standing may hold office in the club.
3. The basic requirement of a member in good standing is that he or she should have been present at meetings during the year, as well as remain actively involved in club business. Race events are considered meetings.
4. Also included in the executive of the club shall be the Board of Directors consisting of four (4) members.

DUTIES OF EXECUTIVES:

1. **The President:** Shall preside at all membership meetings and executive meetings and shall be an exofficio member of all committees. He or she shall have the power to call special meetings of the executive committee when, in his or her judgment, it is necessary.
2. **The Vice President** Shall assume such duties normally pertaining to that office and shall assume the chair in the absence of the President at any meeting.
In the event of the absence of both President and Vice President, the club membership shall elect an Acting Chairman for the meeting.
3. **The Recording Secretary** shall keep a record of the proceedings of all meetings and maintain the record as the official minutes of this club.
4. **The Treasurer** will pay all bills duly authorized for payment. The Treasurer shall furnish a report to the membership at each meeting. The Treasurer shall be required to keep control of all monies and make bank deposits and also disperse said funds in accordance with the direction of the executive. The Treasurer shall also act as Membership Chairman.
5. **Board of Directors:** Shall have the control and management of the affairs and business of this organization.

DUTIES OF APPOINTED OFFICIALS:

- **The Race Director** is in charge of all club officials at the track during an event and has the overall responsibilities for the safe and competitive conduct of each racing event.
- **The Starter** shall be in charge of bringing the cars to the starting line in proper and orderly fashion to ensure a safe and equitable start. The starter must display the proper flags throughout the entire event. He functions under the supervision of the Race Director but the Starter is in absolute control of the event while the vehicles are on the track surface. In the absence of club starter, the club will arrange to utilize the track's personnel.
- **The Scorers** will provide results of each competition and work closely with the Starter in providing data during the running of the event. In the absence of club scorers, the club will arrange to utilize the track's scoring personnel.
- **Track Marshall** shall observe on track activity, report to and assist track crews with cars as needed during the events.
- **The Technical Inspector** shall inspect all vehicles for compliance to the rules. The Technical Inspector shall exercise all decisions involving technical matters and to report to the Race Director.
- **The Driver's Committee** consisting of 3-4 experienced drivers will assist new drivers as well as assessing them for competency. The committee will also advise the board of any competitor(s)

whom they feel are endangering themselves and/or their fellow competitors, by their on track actions. This committee can also recommend corrective action that they feel must be taken by the board and/or the driver in question.

FISCAL YEAR: The club fiscal year shall be January 1st to December 31st.

FINANCES:

1. The membership payment and rates shall be in accordance with the Membership Contract.
2. The Treasurer shall have the authority to negotiate, make, sign and draw all cheques or orders against the bank account of the Club.
3. An inspection of the financial books may be made at any time by the club officers. Representatives of active members may be appointed by a majority vote of the membership to inspect the financial books of the club.
4. Championship point fund monies shall be paid using the following table as a guideline only. To be eligible for championship points fund monies a competitor must participate in eighty percent (80%) of the races held during the season and SOS decals must be clearly visible on both sides of the car's top wing during all races.

1) 13.76 %	2) 11.62 %	3) 10.90%	4) 10.19%	5) 9.83%,
6) 9.47%	7) 9.12%	8) 8.73%	9) 8.37%	10) 8.01%.
5. Drivers, or designate, must attend Championship Banquet to collect point fund monies. Failure to attend banquet forfeits all championship points fund monies. Forfeited money automatically forwards to the following year's points fund monies. Designate must be declared to the board two weeks prior to Championship Banquet. A designate may collect the monies of up to two drivers.

ELECTIONS:

1. Elections shall be held at the Annual General Meeting in October/November.
2. Nominations shall be open and closed from the floor at the Annual General Meeting. Nominations may also be made in writing at the last regular race meeting of the season and must be presented to the Secretary at that time. A nominee wishing to decline a nomination must do so before the voting begins.
3. All terms shall be two years. The President, Secretary, Vice President, Treasurer and board members shall be elected as terms expire. Any vacancies will be filled by a motion of the board.

VOTING:

1. Voting on all matters except elections shall be by a show of hands. The President, or Acting Chairman, of the meeting shall have the deciding vote in the event of a tie. If the tie is created by the President or the Chairman, the vote shall lose.
2. Voting for elected office shall be by a marked ballot.
3. Only members holding owner or driver or owner-driver status may cast a vote on matters affecting the competition rules and regulations.
4. One vote is allowed for each registered car number in the current year on competition rules. The owner or driver has to be present at the meeting and must also have attended fifty percent (50%) of the year's events to be eligible to cast a vote. The general membership is permitted to vote on all other matters.
5. There shall be no proxy votes allowed.

COMPLAINTS: Any issues of complaint or concern will not be acknowledged or acted upon by the board or officials of the SOS unless the person raising a concern is a member in good standing of the SOS.

QUORUM : No business shall be transacted at any meeting at which less than twenty five percent (25%) of the voting membership is present.

Section Three:

RULES AND REGULATIONS

Changes for the 2019 season are **highlighted**

NOTE: These rules and or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty or safety shall result from publication of, or in compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport of auto racing and are not in any way a guarantee against injury or death to the participant and pit personnel.

RULES OF CONDUCT

1. Southern Ontario Sprints Auto Racing Club, to be called SOS, is a non-profit club and its members shall be guided by the Constitution and the Rules and Regulations herein.
2. SOS officials shall have full authority of SOS sanctioned events and, at the discretion of any SOS official on duty during an event, any competitor may be disqualified for full violations, hazardous equipment or actions.
3. All SOS vehicles are subject to inspection by SOS official(s) at any time.
4. Approval of a SOS vehicle by an SOS official shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the vehicle inspected is guaranteed to be mechanically sound. Be it further declared, that any SOS official(s) who inspects the vehicle should not be liable, nor shall the sanctioning body, for any mechanical failure or any losses resulting from same.
5. Any unsportsmanlike like conduct by drivers, owners and/or pit crew shall be grounds for disqualification and/or punitive action by the sanctioning body and will be strictly enforced. Drivers are responsible for the conduct and actions of their crew members. Driver or car owner shall be the only sole spokesman for their race team.
 - 5.1 If disqualification is imposed for any infraction, all points and monies owed will be forfeited for the night. Other penalties or suspension may be levied dependent upon the severity of the situation.
6. Absolutely no alcoholic beverages will be consumed by the drivers or their pit crews prior to or during an SOS sanctioned event. Use, sale or distribution of illegal drugs at any time shall be cause for immediate suspension.
7. Each car owner and driver is responsible for all charges, premiums and taxes, if any, on any funds received from the SOS.

8. All cars and drivers must be paid registered members of SOS to be able to compete and receive points for each event.
9. *removed*
10. Drivers must be at least 16 years of age prior to the conclusion of the SOS season. If a driver has not turned 16, they must have a minimum 2 years racing experience in a level higher than go-karts.
11. Protests must be presented in writing to the SOS Race Director within twenty (20) minutes from the time the payout has been posted. Remember, at most tracks we are using the track's finishing lineup. If you feel you have observed a violation of race procedures, contact an SOS official with your grievance. Please remember officials donate their time to help us race. Thus, state your case calmly and they will try to rectify the situation.
12. When a point sponsor or contingencies are signed, any provided sponsor's decals must be clearly visible on both sides of the car's top wing. Failure to do so will result in forfeit of any product or monies.
13.
 - a) Any proposed rules changes for the next year must be put in writing to the board two weeks prior to the Annual General Meeting.
 - b) Members proposing rule changes, must present proposed change in person, or by designate, at the Annual General Meeting.
 - c) Member input to the board: Any paid up member may present any concern to the Board of Directors for the board's consideration as long as it is made in writing.
14. **EIRI** "Except in Rare Instances" decisions of SOS official(s) are final and binding without exception. Any discrepancy between SOS rules and track rules shall be brought to the attention of SOS official(s) for immediate interpretation.
15. Situations may upon review arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by SOS officials and these judgments will be final.
16. **COME LEGAL OR DO NOT RACE.** If there are any issues that are of concern to the SOS technical inspectors, the car or competitor will not be permitted to race. If the issue is not of sufficient concern that the technical inspectors will allow the car or driver to race, the competitor will be notified in writing and given 5 days to correct the issue. If the issue has not been corrected the car or driver is ineligible for competition. If the issue is related to the driver's personal equipment these penalties will apply to the driver (as opposed to the car and vice versa).

TECHNICAL RULES

1. Chassis

- 1.1. Wheelbase: Minimum 84", Maximum 94".
- 1.2. Suspension: No independent suspension, front or rear.
- 1.3. Offset: Maximum 2" offset. Drive shafts must run between the driver's legs. Offset will be measured from centre line of drive shaft to centre line of tires.
- 1.4. Axles: 52" Maximum front axle width. No sway bars front or rear.
- 1.5. Drive Shafts: Drive shaft torque-tube must be fully enclosed. Steel safety hoops are required.
- 1.6. Transmission: In and Out Box, slider driveline or shifter rear end required.
- 1.7. Frame: No aluminum frames allowed.
- 1.8. Brakes: Minimum three (3) wheel, workable brakes. Inboard brakes allowed.
- 1.9. Shock absorbers: No adjustable shock absorbers (from cockpit). No piggy back or canister type shocks. If you are unsure, check with an SOS official.
- 1.10. Weight: The weight of a vehicle must be 1475 pounds with driver and gear at the end of the race. No bolt on weight. Vehicle can be checked at any time.
- 1.11. Cockpit Adjustments: No adjusting mechanisms may be within reach of the driver inside the cockpit. The only on-board adjustments allowed are wing sliders and fuel "dial-a-jet".

2. Wheels and Tires.

- 2.1. Wheels: Aluminum or steel wheels.
- 2.2. Right Rear Club Spec Tire: McCreary/American Racer MC3 34.0-17.0-15GT size with durometer reading of no softer than 50.
 - 2.2.1 For multi-sanction events only, such as the Canadian Sprint Car Nationals, the American Racer MC-2 will be allowed. Multi-sanction events mean 3 or more sanctioning bodies or affiliates.
- 2.3. No tire softener is allowed.
- 2.4. Right-rear tire will be stenciled each night. If you change right rear, you must notify technical official to check and stencil replacement tire.
- 2.5. Left Rear Tire may not exceed 16" in width, based on manufacturer's specification.

3. Engines

- 3.1. Engines will be limited to 360 cubic inch displacement maximum. 1 % ($360+1\%=363.6$) allowance for wear. No V6 engines.
- 3.2. No down nozzle injectors, 2 3/16" injectors stack maximum, or 2 3/16" ram tubes (ram tube resistor must be at least 3" long). No miscellaneous air holes in air box or injector stacks. Only 1 nozzle per cylinder – nozzle must be located in the fuel injection manifold body. NO nozzles permitted in the cylinder head.
- 3.3. Rotary style injectors, timed or electronic injectors are NOT allowed
- 3.4. Iron blocks only. No aluminum blocks allowed. One-degree variation of original 23-degree valve angle is permitted on Chev engines. No variation is allowed on Ford or Chrysler Engines.
- 3.5. You must be able to bolt stock intake to heads.
- 3.6. If engine is illegal, or owner refuses CID displacement test, all points and payoff will be lost for the event. First alternate to the main event will be paid "start money" for the main if that car techs legal.
- 3.7. Two bolts must be drilled 1/8" for engine between #1 and #3 cylinder, left front intake bolts.
- 3.8. Spec heads, Brodix heads part #27-211 (Chevy) #27-223 (Ford), and #27-222 (Mopar), with ASCS stamp, may not be altered in any way. The only exception being inlet opening may be

ground or polished 3/4 inch or no further into the port than the closest edge of the closest letter of the ASCS logo. During the polishing, the left side of the letter A is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port, sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. Head checking fixtures will be used by SOS officials to enforce specifications and dimensions.

- 3.9. Chevy engine heads other than spec heads require the use of ASCS or equivalent intake restrictor gaskets. No contouring or forming of heads or intake manifold ports to allow air to pass over restrictor gasket. Gasket must extend into opening, causing the restriction intended. The gaskets are to be installed right side up with the logo on top. The head must have stock intake bolt location and injector manifold is to be installed with stock 3/8" diameter bolts. No step studs or relocating boltholes. You cannot enlarge or relocate restrictor gasket boltholes or port sizing.
- 3.10. Penalty for altering spec heads or ASCS or equivalent restrictor gaskets will be subject to suspension for one calendar year, forfeit of all points for the season and any monies won the night the infraction was discovered, and subject to a \$500.00 fine.

4. Electrical Systems

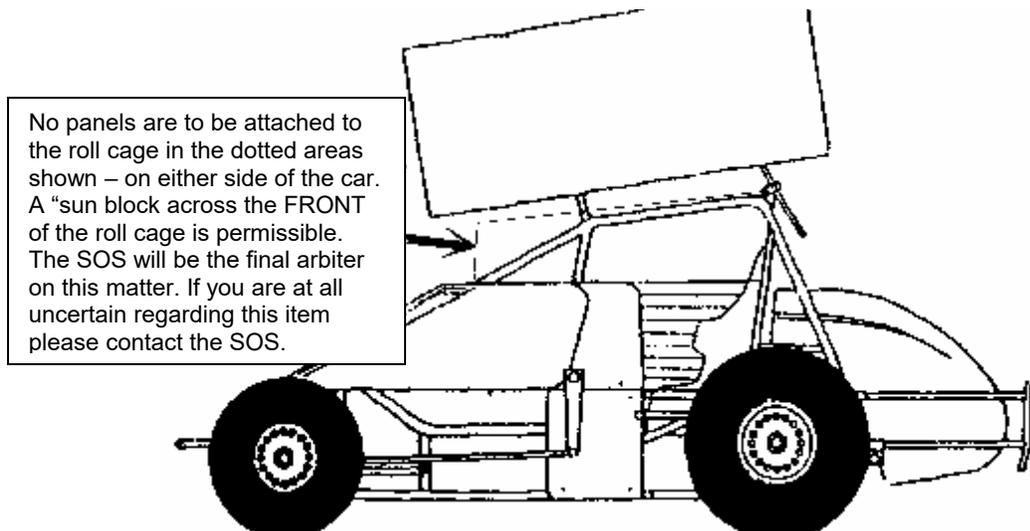
- 4.1. NO Traction Control devices of any kind allowed.
- 4.2. All ignition wiring/boxes must be mounted under the hood, with the exception that one sealed ignition control box (MSD box) will be allowed in the cockpit.
- 4.3. All cars must have an ignition shut off switch within easy reach of the driver and that is clearly marked to indicate the off position.
- 4.3.1. Ignition systems may NOT have any other control switches allowed in the wiring harness.

5. Fuel Systems

- 5.1. Alcohol only with specific gravity of .792. If fuel checks illegal, all monies and points for the night will be forfeited. You will have the option of paying the cost to have the fuel tested. If found legal, money and points will be reinstated. Bazell upper lube is recommended and is the only permissible fuel additive.
- 5.2. An approved racing fuel cell/tank is required. Bladder is mandatory. Fuel shut-off valve between the fuel tank and fuel pump is mandatory. Wolfie valve is permitted. Fuel shut-off must be accessible to safety crews and must not be tied down in the 'on' position by any means and must be functional.
- 5.3. A dial-a-jet inside the cockpit is permitted.

6. Bodywork and Appearance

- 6.1. The body must extend to front torsion bars. Body parts cannot be made of wood. See diagram.



- 6.2. Triangle shape panel on right and left side of the roll cage is ok (above rear shock mounts). Panel must be flat with no turn-up/out. Must be securely fastened. This is allowed for sponsor space on car, not for aerodynamic purposes.

7. Wings

- 7.1. Top Wing: Maximum 25 square feet with 60 inch max width. No two-piece wing. One-inch maximum turn-up.
- 7.2. Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat with reinforcing protruding no more than 1 1/4 inches. The entire panel must remain perpendicular to the center foil. No bending the side panel and/or moving the braces to kick out the right side panel.
- 7.3. Front wing: Maximum 6 square feet (2' long x 3' wide). One-inch maximum rear turn-up.
- 7.4. Cockpit adjustable (front to rear movement) Hydraulic sliding cylinders are allowed for top wing only.
- 7.5. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the rudder exceed 3 inches in height.
- 7.6. No other air foils, rudders or wicker bills can be used to control airflow.
- 7.7. Nothing can extend beyond front bumper.

8. Car Numbers

- 8.1. Numbers on side panels (right and left) of top wing must be a minimum 18-inches tall.
- 8.2. Car number on top of wing must be a minimum 18-inches tall.
- 8.3. For scoring and points championship scoring, the car number will be assigned to the driver. There will be no three-digit numbers. No duplicate numbers will be allowed.
- 8.4. Competition numbers previously registered with the club will take precedent. Members must register their competition number prior to the first race of the season. The car number will be given to the holder of the number the previous year providing that person has taken part in at least one event during the season and has purchased a full SOS membership.

9. Radios and Communication

- 9.1.** No two-way radios allowed.
- 9.2.** One-way on-board radios are mandatory. The SOS one-way on-board radio channel frequency will be 454.000 unless otherwise specified. Drivers are allowed to use the receiving device of their choice. The receiver must be mounted behind the driver out of his reach while strapped into the car. The radio and radio maintenance are the sole responsibility of the driver.
- 9.3.** Drivers will receive information from the race director over the radio while under caution. An attempt to communicate will be made by for **2 laps**. If the driver does not get the message or communication is unsuccessful and the driver does not comply with the race directors instructions he will be sent to the rear of the field for the re-start. Failure to go to the rear will result in the car no longer being scored.
- 9.4.** The SOS will endeavor to have a supply of receivers on hand for rental to competitors who do not own or possess one.
- 9.5.** Any driver found sending radio transmissions or receiving radio transmissions from someone other than an official of the event, will be automatically disqualified. Officials' radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.
- 9.6.** Two-way club frequency radios may be used on a club channel for official use only.
- 9.7.** No rear viewing mirrors, on board computers or mobile phones allowed.

10. Safety Equipment

- 10.1.** Clothing: Fire retardant-driving suit, underwear, shoes, gloves and hood are mandatory.
- 10.2.** Helmets: Approved racing, full-face helmets are mandatory. Minimum Snell S.A. 2010 sticker mandatory.
- 10.3.** Seat Belts: Five-point competition seat belts, consisting of lap belts, shoulder harness and anti-sub strap and shall be no more than three years old, are mandatory.
- 10.4.** Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage.
- 10.5.** Quick release steering wheels are mandatory.
- 10.6.** Head rest, right side cage net or a seat set up so that it does not allow the driver's helmet to pass through any area of the right side cockpit opening, is mandatory.
- 10.7.** Each pit will have a five pound fire extinguisher and pail of water.
- 10.8.** On board fire systems are highly recommended.
- 10.9.** Roll cage padding must be installed anywhere helmet can hit roll cage.
- 10.10.** A horizontal cross brace is required behind the driver's seat within 1" of the shoulder harness opening in the seat.
- 10.11.** Drag link tether strap is mandatory.
- 10.12.** A protective rock screen must be fastened to the roll cage between the top of the hood and bottom of the roll cage in front of the driver with no larger than 2"x2" square openings.
- 10.13.** Use of torsion bar stop retention devices are strongly recommended.

PROGRAM AND RACE PROCEDURES

1. YELLOW FLAG:

- a) All cars causing a yellow flag or stopping, will be placed at the rear of the field.
- b) When a yellow or red flag is thrown, line-up will resort back to the last completed lap.
- c) If a caution and checkered flag are thrown together all drivers who cross the finish line except the winner shall be scored back to the last completed lap. The car(s) which caused the caution will be scored behind the last running car on the same lap.
- d) There will be no racing back to the line under yellow.

2. RED FLAG:

- a) When a red flag is displayed all cars must stop as quickly and safely as possible at the top of the racing surface, unless otherwise directed. This is to facilitate the rapid ingress and egress of safety equipment and vehicles. For the safety and well being of their fellow competitors, drivers are expected to make every attempt to NOT pass the accident scene. If the race director feels that this was disregarded by the competitor, they will be disqualified.
- b) A driver will be allowed to work on his car on the racing surface under a red flag condition, providing no tools are used and the restart is not delayed. The driver will maintain their position on the restart. The spirit and intent of this rule is for safety reasons and will be monitored closely. Refueling may be allowed at the discretion of the race director. No other work may be done to a car while on the race surface. Failure to comply with this rule is cause for immediate disqualification.
- c) During a red flag a vehicle may be moved to the pit area for repairs. However this may not be done until the race director signals his approval. To facilitate the removal of the car from the track, crew members will be allowed onto the speedway, HOWEVER, the crew must receive approval of the pit steward or designate before moving onto the racing surface. As soon as the crew moves onto the racing surface the car will be moved to the back of the pack for the restart, even if the car is not moved off the speedway and no work has been performed. When the car returns to the speedway, it will be placed at the back of the pack.
- d) If more than 1 car pits and returns to the race following a red, they will line up at the back of the pack in the order that they return to the track. If a car is unable to return to the race prior to the one lap signal indicating the restart, they will not be allowed to return until the track is again under caution.
- e) Cars that the red flag was thrown for will be placed at the back of the field, same as the rule regarding yellow flag. It shall be the decision of the Race Director as to the interpretation of the incident.

3. BLACK FLAG: Disqualification from the race if you:

- a) Work on the car with tools on track.
- b) Intentionally delay a race.
- c) Have caused a yellow flag by stopping motion or spinning unassisted; **twice** in a heat or **three** times in the feature. The Exceptions are: when stopped by an official on track or under a red flag that you did not cause.
- d) Will not let a car into its proper lineup position.
- e) If the black flag is waved for you, you must return to the pit immediately for a violation or mechanical failure. You will stop being scored at that point. Failure to leave the track will result in

disqualification from all remaining races for the evening and all points and monies for that evening will be forfeited.

4. BLUE FLAG:

a) The starter will **not** give the competitors a move over flag or point to any cars about to be lapped.

5. Rough Driving: Any un-sportsmanship-like conduct is subject to penalties determined by the Race Director and/or the driver's committee. This includes:

a) Conduct on or off the track.

b) Conduct of anyone connected with the car.

6. Noise Limits: (where required) Decibel level and enforcement at the discretion of each track.

7. Track preparations: All cars are required to help work in the track. Penalties for failure to do so will be determined by the Race Director.

8. Warm ups:

a) Five hot laps.

b) You must warm up based on the heat you are in. If there are a different number of heats than warm up sessions, check at the SOS tent for your order.

9. Line up procedures for each race:

a) Starting – check pit board for line-up. Upon entering race surface, find and follow the car ahead of you in the line-up.

b) When Flagman motions to double up, fill in next open spot in front of you.

c) Any driver that does not pull into their position OR passes the group and pole car will start scratch.

d) No passing until cone in turn four on green flag.

e) If on initial start, the race is not successfully started after three (3) attempts at a normal double file start (i.e. less than 1 lap completed prior to a yellow), the race will be restarted using a single file start.

f) A driver will be assessed a two position penalty at pay-off or 1 lap penalty, whichever is less severe, if as pole or outside car, you pick up speed before the pre-designated starting point (usually the orange cone in turn four)

10. Restarts:

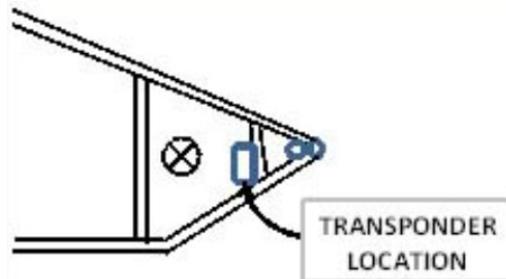
a) When lining up after a caution, you will have two (2) laps after radio communication is given or the chalkboard has been shown to get into your spot. If the driver is still out of position he will be sent to the rear of the field for the re-start. Failure to go to the rear will result in the car no longer being scored.

b) All cars must be nose to tail at the orange cone, placed on the front stretch. Leader sets the pace, all cars must pass the cone in single file formation.

c) Two positions or one (1) lap penalty, whichever is less severe, for hitting or driving under the cone.

b) For each car jumped on the start or re-start a driver will be assessed a two position penalty at pay-off or 1 lap penalty, whichever is less severe. Jumping constitutes having any portion of your car even with any portion of the car in front of you before the pole car reaches the pre-designated starting point. The jumped car regaining his position does not erase the jump.

11. All lapped cars will maintain their position in the field on restart line-up. If you feel you are unsafe, drop low when the green flag drops to allow cars to go around you.
 - When 5 laps or fewer remain until the end of the race lapped cars will move out of the running order and line up at the tail of the lead lap cars under the direction of the race director after the field is in line.
12. One person per car allowed on the track at fuel stop only. Fuel and tear-offs only. No work to be done anytime on track surface on a red flag.
13. Drivers stopping to argue during a race will always restart at the rear. Protest after completion of the race.
14. Infield stop: Vehicles must return to track on a yellow only.
15. A driver cannot switch to another car after an initial green flag has been given in any race, heat or feature.
16. Repair – if a car is damaged and is towed off or pushed off from the racing surface, there will be a three (3) minute repair allowance made. The race director or pit steward will advise when the 3 minute clock has begun to countdown. If you are unable to make repairs, please advise the pit steward. The three minute rule is available during feature events only (A Main, B Main, etc.)
17. Transponders
 - a) Timing and scoring will be electronic via transponders (A.M.B. System) with human backup.
 - b) Transponders are required and drivers must have their own unit. The unit code must be left with the pit steward for scoring purposes.



- c) Transponders must be mounted behind the frame diagonal located behind the front torque tubes and ahead of the front axle as indicated in the drawing below.
 - d) The transponder must be located as close to the bottom frame rail as possible.
 - e) Cars with transponders found in locations other than indicated above during post race inspection will be penalized two (2) positions.
 - f) Lap scoring will occur on the lead car. If the yellow or red flags appear, scoring will freeze and all cars that have crossed the start/finish line at that time will be lined up in that order for the restart. All other cars that have yet to cross the start/finish line will be lined up according to their order on the previously completed lap.
17. Due to unforeseen circumstances i.e. weather or event scheduling, Race procedures may be altered by the Race Director.

QUALIFYING AND STARTING POSITIONS

The system outlined below is the SOS qualifying system for regular points races.

1. Qualifying For Feature

- 1.1. Qualifying for the Feature Race starting positions will be through Heat Races. The number of heat races is determined by the number of teams in attendance at the time the driver's meeting is called.
- 1.2. Except in rare instances, the number of heat races will be:
 - 17 or fewer cars in attendance – 2 heat races, all cars transfer to the “A” Main.
 - 18-24 cars in attendance – 3 heat races, all cars transfer to the “A” Main.
 - 25-27 – or fewer cars in attendance – 3 heat races, top six (6) finishers in each heat will transfer to the “A” Main, remaining cars to run “B” Main.
 - 28+ cars in attendance – 4 heat races, top five (5) finishers in each heat will transfer to the “A” Main, remaining cars to run “B” Main.

2. Heat Race Starting Positions

- 2.1. Heat race starting positions are based on a draw system.
- 2.2. All Drivers are to report to the SOS pit tent immediately upon arrival at the speedway. Drivers will draw their own pill for positioning in the qualifying heats. As each number is drawn it will be recorded and this procedure will be repeated until all drivers wishing to compete have drawn.
- 2.3. The lowest number goes to the pole of the first heat race, the next lowest number goes to the pole of the second heat, etc. Once pole positions in each heat are filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute, the last cars will be placed at the back of the lowest numbered heats.
- 2.4. Any cars not drawing before the driver's meeting shall be placed at the rear of a heat race.
- 2.5. Heat race lineups will be posted on the board fifteen (15) minutes prior to hot lap sessions.

3. “B” Main

- 3.1. If there are over 24 cars, a “B” Main will be required. The remainder of unqualified cars will compete with the top finishers transferring to the “A” Main and line straight-up as per their finishing order from the “B” Main.
- 3.2. In a three (3) heat race format, the top six (6) will transfer to the “A” Main, starting 19th to 24th.
In a four (4) heat race format, the top four (4) will transfer to the “A” Main, starting 21st to 24th.

4. Feature Starting Positions

- 4.1. Top finishing cars from heat races redraw for feature starting lineup:
 - 2 heat races – top three (3) finishers redraw (6 car redraw).
 - 3 heat races – top three (3) finishers redraw (9 car redraw).
 - 4 heat races – top three (3) finishers redraw (12 car redraw).
- 4.2. Drivers must go to the pit tent for redraw ten (10) minutes after completion of all heats.
- 4.3. The remaining starting positions will be “straight-up” based on heat race finish and, if necessary, “B” Main results.

5. Rookies (Rookie of the Year Award)

- 5.1** Rookies must attach a yellow strip to the rear of the roll cage at any time on the racing surface. The Race Director will determine when the strip will be removed.
- 5.2** Drivers who have competed in more than four (4) 360ci or 410ci sprint car race events will not have rookie status and may not compete for the Rookie of the Year Award. For purposes of clarification, a “race event” is a full scheduled nights' racing (practice days are not an event).
- 5.3** Drivers with previous sprint car experience at a lower level (305, Crate Engines) can elect to withdraw from eligibility for the Rookie of the Year Award and will retain their drawn starting positions for heat races and their qualified starting positions for feature races. If a driver elects to retain their starting positions they WILL NOT be eligible for the Rookie of the Year Award.
- 5.4** Drivers WITHOUT previous sprint car experience OR drivers with lower level experience who elect to run for the Rookie of the Year Award will start tail in all races until they have competed in at least six (6) sprint car events. If after they have competed in three (3) events and have demonstrated that they can safely start in their drawn/earned position the driver can request a review from the drivers committee. If the committee agree the driver in question will be allowed to start in their drawn/earned position.

*The SOS reserves the right to move any car from their drawn/earned position and place them at the rear of the field if they feel the driver or car presents a danger to the other competitors if they were to start in their drawn/earned position.

POINTS SCHEDULE

1. 60 points will be awarded to any driver who makes a reasonable attempt to fire up a car in warm-ups, any heats, B-main and/or feature. Only 172 points per race meet can be awarded. These points cannot be split among drivers.
2. 12 points will be awarded to the winner of a heat race with each diminishing position earning one less point per position.
3. Points will be awarded for B-main events as follows: 22 points will be awarded to the first non-qualifier in the B-main and diminish by 2 points for each position thereafter.
4. 100 points will be awarded to the winner of a feature race with each diminishing position earning five less points to 11th position. 12th position to last will be awarded two points less per position.

1 st	100	7 th	70	13 th	46	19 th	34
2 nd	95	8 th	65	14 th	44	20 th	32
3 rd	90	9 th	60	15 th	42	21 st	30
4 th	85	10 th	55	16 th	40	22 nd	28
5 th	80	11 th	50	17 th	38	23 rd	26
6 th	75	12 th	48	18 th	36	24 th	24

5. The payout will be handled by the SOS, not by the track. Minimum tow money: \$160.00 in Canadian funds for any car that takes the green flag in any hot laps, heat race or B-main. Tow money will be paid to any car unable to compete in the evening's event as long as a valid and reasonable attempt to compete has been made.
6. There may be a Dash For Cash, that may involve various formats. If the selected format is that the top two (2) cars from each heat compete – the race will be four (4) laps, which will pay a total of \$140.00 for the top two cars from each heat. Payout will be 1) \$60.00, 2) \$40.00 3) \$20.00 4) \$20.00. These amounts will be increased when three heats are held and the race distance will be increased to 5 laps. If another format is used and the dash is sponsored we will pay the top two drivers in each heat out of the dash fund. All monies are in Canadian funds. We will attempt to pay American drivers in their own currency, when possible.

-End-