



Ohio State Series Rules & Procedures

Version 1.1

2024-2025 Season

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1 General Club Information

The *Northern Ohio HOPRA Slot Car Racing Club (NOHOPRA)* is committed to providing fair, fun, and highly competitive organized HO slot car racing for the benefit of its members. The rules outlined in this rulebook are specific to the **Ohio State Series**, which includes multiple scheduled points-earning races at multiple race venues over a long racing season, and the **Closer Enduro**, a special non-points-earning race conducted at the conclusion of the racing season.

1.1 Ohio State Series

The Ohio State Series, also referred to simply as “**the state series**,” is the club’s signature racing series challenging the slot car building, setup, and driving skill of all competing racers. The Ohio State Series follows the *H.O. Professional Racing Association (HOPRA)* race car classifications, racing rules, and technical standards.

Ohio State Series championships, points system, awards, and benefits eligibility is contingent on participating racers acquiring a season membership. For the 2024-2025 Ohio State Series season the Membership Fee is **\$20.00** USD for each member. Membership benefits include all the following:

1. One club racing season unique T-shirt.
2. One club racing season unique dash plaque.
3. Eligibility to compete for race points and season championships.
 - a. Championship plaques are awarded to the top 3 finishers in each competition bracket for each race car class.
4. Prioritized eligibility to participate in the season Closer Enduro.

1.2 Closer Enduro

The *Northern Ohio HOPRA Slot Car Racing Club* hosts a special invitation-only, non-points, cash-payout racing event, the Closer Enduro, run at the end of the Ohio State Series season. For the 2024-2025 Ohio State Series Closer Enduro the Race Entry Fee is **\$30.00** USD for each participant.

The Closer Enduro prioritizes eligibility for Ohio State Series members who participated in the current Ohio State Series season. To ensure the best possible experience for all racers, the race host, and the racing venue the following rules are enforced for the 2024-2025 Ohio State Series Closer Enduro:

1. The maximum number of Closer Enduro racers is twenty-four (24).

2. All teams must run HOPRA Level 4 Spec Racer Class cars.
3. The collected Race Entry Fees are used exclusively for cash payouts to the top three (3) finishing teams.
4. The costs associated with hosting the Closer Enduro are paid out from Club Funds accrued over the racing season.
5. Only racers on the first-place winning team receive a Winners plaque.

1.2.1 Closer Enduro Racer Selection

1. Invitations for participation in the Closer Enduro are prioritized as follows:
 - a. Priority is given to current year Ohio State Series members.
2. The event host / track owner is guaranteed an entry spot. This spot will come from the competition bracket the event host races in.
3. If possible, the top eight (8) ranked racers each from Pro, Competitor, and Sportsman competition brackets are allocated an entry spot.
 - a. The racer ranking for each bracket, i.e., Pro, Competitor, and Sportsman, is determined by the Racer Power Ranking for the **Super Stock** class, with a minimum of five (5) races used to determine the power ranking score.
4. If fewer than eight (8) Pro racers are competing, the open spots reserved for Pro racers are filled by racers from the Competitor bracket.
5. If fewer than sixteen (16) racers combined from Pro and Competitor are competing, the open spots allocated for Pro and Competitor are filled from the Sportsman bracket.
6. If fewer than twenty-four (24) racers combined from Pro, Competitor, and Sportsman are competing, the open spots may be filled by inviting guest racers from outside of the Ohio State Series, with priority given to guest racers who participated in one or more races during the current Ohio State Series season.

1.2.2 Closer Enduro Team Captains and Draft

1. Each of the four (4) teams will have one (1) Team Captain selected from the top 4 ranked racers in the Pro competition bracket.
2. The Team Captains count toward the Pro racer allocation.
3. Team Captains are fully responsible for the preparation and conformance of their team's race car, including Pre-Race and Post-Race Technical Inspections.
4. Team Captains will select their team members using a Snake Draft strategy.

1.2.3 Closer Enduro Format and Scoring

1. On-track driver time for every heat/lane must be divided equally between all racers on each team.
2. All teams must change racers at the same time.
3. Each team must always have a marshal from their team at the track.
4. No stoppages, no track calls.
5. One (1) minute allowed between race heats/lane rotations.
6. Lap totals must be written down or printed at the end of each heat/lane rotation.
7. The cumulative lap totals for all heats/lanes are used to determine finishing order.
8. The highest cumulative lap total will determine the winning race team.
9. In the unlikely event more than one team finishes the race with the same cumulative lap totals, the finishing track section for the last heat is used to resolve the ties.

1.3 Club Online Resources

The Ohio State Series schedules, host/track owner contact information, driving directions, race results, season standings, member forum, event photos, and links to technical information for the racing season are available online at the Northern Ohio HOPRA web site:

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

The Northern Ohio HOPRA web site also contains race results, season standings, and driver performance data from past Ohio State Series racing seasons.

Additionally, some club members also maintain an online presence on Facebook at the following URL:

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

1.4 Rulebook 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 web site location:

<https://www.ohiohoracing.com>

The rulebook is free to copy and post 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@ohiohoracing.com

This rulebook is updated at the beginning of each racing season and as necessary during the racing season. Any in-season changes to the rulebook affecting technical requirements, race scoring, or anything directly impacting the season championships must be explicitly approved by voting rules of Ohio State Series members prior to being incorporated into this rulebook.

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 roughly along U.S. Route 30 in Ohio.

The Ohio State Series is run exclusively within the Northern Ohio HOPRA region but is open to outside racers to participate either by obtaining an Ohio State Series Season membership, which includes championship points, or by participating as a guest racer while earning no championship points. The Ohio State Series follows HOPRA rules, as appropriate, 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 representatives.

Northern Ohio HOPRA Senate	Southern Ohio HOPRA Senate
Don Andrews (dpaandrews@live.com) Don Wenz Jr (donhotshot8@gmail.com)	Dave Craddock (davecraddocks@yahoo.com) Brian Moefield (a.mraceway@yahoo.com)

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

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

The Northern Ohio HOPRA Racing Club contributes a yearly stipend to the national HOPRA organization as well as periodically hosting the yearly HOPRA Nationals event. The **50th Annual HOPRA Nationals** are hosted by the Northern Ohio HOPRA Racing Club on June 16-21, 2025, in Aurora, OH. More information is available at:

<https://www.hopra.net>

Membership and participation in Ohio State Series races does not require a HOPRA membership.

2.2 Rulebook Precedence

While the Ohio State Series rulebook closely follows the HOPRA national rulebook, especially concerning technical standards, there are some procedural differences between how the Ohio State Series conducts its racing series compared to HOPRA. Ohio State Series procedures are tailored to the needs of its racers who participate in its racing series. As such, Ohio State Series

procedures take precedence over similar procedures defined in the HOPRA national rulebook. The rationale for allowing some 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 taking place over several months rather than a single racing event taking 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 three (3) **competition brackets** to allow racers at different skill levels to compete for race wins and season championships within their respective competition bracket.
4. The Ohio State Series' progressive and well-defined process for racers to improve their building and racing skills, improve their on-track performance, and move up to higher competition brackets has proven to be very effective in preparing club racers to compete successfully for HOPRA national championships.
5. The differences 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 season championships are won over the course of a long racing season.

The Ohio State Series does not modify any HOPRA technical requirements related to parts legality, detailed component specifications, car class definitions, chassis, motors, magnets, bodies, gears, physical limits, track voltage and power settings, etc. Ohio State Series racers can legally race any of the cars they race in 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 points and standings, and arranging end-of-season awards and recognition such as trophies, plaques, and certificates. The current facilitators for the 2024-2025 Ohio State Series are as follows:

Ohio State Series Facilitators 2024-2025 Season
Don Wenz Jr (donhotshot8@gmail.com)
Don Andrews (dpaandrews@live.com)
Bob Tomsik (tomsikrobert@yahoo.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 including track computer setup, track cleaning, obtaining racer lane choices after qualifying, producing hard copy race results, taking podium pictures, etc.

2.5 Guest Racers

Racers from outside of the club, for example, new or established racers who are not currently Ohio State Series members, are allowed to participate in series racing events. Guest racers will not be awarded season points but will still be recognized for their individual race achievements, for example, published race finishing order and podium pictures.

If a guest racer obtains an Ohio State Series membership their season points are earned from the point in time and schedule they became a member. No season points are awarded retroactively based on their participation as a guest racer in previous races. For example, if a guest racer becomes an Ohio State Series member starting with the third race of the season they will start earning points from the third race forward.

2.6 Racer Responsibilities

All racers who participate in the Ohio State Series, whether series members or guest racers, must follow the rules described in this rulebook. All racers must recognize they are guests in the race host's home or place of business and behave accordingly. All race day attendees are required to maintain a sense of decorum towards all racers, race hosts, the race host's family, spectators, and guests.

2.7 Emergency Contact Information

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 emergency contact information up to date and stored on their person or within their race kit they bring with them to the race.

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

2.8 Race Fees and Event Host Compensation

Racer participation in Ohio State Series events requires a Race Entry Fee of **\$20.00** USD for each racing event. This fee is used to cover the expenses incurred by the event host, procure end of season awards, reimburse the expenses incurred by the Closer Enduro host, and pay the club's yearly stipend to HOPRA.

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

Ohio State Series Race Entry Fee Allocation for 2024-2025 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 stipend to HOPRA

The series facilitators are responsible for collecting and maintaining the fees 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 must proactively notify all club members if the series is at risk of being underfunded for anticipated future expenditures during the current racing season. If the race fees need to be adjusted during the race season a special meeting is required, typically during a pre-race session, to discuss and vote on proposed changes.

2.9 Bracketed Competition System

All Ohio State Series racers must compete within one of the following three (3) designated competition brackets.

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

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

1. Promote closer on-track competition between all racers within a bracket.
2. Provide more opportunities for racers in each bracket to compete for race wins and season championships.
3. Provide a performance-based model for racers to move up to higher competition levels as their performance improves.

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 racing seasons rather than being based on the results of a single race. The bracketed competition system has proven to be an effective way to enhance the competition level within the Ohio State Series while also preparing Ohio State Series racers to compete for wins at the HOPRA Nationals.

2.9.1 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:

1. A racer's performance in the Ohio State Series over one or more racing seasons is considered the best indicator of the racer's expected performance within the current Ohio State Series.
2. A racer's performance in other HOPRA affiliated racing series over one or more racing seasons against well-known 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 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. Racer preference.

5. Any combination of the above factors.
6. Racers with no known performance history are placed in the Sportsman bracket by default.

2.9.2 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 HOPRA Nationals and prior to the start of the next Ohio State Series season.

There are two (2) primary ways for a racer to move to a higher bracket based on the racer's performance in the Ohio State Series, as follows:

1. **Mandatory** - A racer wins the Ohio State Series championship in Super Stock for their current bracket.
2. **Optional** - A racer finishes in second or third place in their current Ohio State Series bracket. These racers can elect to move to the next higher Ohio State Series bracket or stay within their current bracket.

2.9.3 HOPRA Relationship to Ohio State Series Competition Brackets

The HOPRA rulebook defines two (2) *competition bracket* designations for racers: "Amateur" and "Pro." These designations only apply to racing 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 obtain a "Pro" designation. HOPRA does, however, place restrictions on racers who are eligible to compete as an Amateur. The amateur restrictions are as follows:

1. Any HOPRA racer who has competed as a Pro in any *Super Stock* race at any HOPRA Nationals, regardless of the racer's current designation, may never again compete as an Amateur at any HOPRA Nationals.
2. Any HOPRA racer who finishes in the top ten (10) when racing as an Amateur in three (3) HOPRA Nationals for *any racing class having a Pro/Amateur distinction*, may never again compete as an Amateur at any HOPRA Nationals. The three (3) top 10 finishes need not be in consecutive years. This restriction is referred to as the "Top 10 rule" later in this rulebook.

Ohio State Series racers compete in one of three (3) designated brackets, Sportsman, Competitor, and Pro, while HOPRA Nationals racers compete within one of two (2) designated

brackets, Amateur and Pro. To promote greater harmony between the Ohio State Series and the HOPRA Nationals, Ohio State Series racers who have acquired HOPRA designations or who have won HOPRA championships can be placed into specific Ohio State Series brackets. Some examples of different Ohio State Series bracket placement options are described below:

1. An Ohio State Series Sportsman racer who wins a HOPRA National Championship in Super Stock class as a HOPRA Amateur is placed in the Competitor bracket in the Ohio State Series by default.
2. An Ohio State Series Competitor racer who wins a HOPRA National Championship as a HOPRA Pro is placed in the Pro bracket in the Ohio State Series by default.
3. An Ohio State Series Sportsman racer who is classified as a HOPRA Pro due to the HOPRA “top 10” rule is placed in the Competitor bracket in the Ohio State Series by default but can also choose to be placed in the Pro bracket in the Ohio State Series.
4. An Ohio State Series Sportsman racer who is classified as a HOPRA Pro due to the HOPRA “top 10” rule can petition to remain in the Sportsman bracket in the Ohio State Series if the racer believes the HOPRA classification no longer applies due to exceptional circumstance, for example, all three (3) top 10 HOPRA finishes were achieved more than ten (10) years ago.

Racer preference is always given consideration in all matters involved racer placement in competition brackets. The overriding goal of the Northern Ohio HOPRA racing club is to ensure all racers are comfortable, content, challenged, and happy with their bracket placement. If a racer has a concern about their placement, they should bring their concerns to the attention of a series facilitator as soon as possible so the matter may be discussed and resolved in a mutually agreeable way. Bracket placement concerns should be raised prior to the first race of the season if possible.

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

Race hosts have the ultimate authority to decide whether any special measures, such as the wearing face masks, modifications to race day procedures, etc., are required within their home or place of business. For example, if track and/or pit space is limited, the race host may decide to break their series event hosting responsibilities into multiple sessions, with restrictions placed on the number of attendees allowed inside the race venue at any one time.

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

Race Host / Track Owner Responsibilities	
Mandatory Pre-Race Practice Session	Race hosts must make their track available for practice on the Friday immediately prior to the race.
Mandatory Race Day Practice Sessions	Practice sessions for each car class are included in the race day procedures.
Optional Practice Sessions	Race hosts may optionally make their track available for practice at their own discretion at other times.
Refreshments	Race hosts must provide refreshments and lunch on race day.
Facilities	Race hosts must provide access to parking, bathroom, and pit space.

Track availability times for mandatory pre-race practice sessions are listed on the Northern Ohio HOPRA website on the Schedule page. Track owners may provide additional optional practice sessions at their own discretion. If track owners providing optional practice sessions publish a schedule for additional practice sessions these additional practice sessions will be incorporated into the Northern Ohio HOPRA website on the Schedule page. Otherwise, racers are encouraged to contact the track owner to learn about additional practice opportunities. Contact information for each track owner is listed on the Northern Ohio HOPRA website on the Schedule page.

<https://www.ohioracing.com/state-series-schedule>

3.2 Track and Controller Protection

All racers must ensure their cars, controllers, tools, and driver-station pit boxes cannot damage the event host's track or driver's stations in any way. For example, racers must ensure their car's guide pins are not too long or worn down to present a knife-like edge capable of damaging the track's slots. Pre-race technical inspection will include checking for these conditions.

If a racer's car is damaged during a race or during a practice session in a way potentially damaging to the track surface, track rails, track power supply, or other cars on the track it must be removed immediately from the track. Racers must not place any objects other than the car they are currently driving on the track surface and only in their designated lane.

While track owners are responsible for providing proper short-circuit and overload protection for their track and track power supply, racers are fully responsible for protecting their own controllers in the event of an incorrect controller hookup. Controller protection may include an inline fuse or circuit breaker installed on the controller's track power wire (white) or lane power wire (black) or internal to the controller itself.

Track owners are not responsible for controller damage occurring due to incorrect controller hookup or misplacement of a controller across a driver station's electrical hookups.

3.3 Member Series Championships

Member series championships are awarded for every combination of competition bracket and race class and an overall Grand Champion. The following ten (10) member series championships are planned for the 2024-2025 Ohio State Series racing season:

Competition Bracket	Championship Classes
Sportsman	HOPRA Super Stock (8 races) HOPRA Compression Molded Polymer Modified (4 races) HOPRA Spec Racer (4 races)
Competitor	HOPRA Super Stock (8 races) HOPRA Compression Molded Polymer Modified (4 races) HOPRA Spec Racer (4 races)
Pro	HOPRA Super Stock (8 races) HOPRA Compression Molded Polymer Modified (4 races) HOPRA Spec Racer (4 races)
Pro	Grand Champion – All Classes

Member racers are awarded series championship points based on their qualifying and finishing position for each individual series race they compete in. Race results from each series race are used to calculate series championship standings based on specific season scoring rules established in-advance of the racing season.

All member 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 in the series championship standings.

The only time member racers are moved up from their end-of-race finishing position and rescored is when a racer who finished ahead of them is disqualified.

3.4 Member Race Scoring

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

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

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

3.4.1 Member 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

3.4.2 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
P3	8 points
P4	7 points
P5	6 points

Race Finish Position	Top 10 Points
P6	5 points
P7	4 points
P8	3 points
P9	2 points
P10	1 point
P11 and lower	0 points

3.4.3 Podium Points

Bonus points are awarded for podium finishers. The podium points are weighted to place greater motivation and greater rewards on winning races and finishing on the podium, i.e., top 3 finishing positions. Podium points and TQ points together provide racers with an additional way to catch up to rivals ahead of them in the points standings. The greatest points rewards are achieved by winning races.

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

3.5 Individual Race Scoring Exceptions

Some racing scenarios may fall outside of the assumptions 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 are handled on a case-by-case basis. New exceptions are captured and recorded in 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.
Exact Tie	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 are awarded points based on their position behind all the tied racers.

Scoring Exceptions	How Handled
	<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 are 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.

3.6 Member 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.

3.6.1 Race Drops

Race drops allow each racer to exclude one (1) race finish or no-show from their championship scoring for each championship class. This allowance is available to all racers and provides some relief from unforeseen circumstances, such as schedule conflicts, mechanical failures, or simply having a bad race day without seriously impacting a racer's overall season performance.

For the 2024-2025 Ohio State Series each championship class allows one (1) drop.

The dropped race will be the single worst individual result from the racer's entire season or a missed race (no-show) where zero (0) points are awarded.

3.7 Member Racer Power Rankings

In addition to compiling individual race and series championship points and standings, the club collects relative racer performance statistics over the course of the entire race season. This data is used to compare each individual racer's performance against the performance of all other Ohio State Series racers. Racer power rankings are used in cases where it is necessary to compare racer performance head-to-head, for example when selecting the top 8 racers in each bracket for filling the available racer slots for the Closer Enduro.

Individual racer performance data is collected, maintained, tracked, and compared in the *Power Rankings Chart*. The power rankings chart calculates racer performance as if all racers competed head-to-head in a single "virtual race." Each racer's individual performance is compared to the top ranked racer's performance for each race and averaged (mean) over the

entire racing season. The top ranked racer has a lag of zero (0) and all lower ranked racers have an increasingly larger lag, expressed as a negative number, when compared to the top racer's performance.

The power rankings chart is updated after every race and for every racing class. However, the power ranking chart for the Super Stock class is used as the benchmark for evaluating racer performance for the season for the following reasons:

1. Super Stock it is the most frequently run racing class over the course of the racing season. Every Ohio State Series race event includes a Super Stock class race.
2. Super Stock typically has the largest number of race entries at every series racing event.
3. Super Stock is the primary key used to delineate between Amateur and Pro racers in HOPRA.

The power rankings comparisons are affected by the number of races a racer competes in over the course of the racing season. To reduce the impact of too few race results being used to evaluate head-to-head racer comparisons, racers must have raced in at least five (5) for their power ranking calculation to be considered a valid indicator of their performance against all other racers.

A minimum of five (5) Super Stock races are required to determine a racer's power ranking.

3.7.1 Power Rankings and Competition Brackets

Power ranking is not used directly to determine a racers eligibility to move to a higher competition bracket. Moving between competition brackets is based on a racer's finishing order in the Season Standings for Super Stock. The season's first place finishers in Super Stock in Sportsman and Competitor are required to move up to their next higher bracket. The season's second place and third place finishers are given the option of moving up.

Racers who have been given the option to move up to their next higher competition bracket can use their power ranking to compare how their current season power ranking compares to the power rankings of the racers currently in the next higher bracket. This comparison may help racers who have the option to move up decide whether to stay within their current bracket and move up later possibly by finishing the next season in first place in their current bracket or decide to move up immediately.

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 participating in the Ohio State Series races it is important series facilitators, volunteers, and racers make the most efficient use of the available time while ensuring a satisfying race day experience for all racers.

To encourage the efficient use of the available time race processes are done in parallel where possible. For example, running the Sportsman qualifiers while the Competitors and Pros are in technical inspection and getting racer lane preferences immediately after qualifying, while other qualifier races are in progress make the best use of available time.

Finally, situations may occur during a race day requiring immediate but temporary changes to how the race day progresses to finish the race day in a timely manner. For example, if many more racers than expected show up to race or a track issue causes a significant delay, race procedures for the remainder of the race day can be modified just for the current race. The following examples describe some possible race-day contingencies:

Condition	Race Day Response Options	Scope of Change
Schedule pressure (running far behind)	<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 Day Practice

Every scheduled race in the Ohio State Series includes pre-race scheduled time and track availability to give all racers an opportunity to practice prior to the race. The mandatory and optional pre-race practice sessions are described in [Section 3.1](#) of this rulebook. In addition to the pre-race practice sessions, each race day includes two (2) limited duration practice sessions:

1. Early Race Day Practice Session
 - a. Starts when the race venue opens, typically at 8:00 AM.

- b. Ends when the track is turned off at the start of technical inspection, typically at 9:30 AM.
 - c. Open to practice with race cars running in the first race class, i.e., Super Stock.
2. Mid Race Day Practice Session
- a. Starts at the completion of all races in the first race class, i.e., Pro Super Stock.
 - b. Ends either 30 minutes or 45 minutes after it starts, depending on the expected duration of the remaining races.
 - c. Open to practice with race cars running in the second race class, i.e., Spec Racer or CPM.

Note: *The actual start times for race day practice sessions may vary when the race venue requires splitting up the event into multiple racing sessions to optimize the use of the available space.*

4.1.1 Race Day Practice Rules

Due to the limited time available for practice on race day, rules are defined to allow as many racers as possible to take advantage of the limited on-track practice time on race day. The following race day practice rules are enforced for all race day practice sessions:

1. Racers can only practice with the car class that is scheduled for the immediate next race.
2. The race timing software used to control practice heat/segment duration must be set to two (2) minutes or 120 seconds.
3. The lane change time gap must be set to twenty (20) seconds to allow sufficient time for racers to hook up their controllers and place their car on the track.
4. If one or more racers are waiting to practice in a particular lane that's currently occupied, the driver occupying the lane must yield to the first racer who has lined up to practice on that lane at the completion of the current practice heat/segment.
5. Racers completing a practice heat/segment in a specific lane, e.g., yellow lane, must marshal the same lane, e.g., yellow lane immediately after practicing on the yellow lane.

4.2 Race Registration and Technical Inspection

All racers participating in a series race must register, pay the race entry fee, and submit their cars for pre-race technical inspection. Technical requirements for all cars used in the Ohio State Series are specified in the current HOPRA rulebook as summarized on the Northern Ohio HOPRA website.

<https://www.ohiohoracing.com/car-classes>

Time permitting, registration and pre-race inspection for both classes will be done during the first registration session. Otherwise, registration and pre-race inspection for the second race class will be done immediately prior to the start of Sportsman qualification for the second race class.

4.3 Timeline and Sequence of Race Day Procedures

Race day procedures defined for the 2024-2025 Ohio State Series are optimized to make best use of the available time while ensuring the competitive integrity that defines the Ohio State Series is maintained. The following procedural guidelines are put in place and followed to the extent possible.

Note 1: *The clock times in the race day timeline will vary if the race venue requires splitting up the event into multiple racing sessions to optimize the use of the available space.*

Note 2: *The breakout timing Options will vary based on the individual track and the car class. The track owner will provide the required breakout timing settings for their track for each car class.*

	Time/Event	Primary Activity	Concurrent Activity / TrackMate Settings
1	8:00 AM – Doors Open	Track open for practice. First car class only.	Race Format: Practice with Round Robin, Number of Minutes = 2, Straight Rotation. Options: Drag Racing, Auto-Display Results, Delay View = 0:10, Delay Rotate = 0:10.
2	9:30 AM - Tech	Track power OFF. Sportsman registration and technical inspection.	Race Format: Round Robin Timed Heats, Number of Minutes = 2, Straight Rotation. Options: Drag Racing, Auto-Display Results, Auto-Delay, Delay View = 0:30, Delay Rotate = 0:30, Race Begins Lap 1, Min Lap Time ___, Use Min Lap Time as Breakout, Coast Time = 1.00, Auto Save to Text File. Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Sportsman qualifiers, move to Selected Racers list, Place Random.
3	Prior to start of Sportsman qualifying	Track wipe down – dry cloth	
4	Sportsman qualifying in progress	Sportsman qualifying	Competitor and Pro registration and technical inspection
5	Sportsman qualifying done	Print Sportsman qualifier results	Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Comp/Pro qualifiers, move to Selected Racers list, Place Random.
6	Prior to start of Comp/Pro qualifying	Track wipe down – dry cloth	
7	Comp/Pro qualifying in progress	Competitor/Pro qualifying	Layout Sportsman Mains. Get Sportsman lane choices for each Sportsman Main.
8	Comp/Pro qualifying done	Print Comp/Pro qualifier results	Race Format: Round Robin Timed Heats, Number of Minutes = 4, Straight Rotation. Options: Drag Racing, Auto-Display Results, Auto-Delay, Delay View = 1:20, Delay Rotate = 0:40, Race Begins Lap 1, Min Lap Time ___, Use Min Lap Time as Breakout, Coast Time = 1.00, Auto Save to Text File. Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Sportsman racers for Main, move to Selected Racers list, place racers per lane choices and sit-outs for first Main.
9	Prior to each Main	Track wipe down – dry cloth	
10	Sportsman mains in progress	Sportsman Mains	Layout Competitor/Pro Mains. Get Comp/Pro lane choices for each Comp/Pro Main. Comp/Pro lunch opportunity.
11	At completion of each Main	Print Main results	Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Sportsman racers for Main, move to Selected Racers list, place racers per lane choices and sit-outs for next Main.
12	Sportsman Mains done	Compile results, podium pictures	Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Comp/Pro racers for Main, move to Selected Racers list, place racers per lane choices and sit-outs for first Main.
13	Prior to each Main	Track wipe down – dry cloth	
14	Comp/Pro mains in progress	Comp/Pro Mains	Sportsman lunch opportunity
15	At completion of each Main	Print Main results	Racers/Select Racers: Clear all racers and sit-outs, empty Selected Racers list, select all Comp/Pro racers for Main, move to Selected Racers list, place racers per lane choices and sit-outs for next Main.
16	Comp/Pro mains done	Compile results, podium pictures	Track power ON
17	Mid Race Day Practice	30-minute practice for the second car class	Race Format: Practice with Round Robin, Number of Minutes = 2, Straight Rotation. Options: Drag Racing, Auto-Display Results, Delay View = 0:10, Delay Rotate = 0:10.
Start at Step 2 for second car class			

Note 1: The clock times in the race day timeline will vary if the race venue requires splitting up the event into multiple racing sessions to optimize the use of the available space.

Note 2: The breakout timing Options will vary based on the individual track and the car class. The track owner will provide the required breakout timing settings for their track for each car class.

4.4 Qualifying Guidelines

4.4.1 Round Robin Qualifying Races

Qualification races will be done in two (2) qualification sessions, one for Sportsman racers and another for Competitor and Pro racers. Qualifier race heats are run with two (2) minutes per heat. Qualification is done using a round robin format, with drivers completing from on-track qualification heats to marshaling duties as they rotate off-track.

4.4.2 Qualification Pre-Race Warmup

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

4.5 Main Race Guidelines

4.5.1 Main Race Format

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

The division of qualified racers into mains is done in a way that provides a reasonable balance between the most efficient use of available race-day time and competitive imperatives. To promote closer competition while **prioritizing the benefits afforded to the top qualifiers**, the following rules are followed if time permits:

1. Time permitting, every attempt is made to limit the A-Main to the top four (4) qualifiers.
2. If there is an imbalance in the number of racers assigned to each main, preference will be given to placing fewer racers in the A-Main.

The following table provides examples of priority-based grouping with alternative options:

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	-
7 (alternate)	{7} Q1-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
11 (alternate)	{5} Q1-Q5	{6} Q6-Q11	-
12	{4} Q1-Q4	{4} Q5-Q8	{4} Q9-Q12
12 (alternate)	{6} Q1-Q6	{6} Q7-Q12	-

When there are time constraints the division of racers between Mains may be adjusted to require fewer Mains. The race host and series facilitators will decide on the most appropriate option on race day.

4.5.2 Main Race Warmups

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

When there are no sit-outs, all warmups are completed in a single 2-min warmup session. If there are sit-outs the 2-min warmup are 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 is 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.

4.6 Technical Inspections

Pre-race and post-race technical inspections are performed to ensure racers comply with the technical requirements imposed by HOPRA for the classes being 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 is done 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 are conducted by two (2) racers from the Ohio State Series who are familiar with the HOPRA technical requirements for the class being run. If there are any uncertainties about the legality of a car or component, the HOPRA rulebook are 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 are impounded until the completion of the post-race inspection.
4. Post-race inspections are 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 failing post-race technical inspection are disqualified.

4.7 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 event are 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 ensuring all races are conducted according to the club 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.