



*Northern Ohio HOPRA
HO Slot Car Racing Club*

Ohio State Series Rules & Procedures

2023/24 Season v1.0

Table of Contents

1	General Club Information	3
1.1	<i>Special Events</i>	3
1.2	<i>Online Resources</i>	3
1.3	<i>Change Control</i>	3
2	Ohio State Series Organization.....	5
2.1	<i>HOPRA Affiliation</i>	5
2.1.1	<i>HOPRA Membership Payment Options.....</i>	5
2.2	<i>Rulebook Precedence.....</i>	6
2.3	<i>Series Facilitators.....</i>	6
2.4	<i>Series Volunteers</i>	7
2.5	<i>Series Racers.....</i>	7
2.6	<i>Guest Racers.....</i>	7
2.7	<i>Emergency Contact Information.....</i>	7
2.8	<i>Fees and Expenses</i>	7
2.9	<i>Bracketed Competition System.....</i>	8
2.9.1	<i>Bracketed Competition System Description</i>	9
2.9.2	<i>Racer Placement in Competition Brackets.....</i>	10
2.9.3	<i>Moving Between Competition Brackets</i>	10
2.9.4	<i>Change in Competition Bracket Examples</i>	11
3	Ohio State Series Process & Procedures	13
3.1	<i>Racing Venues and Race Hosting</i>	13
3.2	<i>Series Championships</i>	13
3.3	<i>Race Scoring (New for 2023/24 Season)</i>	14
3.3.1	<i>Qualifier Points</i>	14
3.3.2	<i>Top 10 Points</i>	14
3.3.3	<i>Podium Points</i>	15
3.4	<i>Individual Race Scoring Exceptions.....</i>	15
3.5	<i>Series Championship Scoring.....</i>	16
3.5.1	<i>Race Drops (New for 2023/24 Season)</i>	16
3.6	<i>Racer Power Rankings</i>	16
4	Race Day Process & Procedures	18
4.1	<i>Race Registration and Technical Inspection</i>	18

4.2 *Timeline and Sequence of Race Day Procedures* 19

4.3 *Qualifying Guidelines*..... 19

 4.3.1 Bracketed Qualifying Race 19

 4.3.2 Individual Qualifier Most Laps 20

 4.3.3 Individual Qualifier Fastest Lap 20

 4.3.4 Qualification Warmups 20

4.4 *Main Race Guidelines* 20

 4.4.1 Main Race Format 20

 4.4.2 Main Race Warmups 21

4.5 *Technical Inspections*..... 21

4.6 *Race Directors*..... 22

1 General Club Information

The *Northern Ohio HOPRA Slot Car Racing Club* is committed to providing fair, fun, and highly competitive organized slot car racing for the benefit of its members. As of September 2023, the club is operating the following HO slot car racing series:

Racing Series	Description
Ohio State Series	HOPRA Classes Organized by Don Wenz Jr
Friday Night Series	HOPRA and Open Classes Organized by George Katzakis

The rules outlined in this rulebook are focused solely on the **Ohio State Series**. The Ohio State Series, also referred to simply as "**the state series**," is closely affiliated with the *H.O. Professional Racing Association* (HOPRA) and follows the membership requirements, rules, regulations, and technical standards specified in the current HOPRA rulebook.

The *Friday Night Series* is a club-level series that follows HOPRA technical standards for some of its racing classes but also runs classes that are not currently part of HOPRA.

The Northern Ohio HOPRA Slot Car Racing club is open to all racers but participation in the Ohio State Series requires a currently active HOPRA membership.

1.1 Special Events

Special non-points club racing events, for example the **Caveman Enduro**, are conducted outside of the scope of this rulebook. The rules, regulations and technical specifications for special race events are exclusively managed by the race coordinator in charge of such events.

1.2 Online Resources

The Ohio State Series schedules, host/track owner contact information, driving directions, race results, season standings, member forum, photos, and links to technical information are available online at the following URL:

<https://www.ohiohoracing.com>.

Some club members also maintain an online presence on Facebook at the following URL:

<https://www.facebook.com/groups/1542843002613509/>

1.3 Change Control

This rulebook is also available for viewing and downloading from the Northern Ohio HOPRA Slot Car Racing club's web site at the following URL:

<https://www.ohiohoracing.com>

The rulebook is free to copy and post with proper attribution on other online forums. Questions, errata source, and inconsistencies found in this rulebook should be brought to the attention of the series facilitators or emailed to the following email address:

info@ohioracing.com

This document will be updated at the start of each racing season and as necessary during the racing season.

2 Ohio State Series Organization

2.1 HOPRA Affiliation

The state of Ohio has two (2) geographically defined HOPRA regions: Northern Ohio HOPRA and Southern Ohio HOPRA. The line of demarcation between the northern HOPRA region and the southern HOPRA region is along U.S. Route 30 in Ohio.

The Ohio State Series is run completely within the Northern Ohio HOPRA region but is open to all HOPRA members. The Ohio State Series follows HOPRA membership requirements, rules, regulations, and technical standards.

HOPRA members who race in the Ohio State Series should direct all matters and questions regarding HOPRA specific topics to their regional HOPRA senate representative.

Northern Ohio HOPRA Senate	Southern Ohio HOPRA Senate
Don Wenz Jr (donhotshot8@gmail.com) Steve Shirilla (steveshirilladesign@yahoo.com)	Dave Craddock (davecraddocks@yahoo.com) Jay Frost (jayfrost1111@yahoo.com)

Contact information for all HOPRA representatives can be found at the following URL:

<https://www.hopra.net/contacts>

2.1.1 HOPRA Membership Payment Options

Ohio State Series racers who want to establish or renew their HOPRA membership may do so using the standard HOPRA membership payment options defined on the HOPRA web at the following URL:

<https://www.hopra.net/membership>

As a convenience for our local club members, Ohio State Series racers who choose to participate in the Ohio State Series may optionally purchase or renew their required HOPRA membership using one of the following methods done in coordination with one of the club's HOPRA senate representatives:

1. Purchase a HOPRA membership in-full (\$15.00 USD) at their first Ohio State Series race.
2. Pay for a HOPRA membership incrementally by paying \$5.00 USD at three (3) consecutive Ohio State Series races.

Once a racer's HOPRA membership is fully established all club benefits including the accrual of Ohio State Series championship points will be granted.

As an official HOPRA sanctioned racing series a portion of the entry fees collected for the Ohio State Series, totaling \$100 USD, will be contributed to the HOPRA general fund on a yearly basis.

Important: All yearly HOPRA memberships expire on the next June 1st regardless of the establishment date or method of payment. For example, memberships purchased on June 2nd of 2023 and May 1st of 2024 both expire on June 1, 2024.

2.2 Rulebook Precedence

While the Ohio State Series rulebook closely follows the HOPRA national rulebook, there are some specific areas where race day procedures conducted within the scope of the Ohio State Series take precedence over similar procedures defined in the HOPRA national rulebook.

Additionally, there are some operational processes, procedures, and club-level rules defined within the scope of the Ohio State Series that are simply not part of HOPRA national rulebook.

The rationale for allowing certain local club rules to take precedence over HOPRA national rules can be directly traced to the following club imperatives:

1. The Ohio State Series is structured around a long racing season that takes place over several months rather than a single racing event that takes place over several days.
2. The Ohio State Series challenges racers to compete within a single class across a wide variety of tracks over the course of the race season rather than racing in a single class on a single track.
3. The Ohio State Series defines a **bracketed competition** system that provides more opportunities for more racers at different skill levels to compete for race wins and series championships within their respective brackets.
4. The Ohio State Series defines a progressive and well-defined attainment model for racers to hone their racing skills to prepare themselves to compete for HOPRA national championships.

The procedural differences and additional processes that exist between the Ohio State Series and HOPRA are only related to **how** the Ohio State Series is organized, how racers are bracketed, how races are run, and how championships are won over the course of a long racing season.

The Ohio State Series does not modify any of the HOPRA technical requirements related to parts legality, detailed component specifications for things such as chassis, motors, magnets, bodies, gears, physical limits, track voltage and power settings, etc. Ohio State Series racers can legally race all the cars they race within the Ohio State Series at the next HOPRA Nationals event.

2.3 Series Facilitators

The Ohio State Series facilitators are club members who have volunteered to help run the Ohio State Series. Their responsibilities include creating the season schedule, coordinating with race venue hosts and track owners, maintaining season standings, and arranging end-of-season awards and recognition such as trophies, plaques, and certificates. The current facilitators for the 2023-2024 Ohio State Series are as follows:

Ohio State Series Facilitators 2023-2024 Season
Don Wenz Jr (donhotshot8@gmail.com)
Bob Tomsik (tomsikrobert@yahoo.com)
Dave Comeau (dwcomeau@gmail.com)

Ohio State Series racers should direct all matters and questions regarding the Ohio State Series to one or more of the Ohio State Series facilitators.

2.4 Series Volunteers

The Ohio State Series facilitators are not expected to do all the work needed to run the Ohio State Series and individual races. Additional volunteers are needed to assist the series facilitators, race hosts, and track owners with the operational and logistical requirements of running races, maintaining the rule book, and helping with a wide range of race day activities such as track computer setup, getting racer lane choices after qualifying, securing race result printouts, etc.

2.5 Series Racers

The Ohio State Series is open to all HOPRA racers. All racers who participate in the Ohio State Series must follow the rules described in this rulebook and the current HOPRA rulebook. All racers must also recognize that they are a guest in the race host's home or place of business and behave accordingly.

2.6 Guest Racers

Racers from outside of the club, for example, prospective new club members who are not currently HOPRA members, will be allowed to participate in not more than one (1) Ohio State Series race without purchasing a HOPRA membership. The guest racer program is intended to encourage new racers to participate in the Ohio State Series and join HOPRA. No season points or standings will be accrued for guest racers. Guest racers must pay all required race entry fees.

2.7 Emergency Contact Information

In accordance with HOPRA membership requirements and for general safety considerations, all Ohio State Series racers must submit an Emergency Contact Information form to one of the series facilitators. Racers are also required to keep their contact information up to date.

The contact information is only used to contact a designated person in case of an emergency that occurs during a series race. If a racer leaves the Ohio State Series, their contact information will be removed from all storage media maintained by the series facilitators, including hard copy forms and computer databases.

2.8 Fees and Expenses

The Ohio State Series does not require a club membership fee and does not award cash prizes for race winners or season champions. The race day entry fees collected for Ohio State Series races are intended to cover the expenses incurred for race hosting, end of season awards, and the mandatory contribution to HOPRA.

The race day fee schedule for the 2023-2024 Ohio State Series season is as follows:

Ohio State Series Race Day Fees for 2023-2024 Season	
Entry in One or More Classes	\$20.00 USD

The allocation of race day entry fees awarded for Ohio State Series expenses are as follows:

Ohio State Series Race Day Fee Allocation for 2023-2024 Season	
Race Host / Track Owner	75% of per-race entry fee total
Ohio State Series	25% of per-race entry fee total
HOPRA	\$100.00 USD per year taken from Ohio State Series allocation

The series facilitators are responsible for collecting and maintaining the money collected during the race season. The series facilitators are also expected to periodically report on the financial status of the club during pre-race discussions. The series facilitators shall proactively notify all club members if the series is at risk of being underfunded for anticipated future expenditures for the current race season. If the race fees need to be adjusted during the race season a special meeting will be called, typically during a pre-race session, to discuss and vote on proposed changes with all interested club members.

2.9 Bracketed Competition System

The HOPRA rulebook defines two *competition level* designations for racers: "Amateur" and "Pro." These designations only apply for racing that is conducted within the scope of the annual HOPRA National Championship races, i.e., "The HOPRA Nationals."

HOPRA does not define a qualification process or place any restrictions on how racers attain a "Pro" designation. HOPRA does, however, place the following restrictions for the conditions under which a racer is allowed to compete as an Amateur:

1. If a HOPRA racer competes as a Pro in any Super Stock race at the HOPRA Nationals, regardless of the racer's current designation, the racer may never again compete as an Amateur at any future HOPRA Nationals.
2. If a HOPRA racer finishes in the top ten when racing as an Amateur in three (3) HOPRA Nationals for any racing class that has a Pro/Amateur distinction, the racer may never again compete as an Amateur at any future HOPRA Nationals.

Unlike HOPRA, the Ohio State Series has a bracketed competition system that defines the following three (3) club-specific *competition brackets*:

1. Sportsman bracket
2. Competitor bracket
3. Pro bracket

All Ohio State Series racers must compete within one of the three designated competition brackets. The Ohio State Series does not define a direct mapping relationship between HOPRA competition levels, e.g., Amateur and Pro, and Ohio State Series competition brackets.

An Ohio State Series racer's placement in the Ohio State Series bracketed competition system has no bearing whatsoever on the racer's HOPRA competition level designation.

Although the two competition level systems are related, the Ohio State Series competition bracket system serves additional goals beyond the scope of the HOPRA competition levels. Some of the key differences between the two systems are described below:

Factor	Ohio State Series	HOPRA
Groups	Sportsman Competitor Pro	Amateur Pro
Group Assignment	Relative performance vs all Ohio State Series racers	Self-assignment with strict restrictions on who can race as an Amateur
Group Scope	Racing Season(s)	National Championship Race
Group Movement	Move Up Move Down	Move Up
Group Progression	Relative performance within bracket	Race as Pro in a Nationals Super Stock race or have three top-10 amateur finishes at Nationals
Progressive Steps	Sportsman → Competitor Competitor → Pro	Amateur → Pro
Per Class Group Championships	Yes (3 per race class, but may be combined)	Yes (2 per class)
Class Based Championship Criteria	Cumulative performance in same class over a race season with multiple races on multiple tracks	One win on one track at a National Championship Race
Race Qualifying Format	Bracketed Qualifying Race Individual Qualifier Most Laps Individual Qualifier Fastest Lap	Individual Qualifier Fastest Lap
Race Format	Bracketed Mains	Progressive Brackets

2.9.1 Bracketed Competition System Description

The main goals of the Ohio State Series bracketed competition system are as follows:

1. Promote closer on-track competition between all racers within each bracket.
2. Provide more opportunities for racers in each bracket to compete for season championships.
3. Provide a quantitative, performance-based model for racers to move up to higher competition bracket levels.
4. Provide a club-level competition level system that does not have a direct dependency on HOPRA National Championship event participation.

The bracketed competition system has proven to be an effective way to enhance the competition level within the Ohio State Series while still preparing Ohio State Series racers who choose to attend the HOPRA Nationals to compete for wins at the HOPRA Nationals.

The Ohio State Series bracketed competition system encourages racers to move to progressively higher competition levels by demonstrating *consistency and continued improvement* over the course of one or more months-long racing seasons rather than being based on the results of a single racing event.

2.9.2 Racer Placement in Competition Brackets

Racers are placed competition brackets at the start of the Ohio State Series racing season based on several factors, including the following ones:

1. A racer’s performance in the Ohio State Series over one or more previous racing seasons is considered the best indicator of the racer’s expected performance in the current Ohio State Series. This is the primary factor for a racer’s placement into a specific competition bracket.
2. A racer’s performance in other HOPRA affiliated racing series over one or more racing seasons against well-known, established racers is considered the second-best indicator of the racer’s expected performance within the Ohio State Series and the racer’s placement into a specific competition bracket.
3. A racer’s performance in a HOPRA Nationals race against well-known, established HOPRA racers is considered the third-best indicator of the racer’s expected performance within the Ohio State Series and the racer’s placement in a specific competition bracket.
4. A racer’s long-term goals and development objectives within the slot car racing sport is also considered. Some racers want to be challenged to improve by racing against proven, established racers who are in a higher competition bracket before they have demonstrated that they will be competitive based on their current performance.
5. Any combination of the above factors.
6. Racers lacking established performance credentials will be placed in the Sportsman.
7. Placement in a competition bracket is not a qualitative assessment or judgement of a racer’s standing or recognition of achievement within the club or within HOPRA.

An initial assessment of racer placement within the bracketed competition system will be done prior to the Ohio State Series season by applying the previously stated criteria. No matter the criteria chosen, there are likely to be instances where a racer does not agree with their bracket assignment. When this is the case, the members of the target competition bracket will collectively vote on whether the racer in question should be allowed to race within their competition bracket.

2.9.3 Moving Between Competition Brackets

The bracketed competition system provides opportunities for racers to move between competition brackets. Bracket changes will take place after the completion of the Ohio State Series season and the current HOPRA Nationals and prior to the start of the next Ohio State Series season.

The most common scenario is for a racer to move from a lower competition bracket to the next higher competition bracket. While less common, a racer may also move up two (2) competition brackets if circumstances dictate such a change is warranted. The least common scenario is for a racer to move to a lower competition bracket.

The following criteria have been proposed for moving between competition brackets:

Move Type	Criteria
Mandatory Move Up	<p>The following conditions are met:</p> <ol style="list-style-type: none"> 1. The racer competed in a minimum of 75% of the Super Stock races for the Ohio State Series season.

Move Type	Criteria
	2. The racer won the Ohio State Series championship in Super Stock in his/her current bracket. 3. The racer's Power Ranking in Super Stock is equal to or greater than the lowest ranked racer in the next higher competition bracket. – or – The racer won the HOPRA National Championship in Super Stock class.
Optional Move Up	The following conditions are met: 1. The racer competed in a minimum of 75% of the Super Stock races for the Ohio State Series season. 2. The racer won the Ohio State Series championship in Super Stock in his/her current bracket. 3. The racer's Power Ranking in Super Stock is lower than the lowest-ranked racer in the next higher competition bracket. – and either – The racer won the HOPRA National Championship in Amateur Super Stock. – or – The racer won the HOPRA National Championship in Pro Super Stock.
Optional Move Down	The following conditions are met: 1. The racer competed in a minimum of 75% of the Super Stock races for the Ohio State Series season. 2. The racer finished in the bottom one-third of the Super Stock championship standings in his/her current bracket. 3. The racer's Power Ranking in Super Stock is lower than the mid-point of all racers in the next lower competition bracket. Or any of the following conditions are met: 1. The racer requests a move to a lower competition bracket due to personal and/or health reasons.

2.9.4 Change in Competition Bracket Examples

Some examples of how racers may be moved between competition levels are listed below. These examples are not inclusive of all possible scenarios.

Example 1: Sportsman Mandatory Move Up to Competitor

1. A Sportsman racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Sportsman Super Stock championship.
3. The racer's Power Ranking in Super Stock is greater than the lowest ranked racer in the Competitor competition bracket.

Example 2: Sportsman Mandatory Move Up to Competitor

1. A Sportsman racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Sportsman Super Stock championship.
3. The racer won the HOPRA National Championship in Amateur Super Stock class.

Example 3: Sportsman Optional Move Up to Competitor

1. A Sportsman racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Sportsman Super Stock championship.
3. The racer's Power Ranking in Super Stock for the season is lower than the lowest ranked racer in the Competitor competition bracket.

Example 4: Competitor Mandatory Move Up to Pro

1. A Competitor racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Competitor Super Stock championship.
3. The racer's Power Ranking in Super Stock for the season is greater than the lowest ranked racer in the Pro competition bracket.

Example 5: Competitor Mandatory Move Up to Pro

1. A Competitor racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Competitor Super Stock championship.
3. The racer won the HOPRA National Championship in Pro Super Stock class.

Example 6: Competitor Optional Move Up to Pro

1. A Competitor racer competed in 75% of the Super Stock races during the season.
2. The racer won the Ohio State Series Competitor Super Stock championship.
3. The racer's Power Ranking in Super Stock for the season is lower than the lowest ranked racer in the Pro competition bracket.

Example 7: Competitor Optional Move Down to Sportsman

1. A Competitor racer competed in 75% of the Super Stock races during the season.
2. The racer finished in the bottom one-third of the Competitor Super Stock championship standings.
3. The racer's Power Ranking in Super Stock for the season is lower than the mid-point of all racers in the Sportsman competition bracket.

3 Ohio State Series Process & Procedures

This section defines the rules for how the Ohio State Series championship season is run.

3.1 Racing Venues and Race Hosting

The race venues and tracks that are part of the Ohio State Series represent some of the best HO slot car racing venues and tracks available across all HOPRA regions. As such, it is important to recognize the time, effort, and expense that race hosts and track owners put forth to ensure the best possible race day experience for all Ohio State Series racers and guests.

Race hosts have the ultimate authority to decide whether any special measures, such as special safety precautions, modifications to race day processes, etc., are required at the race venue. For example, if track access and/or pit space is limited, the race host may decide to break the Ohio State Series event into multiple sessions.

All race participants must recognize that they are a guest in the race host's home or place of business and behave accordingly. Likewise, all racers must ensure that their cars and controllers do not damage the host's track in any way. For example, racers must ensure their car's guide pins are not too long.

Race hosts/track owners are expected to provide the following accommodations to host a race:

Race Host / Track Owner Responsibilities	
Mandatory Practice Session	Race hosts must make their track available for practice on the Friday immediately prior to the race.
Optional Practice Sessions	Race hosts may make their track and race venue available for practice at any time.
Refreshments	Race hosts must provide refreshments and lunch.
Facilities	Race hosts must provide access to parking, bathroom, and pit space.

3.2 Series Championships

Series championships are awarded for every combination of competition bracket and race class. The following six (6) series championships are planned for the **2023-2024 Ohio State Series** racing season:

Competition Bracket	2023/24 Ohio State Series Championship Classes
Sportsman	1. Super Stock Championship 2. CPM & Spec Racer Combined Championship
Competitor	3. Super Stock Championship 4. CPM & Spec Racer Combined Championship
Pro	5. Super Stock Championship 6. CPM & Spec Racer Combined Championship

Racers are awarded series championship points based on their qualifying and finishing positions for each individual series race that they compete in. Race results from the individual series races are used to

calculate series championship standings based on the championship scoring rules established in-advance for each racing season.

All racers who compete in one or more Ohio State Series races will, by default, have their race results scored and factored into both the individual race results and the series championship standings.

Racers can opt out of competing for the Ohio State Series championship. Racers who opt-out of the series championship will have their race results excluded from the series championship standings but not from individual race results. Excluding a racer's race results from the series championship standings will not change the scoring of the individual races. Racers who finish behind a racer who is not competing for the series championship **will not be moved up** in their individual race finishing position.

The only time racers will be moved up from their initial race finishing position and rescored is when a racer who finished ahead of them is disqualified.

The purpose of the opt-out provision is to allow HOPRA racers from other regions and other clubs to compete in individual Ohio State Series races without having their results shown in the Ohio State Series championship rankings.

Racers who opt-out of competing for the Ohio State Series championship cannot opt back in during the same season.

3.3 Race Scoring (*New for 2023/24 Season*)

Individual race scoring is the sum of points awarded for top-ten race finishers, bonus points awarded for the single top qualifier, and bonus points awarded for the podium finishers (top 3 finishers).

Total Points Awarded = Top Qualifier Points + Top 10 Points + Podium Points

The minimum points a racer may earn for competing in an Ohio State Series race is zero (0) points. The maximum points a racer may earn for competing in an Ohio State Series race is twenty-six (26) points.

3.3.1 Qualifier Points

Qualification points are only awarded to the top qualifier (TQ):

Qualification Position	Qualification Points
TQ (top qualifier)	3 points
All others	0 points

3.3.2 Top 10 Points

Race finish points are awarded based on race finish position only for the top ten (10) finishers.

Race Finish Position	Top 10 Points
P1 (race winner)	10 points
P2	9 points

Race Finish Position	Top 10 Points
P3	8 points
P4	7 points
P5	6 points
P6	5 points
P7	4 points
P8	3 points
P9	2 points
P10	1 points
P11 and lower	0 points

3.3.3 Podium Points

Bonus points are awarded for podium finishers. The podium points are weighted in a manner that places greater emphasis and greater reward on winning races and finishing on the podium. The weighting numbers chosen are part of the Fibonacci Sequence, where each number is the sum of its two preceding numbers. The bonus for winning (P1) is therefore equal to the bonuses for finishing second (P2) and finishing third (P3).

Based on a detailed comparison to the old point system, which used an unweighted linear points award system and smaller reward for TQ, the new point system provides greater opportunity for drivers to make up points deficits more quickly by obtaining top qualifier (TQ) bonus points and podium bonus points, with the best possible reward obtained by winning races.

Race Finish Position	Podium Points
P1 (race winner)	13 points
P2	8 points
P3	5 points
P4 and lower	0 points

3.4 Individual Race Scoring Exceptions

Racing scenarios may occur that fall outside of the expectations that were used to establish the scoring model. Every attempt has been made to account for these scenarios ahead of time. Known scenarios are identified as *scoring exceptions*. Unanticipated situations may still arise and will be handled on a case-by-case basis. New exceptions will be captured and recorded in updated revisions to this document. The following are the currently known exceptions:

Scoring Exceptions	How Handled
Racer Misses the Main After Qualifying	The racer is placed at a finishing position one position lower than the lowest finishing position of racers who started the main. This could result in zero (0) points.
Multiple Racers Miss the Main After Qualifying	The racers who missed the main are placed at the bottom of the lowest finishing position of racers who started the main in order of their relative qualifying positions. This could result in zero (0) points.

Scoring Exceptions	How Handled
Exact Tie	<p>If two (2) or more racers have an exact tie during qualification or race finish, all tied racers will receive the same number of points. Racers who place below the group of tied racers will be awarded points based on their position behind all the tied racers.</p> <ul style="list-style-type: none"> For example, if the race is tied at P3 with two racers, the racer immediately behind the two tied racers will be awarded points for P5, e.g., P1, P2, P3, P3, P5, P6, ... and so on.
Racer Disqualification	The disqualified racer is awarded zero (0) race finish points.

3.5 Series Championship Scoring

Series championship scoring is based on the sum of points awarded across all individual races with a specified number of the lowest race results dropped. The minimum and maximum championship points a qualified racer may earn for competing in the Ohio State Series is based on the number of races held for each championship class.

3.5.1 Race Drops (*New for 2023/24 Season*)

Race drops are a provision that allows a small number of races to be excluded from a racer's series championship scoring. This provision is an accommodation for racers who miss a race due to unforeseen circumstances. Under the new points system the penalty for missing a race or two is less of a concern because the point totals are lower and bonus points from TQ and Podium finishes allow a driver to make up deficits over a fewer number of races.

For the 2023/24 Ohio State Series each championship class will be allowed one (1) drop.

The dropped races will always be selected from the worst results of the season, up to and including missed races where zero (0) points are awarded.

3.6 Racer Power Rankings

In addition to compiling individual race and series championship points and standings, the club will collect comparative racer performance statistics over the course of the entire race season. This data is used as part of the data driven evaluation that goes into racer placement into competition brackets for the upcoming seasons and to assist drivers in tracking their year-over-year performance.

The overarching goal for racer placement in competition brackets is to make the process as data driven as possible, one based on actual performance data collected from multiple races and especially the previous Ohio State Series race season. Unfortunately, this is not always possible due to insufficient data availability.

Moving forward, racer performance data for all series racers will be collected, maintained, and published in what is known as the *Power Rankings Chart*. The power rankings chart simply calculates a "virtual race" finishing order and *laps-behind-the-winner* total (Lag) for every Ohio State Series racer against

every other Ohio State Series racer, as if every racer is competing in the same race at the same time, regardless of competition bracket placement.

The top ranked racer for any given race has a lag of zero (0). All other lower ranked racers have an increasingly larger lag when benchmarked against the top finisher.

A power rankings chart is produced for every race and every racing class, but the power ranking chart for the Super Stock class is used as the primary indicator of overall racer performance for the following reasons:

1. Super Stock it is the most frequently run racing class within every race season.
2. Super Stock usually has largest number of racer entries at any given series event.
3. Super Stock is one of the key Amateur-versus-Pro indicators for HOPRA.

The power rankings chart also shows the average (mean) lag for all races run by every racer within a complete race season. A racer's final position in the season-averaged power rankings chart is only considered to be a valid indicator for changes in the racer's competition bracket placement if the racer competes in at least seventy five percent (75%) of the scheduled Super Stock races.

At the end of a complete season the power rankings chart tends to show a clustering of racers that correlates closely with other racers in their currently assigned competition brackets. There will sometimes be cases where one or more racers in each competition bracket performs significantly better or worse than one or more racers in an adjacent competition bracket. When these situations occur, it may be necessary to consider moving racers to different competition brackets for the next Ohio State Series season.

Finally, it must be recognized that the power rankings chart is never the sole determinant when it comes to racer placement in specific competition brackets. The power rankings chart is an aid, but the final determination about racer placement must come from discussions between the racer and the team responsible for managing the competition bracketing system, which largely consists of Ohio State Series Pro racers who have a long standing and extensive experience in the sport.

4 Race Day Process & Procedures

This section defines guidelines for how individual racers are run within the Ohio State Series championship season. Due to the large number of racers that participate in the Ohio State Series races it is important that the series facilitators, volunteers, and racers make the most efficient use of the available time and adhere to the race schedule, sequence of activities, and directives of the race host and race directors always.

To encourage the efficient use of the available time it's important that race processes that can be done in parallel, for example, running Sportsman qualifiers while the Competitors and Pros are in technical inspection, getting racer lane preferences immediately after qualifying, be done in parallel while other race day activities are simultaneously taking place.

Finally, situations often occur during a race day that require changes to be made to the way races are conducted to finish the race day in a timely manner, for example, many more racers than expected show up or a track issue causes a significant. The following guidelines will be followed to keep the race day moving along when changes are necessary:

Condition	Race Day Response Options	Scope of Change
Schedule pressure	<ol style="list-style-type: none"> 1. Change qualification method 2. Change qualification heat times 3. Change length of mains 4. Eliminate practice between classes 5. Run multiple competition brackets together, e.g., Competitor and Pro 	Current race only
Rule Change Voted In	No change to current race day	Rule change takes effect at next race. All rulebook-level changes must be documented.

4.1 Race Registration and Technical Inspection

All racers participating in the race day must register and pay for the classes they will be competing in that day and submit their cars for technical inspection. All cars must meet HOPRA technical requirements for the individual classes being raced.

Registration, payment, and pre-race inspection for both classes may be done during the first registration session if time permits. A second registration, payment, and pre-race inspection period will take place prior to the start of the second class.

4.2 Timeline and Sequence of Race Day Procedures

The following sequence will be followed, to the extent possible.

	Time/Event	Primary Activity	Background Activity
1	8:00 AM	Race venue and track is open for open practice	Prepare registration forms
2	9:30 AM	Sportsman pre-race tech	1. Track power OFF 2. Track wipe down – dry cloth 3. Setup computer for Qualifying
3	Sportsman pre-race tech	Start Sportsman RR qualifying in order of tech completion	Volunteer marshals from Comp/Pro until Sportsman RR qualifiers start rotating off track
4	Sportsman qualifying in progress	Sportsman qualifying	Comp/Pro pre-race tech
5	Sportsman qualifying done	1. Capture Sportsman qualifier results 2. Start Comp/Pro RR qualifying	1. Volunteer marshals from Sportsman until Comp/Pro RR qualifiers start rotating off track
6	Comp/Pro qualifying in progress	Comp/Pro qualifying	1. Sportsman mains assignments 2. Sportsman lane choices
7	Comp/Pro qualifying done	1. Capture Comp/Pro qualifier results 2. Dry wipe down of track 3. Start Sportsman mains	1. Comp/Pro mains assignments 2. Comp/Pro lane choices
8	Sportsman mains in progress	Sportsman mains	Comp/Pro lunch opportunity
9	Sportsman mains done	1. Capture Sportsman race results 2. Dry wipe down of track 3. Start Comp/Pro mains 4. Sportsman post-race tech	Comp/Pro Mains
10	Comp/Pro mains in progress	Comp/Pro Mains	Sportsman lunch opportunity
11	Comp/Pro mains done	1. Capture Comp/Pro race results 2. Comp/Pro post-race tech	1. Track power OFF 2. Track wipe down – dry cloth 3. Setup computer for Qualifying
Start at Step 3 for second class			

4.3 Qualifying Guidelines

4.3.1 Bracketed Qualifying Race

Bracketed qualification races with each driver running on all lanes. The drivers may be divided into different qualifier groups, or all drivers may be put into a single round-robin qualifier group. Qualifier race heats are generally limited to 2-minutes, but this time may be reduced to less than 2-minutes, if necessary, in order to save time.

4.3.2 Individual Qualifier Most Laps

Best lap and segment total over a 1-minute qualification run. One driver on the track at a time with the driver having his/her lane choice. Ties are broken based each driver's fastest lap time during their qualifying run.

4.3.3 Individual Qualifier Fastest Lap

Best lap time over a 1-minute qualification period. One driver on the track at a time with the driver having his/her lane choice.

4.3.4 Qualification Warmups

No warmup period is allowed at the start of the qualifying heats.

4.4 Main Race Guidelines

4.4.1 Main Race Format

Race Mains will normally consist of four-minute (4-min) heats, with each racer running one time in each lane. Racers will be grouped into Mains in accordance with the racers' qualification positions. If the number of racers is not evenly divisible by the number of track lanes it will be necessary to incorporate sit-outs or run race heats with fewer racers than the number of available lanes.

To promote closer competition while **prioritizing the benefits afforded to the top qualifiers**, the following rules will be followed if time permits:

1. Time permitting, every attempt will be made to limit the A-Main to the top four (4) qualifiers.
2. When heats are run with an open lane, a priority-based system will be used to place the top three (3) qualifiers into the same heat with the open lane.
3. Time permitting, every attempt will be made to limit the number of sit-outs per heat to no more than one (1).

The following table provides examples that demonstrate the intended priority-based grouping:

Number of Qualifiers	A-Main	B-Main	C-Main
4	{4} Q1-Q4	-	-
5	{5} Q1-Q5 (1 sit-out)	-	-
6	{3} Q1-Q3	{3} Q4-Q6	-
7	{3} Q1-Q3	{4} Q4-Q7	-
8	{4} Q1-Q4	{4} Q5-Q8	-
9	{4} Q1-Q4	{5} Q5-Q9 (1 sit-out)	-
10	{5} Q1-Q5 (1 sit-out)	{5} Q6-Q10 (1 sit-out)	-
11	{3} Q1-Q3	{4} Q4-Q7	{4} Q8-Q11
12	{4} Q1-Q4	{4} Q5-Q8	{4} Q9-Q12

Racers from multiple different race brackets, e.g., Competitor and Pro, may race concurrently if necessary due to schedule pressure, but only when agreed to by the co-facilitators with feedback from the racers that are present. The race scoring will be broken out at the competition bracket level such that drivers in each competition group are scored only against their peers.

4.4.2 Main Race Warmups

A two-minute (2-min) warmup will be provided at the start of each Main heat. Only racers assigned to the Main being run shall be allowed on the track during warmup sessions.

If there are no sit-outs, all warmups shall be completed in a single 2-min warmup session. If there are sit-outs the 2-min warmup will be conducted as follows.

1. All sit-outs shall perform their warmups at the same time during a single 2-minute warmup session.
2. Lane selection for sit-out warmups shall be done based on qualifying order.
 - a. The highest qualifying sit-out racer gets first choice of lane selection for the warmup session followed by other lane selection of the remaining sit-outs, in descending qualifying order.

4.5 Technical Inspections

Pre-race and post-race technical inspections will be performed to help racers comply with the technical requirements imposed by HOPRA for the classes that are run within the Ohio State Series. The primary purpose of these inspections is to ensure racers understand and follow the technical requirements.

Pre-race technical inspection will be used to ensure the legality of each car to enter the race. Technical issues discovered during pre-race inspection must be corrected by the racer before the car is allowed on the track.

Technical inspections will be conducted by two racers from the Ohio State Series who are familiar with the HOPRA technical requirements for the classes being run. If there are any uncertainties about the legality of a car or component, the HOPRA rulebook will be used to determine the legality of the car or component.

Post-race inspection of podium finishers in each competition bracket may be ordered and conducted under the following conditions:

1. When post-race inspection is requested by the majority of the participating Pro racers.
2. When post-race inspection is requested by the race director who ran the Main in which the cars in question competed.
3. When a post-race inspection is ordered, all cars to be inspected shall be impounded until the completion of the post-race inspection.
4. Post-race inspections will be conducted after the completion of the scrutinized race and at the convenience of the inspectors.
5. Inspectors should not hold up ongoing races to complete the inspection.
6. Cars that fail post-race technical inspection will be disqualified.

4.6 Race Directors

Race Directors serve a critical role in the efficiency and effectiveness of all Ohio State Series races.

The Race Directors for each series of qualifying heats and mains will be identified ahead of the start of the qualifying heats and the mains.

All Pro racers participating in the race are free to nominate or raise objections to the selection of the Race Director for any races.

The Race Director's primary responsibility is to ensure that all races are conducted according to the local and HOPRA rules, including actively monitoring the proper behavior of participating racers and marshals.

The Race Director's primary responsibility is to run the race, not to run the race management computer. The Race Director can designate a second person to operate the race timer, lap counter, track-call mechanisms, and race management computer system if doing so interferes with the Race Director's primary responsibility of ensuring the race is run properly, in accordance with the rules, and without interference.

The Race Director is the highest authority when it comes to making decisions about track calls, marshal damage, missed laps, racer warnings, racer disqualifications, and any other race-time decisions pertaining to on-track issues encountered during the execution of the race.