

**2009**

**OKLAHOMA**

**STATE**

**CHAMPIONSHIP**

**SERIES**

**RULEBOOK**

**THE OSCS RESERVES THE RIGHT TO BAN FROM COMPETITION, ANY PERSON OR PERSONS WHO VIOLATE ANY RULES SET FORTH IN THIS RULEBOOK.**

**THE OSCS AND/OR EACH INDIVIDUAL TRACK RESERVES THE RIGHT TO REFUSE SERVICE TO ANYONE.**

**\*\*RULES ARE SUBJECT TO CHANGE AT ANYTIME WITHOUT NOTICE\*\***

## **2009 SERIES SCHEDULE**

- |                          |  |
|--------------------------|--|
| <b>1. WOODLAND HILLS</b> | <b>FEB. 14<sup>TH</sup> &amp; 15<sup>TH</sup></b>  |
| <b>2. SOONER STATE</b>   | <b>MARCH 7<sup>TH</sup> &amp; 8<sup>TH</sup></b>   |
| <b>3. SAND VALLEY</b>    | <b>MARCH 29<sup>TH</sup></b>                       |
| <b>4. TMX</b>            | <b>APRIL 10<sup>TH</sup> &amp; 11<sup>TH</sup></b> |
| <b>5. MOTO CITY</b>      | <b>APRIL 25<sup>TH</sup> &amp; 26<sup>TH</sup></b> |
| <b>6. RIDGELINE MX</b>   | <b>MAY 9<sup>TH</sup> &amp; 10<sup>TH</sup></b>    |
| <b>7. PONCA CITY</b>     | <b>MAY 24<sup>TH</sup></b>                         |
| <b>8. RIVER VALLEY</b>   | <b>JUNE 6<sup>TH</sup> &amp; 7<sup>TH</sup></b>    |
| <b>9. COOPERLAND</b>     | <b>JUNE 27<sup>TH</sup> &amp; 28<sup>TH</sup></b>  |

**THE RAIN DATE FOR ALL OSCS RACES IS THE NEXT WEEKEND FOLLOWING THE RAINOUT OF THE SCHEDULED EVENT.**

**FOR RACE INFORMATION: [WWW.OKLAHOMAMX.COM](http://WWW.OKLAHOMAMX.COM)**

## **2009 CLASSES**

<b>50cc OIL INJECTED (STOCK)</b>	<b>250f/125 BEGINNER</b>
<b>50cc PEEWEE 4-6</b>	<b>250f/125 NOVICE</b>
<b>50cc PEEWEE 7-8</b>	<b>250f/125 INTERMEDIATE</b>
<b>50cc PEEWEE OPEN 4-8</b>	<b>250f/125 EXPERT</b>
<b>65cc 6-8</b>	<b>OPEN OUTLAW</b>
<b>65cc 9-11</b>	<b>FOUR STROKE</b>
<b>65cc OPEN 6-11</b>	<b>450f/250 BEGINNER</b>
<b>WOMEN</b>	<b>450f/250 NOVICE</b>
<b>85cc BEGINNER 7-16</b>	<b>450f/250 INTERMEDIATE</b>
<b>85cc JR 7-11</b>	<b>450f/250 EXPERT</b>
<b>85cc SR 12-16</b>	<b>PLUS 25 NON-PRO</b>
<b>SUPERMINI</b>	<b>PLUS 30 AB/CD</b>
<b>SCHOOLBOY</b>	<b>PLUS 40 AB/CD</b>
<b>TWO STROKE OPEN (NON-PRO)</b>	<b>PLUS 50 NON-PRO</b>

**NOTE: 50cc OIL INJECTED IS A STOCK CLASS (SEE PAGE 11). ALL OTHER CLASSES ARE MODIFIED. STOCK MACHINES ARE LEGAL IN MODIFIED CLASSES.**

**PRO SENIOR AND KING CORBA ARE LEGAL FOR THE 50cc 7-8 AND THE 50cc OPEN 4-8 CLASSES ONLY.**

## GENERAL RULES AND INFORMATION

**IT IS THE RESPONSIBILITY OF EVERY ENTRANT TO FAMILIARIZE THEIR SELF WITH AND FULLY UNDERSTAND THESE RULES.**

**ONLY RIDERS HOLDING A VALID OSCS COMPETITION CARD OR A ONE (1) DAY RIDER'S PERMIT ARE ELIGIBLE TO PARTICIPATE IN OSCS EVENTS. OSCS COMPETITION CARDS ARE VALID FROM JAN 1<sup>ST</sup> TO DEC 31<sup>ST</sup>. ONE (1) DAY RIDERS PERMIT ARE VALID FOR THAT DAYS RACING ONLY.**

**RIDERS MUST POSSESS A VALID OSCS COMPETITION CARD TO BE ELIGIBLE FOR END OF YEAR AWARDS AND CONTINGENCIES.**

**ALL PERSONS ENTERING THE GATES AT ANY AND ALL OSCS EVENTS MUST WEAR THEIR WRIST BAND AT ALL TIMES.**

*Special Note:* Participants are solely responsible for their safety at OSCS events and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate.

### **RELEASE AND WAIVER OF LIABILITY:**

Every person who enters any area of an OSCS event **MUST sign a release and waiver of liability**. Any person who fails or refuses to sign said **waiver and release of liability** shall be considered to be **TRESPASSING** at that event.

### **INSURANCE:**

Rider medical insurance **IS NOT PROVIDED** by the OSCS or participating tracks for any event (practice, race, etc.).

**The following rules and regulations shall be in force at all events.** Additional regulations of conduct for particular situations may be issued for specific events and will be explained in a rider's meeting/handout.

### **MINORS:**

Parent, legal guardian or "authorized adult" must complete a minor release. In the case of "authorized adult", he/she must provide notarized legal documentation of said authorization of guardianship with minor release to the clerk at registration. The OSCS will retain original said documentation as property owned by them. Authorized adults should retain a copy for their own records or needs. All persons signing a minor release must remain with said minor until the conclusion of the event or until competition is complete. All persons signing any release for a minor must be prepared to show proof of identity and guardianship.

**PIT RIDING:** Pit riding is allowed by race entrants for the purpose of going to and from the starting gate for their practice/moto. In addition any person who possesses a valid drivers license and is 16 years of age or older may operate a pit vehicle to and from the starting gate for the purpose of supporting their rider. All vehicles operating in the pits shall not exceed **5 MPH Maximum**. Any person determined to be in violation of this rule will be subject to having the offending vehicle impounded for the duration of that day's event and/or a \$25.00 fine. In addition, failure to comply with this rule will result in you or your associated rider's immediate disqualification from that day's event. **NO REFUND OF ANY MONIES OR ENTRY FEE'S WILL BE MADE.**

“Big Wheels” can only be ridden in the Mini Beginner, Women, Super Mini, Schoolboy Over 25, 30, 40 and 50 classes.

CR150F can only be ridden in the Women, Super Mini, Schoolboy, Over 25, 30, 40 and 50 classes. CR150F must be a “Big Wheel” if ridden in the Schoolboy Class.

You must ride the same bike in the second moto that you rode in the first moto of that class.

No rider substitutions.

OSCS officials are not responsible for locating riders before their event.

The Schoolboy class is limited to 85cc and over Big Wheel Minicycles, 125cc motorcycles and 250F four stroke motorcycles. Schoolboy age limit is **16** years old and under.

250F four strokes **ARE NOT LEGAL** for any of the 450cc and up classes. They may be run in the 250f/125 classes, the Vet classes, Women’s class, Schoolboy class, Open Outlaw class, and Four Stroke.

All bikes are subject to OSCS impound evaluation / safety inspection / or teardown if it is decided by an OSCS official that a particular bike of their interest needs further evaluation. Failure to submit a bike for official inspection will result in disqualification of that bike for that days event and no points or awards / prizes will be awarded.

No alcoholic beverages, drugs or other illegal substances will be allowed in the staging areas or inside the track fence. Riders shall not use any controlled substances mentioned before or during an event. **Any rider**, who in the opinion of OSCS officials is **impaired**, shall not be allowed to compete. **NO FEES WILL BE RETURNED.**

#### **EQUIPMENT:**

All riders must have ankle or higher boots, proper helmet, eye and full arm and leg coverage. Side stands must be removed from all bikes. Clutch and front brake levers must have the ball end of the lever intact.

#### **CONDUCT:**

Any verbal harassment of track officials will be grounds for permanent disqualification and / or fines for those riders or parties involved. Any physical abuse of officials, track workers, spectators or fellow competitors will be grounds for permanent disqualification of the rider and allow for notice by OSCS officials to all other race associations of that occurrence.

Each rider assumes the complete responsibility for their pit crew / family and friends. Any rules infraction committed by the same is a direct reflection upon that rider. The rider will be penalized according to the rules stated herein.

#### **AGE CUTOFF:**

Youth Classes – age as of 1 January 2009.

Vet Classes – age as of the day of the race.

Proof of age, original birth certificate or drivers license must be available upon request of the event clerk or OSCS official. **Failure to comply WILL result in immediate disqualification.**

## BEGINNER CLASSIFICATION

The Beginner class is intended for riders who have been racing for less than one year or who, in the opinion of OSCS Officials ride at a skill level of a beginner. If OSCS officials force a rider to move up within the first two series races, then that rider will receive overall points for the place he/she finishes at that race. Any rider forced to move up after two races will not carry any points forward. OSCS officials will not move a rider up just because they are fast.

## RIDER ADVANCEMENT

Rider classification advancement will be mandated in the following classes:

65'S

85 BEGINNER

250f/125 BEGINNER

250f/125 NOVICE

450f/250 BEGINNER

450f/250 NOVICE

OVER 30 C/D

OVER 40 C/D

Riders who finish in the TOP 5 positions in the final series standings or who finished in any of the TOP 3 positions at 3 or more OSCS events in 2009 must move to the next higher rider classification for the 2010 season.

65 riders advancing to the 85 class cannot ride the 85 Beginner class.

85 Beginner riders advancing to 125 or 250 must ride at a minimum as a Novice.

Riders in the OVER 30 C/D and OVER 40 C/D who finish in the TOP 3 positions in the final series standings or who finished in any of the TOP 3 positions at 3 or more OSCS events in 2008, must move to the A/B classification.

The OVER 30 A/B and OVER 40 A/B classes are for current and former expert/intermediate level riders. The C/D class is for Novice/Beginner level riders. In addition, the top 3 riders from any previous years OSCS must enter the A/B division.

Once a rider has moved to a higher classification, he or she will not be allowed to move down in skill level classification.

It is the sole responsibility of each rider to enter the proper class. OSCS officials reserve the right to re-classify riders based on written proof that said rider has previously competed in a higher class.

**ATTENTION:** Once the 2009 OSCS begins, if a rider attempts to qualify for another major championship such as Loretta Lynn's or The Ponca City NMA Championship at a higher rider classification, and wishes to retain his or her current classification with the OSCS, the OSCS may, upon prior written request, grant a waiver to riders on a case by case basis. **NOTE – This request must be made prior to actually racing at the higher classification.**

## RIDING NUMBER / COLORS:

To assure accuracy in scoring, duplicate numbers will not be allowed. If you are assigned a new number or designation, you must use it. **ALL MOTORCYCLES MUST HAVE NUMBERS ON ALL THREE NUMBER PLATES.** Numbers must be legible. Big bikes numbers are to be a minimum of 7", mini bike number are to be a minimum of 5", either black on white or white on black. **Bikes with no numbers or illegible numbers WILL NOT BE SCORED.**

## **SIGN UP / CLASS CHANGE / REFUNDS:**

**Your 2009 OSCS Membership Card or One (1) Day Riders Permit must be presented to the sign up personnel during sign up.**

Riders must sign up before practice. A late fee of \$10.00 will be accessed for sign up once practice has begun. Once sign up has closed, riders requesting a class change will be accessed a \$5.00 fee. Once practice has begun, there will be **NO REFUNDS** of monies. Rain checks / refunds due to injuries is a track official option.

## **DIVISIONS:**

The amount of riders in your class will determine the number of divisions and qualifier races. There are **no points** awarded for the qualifier races. A qualifier race only earns you a spot on the gate. Your first divisional race counts for your score as your first moto. That score will be added to your second moto score for your overall finish. Check the posting board for the division you will ride in to see if your class has divisions. **THIS IS YOUR RESPONSIBILITY!!!!** If you miss your divisional race you **WILL NOT** be moved to another division. The posting board will also tell you how many divisions there are and the number of riders that will be taken from the divisional race and put directly into the second moto. It will also tell you how many qualifier races there are for your class and how many riders will be taken from the qualifier race to the second moto.

## **PRACTICE:**

The staging area will be used to stage all groups for practice. There is no starting from the sidelines. You will be required to display your armband or practice sticker as applicable. Practices sticker must be firmly attached to your number plate or throttle cable or you will not be allowed on the track. **If you fail to display your practice sticker, or if you enter the track from anywhere other than the designated starting area, you will be required to start your first moto backwards.** There is no riding off course or turning around to retry an area. This is extremely dangerous. You must ride in the practice designated for your bike size and skill level. **DO NOT RIDE IN THE WRONG PRACTICE; VIOLATORS WILL BE REQUIRED TO START THEIR FIRST MOTO BACKWARDS. Refusal to start backwards will result in an assessment of a DNS for that moto.**

## **STARTING LINE / RACE:**

First moto gate pick will be by random computer selection. Second moto by first moto results.

**No tools such as rakes or shovels etc. No one other than track officials allowed in front of the gate.** Do not dig holes or pile dirt in or around the starting mechanism. No alcohol allowed in staging or on the starting line.

No rider or his representative will be allowed to hold or station himself in a preferred position on the starting line for gate position. Riders may be accompanied to the starting area by one (1) person only. That person must return behind the fence or to the authorized mechanics area once the gate official has begun the starting procedure.

All bikes must start behind and in line with an individual starting gate.

Riders must be capable of holding up their bike on their own. All mechanics must stand clear of their rider once the starting procedure has begun. In other words move back from the starting gate away from your rider.

Two (2) **PARENTS (ADULTS ONLY)** per rider in the Peewee races and practices will be permitted inside the track area in an **organized fashion**. Peewee parents will be issued a **PEEWEE PARENT INFIELD PASS** at sign up. This badge **MUST BE DISPLAYED** at all times you are inside the fence. Failure to properly display your badge will result in a one (1) lap penalty for your rider. No other spectators are allowed inside the fence during any moto or practice. Rider will be penalized one (1) lap if the person inside the track/fence is associated with them.

**\*ATTENTION\* PEEWEE PARENTS WILL RECEIVE TWO (2) INDIVIDUAL INFIELD PASSES, AT NO CHARGE, FOR EACH RIDER YOU HAVE ENTERED. A \$10. FEE WILL BE ACCESSED FOR EACH REPLACEMENT PASS REQUESTED. YOUR 2009 PEEWEE PARENT INFIELD PASS IS VALID FOR ALL NINE (9) OSCS ROUNDS. PLEASE BRING YOUR PASS TO EACH ROUND.**

Peewee parents are permitted to assist any downed or stalled peewee rider in an organized manner. Interference with another rider's progress will be cause for disqualification.

In the event of a starting gate malfunction, a restart will be at the sole discretion of OSCS officials.

If you are caught jumping the gate, the race will be red flagged and you will be required to start backwards on the restart. Refusal to abide by this rule will result in your disqualification.

Any rider leaving the course must re-enter at the same point or at the first point where he can safely without interfering with other riders and without gaining an advantage. Depending on the circumstances contributing to the incident, the penalty for non-compliance will be determined by OSCS officials.

Foul riding, unnecessary bumping, crowding, lack of caution, blocking, course cutting or other non sportsmanlike conduct is grounds for disqualification or other penalty as determined by the OSCS officials. In the event that a moto is red flagged due to one (1) or more riders obstructing the progress and/or safety of that moto, the rider or riders that caused the stoppage will not be allowed to restart that moto unless allowed by the OSCS officials.

If for any reason a race must be stopped, it will be considered completed if the race leader has completed 50% or more of the scheduled laps. Subject to OSCS officials discretion.

If it is posted that a moto will be X number of laps and for some reason it exceeds that number, it will be considered completed at the end of the advertised number of laps. The scorekeepers lap sheets will be used to determine the finish order.

#### **SCORING: DNS, DNF, DNR (BY MOTO)**

**DNS - DID NOT START.** A rider not coming to the starting line and completing one (1) full lap will receive a DNS. They will receive a moto score equal to 10 positions plus the total number of riders entered in that class.

**DNF - DID NOT FINISH.** Riders will receive a DNF if they start the race, but do not take the checkered flag. They will receive a moto score equal to 5 positions plus the number of riders entered in that class.

**DNR – DID NOT RIDE.** A rider who DNR's receives last place plus 10 positions.

**Individual events\*(See note below)** – You will receive 1 point for each position you finish in each moto. i.e. 1 for 1<sup>st</sup>, 2 for 2<sup>nd</sup>, 3 for 3<sup>rd</sup> etc. Both moto scores are added together for your overall finish. Lowest total score wins. In the event of a tie the best finish in the 2<sup>nd</sup> moto will break all ties.

**\*NOTE:** Any dispute or questions regarding scoring must be done within 30 minutes from the time the scores for the 1<sup>st</sup> moto are posted. 20 minutes applies to the 2<sup>nd</sup> moto.

**OSCS Championship Series Points** – 1<sup>st</sup> 25, 2<sup>nd</sup> 22, 3<sup>rd</sup> 20, 4<sup>th</sup> 19, 5<sup>th</sup> 18, 6<sup>th</sup> 17, etc. down to 1 point. Everyone who is entered will receive at least 1 championship point.

**Championship tie breaker criterion:** 1. number of wins (1sts, 2nds, 3rds, etc. ), 2. number of events entered, 3. last moto finish where both participated.

**PROTESTS:** All protests, whether of rider, machine, or rule violations, must clearly state in writing (using an Official OSCS Protest Form), which rule violation is being protested. All protests must be signed by the rider or rider's parent submitting the protest. Protest must be submitted to the race clerk (sign up window) within 15 minutes of the completion of the moto being protested. Protest must be accompanied by a **\$150.00 cash protest fee per violation being protested**. If the protest is upheld the \$150.00 fee is returned. If the protest not upheld, the Protestee receives \$75.00 and the OSCS retains the remaining \$75.00 for the OSCS fund. The decision of the event official is final for both race and technical infraction.

Note: A rider may continue to participate under protest pending the resolution of the protest. Every effort will be made to rule on protests in a timely manner.

## **FLAGS:**

**YELLOW:** Caution, rider down on track or dangerous situation ahead. Slow down, do not pass, no double or triple jumping, no aggressive riding. Racing may resume once you are past the hazardous situation. **VIOLATORS WILL AT A MINIMUM BE DOCKED 1 LAP.**

**RED CROSS:** Caution, injured rider down/medical personnel on track. Slow down, do not pass, no jumping, no aggressive riding. Racing may resume once you are past the hazardous situation. **VIOLATORS WILL AT A MINIMUM BE DOCKED 1 LAP.**

**RED:** Race stopped. Return to the starting line.

**BLACK:** Exit track. Report to OSCS official immediately.

**WHITE:** One lap remaining. (This is a courtesy flag and is not required to be displayed.)

**CHECKERED:** Moto finished. Exit track.

**\*It is the rider's responsibility to know the meaning of each flag and to abide by that meaning when a flag is displayed. Failure to acknowledge ANY signal flag will result in the offending rider being docked, at a minimum, 1 lap. This rule applies to practice as well as the actual race.**

## **MOTO CANCELLATIONS DUE TO WEATHER/LACK OF SUNLIGHT OR OTHER ACTS OF GOD:**

In the event that both motos of a series round cannot be completed due to bad weather/lack of sunlight or any other acts of God, all races for that day will be deemed completed based on the actual number of motos ran. *Example: The OSCS runs 30 individual classes. 30 first motos and 30 second motos. The first set of motos is run. During moto 7 of the second round of motos it starts to rain. By the end of moto 7 the track is so bad that we are unable to continue the races. The races are called due to weather. All of the races thru moto 7 would be scored based on 2 motos. Moto 8 thru 30 would be scored based on 1 moto.* The OSCS and the track operators will make every effort possible to run a full set of motos. If however any round is cut short due extenuating circumstances, the above stated rule will be in effect.



## STOCK CLASS RULES

**To be eligible for a STOCK CLASS, the following cannot be changed or modified:** engine, electronics, frame, carburetor, air box, rear suspension, front suspension, swing arm, forks, triple clamps, rim size and exhaust system. Cylinder must retain the original manufacturer's bore. Changes to carburetor jetting are allowed. Material may be added to the existing frame for strength. Parts that may be replaced or added include: fuel filters, gas line, handlebars, cross bar pads, non-metal, open-ended hand guards, serrated foot pegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts. Clutch and brake lever assemblies must be replaced with OEM parts or aftermarket parts of the same basic design and material. Pistons and rings may be accessory items as long as they maintain the stock shape and design of OEM parts. No titanium pistons allowed. Countershaft sprocket covers may be removed. Suspension springs and/or preload may be changed with original manufacturer parts or current or previous year's models. Stock class motorcycles and minicycles may be inspected, and changes other than those mentioned above will result in assignment to another class or disqualification. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification. To be eligible for stock classes in oil injection systems used in stock classes, only oil may be put in the reservoir. Pre mix gasoline is not allowed in the oil injection system.

Throttle assemblies must remain stock; this includes the kill switch on motorcycles or minicycles such as the 50cc automatic machines.

1. Oil injection systems must be present, in use and contain oil.
2. Safety wire is allowed.
3. Clutch and brake lever assemblies must be replaced with OEM parts or aftermarket parts of the same basic design and material. The use of tape for additional grip on handlebars, levers and handgrips is allowed.
4. Aftermarket air filters may be used in the OEM unaltered air box.
5. Aftermarket sprockets, handlebars, and grips are allowed and may be a color other than stock.
6. Aftermarket front fork hole shot devices are not permitted in the stock classes. Carburetor jetting may be changed (removed jets only) but may not exceed 25% larger than manufacturer's recommended specifications.
7. Suspension oil level and viscosity may be changed. Spring rate may be changed as long as spring(s) are optional equipment offered by manufacturer of the designated suspension components and available to all customers via normal retail outlets.

8. Aftermarket seat covers may be used to replace a worn or damaged original seat cover. However, the material must be of the same type. Seat covers intended to improve the handling or performance of the motorcycle/minicycle are not allowed. The Stock base and padding must be used and cannot be altered.

9. Aftermarket fenders, side panels and shrouds may be used if they are the same shape of the stock equipment; however, the material must be of the same type and the aftermarket items cannot be intended to increase the performance of the motorcycle/minicycle.

10. The use of identification stickers and decals is allowed.

11. No change to the engine or carburetor components is allowed. Removal of gaskets, O-rings or other components is not allowed. No port cleanup is allowed.

12. In the stock class rims can be replaced with OEM rims or aftermarket rims of the same size. No modifications to wheel hubs are allowed.