

2010



***Oklahoma
Modified Div.
SERIES
PROCEDURES
&
INFORMATION***



GENERAL INFORMATION

1. This general information contains the official rules and car specifications for all sanctioned events of the O'Reilly/National Championship Racing Association, Inc. Any point not covered herein shall be resolved by the NCRA Director of Competition or his appointed representative. All rules and specifications established by NCRA will be interpreted by the Director of Competition or his appointed representative and NCRA Directors. Upon entering and event, each driver agrees to abide by all rules outlined in this general information. Drivers and owners are responsible for the conduct and actions of their crew members and shall be the sole spokesman for their race team or any NCRA sanctioned track reserves the right to accept or decline any entry. THESE RULES AND SPECIFICATIONS ARE SUBJECT TO CHANGE BY NCRA WITHOUT NOTICE.

CHAMPIONSHIP

1. Driver Membership: \$50.00

1 a. An awards function will be held at the end of each season at which the top 10 drivers in each division will be honored. Each driver must be represented at the function to receive money, jackets and contingency awards. Drivers must have competed in at least 75% of scheduled events run in his or her division to be eligible and must have raced on Hoosier Tires.

All cars must display the official decals of major NCRA sponsors in order to qualify for point fund money to be paid at the end of the season. In order to qualify for contingency awards, cars must also display the required decals. Decals will be provided free of charge by NCRA. Must compete on four Hoosier Tires.

2. At each scheduled race, a minimum of \$50.00 per car entry fee will be charged.
3. A car can enter no more than one division at each NCRA sanctioned event.
4. Each driver will be awarded one-hundred (100) appearance points if that driver appears at the race track with his race car in good working order and ready to race.
5. A driver advancing to the A Feature by virtue of his finishing position in the B Feature will not forfeit his points earned in either feature.

In the event a two-day show is scheduled and run, qualified drivers will receive appearance points for each day if they sign in on the NCRA drivers draw sheet each day.

8. In the event a two-day race is scheduled, the first day will be run with the same format as the second day with the exception that the first four finishing positions in the A Feature the first day shall be guaranteed the first and second row starting positions in the A Feature the second day.

Those four drivers may however elect to run the heat races the second day for points only if no dash is run. At the promoters option, a dash can be formed of the first ten finishers in the first night's A Feature and run the second night. How they finish the dash will determine starting positions for the A Feature the second night.

Unless agreed upon in advance by NCRA and promoter, the A feature will consist of 20 laps on half mile tracks and 30 laps on tracks smaller than a half mile. Heats will be 8 or 10 laps respectively. The purse is the minimum and certain races may pay additional money.

All cars must receive the initial green flag in order to receive points or money in that race. Any races not run or positions not started will not be paid.

The draw will close one hour before posted start time.

NOTE: In the event a track wants to run an event during a sanctioned race contrary to the format outlined above, the track operator must submit the proposed format to NCRA and participants must be given written notification of the format change when they sign in for the sanctioned event.

QUALIFYING

1. Qualifying heat races will be held at all events.
2. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race, the next lowest number drawn goes to the pole of the second heat race, etc. If there is an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.
3. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position. Any driver failing to draw for heat races or pack racing surface will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the original lineup. On all single file restarts, a cone will be placed on the track. Any car hitting the cone or driving under the cone will be sent to the rear of the starting lineup immediately. Double file restarts will be used in features until the final 5 laps of the race. Then we will revert back to single file with cone.
- 3a. Double file restarts will be used on feature events with the leader starting on front row by himself with 2nd place starting inside row two and third place starting outside row two, etc. When feature gets down to (5) laps or less, lineups will revert back to single file restarts with cone.

NCRA OKLAHOMA MODIFIED RULES 2010

Safety Rules: The following safety guidelines will be in effect at all times and will include any driver and car that competes in a O'Reilly/NCRA sanctioned event.

SEATS: Only custom manufactured aluminum seats, acceptable to series officials, will be permitted. The seat must be properly installed. All seats should have padded rib protectors. An adequate padded headrest, acceptable to series officials, is mandatory.

SEAT BELTS & SHOULDER HARNESS: A lever-type quick release latch must be fastened to the lap belt. A lap belt not less than (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8 inch in diameter. The shoulder harness must be no less than (3) inches wide and must be attached to a roll bar behind the drivers seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels will not be permitted. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to series officials. Seat belts should not be used beyond (5) years. The date of manufacture should remain visible at all times. All cars should have either and approved window net in the drivers door or arm restraints.

DRIVER UNIFORM: It will be required that at all times the driver wear a driving suit and gloves of fire resistant material that effectively covers the body. It is highly recommended that drivers use a Snell SFA 3.2A/5 uniform with full Nomex underwear.

HELMETS: Driver will be required to wear a full face helmet at all time while practicing or in competition. It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute Inc. All drivers must wear neck brace.

1. FRAME:

OEM complete. 1964 or newer, perimeter American rear wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, **except:** weight jack in original center line of spring tower allowed; frame may be cut a maximum 36" forward from center of rear end housing. Horns may be removed in front of steering box. Front crossmember may be notched and boxed for radiator and/or steering clearance. Maximum seven inch wide opening in side of spring tower for spring removal. Maximum two-inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108 inches. Maximum 112 inches both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire. No part of frame can be lower than four inches from ground except front crossmember.

2. ROLL CAGE:

Must consist of continuous hoops. Minimum 1.75 inch O.D. tubing with a minimum wall thickness of .095 inch for main cage. Frame mounted in at least six places (low carbon or mild steel recommended). Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

3. BODIES:

(a) 1970 or newer American compact passenger car only, no panel cars or station wagons. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Must have a minimum of three windshield bars in front of driver. (b) Firewall and floorboards are mandatory. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Homemade body parts may be constructed of steel, aluminum or fiberglass. All NCRA cars in competition must have a complete paint job. Body must be the same width, front to rear, and parallel to the frame. © Original roof line of vehicle must closely be maintained. Must be full size roof. No wings or any other ground effects are allowed anywhere outside or inside car. Sail panels must closely resemble examples shown on body diagram and be the same on both sides of car. Any reinforcing lips on rear of sail panel must be 180 degree bends. (d) all NCRA cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, be at least four inches thick and at least 20 inches high. (e) Sponsor's names must not interfere with car numbers and must be neatly lettered. (f) Engine compartment will remain open, no side panels; hood sides may have maximum six inch drop and must be enclosed at rear of hood; maximum hood scoop height—six inches. Passenger side of body must be no further forward than rear of block.

g. (optional) Rear of bodies to be solid panel at least eight inches high and include car number and NCRA decal. h. No panel in front of right door to engine compartment. No inner panels. No car covers. i. Driver and passenger side windows must have at least 12-inch opening, measured at center of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.

(b) SPOILERS: A rear spoiler not exceeding 6 inches of total material and not exceeding the width of the rear deck. A maximum of 4 tapered supports may be installed on the front of the spoiler no higher than the spoiler.

DRIVER COMPARTMENT: Must have minimum three windshield bars in front of driver. Aluminum high back seat only and must be bolted in next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left side door bars. No driver adjustable devices while car is in competition except brake adjuster. No mirrors or reflective sun visors.

4. FRONT SUSPENSION

All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, **except** tube-type upper A-frames with aluminum/steel cross shaft, and mounts can be moved. OEM replacement tubular control arms OK. Lower A-frames must be right and left and of same design: rubber, nylon or steel lower A-frame bushings, no offset or bearing type, welded or bolted shock mount on lower A-frame. Lower A-frame mounts and bolt holes on frame must be in OEM location.

5. STEERING

All components must be steel, unaltered OEM, in OEM location, **except** outer tie rod end and adjustment sleeve may be replaced by a minimum .625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only. Unaltered OEM replacement Pinto spindles, raised cast, spindles must be right and left and of same design. Bolt on spindle savers allowed. Steel steering shafts and knuckles only. Steering quickener, steering wheel and quick release may be aluminum. Cockpit steering may be modified, must be kept on left side. No rack and pinion.

6. SHOCKS

One steel, non-adjustable, unaltered shock per wheel. One additional shock allowed on rear suspension. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader valves.

7. SPRINGS

Steel or composite leaf spring allowed. One coil and/or leaf spring per wheel only. One additional spring allowed on pull bar or lift bar, may be progressive. Any coil spring min.4.5 inches O.D.. No torsion bars or air bags.

8. REAR SUSPENSION

All components must be steel. No covers allowed. All trailing arms/link bars must be solid tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel/aluminum coil-over kits allowed. Must conform to shock and spring rules. One mechanical traction bar (pull or lift, not both). All suspension parts must be visible on both ends.

9. REAR END

Any steel approved rear end allowed. Safety hubs (floater) allowed. All components must be steel except lowering blocks, cap and drive flange. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. One piece drive flange only. No torque dividing differentials. No scalloped ring gears. Steel tube quick change rear ends are allowed. Steel axle tubes only. Minimum 10" ring gear only. No titanium, no aluminum birdcages, and no wide five hubs. *Quick Change rear ends are optional not mandatory. Aluminum spools, brackets and pinion covers are OK.

4. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag or his qualifying heat race. An exception will be made to this rule in a two day race.

Positions will be determined by the order in which the cars complete the scheduled distance of the race. Cars not completing the scheduled distance will be ranked in the order of laps completed.

All competition cars are expected to roll the race track surface prior to starting the program. When the pit steward calls for cars for rolling the track, he will issue a five minute call. After the five minute call, all cars shall be required to be on the race track and only those cars completing the designated laps will receive passing points in their qualifying races. All others will start at the rear of their respective heat races and will receive finishing position points only. (No passing points)

The Director of Competition or his representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

The lineup posted on the pit bulletin board when cars enter the racing surface for any race shall be the final lineup. In the event a car drops out of the lineup for mechanical reasons, the balance of the field shall move straight forward.

A car can only enter competition under a yellow or red flag condition. Cars cannot enter competition while the green flag is displayed.

5. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. The stewards or flagman shall be empowered to disqualify or penalize any driver violating this rule.

6. After all heat races are run, the top 10 passing point cars will go to the "A" feature. The remaining cars will run consolation feature or features with the top 10 cars transferring to the "A" feature.

7. Any car passing pace car will go to the rear of the field, unless signaled by official to pass.

8. A white line or cone will be placed in the turn four area. All cars must remain in proper order until the lead car or cars reach this point. Flagmen will be instructed not to throw green flag until then. Any car not in proper position in official's judgment will be penalized a minimum of two positions. This penalty will be imposed on next yellow or red flag. If there is no flag after penalty then it will be enforced at the end of that race.

Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

Any car on or near the racing surface that delays the start or restart of any race shall be immediately moved to a designated area or be penalized one lap by the steward.

RAIN OUTS

In the event a sanctioned race is rained out prior to the completion of all races and rescheduled for a later date, the entry fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all drivers will redraw for starting positions. In the event no races have been run and the event is not rescheduled, entry fees and pit fees shall be refunded but each driver whose name appears on the NCRA stewards draw sheet shall receive 100 appearance points. One lap over half-way through an A feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of a red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars causing red flag will be put to the rear of the line-up of official finish.

PROTESTS

1. Protests will be taken only from a driver or car owner and then only if the protest shall be in writing and accompanied by a \$200.00 protest fee in cash to the steward. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested. In the event the protested car is found to be illegal, the protest fee shall be returned to the protestor.
2. All protests must be filed within five (5) minutes after the completion of the last race of the evening. All protests shall be decided upon by the Director of Competition or Chief Steward and forwarded to the NCRA Board of Directors whose decision shall be final.

No protests will be accepted on judgment decisions

3. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended for two consecutive race events. However, the driver found to be illegal will retain the 100 appearance points for that race program

SUSPENSIONS AND FINES

1. The President of NCRA or his authorized representatives, may, on his own or by information in a report from a track official, levy a penalty or fine upon any individual for conduct deemed unsportsmanlike or not being in the best interest of NCRA. The Director of Competition or his authorized representative shall have the authority to approve or disapprove any person and/or car for competition. Further, he shall have the authority to have removed from the premises, any persons for conduct that in his opinion, is detrimental to the best interest of NCRA and further, may hold any and all earnings of the person so charged, until such time as the President has determined whether or not a monetary fine shall be assessed against the person so charged.
2. The President or his authorized representative shall inform the individual so charged by written notice explaining both the charge and the penalty.
3. Should an individual be charged with a violation and penalized, he may appeal to the Board of Directors of NCRA in writing, requesting a hearing before the Directors.
4. Penalties authorized shall range from a fine between \$50 and \$5,000 and/or suspension ranging from one racing event to permanent suspension.

SAFETY

1. All drivers are required to wear an approved helmet, neck collar or Hauns type safety equipment and a fire retardant uniform.
2. Helmet—Snell (SA2000 or SA2500). Nomex or other fire retardant lining eye protection recommended. Body Restraints: Lap belts, Shoulder harness, Submarine strap, 5 or 6 point mandatory. Properly mounted as per manufacture. Fire Suit: Retardant driving suit and gloves, mandatory. Fire retardant shoes mandatory.
3. The use of radios in competition cars or in helmets of drivers shall be prohibited.
4. A protective device must be installed in front of driver.
5. Titanium will not be allowed on chassis construction.
6. No mirrors, radios or communication equipment allowed. No on-board computers, or any computer-adjustable devices allowed

7. NCRA championship points shall be awarded to drivers in accordance with the following schedule.

Finishing Position	Points Awarded			Heat Races
	A Feature	B Feature	C & D Feature	
1	150	25	25	50
2	145	25	25	45
3	140	25	25	40
4	135	25	25	35
5	130	25	25	30
6	125	25	25	25
7	120	25	25	20
8	115	25	25	15
9	110	25	25	20
10	105	25	26	5
11	100	25	25	
12	95	25	25	
13	90	25	25	
14	85	25	25	
15	80	25	25	
16	75	25	25	
17	70	25	25	
18	65	25	25	
19	60	25	25	
20	55	25	25	
21	50			
22	45			
23	40			
24	35			

Rookie of the Year Point System (How points are accumulated toward R.O.Y)

"A" Feature	"B" Feature
1. 20	1.10
2. 18	2.8
3. 16	3.6
4. 14	4.5
5. 12	5.5
6. 10	6.5
7. 8	7.5
8. 6	8.5
9. 5	9.5
10.5	10.5

***Note:** If a driver competes in more than (1) feature, he will only receive points for the final feature ran.

10. BUMPERS/RUB RAILS

Steel only. Bumpers must be used both front and rear at all times and welded, or mounted with bolts. Must be minimum 1.25 inch O.D. tubing. .065 wall thickness on front. .095 wall thickness on rear. Two-bar front bumpers must be mounted frame-end to frame-end no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Rear bumper and nerf bars can be no wider than tires with no sharp edges on either end.

11. TIRES AND WHEELS:

Hoosier G-60 stamped or non-stamped. Must run four Hoosiers to be eligible for points. If American KK704 is run you will not be eligible for points or point fund money.

BRAKES

Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern maybe changed. Larger studs allowed. Rear rotors may be aftermarket, minimum 0.8 10 inch thickness. Vented rotors only. No scalloped rotors. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible.

12. EXHAUST

Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header and point rearward.

13. FUEL SYSTEM

Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 18 gage steel container. Cell must be securely mounted behind rear axle, between tires, minimum of four inches ahead of bumper, minimum often inches above ground. Must mount with minimum two .125 inch thick solid steel straps, two inches wide around entire cell. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap, must have check valves. Pick-up must be on top or right side of cell. Limit one fuel filter. No cool caps. If fuel cell does not have aircraft style positive seal filler neck/cap system, a flapper, spring or ball type rollover valve is required.

(a) One naturally aspirated 2 or 4 barrel carburetor only. No adjustable carb spacers.

14. FUEL

Gasoline or alcohol. No performance enhancing additives. Upper cylinder lube allowed. Fuel sample may be taken from any car at any time.

15. BATTERY/STARTER

One battery only. Must be shielded and securely mounted between frame rails. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided or go to rear of that race.

17. GAUGES/ELECTRONICS

No transmitting or listening devices, timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one 12 volt ignition box allowed, must be out of driver's reach. No additional ignition accessories allowed. Only change allowed to ignition box is one high-end rev-limiter setting. This setting can be changed through one chip only, or an internal setting inside box. No electronic traction control devices.

18. TRANSMISSION/DRIVE SHAFT

Must have at least one gear forward and one reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward. Layne, Ernie Glide, Bert and Brinn transmissions will be allowed as well as any OEM transmission. No five speed transmission, "in or out" boxes, or quick change devices allowed. Functioning shifter must be in stock location on transmissions manufactured after 1995. All manual gear-type transmissions must have a standard OEM case and must have a working disc-type or approved cone-type clutch inside and explosion proof steel bellhousing. Automatic transmissions must remain in OEM stock appearing automatic case. Original bellhousing must remain. Must have an approved scatter shield or blanket. Scattershield may be constructed of 25-inch by three-inch steel, 270 degrees around flexplate or flywheel. No Brinn-Pro Series Transmission or Bert Ball Spline Transmissions. (Effective April 1, 2005)

19. ENGINE COMPARTMENT

Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Cast iron or aluminum bell housing is legal.

20. ENGINE SPECIFICATIONS

Any American make engine allowed. Steel heads and block only. All engines must be able to be used in conventional passenger car without alteration. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine. "Wet" oiling system only. All aluminum heads must not be more than 23 degrees.

21. WEIGHT:

Minimum weight limit of 2,400 lbs, no tolerance, after race with driver.

Weights must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicles must be securely mounted and must be painted white and have the car number on it, and attached with at least two .5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

Aluminum heads allowed with 50 pounds of bolt on weight in front of motor plate.

22. ASPIRATION:

One two-barrel or one four-barrel carburetor OK. Must be naturally aspirated. No fuel injection. No electric fuel pumps.

23. ENGINE CLAIMING RULES:

Swap only including fly wheel and balancing plate. Swap does not include; 1. clutch 2. pressure plate 3. bellhousing 4. headers 5. carburetor 6. starter 7. motor mounts 8. sending units and switches for oil pressure and water temperature 9. carburetor adaptor 10. fan and pulleys 11. clutch ball 13. throw out bearing 14. dip stick 15. water pump 16. fuel pump 17. distributor 18. plus wires 19. external oil restrictors (must furnish plugs) 20. water outlet and restrictor. First four position finishers must report directly to claim area and are subject to engine swap by any other driver finishing fifth on back in feature that has not been lapped by the fourth place driver. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction (engine is still claimable); will be treated as engine claim refusal for second infraction. Driver allowed one ONLY per event, regardless of outcome of that claim. In case of multiple claim on same engine, a drawing will be held to determine which driver gets the engine.

Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to claiming area.

Claims must be made to NCRA official immediately after end of feature race, and claimed engine must be completely removed within one hour from the time claim is made and driver agrees to swap claimed engine.

No one driver may claim any other one driver more than once during current calendar year. Refusal to swap forfeits all cash and contingency winnings for feature, and trophies earned in feature, plus any NCRA points earned in feature for that event. Any driver refusing to swap engine, when claimed with rules, regardless of his reinstatement with NCRA, loses his right to claim any NCRA driver's engine for 12 calendar months from date of refusal to swap. Claim is not charged to claiming driver in case of a refusal.

Once an engine claim has been made and accepted, the engine is not to be started under any circumstances. The car is to be pushed to the area where removal will take place. Any driver starting a claimed engine will be immediately disqualified from the event. All claimed engines must be removed from car at the track; buyer must examine engine before removal-once removal is started, sale is final.

No driver may claim more than two engines during current calendar year. In the event of exchange, claiming driver pays for both engines to be removed.

Any first time NCRA participant may not claim until second NCRA sanctioned event.

Oklahoma Modified 2010 Purse

A Feature

1. 1000. 2. 800. 3. 700. 4. 600. 5. 500. 6. 500. 7. 450. 8. 425. 9. 400. 10. 375. 11. 350. 12. 325.
13. 300. 14. 300. 15. 250. 16. 225. 17. 200. 18. 200. 19. 200. 20. 200.

Non-qualifiers - \$100

NCRA OFFICERS AND DIRECTORS

President

C. Ray Hall
7700 N. Broadway
Wichita, Ks. 67219
316-755-1781 ph
316-755-0665 fax

Statistician

John Rittenoure
918-664-8476 ph
918-664-8476 fax

Public Relations

Warren Hardy
316-755-1781 ph
316-755-0665 fax
hardy@pixius.net

NCRA Chaplain

Mike Rucker
940-766-1119

NCRA Website:

www.ncracing.org

Contingency Information

Mylisa Powers
316-755-1781
[E-mail: mylisa@pixius.net](mailto:mylisa@pixius.net)
Fax: 316-755-0665

David Smith

Oklahoma Tidbits
405-740-4769
ncrapress@aol.com

Rod Bencken

Steward
785-672-0123

Chris Smith

Steward
918-625-6200