

# **RULE BOOK FOR 2012**



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## **2011 OUTLAW MODIFIED CHAMPION DOUG HOPPER**



**1 January 2012 – Supersedes All Others**

**OUTLAW MODIFIED**

**RULES FOR 2012 REGULAR RACING SEASON**

**IF IT DOESN'T SAY IT DON'T DO IT**

**1) GENERAL RULES**

- A. Outlaw Modified reserves the right to review or change any of the following rules at any time.
- B. Outlaw Modified shall be the sole judge and interpreter of all of the rules, regulations and protests. Questions about any of the following rules, to avoid breakdown of communication, should be directed to only the Outlaw Modified Race Director. If a particular question is of critical nature ask in writing and request a written answer.
- C. The word "stock" as referred to in the following rules means: as from the factory in non hi-performance mass produced automobiles. Any stock part not being used in the type of engine for which it was an OEM part is no longer considered a stock part.
- D. Any competitor willfully violating the rules, or exhibiting unsportsmanlike conduct may face suspension, loss of purse, and or points for that event.
- E. If any driver or crew member is involved in a fight at a race event, those involved shall be removed from the premises and could face charges with the local authorities.
- F. Any driver or crew member deemed to have started a fight shall be banned for a period of not less than one year.
- G. All protests must be filed with an Outlaw Modified official within 15 minutes of the finish of the Outlaw Modified Feature event.
  - 1. The cost to protest of the upper end of an engine is \$250.
  - 2. The cost to protest of the lower end of an engine is \$250.
  - 3. Protests shall only be filed by a car owner, or driver, participating in the protested race.
  - 4. Any car found to be illegal in a protest, or refuses tech, the driver and car shall be suspended for one race on the first offense. Upon the second offense the driver and car shall be suspended for three races. In either case, the car must be inspected for the item in question before



participating again. Enforcement of this rule shall carry over to the next racing season.

5. A car refusing tech, or found to be illegal in tech, shall lose all money and/or earned points for that race.
  6. Fuel protests shall be made not less than 30 minutes before the feature race event.
    - a) The protested party shall drain all fuel from his car.
    - b) The protesting party shall purchase from the track an equal amount of fuel.
    - c) The drained fuel becomes property of Outlaw Modified and the purchased fuel shall be installed in the protested car.
    - d) A \$35 fee shall activate the protest.
    - e) Rules G-4 and G-5 (above) shall apply.
  7. Engine check for cubic inch and/or compression shall be performed upon a driver's 3<sup>rd</sup> feature win. These two tests can be by whistle/puffer or head removal.
  8. Race track disqualification for conduct or non-compliance is the responsibility of host track officials or starter and are non-revocable.
  9. All race results are final as provided by the scorers at the participating host track.
- H. Radios are allowed for drivers new to the series only.
- i) Radios are for safety/instructional purposes only.
  - ii) The radio may be used for a maximum of five (5) feature events.
  - iii) Abuse by anyone using radios shall result in said driver radios being banned.
- I. Car numbers shall be 16 between and 18 inches high and of contrasting color located on both doors. Additional car numbers located on the rear deck (or the roof, if installed) of the car.
- J. One 6 inch car number is required on the front and rear of each car for lineup purposes.
- K. Car numbers shall have high contrast to the color of the car for better scoring. Remember, it is in each race team's best interest to provide the track officials the most visible car numbering possible.



- L. The interpretation and application of the Outlaw Modified Rules by Outlaw Modified Officials at the track shall be final and non-appealable in order to promote auto racing and to achieve prompt finality in competition results.
  - i) All competitors, car owners and license holders expressly agree that all determinations by the Outlaw Modified officials as to the applicability and interpretation of the Outlaw Modified rules are non-litigable and final.
  - ii) Competitors, car owners and license holders covenant that they will not initiate or maintain litigation of any kind against Outlaw Modified to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred or required as a result of such determination.
  - iii) Competitor, car owner or license holder agrees to reimburse Outlaw Modified for the costs of such litigation, including attorneys' fees.
  - iv) License holder, car owner or competitor further covenants that in any litigation brought against Outlaw Modified for any reason shall be tried before a judge of competent jurisdiction and hereby waives any right to trial by jury in such action.
- M. All Outlaw Modified participants, acting in their capacity as such, are and shall be independent contractors, and not agents, servants, or employees of Outlaw Modified.
- N. Outlaw Modified members shall use their own methods in performing their duties in accordance with Outlaw Modified rules, as they may be amended from time to time.
- O. It shall be the participant's obligation to furnish any tools, supplies, or materials they deem necessary to perform their duties.
- P. The participants shall be responsible for all actions of their employees or agents.
- Q. The participants assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes.
- R. Director of Outlaw Modified may suspend for a definite or indefinite period of time, or may terminate, a license in the interest of Outlaw Modified.
- S. Licenses and numbers expire on December 15<sup>th</sup> of each year. The January licensing fee and number fee must be paid in full by January 1<sup>st</sup> to Outlaw Modified or its designee.
- T. A license does not guarantee a car number. To protect a car number, a license must be purchased and the car must have participated (i.e.: take a green flag lap) in at least two (2) races during the previous year.



- U. Rain-outs – 50% of the event laps will constitute the completion of that event. Rain-outs or missed races shall not be rescheduled.
- V. A driver cannot change cars after the first green flag of a feature event or multiple segment events. Points stay with the car for the 1<sup>st</sup> segment of a race. Only cars starting the first segment of a race are qualified to start the second segment.

## **2) THE CAR**

- A. Aftermarket fabricated chassis are permitted. The chassis wheelbase shall be greater than 87 inches and less than 102 inches.
- B. The chassis track width shall be no greater than 77 inches. 77" is determined by the use of toe plates and the median between the front and rear measurements +/-1".
- C. The frame rails shall be no less than 2 X 2 square tube steel with a minimum wall thickness of 0.090".
- D. The roll cage shall be constructed of 1.5 inch diameter or larger steel tube with a minimum wall thickness of 0.090".
- E. Two 3/8 holes may be required, in locations at the inspector's discretion, for checking roll cage and chassis thickness.
- F. Roll cage shall be constructed to protect the driver from any angle.
- G. The driver's seat shall remain within the main chassis rails and roll cage.
- H. Gussests are required on main roof bars.
- I. Cars with wide roll cages are required an additional roof bar to protect the driver. There must also be a vertical bar to the left of the driver's head, and the driver's head must be below the top bar of the roll cage.
- J. Three side bars, not including the main rail, are required on the driver side.
- K. All openings between the driver's side door bars shall be filled with steel plate of at least 1/16" thickness. Plating must cover all openings from the driver's feet location to the back of the seat.
- L. Driver side door bars may not exceed 6 inches when measured from the outside of the left main rail.
- M. Two side bars, not including the main rail, are required on the right side.

## **3) BRAKES/HUBS/SPINDLES**



- A. All four wheels shall have brakes in good working order.
- B. Aftermarket front brakes, hub and rotor or any single parts thereof permitted with 35 pound weight penalty.
- C. No Inboard brakes.
- D. No aftermarket spindles (except Speedway Motors Mustang II reproduction part #91034304 must look like stock).  
Grandfathered in are the #10 & #00 spindle modification. No other cars shall be allowed to use any spindle modifications (1/1/09).

#### **4) REAR ENDS**

- A. Straight axle type only.
- B. No independent rear ends.
- C. Quick change rear permitted with 50 pound weight penalty (no traction control).

#### **5) TIRES AND WHEELS**

- A. Maximum wheel width at the tire mounting surface shall be 11 inches.
- B. Steel wheels only.
- C. Only Outlaw Modified approved and provided tires shall be used. The currently approved tire is a Hoosier 13 X 10 with an F-35 compound.
- D. No soaking or treating of tires is allowed.

#### **6) TRANSMISSIONS**

- A. Transmission may be stock, or Quick Change, and shall have at least 2 forward and 1 reverse gears in working order.
- B. Use of a Quick Change transmission requires a 50 pound weight penalty.
- C. No automatic or semi-automatic transmissions are permitted.

#### **7) WEIGHT**

- A. All cars shall weigh .75 pounds per cc, including driver after the race plus appropriate weight penalties based on a compression ratio not to exceed 9.5 to 1.
- B. After race minimum car weight is 1600 pounds with driver.
- C. Total number cc includes over bore.



- D. All ballast shall be bolted (minimum of 2 - 3/8 bolts) or welded to, or within, the frame rails.
- E. No ballast shall be mounted in, or on, the nerf bars or bumpers.
- F. Ballast shall be painted white.
- G. Weight shall be displayed on the left side of the hood in the following manner:  

2300cc+	39cc	=	2339ccX .75%	=	1,754 lbs
High Compression penalty					75lbs.
Aftermarket Brakes					35lbs.
Quick Change Transmission or Rear					50lbs.
After Race Weight				TOTAL	1914lbs.
- H. Left Side Weight – 60% max.
- I. Low Compression, less than 9.5:1, adds 25lbs.
- J. High Compression, greater than 9.5:1, adds 75 lbs weight penalty.
- K. Track scales shall be used to determine final weight.
- L. If a car fails to make weight on its first attempt across the scales, the driver will have two (2) additional attempts to reset the car on the scales before leaving the scale area and being disqualified from the race. Once a car crosses the scales and is pushed beyond the scales, the driver will not be allowed to rescale the car. All attempts at scaling the car must be completed at the time of the initial scaling. Any car leaving tech without tech OK will lose points & money for that event. (Once a car leaves tech, it's over!!!!)

**7) ENGINE (FOUR CYLINDER ONLY)**

- A. All parts and dimensions shall be stock unless otherwise stated herein.
- B. Material may be removed, but shall not be added except for intake manifolds, fasteners or repairs.
- C. No rotary, twin cam, or 2 cycle engines permitted. Only Ford 2.3 liter single OHC, Toyota, or Nissan made engines are allowed.
- D. Exception, In order to provide for longevity of the series, OLM will work with approved teams on a R&D program to introduce new motors to the series based on the following criteria:



1. No active chassis shall be used for a test bed
  2. The two motors currently under consideration are:  
Ford Focus 2.0 & 2.3 liter Motor
  3. The car shall be weighed with a baseline as if it were a 2.3 liter (.75 lbs per cc)
  4. Engine shall be naturally aspirated.
  5. Engine shall use stock cams and lobe overlap.
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- E. The cars in the program shall not be scored nor shall they receive any more payout than a car scored sixth (6<sup>th</sup>) or higher for two (2) years from the date the first car participates in a sanctioned event.
  - F. The intent of the program is to find an alternate low cost engine that could be used in a stock internal configuration. As this is a development program OLM reserves the right to add or remove restrictions to the program at any time.
  - G. Only 2 valves per cylinder permitted.
  - H. Only one spark plug port per cylinder.
  - I. No dimpling or divots in cylinder head, pistons or intake manifold.
  - J. Maximum displacement allowed is 2,450 cc.
  - K. Block, crankshaft and cylinder head shall be stock production parts. No special order or aftermarket. (The Esslinger Aluminum Part number M-6049-E23 is permitted in low & high compression engines with a 25lbs weight penalty).
  - L. Any piston and pin combination may be used.
  - M. Any non-roller cam or cam kit may be used.
  - N. Cooling systems open.
  - O. Aftermarket, and oversize valves are permitted (no titanium).
  - P. Any single coil distributor type ignition system may be used as long as it mounts in the stock position and is driven in the same manner that the engine manufacturer intended.
  - Q. The #1 spark plug shall be no further back than 20 inches from a line drawn between the upper ball joints.



- R. Any intake manifold available to the general public at a cost of \$250 or less may be used.
- S. Maximum of 1 two barrel down draft carburetor permitted (no fuel injection).
- T. Engines shall have starter in good working condition.
- U. Water cooled engines shall have a 1 quart or larger overflow tank.
- V. No turbochargers, superchargers, nitrous or any other performance adding induction equipment permitted.
- W. No dry sump permitted.

## **8) CLUTCH**

- A. After market clutch assemblies are permitted (no direct drive).

## **9) BODIES**

- A. Rear decks shall have a maximum of 32" from the ground. No wings, sideboards or wedge style bodies are allowed.
- B. With exception of the roll cage, maximum body height is 36" in rear and maximum 32" at front roll cage hoop.
- C. No windows.
- D. The front wheels shall be fully exposed.
- E. The right rear wheel shall have ½ of the tread exposed.
- F. No part of the body can extend past a line from the center line of the tread of the right front and right rear wheel.
- G. Left rear tire shall have a minimum of two inches to the left of a line which extends from the portion of the body furthest from the left of the center line of the car (using front and rear track) and is parallel to the centerline. Nerf bars are not part of the body.
- H. Cars shall be neat and clean in appearance. All advertising, stickers, and signs shall be Outlaw Modified approved.
- I. "For Sale" signs shall not be allowed on cars while they are on the track.
- J. All cars shall display two Outlaw Modified stickers. Outlaw Modified has the right to require that sponsor signs will be displayed on cars and trailers. If the signs are not displayed, the car shall not participate.
- K. Cars shall have closed in rears. Louvers/screen vents at the rear of the car

may not exceed 20% of the back panel area. Louvers/screens shall not have an opening large enough to allow a 5/16" diameter dowel to pass through the opening.

- L. The bottom of the rear body panels of the car shall be no higher than 15 inches above the ground.
- M. Roofs are optional (like Whelen modified cars). NO WINGS.
- N. There shall be no air foils of any kind, except spoilers.
- O. Vertical sides of a nose box shall not extend more than 2" above the horizontal plane of the nose box.
- P. Instrument panels may be installed under the top bar of the roll cage provided:
  - i) The instrument panel shall be limited to 4" in vertical height and 16" width.
  - ii) The instrument panel shall be installed in a secure manner.
  - iii) The instrument panel shall not extend more than 1" above the top of the roll cage. Visors that cover the instrument panel are acceptable, however, the maximum dimensions of (i) are inclusive of the panel and visor assembly.

## 10) BUMPERS

- A. Bumpers shall be centered to within 1 inch of 15 inches from the ground and shall be a minimum of 5 inches in height.
- B. Both front and rear bumper ends shall be turned inward
- C. Bumpers shall be made of steel or iron. No stainless steel.
- D. Aluminum rear bumpers, I beam type, are permitted, minimum 3/16" thick.
- E. Front bumper shall only be the width of the chassis (frame rails), +/- 2 inches on each side.
- F. Front bumper shall have a minimum of two (2) vertical bars.
- G. Bumper horizontal hoops must be continuous with a minimum radius of any bend being 6" and a maximum of 10".
- H. All horizontal bars shall be located on a 90 degree vertical plane.
- I. A fuel cell hoop shall be added to the rear frame that completely covers the area of the fuel tank when viewed from the rear.



## 11) FUEL

- A. Maximum fuel cell capacity shall be 12 US Gallons.
- B. Electric fuel pumps are allowed.
  - i) Electric fuel pumps shall be wired through oil pressure switch so that the pump is off when the engine is not running and ignition is on.
  - ii) Momentary bypass switches are allowed.
- C. A minimum of 3 gallons of fuel shall be purchased from the track at which the event is held on the night of the event.
- D. Only fuel that has been purchased from the track at which the event is held will be used for the race event.
- E. Fuel shall be 110 octane. If the track at which the event is held does not sell 110 octane the next octane, nearest to 110, sold by the track shall be used.
- F. Gasoline is the only approved fuel. No alcohol, nitrous fuels or any additives allowed.
- G. Cars should have a fuel capacity for a 35 lap race.

## 12) SAFETY

- A. A fire wall of at least 22 gauge steel shall separate the driver from the fuel cell, radiator, battery and engine compartment and shall be fully sealed.
- B. A headrest of not less than 16 square inches shall either be attached to the cage behind the driver's head or shall be part of the driver's seat.
- C. All interior roll cage and side pipes shall be properly padded.
- D. Drivers shall wear SNELL SA2005, or SFI 31.2, approved full face safety helmet and shield,
- E. Drivers shall wear approved fire retardant driving suit, fire retardant gloves and fire retardant shoes.
- F. Fire suit shall have a minimum of two layers
- G. All drivers shall wear a head and neck restraint device i.e. HANS/HUTCHENS devices etc. A neck collar or some form of neck protection is recommended and a requirement by some tracks to participate.
- H. Three inch lap belt, three inch shoulder harness and crotch belt all in good working condition and dated 2006 or newer.



- I. A window net is required on the driver's side. Window net shall be hinged from the bottom.
- J. Approved arm restraints are required to be worn.
- K. Seats shall be made of aluminum and be securely mounted to the chassis frame at the bottom and back of the seat.
- L. No more than 1.5 inches of seat padding allowed.
- M. All cars shall have drive shaft safety loop. Drive shafts shall be painted white.
- N. Outlaw Modified does not race back to the yellow flag. Restart positions revert back to the previous lap with the starter or scorer being the final word on all track matters.
- O. All cars are required to have a scatter shield, blow blanket, or plating to protect the driver in case of flywheel or clutch explosion.
- P. All cars shall be equipped with a switch that kills all electrical power in the car and the switch shall be marked with an approved marker.
- Q. All cars shall carry a charged fire extinguisher, which shall be marked with an approved marker and securely fastened in the car (no tape or wire ties).
- R. Jacking points attached to the car shall be perpendicular to the ground at all points and shall not extend beyond, on a horizontal plane, the bumpers or nerf bars.
- S. The ends of all bumpers, nerf bars, jack points and other protrusions shall be rounded, filled in/or made so as not to puncture tires or other cars.
- T. Bottom of fuel cell shall be at least 6 inches above the ground.

### **13) STARTING POSITION**

- A. Draw for position at start of event to determine starting position for heat races.
- B. Heat finish in heat determines the feature lineup after the draw for invert (drawn by one of the heat winners).
- C. Exceptions to the rule:
  - i) A request to go to the rear
  - ii) Race director decision that a car should go to the rear for experience or safety reasons.
  - iii) Cars requesting to start at the rear are allowed to start behind the winner



of the previous race.

**14) POINTS - YEARLY**

- A. Each feature winner receives 125 points plus a 17 point bonus. The 17 bonus point award is an effort to promote a better show, and to discourage a driver from sandbagging to finish second so they do not have to start last.
- B. Each feature second place shall receive 120 points and each finish position thereafter receives 5 points less.
- C. All cars starting race are guaranteed 20 points.
- D. The winner of the race shall start last in the next scheduled race.

**15) PAYOUT**

- A. The Outlaw Modifieds are paid based on the cars that show up and complete the first lap of the feature.
- B. Track pay starts at a minimum of ten cars.
- C. Cars that are disqualified for rough driving or unsportsmanlike conduct shall not be paid and receive no points for the race..



- THE OUTLAW MODIFIEDS**
- AN ENTERTAINMENT GROUP**
- A TEAM EFFORT**
- FAMILY FUN**
- JOIN THE TEAM**

[www.outlawmodified.com](http://www.outlawmodified.com)

As you receive this year's book, a few changes have been made. The rules established many years ago still apply when it comes to safety, the affordability of our series and the marketing of our race series to each track we visit this year.

Remember most of these rules have been in place for over 35 years.

OUTLAW MODIFIED RACING SERIES Inc.  
2431 Sunset Point Road Clearwater, FL 33765      Louis Cabre

### **AN OPEN LETTER TO OUR MEMBERS**

Congratulations on your decision to participate in the OUTLAW MODIFIEDS RACING SERIES ORGANIZATION!

The Outlaw Modified Series was founded on two key principles: 1) Maintain rules that allow teams to field a competitive car at an affordable cost; and, 2) Maintain a "Family" atmosphere in all aspects of the series operations. These principles have been the key to our success for over 25 years and resulted in the series being recognized for putting on a good show and making sure every one has a chance to participate. As a travelling series, Outlaw Modified teams often rely on one another by sharing parts, making repairs and developing relationships that are long lasting. We do so partly out of necessity, racing far from home we cannot always have the tools or parts we need, but mostly it is because of our passion for racing at its best. The continued success of the Outlaw Modifieds depends on the team effort of all its members.

Continued participation is paramount to the success of the series. Like any other sporting organization, we have a season of scheduled events consisting of 18 to 25 races that require a Team Effort. Race dates for the series is an opportunity to come together as a team, to get together socially and enjoy an evening of racing. Rather than a group of individual race teams, the Outlaw Modifieds are all part of a single team having a common interest. It is not unusual at an OUTLAW MODIFIEDS event to see parts and people from other teams working on someone else's broken or wrecked racer to ensure cars are ready to make the show. For our fans, it is an opportunity to see some of the best local racing in Florida. More importantly, to track promoters, we are a group that entertains and putting on a good show is what will invite us back. That's right payoff and our continued presence at the track is dependent on car count and our commitment to putting on the best show possible, as a team. By comparison to racing in a division at the same track week after week, racing in a traveling series



is not easy. It is the difficulty that attracts the very best to our series and its what makes your success as an Outlaw Modified team ever more special. By joining the Outlaw Modifieds, you are making a commitment to attend the races, respect one another's equipment, represent the series in the most professional way that you can and help make sure everyone has a chance to race.

## **FEES AND PAYMENTS**

Since the Outlaw Modified payout is dependent on car count, helping to make sure every one shows up only puts more money in your pocket. All money collected at the track is paid out to the racers. OUTLAW MODIFIEDS keeps none of the purse.

A yearly license fee of \$125 is due at the beginning of the season. This ensures you number for the year and helps with the administrative costs of the OUTLAW MODIFIEDS (such as the awards banquet).

## **TRACK ETIQUETTE**

Remember, we are a traveling show and as such we are essentially guests in someone else's home. Whether it be the personnel at the track gate, fuel, tech, track photographer, local track racers or fans, we represent the series to every person we encounter. Each Outlaw Modified member serves as an ambassador for the series. Adrenaline and sometimes tempers run high during and after a race. Curb your emotions. If you have a specific beef, see the race director after the race.

As we have the opportunity to entertain at a number of different tracks, we have tried to adopt some universal rules of the road for our races. SLOW SIDE IS THE LOW SIDE! Cars being shown the move over flag will hold their position until traffic is clear.

This is our race only it may not necessarily be the track rules for test and tune etc. Before going out on the track for the first time display some common courtesy and ask the flagman or starter for local rules.

Be on time. Come to the track early enough to get setup. Make sure you are ready in plenty of time to stage for hot laps, the heats and most importantly the feature. As they know we are a travelling show, most of the tracks schedule us for an early feature. Let us give the same courtesy by being on time.

## **IN CLOSING**

We look forward to your participation in our series. The success of this series is dependent upon your involvement and commitment. We have an exciting year of great racing ahead of us and we look forward to seeing you at the track.

Sincerely,

Your Fellow Racers.