

OHIO VALLEY DWARF CAR ASSOCIATION

Classic Modifieds

2011 Rulebook

RACING IS DANGEROUS. CONDITIONS WILL OCCUR THAT WILL CAUSE ANY EQUIPMENT OR DEVICE TO FAIL. INCIDENTS WILL OCCUR RESULTING IN INJURY OR DEATH. PARTICIPANTS, THEIR CREW AND GUESTS ASSUME ALL RISK. UNDER NO CIRCUMSTANCES SHALL THE OHIO VALLEY DWARF CAR ASSOCIATION OR ITS BOARD OF DIRECTORS BE LIABLE FOR ANY DEATH, INJURY, LOSSES OR DAMAGES WHATSOEVER, WHETHER IN CONTRACT, TORT OR OTHERWISE, FROM THE USE OF, OR RELIANCE ON THE INFORMATION OR INTENT OF THESE RULES AND REGULATIONS.

The interpretation of the rules rest on the OVDCA officials and or Board of Directors. All rules are subject to the "INTENT" of the rule, rather than the actual wording of said rule!

BODY REQUIREMENTS AND SPECIFICATIONS

1. Car body will be 5/8 scale replica based on 1928 to 1948 American-made, two-door production coupe, sedan, or pickup.
2. All frames and roll cages, including firewall, doors, and rear section framing, must be fabricated as a single unit frame forming the actual contour and dimensions of the finished body. Sheet metal, meaning the outside skin, must be permanently attached with rivets, spot welding or dzus fasteners. The attachment devices shall be located near the outside perimeter of each panel. Skin may not bulge or gap open between any attachment devices.
3. Cars must have full roof of metal construction. All roll cage bracing must be left intact permanently (welded). Enter and exit by door only.
4. Body (except for Grille) will be of all metal construction. No fiberglass, plastic, nylon, etc. Outer skins shall be a minimum of 26 gauge steel or .040" aluminum. Fiberglass or plastic grille shells allowed.
5. **"EXCEPTION"** Legend Cars, and or converted legend cars will be accepted as legal to compete with the OVDCA so long as they meet all other requirements for Dwarf Cars other than the fiberglass body. Legends may race with fenders intact on a trial basis, but it's suggested they be removed. Weight requirements, engine rules, tire rules, fuel and other OVDCA rules will apply! Must have a grille shell or simulated open radiator matching original body style, any approved material.
6. No fenders (front or rear), wings or spoilers. (see above exception)
7. Doors, windows and cowling must remain in stock appearance and location.

Left door must be operational and allow passage. Right door must be operational or driver must be able to easily pass thru right side window opening. Bar through left hand door opening is acceptable if it is manufacturer's original location and allows the passage of the driver for emergency exit. Right or left door may be shortened from the bottom to allow for header, exhaust pipe or kickout clearance. Windows and doors must be exact scaled size, shape and location. All doors must be hinged as to open in the same manner as the original factory model of it's kind, except rear access panel on models with no trunk door. All access panels must conform to or match body style. Engine compartment must conform to scale of body length and must match contour of body where it meets the right and left side body panels. Firewall or cowling outer skin must be stock appearing in size and shape, only inner panel may be altered.

8. All cut and freestanding edges of sheet metal must be folded or covered with a molding such as all four edges of the door skin and all of the window openings. This does not include the front and rear edges of the hood or trunk door or the rear access panels. No sharp objects inside/outside of car.
9. Any hood may be notched, bent or cut for airbox or header clearance in such a manner as not to distract from stock appearance. Sheet-metal box may be built to cover airbox or filters but must be enclosed, no open hood scoops. Filters may project through the hood without enclosure. If a radiator or a simulated radiator is used, the hood may not be altered as to distract from a neat appearance. Hood louvers allowed for cooling, but must maintain stock contours. Exhaust and headers must be installed as not to distract from stock appearing hood, with the exception of side panels.
10. Door openings must have supports welded to the inside of the front and rear doorposts to prevent the door from being pushed into the body upon impact. Door stops minimum 3/16" thickness with at least 2" x 3" area or equivalent.
11. Front frame loop may be installed but cannot be any higher then the top of the front tire.
12. All door latches must have a positive locking device so as not to open from vibration or upset, and must not jam if door is damaged. Latches must be placed high enough on the door so as to be easily reached from outside the car.
13. Hood must be fastened securely, by spring latch, bolt and nut, or dzus fasteners. No self-tapping screws.
14. No body shall be over 40" tall from bottom of frame rail to extreme top. No body shall be over 48" tall from the ground up to the extreme top. Loaded or unloaded, with or without driver, the car must be within these measurements at all times. Frame ride height must not let car bottom out on track.
15. No body shall exceed 38" in width, measured at the widest point.

16. Must have a complete, sealed firewall, front and rear, separating engine and trunk compartment from the manned compartment. Engine protruding into cockpit must be enclosed.
17. A wire mesh windscreen is required in place of windshield only for dirt track events. On asphalt tracks, lexan of suitable quality is highly recommended, but the mesh is acceptable. Lexan is not permitted in door or rear window openings. Sedans may have lexan in rear side window openings. No glass of any kind will be permitted. Rock bars are not acceptable. Mesh is the minimum acceptable protection.

FRAME AND ROLLAGE REQUIREMENTS

18. All lower frame rails must be made of 1" x 2" rectangular tubing with a minimum of .120" wall thickness (lower frame rails on the right and left side running from extreme front to extreme rear; does not include cross members). No aluminum allowed in cage or frame. No round, oval, or square tubing in the lower main frame rails.
19. There is a minimum of three cross members in the manned compartment between the firewall and the back of the seat. Can be round, square, oval, or angle; no aluminum. The cross members will be made of steel only, with a minimum thickness of .120". If angle, minimum 1/8" x 1 1/2" x 2". Cross-bracing in floor under driver strongly recommended.
20. Roll cage will be minimum 1" diameter mild steel tubing of .095" thickness. 1 1/4" or 1 1/2" x .095 highly recommended.
21. Rear door post, 1" x 2" x .120 rectangular tubing.
22. Right and left door must have at least two bars minimum of 3/4" OD x .095" tubing welded through the midsection of the door frame. The bar supporting the driveshaft tunnel may count as one of the bars but only on the driveshaft side.

FRONT & REAR BUMPER, KICKOUT REQUIREMENTS

23. Front bumper must be no wider than 30", not less than 6" high, and will not extend more than 6" forward of the front tires. Front and rear bumpers must be 4" off the ground and no more than 14" above the ground. Bumper material must be 1" x .085 tubing maximum. No sharp edges. The OVDCA reserves the right to drill a 1/8" hole in bottom of bumper for inspection purposes.
24. Rear bumper must be no wider than 50" and will not exceed 6" from the extreme rear body panel, or 8" if the car has a simulated fuel tank. Bumper material must be 1" x .085" maximum tubing. No sharp edges. The OVDCA reserves the right to drill a 1/8" hole in the bottom of bumpers for inspection purposes.

25. Full length kick-outs are required. Both doors must be fully operational. Kickouts may not extend out more than 1" beyond rear tire sidewall width. All kick-outs are limited to a maximum 1" x .085 tube maximum thickness.
26. A muffler protection bar is allowed, must bolt or weld onto frame.

SUSPENSION REQUIREMENTS

27. Front suspension (such as shocks or towers, but not limited to) must not exceed tire height. May not extend rearward past the most forward panel of the firewall, except under frame rail, where it cannot be seen from either side. All steering mechanisms must have safety fasteners, such as cotter pins or self locking nuts. Anti-roll (sway) bars are allowed.
28. No rear suspension shall be mounted or extended outside the car's natural body lines except through the rear wheel opening, with the exception of the rear trailing arms which may be mounted on the outside of the frame rails. (Outside trailing arms must not be lower than frame rails and may not extend forward past the doorpost.) (Inside trailing arms to not extend past fire- wall.) Single pan-hard bars permitted, no watts link or Jacob's ladder. Torque absorbing trailing arms, are permitted.
29. Straight front axles are allowed.
30. Coil-over suspension only, front and rear. No torsion bars or leaf springs, or fifth coils.
31. No driver shall have the ability to adjust suspension mechanisms from within cockpit area.
32. No electronic, hydraulic, air or ratchet type of weight jacks allowed.
33. All inside suspension mounts must be shielded from the driver compartment. No sharp edges or protruding objects shall be allowed inside the driver's compartment.
34. Rear wheel drive vehicles only. Rear-end must be positively locked at all times (no limited slip Detroit Locker style differentials). No aftermarket differentials. No bird cage rearends. No gun drilled or titanium axles. Mini spools and Full spools, Steel or Alum, are allowed.

SHOCK REQUIREMENTS

35. Automotive hydraulic or gas shocks only. One shock per. wheel allowed. All shocks must be of all steel construction.
36. Manual shock adjusters allowed so long as they are not adjustable from the cockpit area.

ENGINE REQUIREMENTS

- 37.** Motorcycle engines only. No snowmobile or other special application engines. Engines must have been built originally by the motorcycle factory for a production run of 500 or more and must be of a design that is at least two years old at the beginning of the present season. (2009 design permitted for the 2011 season).
- 38.** Engine size is limited to a maximum of 1200 cc (+1/2 %). Naturally aspirated motors. No blowers, after market fuel injection or nitrous oxide injection. No stroker cranks allowed (i.e. cranks which increase piston stroke).
 - a.)** Stock 1000 cc motors or less, with stock factory fuel injection, are legal. All components in the injection system must be stock for the year and make of motor. The addition of an aftermarket electronic fuel mapping box to the stock ECU, such as a Power Commander or TFT box is allowed. Aftermarket air cleaners and oil pan are permitted. Fuel injected motors more than 1000 cc are not allowed.
 - b.)** Induction system must be the same type as originally produced by the manufacture for the motor being used. (example: If the motor came from the factory with carburetors it must use carburetors. If the motor came from the factory with injection it must use the same year stock injection system.
 - c.)** Reduction of larger stock motors to fit the above displacement guidelines is not allowed. (i.e. the Suzuki Hyabusa is "NOT ALLOWED".)
- 39.** Engine compression will "NOT" be limited for the 2008 season
- 40.** No porting, grinding, polishing or changing stock configuration of intake or exhaust ports. Casting parting lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations at in-take, not to exceed 3/8" into the port. Carburetor boot must fasten directly to the head in the stock intake port location.
- 41.** Engine must have operational transmission, clutch and starter. Charging system may be modified or removed. Alternator case may also be removed.
- 42.** No air or electronic shifters allowed. Manual shift only.
- 43.** Engine must be cooled by the manufacturer's intent. No added water jackets of any kind. Extra fans or oil coolers are acceptable as long as they don't distract from the neat appearance of the car. Larger radiators than stock are acceptable as long as they don't distract from the neat appearance of the car.
- 44.** All engines must be front mounted in stock location for the model of the car. Engine may not extend more than 12" to either side of the car body centerline. No engine/transmission assembly may extend to rear more than 17" from the front axle line. Engine rear will be determined by the imaginary square of the

engine, usually the stock cylinder fins for the sides, tappet cover seam for the front, rear of the transmission case for the back. Bolt heads, dowel abutments, transmission drive flanges, alternator cases, point covers and other protrusions will not serve as a measurement point. Front axle location will be determined by scaling the photograph of car to 73" wheel base and mount front axle in actual proportion to car body.

45. Engines must be self-starting by the manufacturer's intent. No auxiliary starters.

ELECTRICAL REQUIREMENTS

46. All batteries must be rear mounted (trunk area). Gel cell batteries recommended for safety!
47. Batteries must be securely mounted with a top restraint (no rubber). Restraint must also hold on battery caps.
48. All cars must have one and only one push/pull switch being the master. This master switch must be located to the extreme right hand side of the other switches and on the right hand side of the dash close enough to the window as to be easily reached from the outside of the car. All other switches must be of a different type than push/pull such as toggle, dip, or turn. Any electrical lines in the car must be isolated from rotating parts of fuel lines.

FUEL REQUIREMENTS

49. Gasoline or methanol (alcohol) only. No performance additives such as nitrous oxide. Fuel may be tested by the OVDCA at anytime. Gas must have a specific gravity reading in the range of .690s.g. to .770 s.g.. Alcohol must have a reading of .790 s.g. at a temperature of 70° with a .005 variance allowed for each 10° change in temperature. All cars running alcohol must have a capital letter "A" of at least 5" in height on rear access panel for identification purposes for fire safety crews.

FUEL TANK REQUIREMENTS

50. Fuel tank must be an approved fuel cell not to exceed 5- gallon capacity located in trunk. Non-fuel leaking cap is required. No pressurized fuel tanks. Cells must be vented in such a manner as to not leak fuel in any position. Fuel cell filler necks may not extend beyond either side of the body line and must be positioned behind the driver, meaning behind the driver's compartment and inside the outer frame and cage structure. There must be a complete firewall between the driver and the fuel cell. Aircraft style caps with positive stop recommended.
51. Electric fuel pumps are allowed. Must be mounted outside driver compartment.
52. Manually operated fuel shut-off valve is optional. Off position must be clearly

marked and valve handle must be painted as to be seen easily. Any fuel lines passing through the driver compartment must be steel with sufficient strength to prevent bursting.

DRIVE SYSTEM REQUIREMENTS

53. Must use a drive-shaft, from transmission to automotive type differential. Steel Drive-shaft only allowed. Drive shaft must be painted white or other highly visible color. No rubberized or shock reducing units allowed.
54. Drive shafts must be enclosed where they pass through the driver's compartment with sufficient strength to protect the driver in case of failure. Driveshaft must have at least three, 360 degree loops around it. Frame members may act as part or all of loop.

BRAKE REQUIREMENTS

55. Must have brakes operating on all four wheels (all 4 brakes must be operational). May be disc or drum. Must be either OEM calipers or the TUSA endorsed, "Wilwood Dynalite" single Caliper (part #120-0725). Must be a steel rotor and hub assembly. Competition-type master cylinders are allowed, adjustable brake bias allowed.

WHEELBASE REQUIREMENTS

56. Wheelbase must be 73", Maximum tolerance 1/2". Must be, both sides long, or short, not one side long and one side short.
57. Tire width may not exceed 61" measured from the extreme outside edge of the tire (car must be able to pass through a 61" hoop.)
58. The center of the front and rear axles will be mounted in the center of the body, no offset hubs front or rear. Offset rims are legal.

SEAT AND STEERING REQUIREMENTS

59. The bottom of the driver's seat must be no more than 63" back from the upper left ball joint but may be less if desired. Seat may be tilted back for added driver head clearance, however, no portion of the seat may be back more than 68" All car bodies will have a permanent structure bar located behind top of seat at shoulder level.
60. Seat pan must be welded to the main frame and be of at least 14-gauge steel.

TIRE AND WHEELS REQUIREMENTS

61. Tires Permitted: Race participants are required to run the 13 inch Goodyear race tires, designed for dwarf cars, tread patch width of 8" maximum (tire model numbers to be announced)! Only the spec. Goodyear Dwarf car tire will be

allowed. Visiting racers will be allowed one visit with any DOT 50 durometer tire. Tread may be grooved in any manner. Tire must not be altered in size. No recaps.

- a.) After May 1, 2011 no more than one model # 1636 or 1638 Goodyear tire will be allowed on the car at one time. The remaining tires are to be Goodyear 13" race tires as sold by [ShadyBowl Speedway](#) for use on Dwarf cars & Pro 4's for the 2010 & 2011 race seasons.

WEIGHT REQUIREMENTS

62. All cars must weigh a minimum of 1240 pounds with driver, after race. Car may not weigh less than 950 pounds without ballast and fuel. OVDCA reserves the right to weigh a car without ballast at any time.
63. All ballast must be securely bolted or welded inside of body with a minimum of two 7/16" bolts and double nuts. May not extend lower than the frame rails. No ballast will be mounted outside the body or the frame, i.e. on kickouts. Ballast must be painted white (or another visible color approved by the OVDCA), with car number.

SAFETY REQUIREMENTS

64. All cars must have an approved type five point racing harness (highly recommended to be no more than 3 years old) equipped with a quick release buckle. Ends must be fastened to the frame of the car with grade 8 bolts or better of not less than 3/8" diameter.
65. Approved racing helmets are required. A Snell 2000 or higher rating is strongly recommended.
66. Manufactured quick-release steering wheel hubs mandatory.
67. All cars are required to have an approved fire extinguisher mounted inside the car within easy reach of the driver. Fire bottle systems highly recommended.
68. No radiator or oil coolers will be mounted in the driver's compartment or on the rear decks. No ventilation holes to any cooler from the driver's compartment or rear decks. All lines carrying liquid through the driver's compartment must be completely shielded from the driver by sheet metal and of sufficient strength to prevent bursting.
69. All drivers must wear a one or two piece single layer fire-suit (minimum). Uniform shall include a neck collar, fireproof gloves and fireproof shoes. Fireproof underwear, full-face helmet, two or three layer fire suit and a head and neck restraint system is highly recommended.
70. Driver side and passenger side window nets required. Arm restraints may be used as an alternative to window nets.

Additional safety requirements are subject to track rules.

NUMBERS AND LOGOS REQUIREMENTS

71. Numbers must be in at least five places: both doors, trunk or rear access panel and on the roof so as to be read from the right side of the car. The numbers will be a minimum of 12" in height, and the width should be approximately 2/3 of the height except for the #1. No roman numerals. Number and letter combination is acceptable (i.e. 3b, 11M, etc.). Also a 2 -inch number on the front of car just over the windshield at the roof line to allow track officials to read it from the front when lining up races. Numbers are reserved in connection to association membership. There will be no duplicate numbers allowed. The assigned numbers must be used within six months or it can be reassigned. The #1 number will be reserved for the point champion of the preceding year. Departing points champion is entitled to number used in year championship was earned (if other than #1).
72. It is strongly recommended that each car carry the painting of a cartoon character, and include the words "DWARF CAR" or, "Classic Modified" along with the year and the make of car, typically on the rear deck lid.

RACE EVENT REQUIREMENTS

73. At the beginning of the race night, all cars must have body intact.
74. No transmitting or listening devices (radios) are allowed on the driver or in the car.
 - a) For the 2011 [ShadyBowl](#) races will require the use of one way communications, RACEceiver radio system, from the tower to the driver. No communications are allowed between the crew and driver.
75. No rear viewing devices (Mirrors) of any kind are allowed.
76. All cars must be thoroughly inspected by OVDCA representatives prior to competing in initial OVDCA event. All cars are subject to a tech inspection based on OVDCA rulebook by OVDCA selected individuals at any time. Top five cars may be weighed after each heat race. Top five cars may be thoroughly teched after each main event. OVDCA reserves the right to request the assistance of any OVDCA member to assist in teching cars. Refusal to submit car to tech inspection will result in forfeiture of finishing position, including points and monetary earnings. Any cars deemed unsafe or not meeting the rules may be prohibited from competing until the problem is corrected to the satisfaction of the OVDCA inspectors.

Race Regulations

General Rules

1. The driver must be a paid in full OVDCA member to earn points towards the OVDCA point's championship or any other awards to be distributed in connection with the series.
2. All rule changes will be determined by the board of directors. The Board of Directors will be selected from the regular racing supporters of the club.
3. Points will be awarded to the driver, not the car or the owner.
4. Purse payouts will be made to the driver, unless prior arrangements have been made. Driver may assign representative to accept the pay out in their place, or pay out may be mailed to the driver following a race event. All those receiving a purse payout must provide a social security number for use in preparing 1099 tax forms where required.
5. Car numbers are assigned as part of the membership package. The OVDCA will assign car numbers as requested when possible. Combinations of letters and numbers, and three digit numbers are permitted. No duplicate numbers are permitted.
6. A membership fee of fifty dollars per year must be paid to participate in OVDCA races. Membership dues will be paid from the drivers first two purse payouts. The fees will be used to support the newsletter, mailings and promotion of the sport of dwarf car racing. Use of the dividends will be at the discretion of the board of directors.

Visiting drivers will be allowed two visits before joining the OVDCA as a member. Current MCR and BIDCA members are exempt from this rule, but will not receive OVDCA points!
7. A driver may change cars during the course of a race event. However, if the switch is made after the first heat, the driver will be required to start on the tail of each heat, consi or feature thereafter for the remainder of the event. Notification of a driver change must be made to the OVDCA race director or assistant race director prior to the call of the associated race to the pre-grid position. The driver change will be considered permanent for the remainder of the event after the initial change is made. No points will be awarded and associated purse will be forfeited if officials are not notified.
8. All cars must be inspected by OVDCA officials or their representatives prior to participating in its first OVDCA event each year. The club reserves the right to impose an inspection fee to be collected prior to the inspection for use in purchasing and maintaining the OVDCA's tech equipment. Any car may be inspected at any time by OVDCA officials or their representatives to determine legality.

9. A driver must score one lap in the feature to be eligible for feature payoff.
10. All cars must be in the pre-grid area and lined up correctly for their races. Failure to do so will result in car being placed on the tail or refused entry in the race. Designated OVDCA officials will call the cars to the pre-grid area, if a car and driver do not report after two requests, when no mitigating circumstances are in evidence, the car will be placed on the tail for the race in question.
11. Any fighting, drinking, or use of drugs by any driver or member of his/her pit crew will result in immediate disqualification of the driver from the race event. Repeated offenses will result in the suspension of the driver from OVDCA events for the remainder of the race season.
12. Abusive language, threats and similar offenses by a driver or member of their crew/entourage may result in disqualification, loss of purse and points for that event and possibly more, at the discretion of the Board of Directors! Repeated offenses may result in the suspension of the driver/car owner from OVDCA events for the remainder of or a portion of the race season!
13. "INTENTIONALLY CRASHING, WRECKING, or RECKLESS DRIVING, on the track, or in the pit area will result in the immediate disqualification, loss of purse money and loss of all points for the season and suspension from further races as deemed fair by the Board of Directors!!
14. OVDCA members may file an official protest by putting up a \$125 cash protest fee within 15 minutes of the completion of the feature event. The protests must be submitted to the race director, assistant race director or lead technical inspector. The protest must focus on performance enhancements only. Safety issues or items that are determined to be frivolous by the Board of Directors participating in the event are not subject to protest. Of the \$125 protest fee \$5 goes to the OVDCA tech equipment fund. If the car is found to be illegal, \$120 is returned to the protester. If the car is found to be illegal, or if the owner/driver refuses to allow the inspection, the driver will lose all points and purse pay out for that event. Forfeited purse payments will be added to the OVDCA treasury. Proof must be provided to OVDCA inspectors that the infraction has been corrected before the car will be permitted to participate in subsequent events. If the car is found to be legal, the driver/owner of car protested will keep the \$120.
15. The track flagman & track officials determine the appropriateness of conduct on the racetrack. Black flags, yellow flags, restart positions, and the final scoring will be based on the judgment of the flagman and officials. The OVDCA is not responsible for the decisions made by these individuals. Any OVDCA participant who argues or disputes a decision with any of the track officials is subject to loss of points, forfeiture of purse money and other penalties as deemed appropriate by the Board of Directors that are participating in the event. Forfeited purse payments will be added to the OVDCA point's fund.
16. If the flagman or track officials determine that a driver has intentionally caused an accident or spun someone out, the flagman will black flag the driver. All

drivers disqualified for misconduct on the track will receive no points or purse pay out for that race event. Forfeited purse payments will be added to the OVDCA point's fund.

17. Any driver exhibiting repeated dangerous, un-sportsmanlike behavior as determined by OVDCA officials will be warned, in writing. Continued incidents after the warning will result in the loss of accumulated points, or in the driver/car owner being prohibited from participating in future events.
18. Any driver spinning two times unassisted, bringing out the yellow flag, will be black flagged at the determination of the flagman and track officials. (Track rules may override OVDCA rule if more restrictive).
19. A OVDCA rookie is defined as someone who has driven a dwarf car in fewer than three feature races. Rookies must display "rookie flag" on their car for, at minimum, three features, or until the OVDCA officials feel the driver is proficient enough to remove it.
20. The interpretation of the rules rest in the OVDCA officials and or Board of Directors, and all rules are subject to the "INTENT" of the rule, rather than the actual wording of said rule!

OVDCA officials, acting on behalf of the association and in the interests of dwarf car racing in general, reserve the right prohibit the participation of any car which is determined to be unsafe or illegal according to the OVDCA rulebook, and any driver who has exhibited unsafe or unsportsmanlike conduct, in the interests of protecting participants, fans and track officials/workers.

Purse

The OVDCA has contracted with area race tracks to provide a base purse for all events. Additions to the purse may be made as a result of sponsorship or increases made by the track promoter. Formula for payouts and additions will be determined by OVDCA board of directors and is available from the race director.

Additional merchandise or cash may be awarded based on specific sponsorship arrangements.

Race Format

Race format is subject to change based on race facility requirements.

1. **Heat Races**: 8 lap heat races will determine feature starting positions.

Nine (9) cars or less = 1 heat

Ten (10) through Twenty (20) cars = 2 heats

Twenty (20) through Thirty (30) car = 3

Heat size will be determined by splitting the car count 50/50 (based on a 20 car field). On nights with an odd number of cars the race director will determine which heat the odd car will run in.

It is our intention to never have more than 10 cars per heat.

New drivers or visitors competing for the first time will be placed in the "A" heat until they have completed 3 nights of racing. The race director has the right to place a new car or visitor in the "B" heat at any time if deemed the proper thing to do.

Standard Heat format will be one of the following:

A. Heat Line-up Pill Draw: Current points will determine which heat a driver will compete in. Drivers in the top half of the points will be in Heat "A" and drivers in the bottom half will be in Heat "B". Each driver/car owner shall be responsible for drawing a pill that will determine their heat race starting position. Low pill is the pole; second low is outside pole; etc. The pill draw will be at the race director or assistant race directors pit area.

To start the season drivers will be divided based on the previous years points. After the driver competes in three (3) events the current points will be used.

B. Qualifying Format Line-up: Each competitor will be given two consecutive laps to qualify. The better of the two laps will be their time. Any competitor unable to qualify during regular qualifying session will be placed at the tail of the "A" heat race!

BREAK OUT RULE: Any competitor going faster than his or her qualifying time by more than 2/10's of a second will be black flagged, and will restart at the tail of the fastest heat!

C. No Heat Races: In the event heat races are not ran on a given night, the main event will be lined up by current points with the highest points starting up front. An automatic six (6) car invert will be used and the previous week winner will start in the tenth (10th) position.

2. **Consolation Race:** 2 laps more than the number of cars entered in the consolation race (maximum 15 laps) or as determined by OVDCA officials and the track promoter.
3. **Feature:** Features are 20 laps based on race facility considerations. Features are normally limited to 20 cars but additional cars maybe added at the discretion of the race director, assistant race director, promoter and track officials.
4. **Feature Line-up:** The front rows of the feature line up will be determined by a pill draw for the top three finishers from each heat. The redraw will determine the top six positions on a night with two heats, the top nine positions on a night with three heats, etc. The balance of the field will be lined according to their

finishing positions in the heats, i.e.: 4th place in first heat followed by 4th place in the second heat, etc. The feature winner from the previous OVDCA race will automatically start in 10th or last if there are less than ten cars. This rule will be enforced the next time a driver participates in an OVDCA event. If a driver misses the next race after a feature win he will be moved to the 11th starting position in the feature the next time he participates in an OVDCA event.

(The rule concerning the previous feature winners starting position maybe suspended for GLAS or other special events at the Boards discretion. If the previous events feature winner is in a redraw position, the last redraw position will not be drawn for and will be occupied by the fourth place finisher from the "A" heat.)

STARTS:

All starts will be made with a starting cone at the start finish line, and no one will be allowed to pass prior to passing the cone! First offense will warrant a warning from the flagman! 2nd offense will result in loss of starting position, and being put on the tail or the tail of the next fastest heat, or disqualification!

Points

OVDCA Standard Points

Points will be awarded at all OVDCA events except GLAS events. Points will be awarded as noted below or according to [ShadyBowl Speedways](#) normal procedure. The Board of Directors will announce which format will be used at the beginning of the racing season.

Feature Finish Positions

1. 50	11. 22	21. 6
2. 44	12. 20	22. 5
3. 40	13. 18	23. 4
4. 36	14. 16	24. 3
5. 34	15. 14	
6. 32	16. 12	
7. 30	17. 10	
8. 28	18. 9	
9. 26	19. 8	
10. 24	20. 7	

Heats		Consi	Qualifying
"A"	"B"		
1. 30	20	1. 6	1. 5
2. 28	18	2. 5	2. 3
3. 26	16	3. 4	3. 1
4. 24	14	4. 3	
5. 22	12	5. 2	
6. 20	10		
7. 18	8		
8. 16	6		
9. 14	4		
10. 12	2		

Points are awarded for all races except the GLAS Series races

Drop Rule

If the OVDCA competes in twelve (12) race events or less, not including GLAS Series, "All" races will be counted toward yearend championship points. If thirteen to fifteen events are completed, one (1) race will be dropped. Sixteen (16) events or more, two (2) events will be dropped and all others will be counted towards the championship.