



**ORGANIZATION
AND
COMPETITION
RULE BOOK**

Eleventh Edition, January 2024

Downloadable copy at:

<http://www.hallettracing.net/events/comma/>

Competition Motorsports Association Organization and Competition Rule Book

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Hallett Motor Racing Circuit (HMRC) History

In the mid 1970s Tulsa investor and motorsports enthusiast Anatoly Arutunoff built a road racing circuit near the village of Hallett, Oklahoma. In the late 1980s Stephens Racing leased HMRC on a long-term basis. Mike Stephens, the owner-operator of Stephens Racing (assisted by wife Connie and sons Shayne and Scott) operated the leased track for the next thirteen years. In 2001 the Stephens family purchased the track. After losing Mike in 2007, HMRC continues to be operated as a family business. Connie Stephens, owner and manager, retired in August 2020 after almost 30 years with HMRC transferring her daily duties to daughter-in-law, Jennifer Stephens. Scott and Jennifer Stephens now manage the daily operations of HMRC, the Hallett Race School and COMMA.

COMMA is owned and operated by the Stephens family. The business offices and shops for HMRC, the Hallett Race School and Track Service and COMMA are located at the track.

In 1985 Competition Motorsports Association (COMMA) filled the need for a local road-racing club based at the Hallett track. COMMA has realized steady growth and is now a regular feature on the local and regional sports car road racing event calendar in the central USA. COMMA runs a yearly Challenge Series for its members and guests. Originally, each COMMA racing season consisted of eight weekend events (one day of practice, and one day of racing) conducted monthly during the period of March-November. The eight rounds were run at the Hallett track, which is considered the 'home' track. In 2016 we changed it up a bit and decided on 12 races, instead of 8. Now we have seven three-day weekends with practice on Friday and races both Saturday and Sunday.

COMMA runs several car classes that can accommodate about any type of race-prepped streetcar or purpose-built road racer. COMMA operates cars in **two broad categories**: Closed and Open wheel. The Closed-wheel classes are: GT1, GT2, GT3, Production Stock A (PA), Production Stock Super (PS), SpecMiata (SM) and Legends (LO, LP, LG). The Open-wheel classes include all open-wheel and closed-wheel single-seat purpose-built race cars such as: Formula Vee, Formula Continental, Formula Mazda, Formula Ford, Spec Racer Ford, World Sports Racer, and Ariel Atoms. Other car classes can be created or combined as car count warrants. COMMA includes a non-competition/ non-racing lapping series for street cars **High Speed Touring**, aka HPDE (High Performance Driver Educaton. <http://www.hallettracing.net/events/high-speed-touring>

It is common for the monthly event to attract over 100 participants plus their friends and families and crews as spectators. There are no teams of directors or committees – just the Stephens and their Hallett crew; it is simple and it works!! Keep in mind COMMA's goal: maximum track time for reasonable fees, in a simple, friendly, safe family-oriented atmosphere.

COMMA point standings are posted on the Hallett website and included on member emails during the season. **Members can also view season points on the Speedhive app (or other timing app).**

Membership

Everyone who drives in any COMMA / HST class **MUST** be a Member. Memberships are renewed at \$50 per year every twelve months from purchase. Every member will be issued a photo ID membership card, if desired. Members and their invited guests are welcome at all COMMA / HST events and special events. There is a track gate entrance fee for everyone at COMMA/HST events.

Special Events

Special events (aka parties) help make COMMA the friendly, family-oriented motor sports club it is. Saturday night of Round 1 weekend, we traditionally have an Awards Banquet to recognize the previous season's winners. The Awards party is an informal dinner held at the Connie Stephens' Diamond Pavilion next to the Mike Stephens' Winners Circle. We encourage the COMMA "family" so we organize a group gathering activity on Saturday evenings of each COMMA weekend event.

Management

COMMA's Jennifer & Scott Stephens and a team of corner workers, gate security persons, ambulance, fire truck, wrecker, and various administrative personnel vital to the operation of a successful event plan the events and handle execution. Like any vocational/recreational club, there are always requirements for which member volunteers are most welcome. Any member who thinks he or she can offer special assistance to COMMA, please contact the main office to discuss.

Competition Rules

Competition licenses

When new members join COMMA they will be issued an ID/competition License card (after approval by the COMMA management). At that time, it will be verified they are qualified to compete in a COMMA racing class and that fact will be indicated on the card. For members who will **ONLY** be driving the High Speed Touring (non-competitive lapping) sessions, their ID license card will indicate a non-race restriction to that Series. New members that will be competing must complete a license application and verify these requirements:

1. Attendance at a COMMA rookie driver orientation with Competition Director and Chief Steward;
2. Complete at least two observed and acceptable sessions of COMMA practice;
3. Have an official finish in a qualifying or main event race, or complete an accredited race school such as the Hallett Racing School. Holders of current competition licenses from other regional or national race sanctioning organizations such as SCCA, NASA, CVAR, WRL qualify for a COMMA license. If a driver has competed in COMMA in recent previous

seasons. s/he must renew that license. Holders of a valid SCCA Novice Log Book are eligible to apply for a COMMA license provided they have completed at least one race in addition to their driver school(s) documented in their log book. The issuance of a license is not automatic and is at the option of the COMMA Competition Director or her/his designated representative. The Competition Director may suspend or revoke a competition license for any reason that is considered by her/him to be for due cause.

Waivers and Releases

All persons admitted to the restricted areas on the Hallett track property must obey all rules and regulations set forth by the track management, and they must sign all releases of liability requested by track management and race sanctioning organizations. Minors (up to age 18) must have a properly notarized 'Minor Release' form on file with the Hallett officials prior to being admitted to any restricted area. However, minors under the age of 16 will not be admitted to any restricted area designated as the Grid, Pits or race track (unless previously issued a special competition license by an appropriate sanctioning authority). 'Minor Release' forms are available from Hallett track officials and /or race sanctioning authorities at the gate and at the registration desk in the Tower. The responsibility for properly completing and submitting the document rests with the Minor and his/her parents or guardian. The paddock can be just as dangerous as the track, so parents/guardians must supervise their minors and will be held responsible for any damages caused by their minors.

Safety Equipment (Driver and Car)

COMMA and HST drivers must wear an undamaged SA racing helmet less than 10 years old. All competition drivers must wear a full coverage, fire retardant driver suit plus appropriate racing gloves, socks and shoes. Fire retardant gloves and shoes are preferred but leather is acceptable. Nomex type underwear, balaclava, socks and full coverage helmet are highly recommended for all competition drivers. Hair cannot protrude from under the helmet and facial hair must be covered with a face shield or racing balaclava. Drivers must wear a full coverage helmet and use arm restraints OR a window net. Race cars must be equipped with a 2-inch minimum, 5-point harness (less than six years old) in good condition as determined by the COMMA tech inspector. A single point quick-release harness disconnect device is required. A commercially manufactured high-back (preferred) or headrest racing seat is required.

Seats must be securely mounted (with back brace if manufacturer requires). A steel tube-type roll cage (secured 6-points minimum) must be installed in every race car in accord with current industry practice and be approved by the COMMA tech inspector. The roll cage must reflect current state-of-the-art design and be padded as appropriate. Driver-side side protection bars are recommended. Coupe/sedan closed cars must have both front door windows rolled down or removed while racing or practicing. COMMA checklist requirements for other items of car safety equipment, i.e. fire extinguisher, working brake lights (except INEX LP class) and preparations can be imposed or covered under individual car specifications issued by various sanctioning authorities and tracks. A car or driver not meeting minimum safety requirements, as judged by the COMMA tech inspector, will not be allowed to practice/race. However, if a car does practice/race, COMMA tech inspectors and other officials

are not guaranteeing the safety of the car and /or driver. An in-car camera is required.

The HANS device has become an essential part of race car drivers' safety equipment. Its purpose is to ensure that the driver's head moves along with his or her neck in the car. Recommended by COMMA officials for several years, the Hans device became mandatory for all racers starting in the 2019 COMMA season.

Insurance

Participants legally entering restricted areas of the track are provided Participants' Accident and Liability Insurance coverage. Participants involved in an accident or who are otherwise injured must advise COMMA officials immediately and before leaving track property so that necessary insurance reporting may be accomplished. No claim can be considered unless a timely report is made. An insurance certificate which covers all persons signed into the restricted areas is available for inspection at the COMMA registration desk in the Tower. Neither HMRC nor COMMA shall assume responsibility for damage to or loss of competitor's vehicles, equipment or any parts thereof by any means whatsoever. Any driver entering a Hallett event is indicating that the condition of the track and track areas are satisfactory to him or her. If that is not so, the driver should not participate in racing or lapping activities. Further, all drivers are indicating that they are aware that auto racing involves personal and property risks and that s/he freely assumes those risks with full awareness and knowledge.

Member Conduct

All participants at COMMA events are required to conduct themselves in an orderly manner not detrimental to automobile racing. The conduct of all drivers, entrants, car owners and crew members before, during or after the course of any event that is deemed unsportsmanlike or detrimental to that event may result in loss of points, monies, or suspension of driver, crew, entrant, owner, car or any combination thereof. No intoxicating beverage, drug or controlled substance shall be consumed by anyone entering the track's restricted areas as a driver, owner, entrant, or crew prior to or during any racing event. Verbal and/or physical abuse of any official, agent, representative, and/or the use of improper language are strictly prohibited and may result in disqualification of the offender(s) from any event. Physical fighting on track property will absolutely not be tolerated and disqualification from the event may result. A second infraction of this rule may result in the offender(s) being barred from participating in any COMMA event for the remainder of the calendar year at the discretion of the Competition Director (or designated representative). In all cases, drivers are held responsible for the conduct of their crew, car owner, entrant, relatives, etc. Any participant connected with one car who goes to another paddock or pit station or car at which violence is occurring or just occurred will automatically be considered at fault.

Penalties, Protests, and Appeals

Penalties may affect series points; COMMA officials may assess laps, purse, or participation. In the case of a racing incident on track, members (and others) should take 15 minutes ALONE to vent anger and frustrations in their pit

spot. If the member is still unhappy he or she may, alas, file a protest as follows. The right to protest shall rest with any entrant or driver taking part in any COMMA event. Each alone may protest any decision, act or omission of the organizers, an official, entrant, driver or other person connected to the event. Each protest shall be submitted to the Chief Steward (or a designated representative) in writing, signed and accompanied by a protest fee of \$50 in cash. If COMMA's protest officials uphold the protest, the protest fee shall be returned to the protestor. On any protest requiring disassembly of an engine/car, the protestor shall post a bond to cover the estimated costs of disassembly, inspection and reassembly of the protested part(s) of the car. If the car is found to be legal the bond may be forfeited in whole or part. If the car is found to be illegal the protestor's bond and protest fee shall be returned and the protested car entrant shall stand all expenses and may be penalized in accordance with the ruling of the COMMA protest officials. Any protest related to a specific competition shall be submitted to the Chief Steward (or designated representative) no sooner than 15 minutes or later than 45 minutes following the end of the competition involving the protest. The Chief Steward (or representative) shall not delay review and adjudication of the protest. Neither the protestor nor the protestee shall leave the track property until the COMMA protest officials have announced a decision. An appeal of a protest decision may be filed if submitted in writing to the Competition Director within 30 minutes of the decision announcement and accompanied by a cash bond of \$200. The bond shall be returned if the COMMA appeals officials uphold the appeal. Distribution of awards shall be withheld for the competition or class affected by a protest appeal until a decision is announced and the results become final.

General Track Rules

The COMMA rules and/or regulations set forth herein and otherwise promulgated are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events at the Hallett Motor Racing Circuit (and other COMMA venues); by participating in such events all participants are deemed to have understood and agreed to these rules. No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. The terms Hallett, HMRC, or COMMA used in these rules, regulations, specifications or other publications shall refer to Competition Motorsports Association, its offices, officials, and designated representatives.

Other Track Rules

Adults/guardians are responsible for supervision of their minor children and any property damages caused by unsupervised minor children.

Small personal vehicles (2, 3, and 4-wheeled bicycles, motorcycles, ATVs, etc) are not permitted in the hot or cold (pre-grid) pits or on the track during races/lapping (except for use of authorized officials). Users of such vehicles in the paddock areas must use extreme caution and strictly obey speed limits. Any operators of such vehicles who do not have a valid State operators permit must be under the direct supervision of an adult. Except on the racing track surface, the speed limit for all vehicles on Hallett track property is **10 MPH**.

If pet owners must bring their pets to the racetrack, all pets must be on a leash and attended by a responsible keeper at all times unless they are left properly secured inside a vehicle. The playground in Martin Park is for children supervised by adults, not for pets. **Pet owners claim all responsibility for their pets brought into Hallett track property.**

Waste oil and other petroleum-based liquid must be placed ONLY in disposal collection containers at the track fuel station. No loud activities or running of racecar engines is permitted anywhere on Hallett property between the hours of 10 p.m. and 7 a.m. The electric service jacks/boxes located throughout the paddock area are for the temporary and casual use of COMMA members (e.g. personal computer, small fan). They are NOT for heavy power uses such as for electric service to trucks, vans, trailers, motor homes, etc (except by purchasing electric access). No persons are permitted to be on the roof of the Tower. Access to the 3rd floor facilities of the tower is only by special pass, ticket or invitation. The areas South and West of turn six (6) through turn ten (10) area, known as the Moto-X track are EXCLUDED from use (except the turn 7 grandstands)

All promotional/advertising signs, banners, etc at HMRC must be submitted to COMMA/ track officials for approval.

Car Tech / Safety Inspections

All cars running in COMMA track sessions must receive an annual technical and safety inspection by a designated COMMA official before arriving at pre-grid in preparation for entering the track for practice and race sessions. Normally the inspection area (covered raceport 9/10 south of the tower) will be operational each morning of COMMA weekend days starting about 7:30a.m. The inspectors perform a general walk-around check of all major components of the car (body, engine, transmission, suspension, exhaust system, fuel system, electric system, brakes, wheels and tires, as well as driver safety equipment such as roll cage, harness retention equipment, driver's helmet/driving suit, fire extinguisher).

If the inspector is satisfied the car/driver meet minimum technical/safety standards, the driver will be given a stick-on label that must be displayed on the car (in designated location) during all the COMMA practice/race activities. Inspection will not start unless the driver presents appropriate registration.

NOTE: All competition cars (not street cars) MUST have an operational AMB-type transponder installed for ALL competition class practice and race sessions. For student instruction, one passenger can be in competition cars ONLY during practice sessions and ONLY if all car/passenger safety standards are met (per advance okay of tech/grid stewards).

This is a good spot to remind all participants and workers of the COMMA philosophy

To operate a family-friendly sports car road-racing club that provides generous amounts of track time for reasonable fees in a SAFE run-what-you-brung, have-fun-first, get-technical later environment.

Conduct of Races

For any car/driver entrant to be considered a starter of a race session, they must either take the green starter's flag at the beginning of the race or enter the race before the checkered flag is shown at the starter stand. For a car/driver entrant to be considered a finisher in any race session, they must complete at least half of the scheduled number of laps before the checkered flag is shown at the starter stand. If a car/driver is forced to stop during a race session due to mechanical or other difficulty, it shall be the duty of the driver to attempt to place the car off the racing surface in as safe a position as possible. If deemed necessary, the driver may leave the car to move to a safe position. Unless expressly directed by a track official or safety worker, the driver shall not attempt to repair the car or cross the track. Under no circumstances shall a crew member or other unauthorized person be allowed on the track surface or adjacent area. Cars may not be moved while on the track under power of the starter device except to remove them from a hazardous position to a safe position.

During a race a pace car may enter the track to pace the field and allow workers to safely remove a driver and/or vehicle from a hazardous situation. If a pace car is used, no car shall pass the pace car (unless directed by an official). All cars must hold position until the pace car leaves the track and the starter displays the green flag. Any car that illegally passes the pace car will be black flagged. Except during a practice or qualifying session no racecar should leave the track to enter the paddock area during a race because it will not be allowed to return to that competition. Only the registered driver may be in a racecar during a competition session. An instructor can ride in the passenger seat during a practice session if a proper seat, harness, etc are installed. During a COMMA race the lead car into a turn has the right-of-way and may take the racing line even though it is being overtaken. In case of contact between cars, the trailing car usually will be considered at fault. In all cases of contact between cars, the car judged to be in the best position to avoid the contact shall be considered at fault. Unless changed for a special situation and announced to the contrary, the top five finishers in each race class must immediately report to the impound area (Winners' Circle or tech raceport if LP or SM class) following a race session. Any car required to report to the impound area that goes to the paddock area first may be disqualified. It is the responsibility of the driver and crew to be aware of their car's position and if their car should report to the impound area following a race session. If there is any doubt, the car should be taken to the impound area before entering the paddock area.

Flag stations are located at the start-finish line and other strategic locations around the track. Flags prescribed for road courses will be used for COMMA race events at the Hallett track. Drivers without question shall obey all flag signals. The flag signals, and their meanings, are as follows:

Green: A race starts the instant the Starter displays the green flag. Once the race is underway the Starter will not continue to display the green flag.

Yellow when held motionless means CAUTION. No passing is permitted from the flag until you are past the incident and can clearly see the next flag station not displaying the yellow. It is normally displayed when someone or something is close to, but not on, the track. It may also be displayed during warm-up and pace laps.

Yellow when waved means EXTREME CAUTION; driver should slow car and be prepared to stop. No passing is permitted from the flag until past the incident and can clearly see the next flag station not displaying the yellow. A waving yellow flag is usually displayed only when there is an obstruction on the racing surface.

Red means the race has been stopped because a serious problem has occurred. Each driver should come to a controlled stop at the edge of, but not off, the track and if possible at or within sight of a flag station. Do not continue to drive to the pits until directed to do so - usually done by flag station worker.

Yellow with vertical red stripes is known as the 'slick track' flag. A slippery condition exists on the track surface. Drivers should slow and watch to avoid the slippery surface. This flag will be displayed for two laps.

White means an ambulance, service vehicle, or slow moving race car is on the track ahead of your car; continue with caution.

Black: Driver should complete the lap and return to the hot pits to confer with an official – usually to discuss an infraction. Stop car in the consultation box immediately behind Starter's stand.

Furled black is displayed at the start-finish line and pointed at an offending driver/car. It means the driver is driving in an improper/unsafe manner.

Black with orange ball means something mechanical appears wrong with the car and may be dangerous to you or others; continue to hot pits at a reduced speed for discussion with track official.

Blue with diagonal yellow stripe means another driver is overtaking you to pass; be alert and watch for overtaking traffic.

Checkered indicates that the race/practice session has ended; continue the lap at reduced speed and return to the pits/paddock.

Race Classes

During registration for each COMMA event entrants must identify the car class in which they will race. Generally, once a race car is placed in a car class it will race in that class (unless the car is modified in ways that would force changing to a higher performance class). In closed-wheel classes the car/driver combination may be required to move to the next higher performance class if they continually dominate all the other car/driver entrants and win their class championship for two consecutive seasons. It is the intent of COMMA to keep the competition within classes as evenly matched as practical. For cars new to COMMA, the entrant must discuss with officials (registration, tech inspection, and Chief Steward) which race class would be the most logical for their particular car. The class decision usually is based on the overall performance potential of the car (engine size, power and suspension enhancements, modifications from stock conditions, wheels/tires, etc.) In the two Production Stock classes (A and Super), the intent is that the cars be configured in an essentially stock configuration, meaning no major body or engine changes are allowed. Stock class cars must run DOT approved, treaded tires. Readily available and non-radical aftermarket suspension enhancement parts are normally okay. If there is any doubt in these regards, the entrants should discuss their situation with COMMA tech inspection officials. It is the COMMA intent to keep these matters as simple and non-technical (and affordable) as practical without compromising safety or relative competitiveness within classes. In the case of open-wheel, single-seat, purpose-built racecars and all GT car classes, the car class is usually obvious; if not, the COMMA tech inspector will decide.

In order to make the points scoring system equitable and to improve competition and accommodate for insufficient car count in some car classes, we will combine similar classes. Adjustments of these types may occur during the racing season at the judgment of the Competition Director. COMMA Challenge Class designations should be clearly displayed on both sides of racecars. As a guide, racecars classed in the SCCA system will compete in COMMA classes per the guide on page 12. Older racecars that might have been dropped from an SCCA class can compete in the COMMA class shown for the last SCCA classification used (see Tech inspector if clarification needed).

Car Numbers

All COMMA race cars must display the assigned car number on each side. Numbers displayed must be a minimum of 12 inches tall and stroke of two inches. Number colors should contrast with background color. Metallic or reflective numbers are not permitted. Every COMMA race car must have a COMMA logo decal (bumper sticker size) displayed on both sides of the car body.

SCCA or original Class	COMMA class
<u>Production Classes:</u>	
EP, FP, GP, JP	GT-3
<u>Grand Touring Classes:</u>	
GT-1 (incl. Panoz GTS)	GT-1
GT-2	GT-2
GT-3	GT-2
GT-4	GT-3
GT-5	GT-3
<u>Formula classes:</u>	
FA, ASR, SV, FC	WINGS
FF2000	WINGS('90 or newer)
CSR, DSR, WSR	WINGS
FF	WINGS('80 or newer)
CF	WINGS('79 or older)
FV	WINGS(any tire/wheel)
FV1600, F-500	WINGS
S2000	WINGS
SRF	SRF
<u>Production Stock Classes:</u>	
ITE , ITS	PS
SSGT, AS	GT-1
ITA, ITB, ITC	PA
SSA, SSB, SSC, SRX7	PA
SM	SM

Racecars that are currently running or prepared as Late Models, Super Stocks or Street Stocks at other tracks will either be classed as COMMA GT or PS depending on preparation, tires, etc. SCCA class abbreviations: FF = Formula Ford; FA=Formula Atlantic; FM = Formula Mazda; PFM=ProFormulaMazda; SRF= SpecRacerFord; PA=Production Stock A; PS=Production Stock Super; GT=GT; SM=Spec Miata; Legends car classes are determined by INEX rules for the LP class and racers will earn both COMMA AND INEX points for the COMMA races. LP class will only earn INEX points for any feature INEX Regional Qualifier races. For more information on INEX rules, go to <https://www.inexseries.com/become-a-member/rulebook/> . Starting in 2024, all Non-INEX Legend cars or drivers choosing to run non-spec cars or not become an INEX member, will be classed in the LO=Legends Outlaw class (i.e. merging the LG and LO classes).

Qualifying

The fastest times recorded during designated qualifying session shall be used to assign cars a grid position for each race. If qualifying races are scheduled, fastest times shall be used to grid cars for these races and finish positions in the qualifying races shall be used to grid cars for main event races. Any car for which a qualifying time is not recorded shall start at the back of the grid (applies to both qualifying session and 6-lap qualifying race). All timing will be by AMB-type transponder system.

Gridding of Race Cars

Official grid sheets will be posted on the Speedhive App (or other timing app) after each qualifying session and it is the responsibility of the racer and/or crew to know his/her starting position before arriving at the grid. Grid marshals will assist drivers if needed.

Racecars shall be gridded in accordance with series, event and/or supplemental rules and regulations. A 'five-minute' and a 'one-minute' warning indication will be given on the grid by the Grid Steward. At the one-minute warning, car engines will be started and the drivers shall indicate to the Grid Steward they are ready by holding a hand up. All crew members must leave the grid as soon as the 'one-minute' warning is given. Any car failing to start before it is time to leave the grid may be push-started after all other cars have left the grid and then that car can assume a position at the rear of the pack. Any car arriving at the grid after the 'one-minute' warning has been given shall not be allowed to assume its assigned grid position and must start at the back of the pack on the pace lap. Any car arriving on the grid more than one-minute after the start of the pace lap may be held at the pit exit until the cars taking the green flag on the track have passed. Cars may move-up during the pace lap to fill-in spaces left by non-starting cars.

Supplemental Regulations

In addition to general and series rules, each event may also be governed by Supplemental Regulations promulgated by the COMMA Competition Director and/or designated officials. The Supplemental Regulations apply only to an individual event. Supplemental regulations may add to, amend or delete parts of the general and series rules. If there is any conflict of rules, the Supplemental Regulations shall prevail.

Information and officials

The Competition Motorsports Association has its business office and shop at the track. Our mailing and physical address is COMMA, 55901 E. 5500 Rd, Jennings, OK 74038. Deliveries by FedEx and UPS are not made on Saturday or Sunday.

Phones: 918-356-4814

Emergency phone after hours: 918-585-1900

Email contact: jennifer@hallettracing.net

Competition Director: Jennifer Stephens

Chief Stewards: Jason Peck / Scott Stephens

Central Communications: Dell Hughes

Registration: Jennifer Stephens / Jami Higgins

Timing & Scoring: Sofia Hutchens & Cherie Bergeron

Tech inspector: Joe Spann / Ernest Faussett

Lead HST instructor: Jerry Bergeron

Registration and Entry

Promotional emails will be sent prior to each COMMA racing event to all those who have purchased a COMMA license online with updated event information and links to register for the next event. Registration for each event opens online approximately January 1 each year. First-time entrants must complete a Membership/License application and medical information during registration online. It is each entrant's responsibility to keep their online Hallett account information up-to-date of medical, emergency contact, and other pertinent information should it differ from the information previously submitted. It is important to self-update your Hallett account or tell the registrar if you have changed your email, as that is how you will be updated about all upcoming events.

Car numbers shall be assigned upon receipt of the entry on a first-come, first-serve basis. Once a number is assigned, the number shall be considered permanent as long as the entrant is a regular participant of the COMMA Challenge Series. No entry is ever considered official until the entry fee has been paid. All participants, including drivers, crew, workers, car owners and officials must report to the registration desk to sign-in whether or not the participant has pre-entered the event. The COMMA registration desk is located on the first floor of the Tower. The registration desk normally opens one hour before the start of the first on-track session.

Driver Points

- COMMA Championship driver points shall be awarded as indicated below:
1. Finish position in class in qualifying heat race (6-lap race)
Points awards: 1st = 50; 2nd = 45; 3rd = 42; 4th = 40; 5th = 39; 6th = 38; etc.
 2. Finish position in class in main event (12-lap race): 1st = 100; 2nd = 90; 3rd = 85; 4th = 82; 5th = 80; 6th = 79; etc.
 3. All drivers will receive 3 participation points for **each car** in their class starting the feature race. A driver starting either a qualifying or feature race that fails to complete at least one-half of the scheduled laps before the checkered flag is shown will be considered a starter but not a finisher. That driver will not be eligible to receive finishing points, a trophy or any other award based on a race finish. However, all starters are entitled to the 3 participation points.
 4. Any driver that is disqualified by impound, will receive no points for that race day, including 6-lap race. Any driver that is disqualified by race officials for a racing incident on track, will receive no points for that race.

After the last race of the Series, a COMMA Champion, a 1st Runner-up and a 2nd Runner-up will be named based on total accumulated points for their 12 best performances by date during the season (i.e. sum of 6-lap and 12-lap race points). Additionally, points for any date that include a driver penalty or disqualification cannot be dropped for consideration of the season champion calculations. A racer must participate in a minimum of seven out of the fourteen races in order to be eligible for year-end season awards.

Class awards will be based on the following standards: A. One or two cars ran in class = 1st place (This situation will normally be avoided by combining classes.)

B. 3 cars ran in class = 1st and 2nd places C. More than 3 cars ran in class = 1st, 2nd and 3rd places.

In the event of a tie for season points, the winner will be decided upon the following criteria in this order until the tie is broken.

1. Adjusted points (counting “Drops,” if applicable)
2. Most 1st places
3. Most 2nd places
4. Most 3rd places
5. Most 4th places, etc
6. Average points per race
7. Head-to-head battles (number of times driver “A” finished ahead of driver “B” while competing in the same races.
8. Highest # of points earned for race win
9. Highest # of points earned for 2nd place, etc.

A BIG thanks to all the safety corner marshals and the entire Hallett team that make this event safe and fun at the same time! If you know someone who would like to volunteer, tell them to email jennifer@hallettracing.net .