



Ohio State Series Rules & Procedures

2026-2027 Season

September 21, 2026



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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 the rulebook are specific to the **Ohio State Series**, which includes multiple scheduled points-earning races at multiple race venues over a long 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 that challenges 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 2026-2027 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. Eligibility to compete for race points and season championships.
3. Championship plaques are awarded to the top 3 finishers in each competition bracket and car class.
4. Prioritized eligibility to participate in the Season Enduro.

1.2 Season Enduro

The *Northern Ohio HOPRA Slot Car Racing Club* hosts a special invitation-only, non-points, cash-payout racing event, the **Season Enduro**, run alongside each Ohio State Series season. For the 2026-2027 Ohio State Series Season Enduro the Race Entry Fee is **\$30.00** USD for each race participant.

The Season Enduro prioritizes eligibility for Ohio State Series members who participate 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 2026-2027 Ohio State Series Season Enduro:

1. All teams must run the same class of race car.
2. All race entry fees are used exclusively for cash payouts to the top three finishing teams.
3. The cost of hosting the Season Enduro are paid out from Club Funds accrued over the racing season.
4. Racers on the winning team receive award plaques.

1.2.1 Season Enduro Racer Selection

Participants for the enduro are generally filled on a first-come first-served basis. Although it has never occurred, if there are more racers seeking to participate than the number of available slots participation is prioritized as follows:

1. Priority is given to current season Ohio State Series members.
2. The event host and team captains are guaranteed an entry spot.
3. The current rankings in the season standings from Pro, Competitor, and Sportsman Super Stock class are given priority.
4. Open spots may be filled by 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 and previous Ohio State Series season.

1.2.2 Season Enduro Team Captains and Draft

1. Each of the four teams will have one Team Captain selected from the top-four ranked racers in the Pro bracket of the season standings.
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 Season Enduro Format and Scoring

1. Each team's racers must share heat/lane time equally.
2. Teams with equal numbers of racers must switch racers simultaneously.
3. Each team must always have a marshal from their team at the track.
4. No track calls.
5. One minute is allowed between race heats/lane rotations.
6. Lap totals must be recorded at the end of each heat/lane rotation.
7. The cumulative lap totals for all heats/lanes are used to determine finishing position.
8. The team with the highest cumulative lap total wins the race.
9. If more than one team finishes the race with the same cumulative lap total, the finishing track section for the last heat will resolve the tie.

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 racer 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

The 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 The rulebook should be brought to the attention of the series facilitators or emailed to the following email address:

info@ohiohoracing.com

The 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 the rulebook.

2 Ohio State Series Organization

2.1 HOPRA Affiliation

The state of Ohio has two geographically defined HOPRA regions: *Northern Ohio HOPRA* and *Southern Ohio HOPRA*. The demarcation between northern HOPRA region and southern HOPRA region is roughly along U.S. Route 30 in mid 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 all member benefits, 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) Jay Frost (jayfrost1111@yahoo.com)

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

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

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

2.2 Rulebook Precedence

The Ohio State Series rulebook closely follows the HOPRA national rulebook, particularly regarding technical standards. The series does not alter any HOPRA technical requirements, including those related to parts legality, component specifications, car class definitions, chassis, motors, magnets, bodies, gears, or track voltage and power settings. As a result, any car eligible to race in the Ohio State Series can also compete at the HOPRA Nationals without modification.

There are procedural differences between how the Ohio State Series conducts its racing series compared to those used by HOPRA as part of the nationals. Where there are differences, the Ohio State Series procedures take precedence.

The primary procedural differences and reasons behind them are as follows:

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 **competition brackets** to allow racers at different skill levels to compete for race wins and season championships against their peers in their respective competition bracket.
4. The Ohio State Series' highly supportive environment, competition bracketing, and race formats that emphasize on-track time and performance over a long season have proven to be very effective in building and preparing club racers to compete for HOPRA national championships.

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 2026-2027 Ohio State Series are as follows:

Ohio State Series Facilitators 2026-2027 Season
Don Wenz Jr (donhotshot8@gmail.com)
Don Andrews (dpaandrews@live.com)

Ohio State Series racers should direct all matters and questions regarding the Ohio State Series to a series facilitator.

2.4 Series Volunteers

Ohio State Series facilitators are not expected to manage all aspects of the series and individual races alone. Additional volunteers are essential to support facilitators, race hosts, and track owners with the operational and logistical tasks of running races. Responsibilities include maintaining the rule book, assisting with race-day activities such as track computer setup, track cleaning, recording racer lane choices after qualifying, producing printed race results, taking podium photos, and other related duties.

2.5 Guest Racers

Racers who are not currently Ohio State Series members — whether new or established — are allowed to participate in series events as guest racers. Guest racers will not earn season points but will still be recognized for individual race achievements, such as their finishing position and podium photos. If a guest racer becomes an Ohio State Series member, they begin earning season points from the date they join; no points are awarded retroactively for races completed as a guest. For example, a racer joining the series starting with the third race will begin earning points from that race onward.

2.6 Racer Responsibilities

All participants in the Ohio State Series, including both series members and guest racers, are required to follow the rules outlined in this rulebook. Racers must remember that they are guests in the race host's home or place of business and are expected to conduct themselves respectfully. All attendees must maintain appropriate decorum toward fellow racers, race hosts, the host's family, spectators, and guests. The race host has final authority over all matters related to personal behavior within the race venue and on the host's property.

2.7 Emergency Contact Information

For general safety considerations, all Ohio State Series racers must submit an Emergency Contact Information form (*Kennedy Card*) 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 Season 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 2026-2027 Season	
Race Host / Track Owner	75% of per-race entry fee total
Ohio State Series Fund	25% of per-race entry fee total
HOPRA	\$100.00 USD per-year stipend to HOPRA
Season Enduro	100% of race entry fees paid to Top 3 finishing teams

The series facilitators are responsible for managing all fees collected during the race season and will provide periodic updates on the club's financial status. If it appears that the Ohio State Series Fund may fall short of covering anticipated expenses, the facilitators must promptly inform all members. Any proposed changes to race fees during the season require a special meeting—typically held before a race—where members can discuss and vote on the adjustments.

2.9 Bracketed Competition System

All Ohio State Series racers must compete within one of the following three 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. 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.
2. A racer's performance in other HOPRA affiliated racing series or events, for example Southern Ohio HOPRA or the HOPRA Nationals.
3. Racer preference.
4. Any combination of the above factors.

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 must take place prior to the start of the Ohio State Series season. All changes in competition brackets are subject to the discretion and approval of the Ohio State Series facilitators.

There are multiple factors that must be considered for a racer to move between competition brackets, as follows:

1. A racer who "dominates" the Ohio State Series championship in Super Stock in a non-Pro competition bracket is generally **required** to move up. While there is no hard and fast definition of "dominates," a racer who wins 50% or more of the races in their current non-Pro Super Stock competition bracket will be required to move up to the next higher competition bracket.
2. Racers who finish in the top three positions in their non-Pro competition bracket and who are not considered "dominant" may **optionally** move up to the next competition bracket.

3. Non-Pro racers whose performance at the most recent HOPRA Nationals is indicative of a performance level that exceeds the performance expectations of their current competition bracket in the Ohio State Series may **optionally** move up to the next competition bracket.
4. Racers whose racing skills have changed, for any number of reasons, or who are uncomfortable racing in their current competition bracket, are allowed to move to a different competition bracket, higher or lower, pending the approval of the Ohio State Series facilitators.

Racer preferences are always given serious consideration when determining competition bracket placements. The Northern Ohio HOPRA racing club's primary goal is to ensure that all racers feel comfortable, challenged, and satisfied with their placement.

If a racer has concerns about their bracket assignment, they are encouraged to speak with a series facilitator before the start of the racing season so that adjustments can be discussed and addressed as needed.

2.9.3 HOPRA Relationship to Ohio State Series Competition Brackets

The HOPRA rulebook defines two competition bracket designations for racers: "Amateur" and "Pro." These designations apply to racing conducted within the scope of the annual *HOPRA National Championship Races*, i.e., "The HOPRA Nationals."

The Northern Ohio HOPRA Ohio State Series Rulebook, i.e., this document, takes precedence over the HOPRA National Rulebook for matters concerning this club's bracketed competition system. Any issues or concerns must be taken up with the Northern Ohio HOPRA Ohio State Series facilitators for resolution.

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 the country. As such, it is important for all racers to recognize the time, effort, and expense race hosts and track owners put into ensuring 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 protective gear, modifications to race day procedures, etc., are required within their home and/or place of business. For example, if track and/or pit space is limited, the race host may decide to divide their series event hosting responsibilities into multiple sessions, with restrictions placed on the number of attendees allowed inside their 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. The time schedule and duration for this pre-race practice session is at the discretion of the race host to accommodate their personal schedules and availability.
Mandatory Race Day Practice Session	Time limited practice sessions for each car class are included in the race day procedures. The time allocated to these practice sessions is tightly enforced and may be restricted to a single car class.
Open Practice Sessions	Race hosts may optionally make their track available for open practice on other dates and times.
Refreshments	Race hosts must provide refreshments and lunch on race day.
Facilities	Race hosts must provide access to parking, bathroom, and pit space.

The mandatory pre-race practice session date & time schedule for each race are published on the Northern Ohio HOPRA website on the Schedule page listed below. Track owners may also identify ahead of time additional open practice sessions to be published on the Schedule page. Publishing open practice sessions is suggested but is not mandatory. Racers are encouraged to contact the track owner to learn about additional open practice opportunities. Contact information for each track owner is also listed on the Northern Ohio HOPRA website on the Schedule page.

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

3.2 Track and Controller Protection

All racers must ensure their cars, controllers, tools, and driver-station pit boxes do not damage the event host's track, driver's stations, or pit spaces. For example, racers must ensure their car's guide pins are not too long or worn down in a way that may damage the track slots. Pre-race technical inspection will include checking for guide pin issues.

If a racer's car is damaged during a race or during a practice session in a way that is 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 shall 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 white track power wire, black lane power wire, or via a protection device internal to the controller itself. Track owners are not responsible for controller damage.

3.3 Member Series Championships

Member series championships are awarded for every combination of competition bracket and race car class plus an overall Grand Champion that evaluates the results across all race car classes for Pro racers. The following ten (10) series championships are scheduled for the 2026-2027 Ohio State Series racing season:

Competition Bracket	Championship Classes
Sportsman	HOPRA Super Stock (10 races) HOPRA Compression Molded Polymer Modified (5 races) HOPRA Spec Racer (5 races)
Competitor	HOPRA Super Stock (10 races) HOPRA Compression Molded Polymer Modified (5 races) HOPRA Spec Racer (5 races)
Pro	HOPRA Super Stock (10 races) HOPRA Compression Molded Polymer Modified (5 races) HOPRA Spec Racer (5 races) Grand Champion – All Classes

3.4 Member Race Scoring

A racer's individual race score is the sum of championship points awarded for:

1. The top three qualifiers, if applicable,
2. The top ten finishers in the main race, and
3. The top three finishers in the form of Podium Bonus points.

Only member racers are eligible to receive series championship points. Guest racers and any member racers who are disqualified (DQ) do not receive any championship points.

Championship Points Components		Min	Max
HOPRA Super Stock	Total Points = Qualifier Points + Race Finish Points + Podium Bonus Points	0	26
HOPRA Spec Racer	Total Points = Race Finish Points + Podium Bonus Points	0	23
HOPRA CPM	Total Points = Race Finish Points + Podium Bonus Points	0	23

3.4.1 Championship Points Accrual

A racer will only be awarded championship points from the *first race* at which they are registered to compete for a season championship. For example, if a racer registers to compete at Race 2 of the season, they will only earn points from that race through the rest of the season.

3.4.2 Qualification Points

Qualification points are awarded only when qualification takes place. For the 2026-2027 Ohio State Series, qualifying will only take place for the Super Stock class races. Qualification points are awarded to the top three member qualifiers as shown below:

Qualification Position	Qualification Points
TQ (top qualifier)	3 points
Second Qualifier	2 points
Third Qualifier	1 point
All others	0 points

When one or more guest racers or disqualified racers participate in a qualification race, they are not awarded any Qualification points. The remaining racers' points are adjusted as if the guest or disqualified racers were not part of the qualification process.

For example, if a guest racer qualifies in second place:

1. The third-place member racer will receive Qualification points for second place, and
2. The fourth-place member racer will receive Qualification points for third place, and so on.

This ensures that only eligible racers earn points toward the season standings. Qualification and race point adjustments for member racers are made after the completion of the race event.

3.4.3 Race Finish Points

Race finish points are awarded for the top ten race finishers, members only.

Race Finish Position	Race Finish Points
P1	10 points
P2	9 points
P3	8 points
P4	7 points
P5	6 points
P6	5 points
P7	4 points
P8	3 points
P9	2 points
P10	1 point
P11 and lower	0 points

When one or more guest racers or disqualified racers compete in a main race, they are not awarded any Race Finish points. The remaining racers' points are adjusted as if the guest or disqualified racers were not part of the race results.

For example, if a guest racer finishes in second place:

1. The third-place member racer will receive Race Finish points for second place, and
2. The fourth-place member racer will receive Race Finish points for third place, and so on.

This ensures that only eligible racers earn points toward the season standings.

3.4.4 Podium Bonus Points

Bonus points are awarded to podium finishers. Podium Bonus points are weighted to reward higher placements, with the greatest rewards given for winning races. Podium Bonus points, combined with qualifying points, provide racers with an additional opportunity to close the gap on points rivals ahead of them in the standings.

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

When one or more guest racers or disqualified racers finish in podium positions, they are not awarded any Podium Bonus points. The race finishing order is then adjusted as if the guest or disqualified racers did not participate, which may result in member racers moving up to a podium position.

For example, if a guest racer finishes in second place:

1. The third-place member racer is moved up to second and receives Race Finish points and Podium Bonus points for second place.
2. The fourth-place member racer is moved up to third and receives Race Finish points and Podium Bonus points for third place.

All Race Finish and Podium point adjustments for member racers are made after the completion of the race event.

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

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.
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.
Exact Tie	If two 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 not awarded any 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 member 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 are designed to give every racer a fair opportunity to remain competitive in the season championship, even if they experience a small number of poor finishes or miss races. This system is automatically applied to all racers when calculating season points and final standings, regardless of the reason for the dropped races. Race drops are applied to a racer's lowest-scoring race finishes within each car class. The number of drops for the 2026–2027 season is shown below.

Race Car Class	Number of Races	Number of Drops
HOPRA Super Stock	10	2
HOPRA Spec Racer	5	1
HOPRA CMPM	5	1

3.6.2 Breaking Ties in Championship Standings

If two or more racers finish the season with the exact same number of championship points, the following tie-breaking rules will be enforced:

- Wins:** The driver with the greatest number of championship wins prevails. If two or more racers finish the season with the exact same number of championship points and championship wins, then ...
- Second Place Finishes:** The driver with the greatest number of championship second place finishes prevails. If two or more racers finish the season with the exact same number of championship points, championship wins, and championship second place finishes, then ...
- Third Place Finishes:** The driver with the greatest number of championship third place finishes prevails. If two or more racers finish the season with the exact same number of championship points, championship wins, championship second place finishes, and championship third place finishes, then ...
- No-Drop Total Points:** The driver with the greatest number of championship points with no drops applied prevails.

3.7 Member Racer Power Rankings

In addition to compiling individual race and series championship points and standings, the club also collects relative racer performance statistics over the course of the entire race season. This data is used to compare each individual racer's performance in lap totals 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 eight racers in each bracket for filling the available racer slots for the Season 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 mean-averaged over the entire racing season. The top ranked racer has a lag of zero 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 entire 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 a 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 for their power ranking calculation to be considered a valid indicator of their performance against all other racers.

A minimum of five Super Stock race results are required to determine a racer’s power ranking for the sake of determining eligibility for participation in any event that has restrictions on the number of racers who may compete. However, in some cases the power ranking alone may not be the sole criteria for determining eligibility.

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 although it may be considered as supporting information, along with HOPRA Nationals performance. See Section 2.9 of this document for all matters related to competition brackets.

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 providing 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 race in the Ohio State Series includes a pre-race practice. These race day practice sessions are strictly time limited. If racers need additional practice time on the track, they need to take advantage of the scheduled practice session the day prior to the race and any other open practice sessions the track owner makes available prior to race day.

1. Pre-Race 1 Practice Session
 - a. Starts when the race venue opens, typically at 8:00 AM.
 - b. Ends when the track power is turned off at the start of technical inspection for the first race car class, typically at 9:30 AM.
 - c. Super Stock class cars only.
2. Pre-Race 2 Practice Session
 - a. Starts at the completion of all races in the first race car class, i.e., Super Stock.
 - b. Ends thirty minutes after track power is turned on for mid-day practice.
 - c. Technical inspection for the second car class, if necessary, will be run at the same time as the Pre-Race 2 practice session.
 - d. Spec Racer or CMPM class cars only, depending on the race venue.

Technical inspection for the second race car class may be done at the same time as technical inspection of the first race car class. Racers who show up only for the second race or decide to enter a car into the second race after the first technical inspection is over must submit their car for the second race for inspection prior to the start of the second race.

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

4.1.1 Race Day Practice Rules

Due to the limited time available for race day practice sessions, the Ohio State Series rules are setup to allow as many racers as possible to take advantage of the practice sessions. The following race day practice rules will be enforced for all race day practice sessions:

1. Racers may only practice with the car class that is scheduled for the immediate next race.
2. Practice heat/segment duration must be set to two minutes.
3. Lane rotation time must be set to thirty seconds.
4. Racers must marshal prior to practicing.
5. Racers must marshal at the designated **lane color marker** for the lane they intend to practice in.
6. A practice line will form at each lane color marker.
7. Racers will practice after marshaling in the order they are lined up in the practice line for a 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 prior to the start of qualifying for their respective competition bracket or brackets if multiple competition brackets are run together, and class. 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>

Registration and pre-race inspection for each class will be done in the order that racing is being sequenced for each competition bracket and class. For example, if the first competition bracket to qualify is Sportsman Super Stock, pre-race registration and inspection for Sportsman Super Stock will be done first and the cars/racers who pass inspection will be sent to the track immediately for qualifying. Qualifying for the first competition bracket and class will begin as soon as there are enough cars/racers who passed inspection ready to start and all marshaling stations are covered. Registration and pre-race inspection for the second competition bracket to qualify, e.g., Competitor Super Stock, will begin immediately after all cars/racers in the first competition bracket have completed registration and pre-race inspection. The same process will apply to all subsequent competition brackets for the same class.

The traditional sequencing for registration, inspection, qualifying and racing in the following order:

1. Sportsman group for Class 1 (Super Stock)
2. Competitor group for Class 1
3. Pro group for Class 1
4. Sportsman group for Class 2 (Spec Racer or CMPM)
5. Competitor group for Class 2
6. Pro group for Class 2

4.3 Timeline and Sequence of Race Day Procedures

Race day procedures defined for the 2026-2027 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.

	Time/Event	Primary Activity	Background Activity
1	8:00 AM	Race venue and track is open for practice for the first car class only.	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 Round Robin 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
12	Mid Race Day Practice	Practice for the second car class	Start technical inspection for second class
Start at Step 3 for second car class (excluding step 12)			

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

4.4 Qualifying Guidelines for Super Stock

Qualifying for Super Stock will be done using a round robin format. When a computer-based race management system, e.g., Trackmate or SlotTrak, is being used the names of all participating racers will be placed into the race management software and randomly placed in qualifying order by the software. If a non-computer-based system is used, e.g., TriKTrax, the qualifying order will be written on paper race sheets using whatever ordering makes sense, for example, in the order of race registration.

4.4.1 Round Robin Qualifying Races for Super Stock

Round robin qualification races for Super Stock are typically conducted in two qualification sessions:

1. Sportsman racers only
2. Competitor and Pro racers combined

Each round robin qualification heat runs for two minutes per lane. The round robin qualification process for Super Stock follows the standard marshaling responsibilities defined for all round robin races.

4.4.2 Marshaling Responsibilities for All Round Robin Races

When racers rotate off-track, they assume marshaling duties at each station on a rotating basis, one heat per station. If no racers have rotated off-track, the four racers at the tail end of the qualifying order take on marshaling duties in reverse order:

1. The last qualifier marshals where the first off-track racer will eventually start.
2. The remaining three fill the other stations in reverse order.
3. The last qualifier marshals four heats, the second-to-last three heats, and so on.

As soon as racers rotate off the track, they relieve one of the tail-end racers, who then returns to the back of the qualifying queue.

4.4.3 No Qualifying for Second Race Class (Spec Racer and CMPM)

Due to time constraints, the qualifying process for the second class, e.g., Spec Racer or CMPM, will be skipped. The Main race will be run using round robin format with four minutes per heat/lane. The racer placement for the Main race will be done using the same round robin process used for qualifying. Since qualifying is not conducted, no qualifying points will be awarded.

4.4.4 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 for Super Stock Class

Mains for Super Stock class will run four four-minute heats per race, with each racer running one time in each lane. Racers are grouped into Mains in order of their qualification results within their respective competition bracket. If the number of racers is not evenly divisible by the number of track lanes it is often 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 qualifiers.

- 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 with more sit-outs. The race host and series facilitators will decide on the most appropriate approach on race day.

4.5.2 Main Race Warmups for Super Stock Class

A two-minute warmup is provided for all participating racers at the start of each Super Stock class main. Only racers assigned to the main being run are allowed on the track during warmup sessions. Each main racer can only warm up on a single lane.

When there are no sit-outs, all warmups are done in a single 2-min warmup session. If there are sit-outs, a second 2-min warmup session is conducted to ensure all racers have an opportunity for a warmup. However, sit-out racers may not end up warming up in the first lane they will start racing in.

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

4.5.3 Main Race Warmups for Round Robin Races

No warmups are provided for round robin format races.

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 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 shall 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.

4.6.1 Notification of Technical Inspection

If a post-race technical inspection is ordered for a race that has multiple mains, the intention to conduct a post-race technical inspection will be announced prior to the start of the race. Since racers can win from any main in the Ohio State Series, this will require all cars in contention for a podium finish from the lower mains to be impounded as soon as they finish their main, e.g., C-Main, B-Main, etc., so all cars that undergo technical inspection remain in their as-run state.

Post-race inspection of podium finishers can take place 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 in contention for a podium finish shall be impounded until the completion of the post-race inspection. See Note 4.6.
4. Failure to impound a car that raced in any main will disqualify that car from being awarded a podium finish.
5. Post-race inspections are conducted after the completion of the race and at the convenience of the inspectors.
6. Inspectors should not hold up ongoing races to complete the inspection.
7. Cars failing post-race technical inspection are disqualified.

4.7 Race Directors

Race Directors play a critical role in ensuring the efficiency and smooth operation of all Ohio State Series races.

Assignment: The Race Directors for each series of qualifying heats and main races are identified before the start of the sessions. Pro racers may nominate or raise objections to the selection of a Race Director for any race.

Primary Responsibilities: The Race Director's main duty is to ensure all races are conducted according to club and HOPRA rules, including monitoring the behavior of racers and marshals. The Race Director is responsible for running the race, not necessarily running the race management computer.

Delegation: If necessary, the Race Director may designate another person to operate the race timer, lap counter, track-call mechanism, and race management system, so their focus remains on proper and smooth race execution in accordance with the rules, free from interference by racers or spectators.

Authority: The Race Director is the final authority on all track calls, marshal damage, missed laps, racer warnings, disqualifications, and other on-track or adjacent race-time decisions. Race Directors are encouraged to consult closely with Pro racers on technical issues, rules interpretations, and racing etiquette concerns.