

2024 RULEBOOK



GENERAL RULES:

Questions, concerns or problems during the race should be directed to the onsite Management Team of ODSS, LLC.

In the matter of interpretation, the decision of the onsite Management Team of ODSS is final.

NHRA RULES GOVERNING SAFETY AND LICENSING

ODSS events are conducted at NHRA and IHRA member tracks. Competitors are expected to comply with NHRA rules governing vehicle configuration for the appropriate speed or E.T. of the vehicle including chassis certification, personal safety and licensing requirements as specified by the major sanctioning body. Host track tech inspectors have authority to insure such rules are enforced.

BEHAVIOR

A responsible, professional and sportsmanlike behavior is expected of all racers, crew members, and spectators. **Conduct of a crew member is the responsibility of the racer.** Abusive or aggressive behavior towards any track official or employee will not be tolerated, and may result in (but not limited to) disqualification of a racer and loss of points for that day's race.

Fighting, including shoving, kicking, throwing punches, or other physical contact, while on the event premises will not be tolerated. Consequences may include disqualification of parties involved, loss of points for that day's race, and may result in suspension of racing privileges and/or admission to the facility for a length of time determined by the ODSS management team.

ENTRY FEE AND PAYOUT

At each event the following minimum payouts will be in effect:

Class Payout	Entry ¹	Winner	Runner-Up	Semi's	Quarter's	Class Purse (up to)
Pro Dragster	\$100	\$2500	\$1,1200	\$500	\$0	\$4700
Pro Mod	\$100	\$2500	\$1200	\$500	\$0	\$4700
Pro Street	\$100	\$2500	\$1200	\$500	\$0	\$4700
OUTLAW 5.90	\$100	\$2000	\$1000	\$500	\$250	\$5000
6.70 INDEX	\$80	\$1500	\$800	\$400	\$200	\$3900
7.70 INDEX	\$40	\$1,000	\$500	\$250	\$125	\$2500
ET Bracket	\$40	\$1,000	\$500	\$250	\$125	\$2500
				Max Purse total		\$28000

¹ Entry fee is for one tech card to race one vehicle by one driver. Does **not** include admission to the event.

Individual events may have more classes than those listed above. Those classes are separate from the ODSS sanctioned classes and may have different payouts as advertised by the promoter of the event.

Individual events may *increase* payouts beyond what is listed in the preceding table.

ODSS DECAL PLACEMENT

ODSS Class and Series Decals must be placed on vehicle as specified or the vehicle will not be allowed in competition. The Class Decals must be in the lower passenger side of the front windshield. The ODSS Series Decal must be on the lower passenger side of the rear window.



RAIN OUT POLICY FOR RACERS

1. There are **NO CASH REFUNDS** if an event is affected by weather, blackout, or any other problem that prevents the completion of a race.
2. If a race is cancelled before any elimination rounds, 20 points will be awarded to all racers that have purchased and turned in their tech card to the ODSS.
3. If eliminations have begun and the race canceled, the race will be considered **finished**, and the prize money will be divided among those racers left in competition. **Points will be awarded according to individual round wins.

Example: The 3rd round is started with 20 vehicles in the class. After 3 pairs (6 vehicles) race, the event is canceled. All racers left in competition, **NOT including the three racers who lost in that round, will split the prize money equally.

CLASS RULES

1. Competition is open to diesel-powered vehicles only.
2. A vehicle entered in a **Pro class**, including OUTLAW 5.90, may NOT be entered in any other ODSS sanctioned class at the same event.
3. All **Pro classes**, including OUTLAW 5.90, must utilize an **NHRA accepted lower engine oil-retention device**; may use a belly pan in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and rearward to rear engine plate and must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner mandatory inside of retention device. See NHRA General Regulations 1:8.
4. For all ODSS classes, except for ET Bracket, all vehicles will be required to have **exhausts turned upward**.
5. In all classes, refer to the **2024 NHRA Rulebook** for applicable vehicle/driver requirements based on individual E.T. and/or M.P.H. performance. Some NHRA rules are referenced here for ease of lookup.

PRO DRAGSTER

1. **This category includes dragsters, and funny cars**
2. **Distance:** Runs on 1/8th mile
3. **SFI Chassis certification:** required per NHRA guidelines. ET and weight limit restrictions on chassis certification enforced in this category.
4. **Tree:** .4 Pro
5. **AutoStart:** 7 seconds
6. **Delay:** 1.8 seconds
7. **Qualifying:** Based on E.T. In the event of a tie, the first occurrence takes precedence.
8. **Ladder:** A progressive Pro Ladder based on E.T. will be used.
9. **Lane Choice:** Determined by prior round E.T.
10. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
11. **Delay boxes:** Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
12. **Trans-brake:** Permitted.
13. **Automated shifter:** Permitted.
14. **Throttle Control:** Permitted.
15. **Engines:** For all inline engines there must be one cable totally surrounding the engine block and head. The cable will be a minimum of 3/8" diameter stranded stainless steel and located between the first and second cylinders. Cable must pass through the manifold areas. Cable will have four (4) to six (6) inches of slack. There will be a minimum of four (4) clamps at all splices
16. **Turbocharger:** to limit turbine wheel ejection, 2 bolts are installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange. Bolts must be a minimum of 5/16 grade 5.
17. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
18. **NHRA license:** Class 3 AdvET/TD "type A or B depending on wheelbase" required for ¼ mile <7.50 or 1/8 mile <4.50 – **OR** - Class 6 ET "A or B" required for ¼ mile >7.50 or 1/8 mile >4.50
19. **Tow vehicles:** Tow vehicles are permitted

1. This category includes full-bodied vehicles with a **maximum weight of 3600lbs.**
2. **Distance:** Runs 1/8th mile
3. **SFI Chassis certification:** required per NHRA guidelines, ET and weight limit restrictions on chassis certification enforced in this category
4. **Tree:** .4 Pro
5. **AutoStart:** 7 seconds
6. **Delay:** 1.8 seconds

8. **Qualifying:** Based on E.T. Based on E.T. In the event of a tie, the first occurrence takes precedence.
9. **Ladder:** A progressive Pro Ladder based on E.T. will be used.
10. **Lane Choice:** Determined by prior round E.T.
11. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
12. **Delay boxes:** Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
13. **Trans-brake:** Permitted.
14. **4-wheel line lock:** Permitted.
15. **Automated shifter:** Permitted.
16. **Throttle Control:** Permitted.
17. **Turbocharger:** to limit turbine wheel ejection, 2 bolts are installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange. Bolts must be a minimum of 5/16 grade 5.
18. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
20. **NHRA license:** Class 3 Adv ET/TD “type A or B depending on wheelbase” required for ¼ mile <7.50 or 1/8 mile <4.50 – **OR** - Class 6 ET “A or B” required for ¼ mile >7.50 or 1/8 mile >4.50
- 21.. **Tow vehicles:** Tow vehicles are permitted

22. **Fire Suppression System-** Vehicle Must have fire suppression system installed. Minimum of 2 nozzles. 1 at drivers feet. 1 at the engine bay.

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PRO STREET

1. **Weight between 4400# minimum and 5000# maximum required.** Vehicles may be scaled before or after each qualifying and elimination run.
2. **Securely mounted ballast permitted:** Maximum of 250 pounds per NHRA guidelines
3. **Distance:** Runs only on 1/8th mile regardless of track
4. **SFI Chassis certification:** 25.3C, 25.4C, 25.5D, or 25.6 certified cage required for unrestricted competition in this class.
5. **Tree:** .4 Pro
6. **AutoStart:** 7 seconds
7. **Delay:** 1.8 seconds
8. **Qualifying:** Based on E.T. In the event of a tie, the first occurrence takes precedence.
9. **Ladder:** A progressive Pro Ladder based on E.T. will be used.
10. **Lane Choice:** Determined by prior round E.T.
11. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
12. **Delay boxes:** Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
13. **Trans-brake:** Permitted.
14. **4-wheel line lock:** Permitted.
15. **Automated shifter:** Permitted.
16. **Throttle Control:** Permitted.
17. **Turbocharger:** to limit turbine wheel ejection, 2 bolts are installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange. Bolts must be a minimum of 5/16 grade 5.
18. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
20. **NHRA license:** Class 6 ET “type A or B depending on wheelbase” required for 4.50 seconds and up
21. **Tow vehicles:** Tow vehicles are permitted in Pro Street
22. **Fire Suppression System-** Vehicle Must have fire suppression system installed.
Minimum of 2 nozzles. 1 at drivers feet. 1 at the engine bay.

OUTLAW 5.90

1. **Distance:** Runs only on 1/8th mile regardless of track
2. **SFI Chassis certification:** required per NHRA guidelines under 6.40 seconds

3. **For Stock bodied vehicles:** A roll cage is mandatory See General Regulations 4:4, 4:11, 10:6.
4. **ROLL-CAGE PADDING:** Roll-cage padding meeting SFI Spec 45.1 mandatory. Padding must be used anywhere driver's helmet may come in contact with roll-cage components. See NHRA General Regulations 4:11, 10:6.
5. **Tree:** .4 Pro
6. **AutoStart:** 7 seconds
7. **Delay:** 1.8 seconds
8. **Qualifying:** Based on E.T. In the event of a tie, the first occurrence takes precedence.
9. **Ladder:** A progressive Pro Ladder based on E.T. will be used.
10. **Lane Choice:** Determined by prior round E.T.
11. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
12. **Delay boxes:** Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
13. **Trans-brake:** Permitted.
14. **4-wheel line lock:** Permitted.
15. **Automated shifter:** Permitted.
16. **Throttle Control:** Permitted.
17. **Turbocharger:** to limit turbine wheel ejection, 2 bolts are installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange. Bolts must be a minimum of 5/16 grade 5.
18. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
19. **NHRA license:** Class 6 ET "type A or B depending on wheelbase" required for ¼ mile >7.50 or 1/8 mile >4.50
20. **Tow vehicles:** Tow vehicles are permitted in OUTLAW 5.90.
22. **Fire Suppression System-** Vehicle Must have fire suppression system installed. Minimum of 2 nozzles. 1 at drivers feet. 1 at engine bay.

6.70 INDEX

1. **Distance:** Runs on 1/8th mile
2. **Chassis:** roll bar or cage required per NHRA guidelines
3. **Tree:** .5 Pro
4. **AutoStart:** 10 seconds

5. **Delay:** 1.8 seconds
6. **Qualifying:** Based on E.T. In the event of a tie, the first occurrence takes precedence. E.T.'s below Index move to bottom of the ladder. **Top 16 in qualifying will move on to the main event.**
7. **Ladder:** A progressive Pro Ladder based on E.T. will be used. **(Top 16 of qualifying)**
8. **Lane Choice:** Determined by prior round E.T.
9. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
11. **Delay boxes:** NOT Permitted.
12. **Trans-brake:** Permitted.
13. **4-wheel line lock:** Permitted.
14. **Automated shifter:** Permitted.
15. **Throttle Control:** Permitted.
16. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
17. **Tow vehicles:** Tow vehicles are prohibited

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7.70 INDEX

7.70 index on 1/8th mile

1. **Distance:** 1/8th Mile

2. **Tree:** .5 Pro
3. **AutoStart:** 10 seconds
4. **Delay:** 1.8 seconds
5. **Qualifying:** Based on E.T. In the event of a tie, the first occurrence takes precedence. E.T.'s below Index move to bottom of the ladder. **Top 16 in qualifying will move on to the main event.**
6. **Ladder:** A progressive Pro Ladder based on E.T. will be used. **(Top 16 of qualifying)**
7. **Lane Choice:** Determined by prior round E.T.
8. **Data recorders:** Permitted. See general regulations 9:2 & 9:10.
9. **Delay boxes:** NOT Permitted.
10. **Trans-brake:** Permitted.
11. **4-wheel line lock:** Permitted.
12. **Automated shifter:** Permitted.
13. **Throttle Control:** Permitted.
14. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
15. **Tow vehicles:** Tow vehicles are prohibited

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E.T. BRACKET

1. 9.90 and up on 1/4 mile and 6.40 and up on 1/8 mile
2. **Distance:** 1/8th mile

3. **Tree:** .5 Full Tree
4. **AutoStart:** 10 seconds
5. **Delay:** 1.8 seconds
6. **Crosstalk:** off
7. **Qualifying:** Not Applicable
8. **Ladder:** May be implemented when vehicle counts still in eliminations are under 8 (quarterfinals) at the discretion of ODSS and track management. A progressive sportsman ladder by prior round reaction time should be used with no regard for previous bye-runs. All further bye-runs determined by ladder.
9. **Delay Boxes, trans-brakes, 4-wheel line locks,** Prohibited.
10. **Automated shifter:** Prohibited unless OEM.
11. **Throttle control:** Throttle must be manually operated by the driver's foot unless OEM. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation (other than OEM). Deadstop under accelerator pedal is permitted. Throttle timers, staging controllers, counters prohibited.
12. **Line lock:** 2-wheel line locks permitted on non-drive wheels only.
13. **OEM electronics, tachometer, single stage (high side only) rev limiters:** Permitted.
14. **Switches & buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
15. **Tow vehicles:** Tow vehicles are prohibited in Bracket E.T.

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CHASSIS CERTIFICATION GUIDELINES

Roll BAR

Roll bar mandatory in all cars (including T-tops) running 11.00 (*7.00) to 11.49 (*7.35), in convertibles running 11.00 (*7.00) to 13.49 (*8.25), and in all dune-buggy-type vehicles running 12.00 (*7.50) seconds and slower. Permitted in all cars. See General Regulations 4:10, 10:6. [* = 1/8 mile times]

Roll Cage

A roll cage is mandatory in cars running 10.99 (*6.99) or quicker or any car exceeding 135 mph. In full-bodied cars, with unaltered firewall, floor, and body (from firewall rearward, wheel tubs permitted), running between 10.00 (*6.40) and 10.99 (*6.99), roll bar permitted in place of roll cage. In convertibles running 10.99 or quicker or exceeding 135 mph, roll cage mandatory. See General Regulations 4:4, 4:11, 10:6.

Roll- cage padding

Roll-cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 (*6.39) and quicker. Padding must be used anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:11, 10:6.

All vehicles running quicker than 10.00 (*6.40) seconds must have a valid chassis certification sticker.

DRAGSTERS

SFI Spec 2.1A Rear Engine Dragster (Top Alcohol/Methanol) – 5.99 Seconds & Quicker

SFI Spec 2.2C Front Engine Dragster – 5.99 Seconds & Quicker

SFI Spec 2.3Q Rear Engine Dragster (Top Fuel) – 4.99 Seconds & Quicker

SFI Spec 2.4C Front Engine Dragster – 6.00 to 7.49 Seconds

SFI Spec 2.5C Rear Engine Dragster – 6.00 to 7.49 Seconds

SFI Spec 2.6A Front Engine Dragster – 7.50 Seconds & Slower

SFI Spec 2.7C Rear Engine Dragster – 7.50 Seconds & Slower

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FUNNY CARS, ALTEREDS AND ROADSTERS

SFI Spec 10.1E Funny Car Roll Cage (Alcohol, Advanced ET, Nostalgia, etc.)

SFI Spec 10.2 Altered Car Roll Cage – 6.00 to 7.49 Seconds

SFI Spec 10.3 Altered Car Roll Cage – 7.50 Seconds & Slower

SFI Spec 10.4 Side Steer Roadster Roll Cage – 7.50 Seconds & Slower

SFI Spec 10.5A Nitro Fuel Funny Car Chassis – 4.99 Seconds & Quicker

FULL BODIED CARS

8.50 (*5.35) to 10.00 (*6.40) seconds – follow the guidelines in the NHRA rulebook

SFI Spec 25.1J Full Bodied Car Tube Chassis – 7.49 Seconds & Quicker; 2,800 lbs. Maximum. Effective Date: January 3, 2020

SFI Spec 25.2D Full Bodied Car Tube Chassis – 6.00 to 7.49 Seconds ET; 3,200 lbs. Maximum. Effective Date: January 3, 2020

SFI Spec 25.3C Full Bodied Car with Aftermarket Body Shell and Tube Frame, OEM Body Shell and OEM Frame with OEM or Modified Floorpan and Firewall, or Uni-Body with OEM or Modified Floorpan and Firewall Roll Cage – 6.50 to 7.49 Seconds ET; 3,600 lbs. Maximum. Effective Date: May 5, 2018

SFI Spec 25.4C Full Bodied Car Tube Chassis – 7.50 to 8.49 Seconds; 3,600 lbs. Maximum. Effective Date: May 5, 2018

SFI Spec 25.5D Full Bodied Car Stock or Modified/OEM Floorpan and Firewall with OEM Frame or Uni-Body Construction – 7.50 to 8.49 Seconds; 3,600 lbs. Maximum. Effective Date: May 5, 2018

SFI Spec 25.6 Full Bodied Car Stock / Truck or Modified/OEM Floorpan and Firewall with OEM Frame or Uni-Body Construction – 7.99 to 8.49 Seconds; 5,000 lbs. Maximum. Effective Date: August 26, 2016

2023 NHRA E.T. QUICK REFERENCE CHART AND SFI EXPIRATIONS

Y = Required • C = Convertibles • Numbers Refer to General Regulations • Years Refer to SFI Expirations							
<p>• In no way is this Quick Reference Chart intended to supersede or replace the current NHRA Rulebook (quarter-mile e.t.s) Unless otherwise noted in this E.T, Quick Reference Chart, refer to SFIFoundation.com for the latest version of all non-chassis specifications. Also, unless otherwise noted in this document, refer to TechConn. NHRA.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to TechConn.NHRA.com. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.</p>							
1/4 mile E.T.s	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower	Expiration
1/8 mile E.T.s	3.66 to 4.49	4.50 to 6.39	6.40 to 6.99	7.00 to 7.34	7.35 to 8.59	8.60 & slower	
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11	
Arm Restraints (Open-Bodyed Cars)	Y	Y	Y	Y	10:3 / 11.99	10:03	
Bellhousing (SFI 6.1; 6.2)	Y	Y	Y	Y	2:10	2:10	
Driver Restraint System (SFI 16.1; 16.5)	Y	Y	Y / 10:5	Y / 10:5	C / 10:5	10:5 / 10:11	2 years
Driveshaft Loop	Y	Y	Y	Y	2:04	2:04	
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14	5 years
Flywheel/Clutch (SFI 1.1; 1.2)	Y	Y	Y	Y	2:05	2:05	2 years
SFI 1.1: Single-Disc Clutch & Flywheel Assembly, 1.2: Multi-Disc Clutch & Flywheel Assembly E.T. through Comp, PS							
Flywheel Shield (SFI 6.1; 6.2; 6.3; 9.1)	Y	Y	Y	Y	2:10	2:10	
SFI 6.1: Flywheel Shield, Spec 1.1 & 1.2 (2-Disc Max. or 3-Disc, 8-inch Diameter Max.)							5 years
SFI 6.2: Flywheel Shield, Spec 1.2, 1.3, 1.4 & 1.5 Clutch (Check with Manufacturer; May Be Only 1 Year)							2 years
Harmonic Balancer (SFI 18.1)	Y	Y	Y	Permitted	Permitted	Permitted	
Head & Neck Restraint Device/System (SFI 38.1)	Y	10:8 / 200 mph	10:08	10:08	10:08	10:08	5 years
Helmet	Y	Y	Y	Y	Y	10:07	
SFI 24.1/2010; 31.1/2010; 41.1/2010; Snell 2010							exp. 1/1/2022
SFI 24.1/2015; 31.1/2015; 41.1/2015; Snell 2015							exp. 1/1/2027
Liquid Overflow	Y	Y	Y	Y	Y	Y	
Master Electrical Cutoff Switch	Y	Y	8:4 / 135 mph	8:04	8:04	8:04	
Neck Collar (SFI 3.3)	Y	Y	10:08	10:08	10:08	10:08	
NHRA Competition License	Y	Y	10:04	10:04	10:04	10:04	
NHRA Chassis Sticker	Y	Y	4:04	4:04	4:04	4:04	
Padding Roll Bar/Cage	Y/SFI	Y/SFI	Y/SFI	Y	10:6 / 135 mph	10:6 / 135 mph	
Parachute	Y	Y / 150 mph	4:08	4:08	4:08	4:08	
Pressurized Bottles DOT (1800)	Y	Y	Y	Y	Y	Y	
Protective Clothing	Y	Y	Y	Y	10:10	10:10	
SFI 3.2A/15; 3.2A/20; 3.2A/25; 3.2A/30 Driver's Suit 5 years, incl. year on tag							
Roll Bar	Y	Y	C / 13.49	4:10			
Roll Cage	Y	Y	Y / 135 mph	4:11	4:11	4:11	
SFI Chassis Specification	Y	4:4 / 180 mph	4:04	4:04	4:04	4:04	
SFI 2.1; 2.2; 2.3; 10.1; 10.5; 25.1 Full Body Chassis Spec; Pro Stock							
SFI 2.4; 2.5; 2.6; 2.7; 10.2; 10.3; 10.4; 25.1 Adv. E.T.; 25.2; 25.3; 25.4; 25.5							
Supercharger Restraints (SFI 14.1; 14.2; 14.21; 14.3)	Y	1:11	1:11	1:11	1:11	1:11	2 years
Taillight	Y	Y	Y	Y	Y	Y	
Transmission Flexplate SFI 29.1	Y	Y	2:14	2:14	2:14	2:14	3 years
Transmission Locking-Type Dipstick	Y	Y	Y				
Transmission Reverse Lockout	Y	Y	Y	Y	Y	Y	
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14	Rigid, 5 yrs.; Flexible, 2 yrs.
Window Net Full-Bodyed Cars	Y	Y	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	

ENTERING THE POINTS CHASE

All drivers who compete at ODSS sanctioned events in the classes listed in the payouts section will be automatically entered in the points chase.

AWARDING OF POINTS

1. Twenty points will be awarded for entering each points event. Entering a points event is defined as passing tech inspection with a vehicle (appropriate for the class entered) on the day of the event turning in the tech card to the tower, and making a qualifying pass in the entered class.
2. The vehicle (and the driver) being entered must be on the premises.
3. The same vehicle cannot be used for points (or competition) by more than one driver in the same class.
4. *For all classes except ET, the following points will be applied following the final round of qualifying*
 - a. #1 qualifier receives 5 points
 - b. #2 qualifier receives 3 points
 - c. #3 qualifier receives 1 point
5. Eleven points will be awarded for a round one win, twelve points for a round two win, and thirteen points for a round three win, and so on, with twenty points awarded for a final round win.
6. Points are awarded to a driver in a class, not the vehicle.
7. Drivers who buy-back (as rules allow) are eligible to continue to earn points for round **wins** following buy-backs.
8. Points are accumulated in a particular class for a particular racer. Points earned in a class are not transferrable to another class.
9. Licensing runs during an event may be allowed at the discretion of ODSS race director and track management. Racer is required to purchase corresponding class tech card. No points of any kind are awarded. No class payouts will be given.

PENALTY POINTS - OIL DOWNS/EVENT DELAY

1. A racer in any of the PRO classes will be penalized 10 points for oiling down the track or any delay that creates a down time in excess of 10 minutes
2. Total penalty for the event is limited to the total number of points earned for the event.

PENALTY POINTS – NON-REPORTING OF BROKEN VEHICLE BEFORE LADDERED ELIMINATIONS

1. Any racer in a laddered class will be penalized 10 points for not reporting a breakage to the race director before eliminations begin.
2. The intent of this penalty is to create a better event for the spectators. Spectators want to see side-by-side racing action, as opposed to several competition single passes. Since the PRO and Index classes are laddered from the start of eliminations, it is necessary to inform the race director of any changes prior to the start of eliminations so that ladders are reflective of those in competition.

ODSS CHAMPIONSHIP AWARDS

The top 4 finishers are expected to attend the awards banquet and will be awarded*:

Series Finisher	1st	2nd	3rd	4th	Total
Pro Dragster	\$4,000.00	\$ 1,500.00	\$ 1,000.00	\$500.00	\$ 7,000.00
Suncoast	\$3,000.00	\$ 1,500.00	\$ 1,000.00	\$500.00	\$ 6,000.00
Pro Mod	\$2,000.00	\$ 1,500.00	\$ 1,000.00	\$500.00	\$ 5,000.00
Hot Shot Secret	\$1,800.00	\$ 1,300.00	\$ 900.00	\$500.00	\$ 4,500.00
Pro Street	\$1,500.00	\$ 1,000.00	\$ 700.00	\$500.00	\$ 3,700.00
Firepunk	\$1,200.00	\$ 900.00	\$ 600.00	\$300.00	\$ 3,000.00
OUTLAW 5.90	\$1,000.00	\$ 750.00	\$ 500.00	\$250.00	\$ 2,500.00
10.50 or 6.70			Championship Award Totals		\$ 31,700.00
12.00 or 7.70					
JAMO					
ET Bracket					

NOTES:

1. A minimum of 100 points must be accumulated for first place money, 75 points for second place, 50 for third and fourth place for awards to be paid out.
2. The owners of ODSS, LLC in cooperation with the series sponsors respectfully request the racers' attendance at the awards ceremony for those receiving monetary awards at the banquet.

TIEBREAKER RULES

The following tiebreakers will apply, in order one at a time, until a tie can be broken:

- Number of wins
- Number of events entered
- Most points attained at any one race

CLASS RECORDS

ODSS follows NHRA rules on record breaking. A record breaking pass does not have to be backed up. Upon breaking a class record the driver must take the vehicle through tech to be inspected and have the time slip signed by ODSS tech inspector.

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ODSS RACE EVENT RULES

Unless specifically addressed here, all other track rules apply.

ALCOHOL

This is a zero tolerance policy. No driver of a vehicle still in competition is to consume any alcoholic beverage. Any driver found to be in violation of this rule will be disqualified with points and winnings for the event forfeited and may have further suspension at the discretion of the onsite Management Team of ODSS.

MULTIPLE CLASS ENTRY

RACERS

1. A racer may enter in multiple classes as the event rules will allow.
2. If entered in more than one **CLASS**, it is the racer's responsibility to return in time for the next round or face elimination or disqualification.

VEHICLES

1. A vehicle entered in a **PRO** class may **NOT** be entered in any other ODSS sanctioned class.
2. A vehicle may be entered only once per class. No additional time consideration may be given for multiple class entries. The vehicle is expected to return to the staging lanes in a timely fashion for the next round of eliminations or be subject to disqualification.
3. A vehicle may be entered in multiple classes of E.T. Bracket or Index.

CHANGING VEHICLES

1. If a vehicle breaks in E.T. Bracket time trials, a replacement vehicle may be used in eliminations providing the vehicle being used can pass tech for the class, and is not already entered in the same class.
2. In a qualified ladder class, an alternate vehicle must make one pass during appropriate qualifying sessions. A pass consists as a minimum of the vehicle self-staging and taking the green light.
3. Once in competition, a racer may **NOT** change vehicles or utilize a substitute driver.

BUY BACKS

1. Buy backs **MAY** be allowed in the E.T. Bracket class at the discretion of the ODSS Management Team.
2. Management will announce the buy back decision before eliminations begin.

3. Buy backs will continue to receive points for round wins after buying back. Example: a racer loses in round one and buys back in to round two and wins round two is awarded 20 points for event entry and 12 points for the 2nd round win.

LADDERS

1. A pro ladder will be used in the PRO and INDEX classes
2. Ladders will be re-done for breakage prior to the first round of competition based on the following guidelines
 - a. Any time the number of rounds will change
 - b. Even if the number of rounds do not change, if more than one vehicle breaks or does not show for first round

RUNNING ORDER

1. The running order will be determined by the ODSS Management Team in conjunction with track management.

LANE CHOICE

1. In ladder classes, quickest E.T. from the previous round will have lane choice.
2. In the bracket class, the prevailing track rules will apply.

BYE-RUNS

LADDERED CLASSES:

1. Bye-runs are determined by the ladder.

E.T. BRACKET CLASS:

1. For the first round of eliminations, the bye-run will be determined by track rules.
2. Bye-runs **carryover** from round to round. The bye-run rule applies to every round **including the final round (unless a ladder is put into effect)**. Once used or the racer loses the subsequent bye-run will be determined by the **lowest reaction time on a winning run from the previous round** (red lights will not be considered). In the event of a tie between eligible competitors, the first competitor is awarded the bye.
3. The bye-run will be announced when calling the class to the lanes. The racer receiving the bye-run opportunity will be set aside until all same class pairs of vehicles in the staging lanes have run. If there is one vehicle remaining, the person receiving the bye-run opportunity will run the remaining vehicle.
4. Racers may receive only one bye-run per class per event, unless all remaining racers have also had a bye-run.
5. **Racers who were selected for a bye-run** opportunity but were required to race the last vehicle in the class, **will have lane choice** and are not considered to have had a bye-run.

SINGLE RUNS

1. On a competition single, or “bye” run, the racer must stage the vehicle under its own power and take the light.
2. The only way a racer can be disqualified is if he/she drives off the track, which includes contacting the guardrail and/or crossing the center line before the finish line.
3. The racer may red light, leave before the third amber (LB3A), break out, or not be able to complete the run, and still will be a winner in that round of competition.

COMPETITION SINGLE OR BYE-RUN

1. In order to win, and therefore advance to the next round, a bye-run or competition single must at least self-stage under its own power as stated above and take the light.
2. In example: should a bye run vehicle not be able to self-stage in the quarter final round, the vehicle would not advance to next round, would not receive points for that round, and would not be entitled to the quarterfinal payout.

BURNOUTS

1. There is plenty of area between the water box and starting line for burnouts.
2. Burn-outs across the starting line are permitted in PRO classes only.
3. **No burnouts are to be done in any other non-designated areas. Penalties may include disqualification from the event and loss of points earned for the event. The event race director decision is final.**

DIAL-INS

1. Dial-ins must be visibly displayed according to track rules
2. It is the driver’s responsibility to check the accuracy of the dial in on scoreboards and notify the starting line director of any mistakes prior to pre-staging.
3. DO NOT pre-stage until the scoreboard indicates your correct dial-in. Pre-staging will indicate to the tower that you accept the dial in displayed on the scoreboard.
4. **If you stage on an incorrect dial-in from either competitor, it is a race.**

COURTESY STAGING

1. All competitors at points events MUST observe courtesy staging.
2. This means that you are NOT to fully stage your vehicle until your competitor has pre-staged! You will receive one warning per event during eliminations.
3. Your second infraction will result in disqualification of the round.
4. Failure to timely stage upon the starter's order is an automatic disqualification.

CROSSTALK

1. Crosstalk is **off** in E.T. Bracket and does not apply to other classes.

AUTO START

1. Auto Start is to be expected in all classes.
2. Auto Start typically allows 10 seconds after the first vehicle stages for the second vehicle to stage.
3. If it takes the second vehicle longer than 10 seconds to stage, the Auto Start will give the second vehicle a red light foul, resulting in disqualification.

DELAY

1. Delay refers to the time the tree is activated when all conditions are met
2. Typically set at 1.8 seconds – this is the minimum time and tree activation varies by design of the system

STAGING

1. All vehicles must self-start and self-stage (removable starters permitted as NHRA and IHRA rules allow).
2. Push-starting a vehicle or push-staging a vehicle is prohibited. This rule also applies to single runs.
3. **If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree!**
4. Backing out of the staging beams for a second attempt to stage when the competitor's pre-stage and or stage beams are lit is PROHIBITED unless so ordered by the starter. Your final act of staging must be a FORWARD motion.

DEEP STAGING

1. Deep staging is allowed, but **not guaranteed**.

DISQUALIFICATIONS

1. If you are disqualified for an infraction of NHRA, IHRA, or track rules, your competitor will advance to the next round (and receive round points) providing your competitor is not also disqualified.
2. In the unlikely event both competitors are disqualified, **neither driver will advance**.

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DISPUTED RUNS

Any disputed run, regardless of reason, must be reported to the ODSS Management Team. All ODSS Management Team decisions will be FINAL. Run disputes include **ONLY** the drivers involved.

RERUNS

Every race should have a winner and a loser. Sometimes, however, problems arise that are beyond our control. Should a situation occur that, at the sole discretion of the ODSS Management Team, warrants such actions, BOTH vehicles will be advanced to the next round providing a ladder is not in effect and the class is not currently in a money round. **ONLY IN EXTREME SITUATIONS and at the sole discretion of the ODSS Management Team when either a ladder system is in effect, or the class is in a money round, the affected pair will be re-run.**

The re-run must occur before the next round of the class is run.

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