

## ALBERTA OUTLAW MODIFIED RULES - 2009

**A.O.M.R.A.** in the following and from this point on refers to: The Alberta Outlaw Modified Racing Association.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events all racers are deemed to have complied with these rules. There is no expressed or implied warranty of safety from publication of compliance with, these rules and/or regulations. (These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.)

At the discretion of A.O.M.R.A. Tech personnel and or the A.O.M.R.A. board members any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions.

All A.O.M.R.A. race vehicles are subject to inspection by A.O.M.R.A. tech personnel at anytime.

Approval of an A.O.M.R.A. race vehicle by the A.O.M.R.A. tech personnel shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected A.O.M.R.A. vehicle is guaranteed mechanically sound. Be it further declared that the A.O.M.R.A. tech personnel shall not be liable, nor shall the A.O.M.R.A. sanctioning body, for any mechanical failure nor for any losses, injuries, or death resulting from the same.

Any unsportsmanlike conduct by drivers, owners and/or pit crew shall be grounds for punitive action by the A.O.M.R.A. sanctioning body and will strictly be enforced. Drivers shall be responsible for the conduct and actions of their crew members.

ABSOLUTELY NO Alcoholic beverages or illegal drugs will be consumed by drivers or their pit crews prior to or during, an A.O.M.R.A. event. Any infractions shall be cause for immediate fine and/or immediate indefinite suspension.

**Sanctioned Events:** As long as **6** registered Alberta Outlaw Modified's, take any green at an event the A.O.M.R.A. will consider it to be a sanctioned event.

**Driver Switches:** You are allowed to have a different driver run your car at each event and/or each race per race day. (no switching in the middle of a heat or main) **However** the driver must be a **registered driver** of the A.O.M.R.A., in good standings and **must start** at the back. Every time a driver switch occurs the car must start at the back. (2002 amendment)

Drivers under 18 years of age must have a signed and notarized parental consent form.

**NOTE:** The A.O.M.R.A. Sanctioned body may require participant to undergo a physical examination before said individual is allowed to compete in an A.O.M.R.A. event. Decisions of A.O.M.R.A. officials and Tech Personnel are final and binding with the exception, in some cases, track rules may take precedence over A.O.M.R.A. rules – any discrepancy between A.O.M.R.A. and track rules should be brought to the attention of A.O.M.R.A. for immediate interpretation.

*ONLY A.O.M.R.A. Officials are to address track officials through approved means.*

## GENERAL SAFETY RULES

1. A three inch, five point, competition style (quick release) harness complete with metal buckles is required. Dated within three years of current date. No frayed belts. The shoulder harness should be mounted even with or slightly below the driver's shoulders.
2. An approved window net. No frayed nets allowed. Securely fastened to the driver's door with a quick release at the top is required.
3. An aluminum racing seat securely mounted to the frame or roll cage is required. If the driver's seat is not high back type seat, then a head rest must be installed.
4. Roll bar padding is to be installed on all parts of the roll cage in the driver's compartment.
5. Driver's compartment must be fully sealed with steel sheeting, minimum 22 gauge. All related hoses, fuel lines, and exhaust systems must be completely sealed from the driver's compartment. (common sense)
6. Battery must be securely mounted and totally covered. (e.g. marine battery box)
7. All cars using a manual transmission and clutch must have a minimum of 22 gauge steel.
8. Transmission must have all working gears.
9. All cars must have 180 degree fan shroud in place and be a minimum of 22 gauge steel or aluminum.
10. All cars must have at least one driver shaft hoop, (front hoop) minimum 1/8 inch flat iron within 4 inches of front U-joint. Driver-shaft must be painted "white".
11. All cars must have three or four working brakes with drums and/or rotors. Subject to break test.
12. Racing fuel cells are required and must be mounted by at least two steel straps. No part of the fuel cell should be lower than protective tubing. Fuel may be either gasoline or aviation fuel ONLY. No alcohol or nitrous oxide allowed. No refueling allowed with anyone in the car. Must have ground strap.
13. Helmets are required and must be approved S.N.E.L.L. SA2000 helmets and must be worn at all times the car is on the track. Helmets must accompany racecar at the time of inspection/safety.
14. Fire suits are mandatory for drivers. Nomex style driving suite, preferably two layer suits or a single layer Nomex style driving suit and Nomex underwear are required. Nomex gloves, shoes, balaclavas are recommended. Drivers must wear racing shoes or boots while driving. No exceptions.

15. A horse collar or cervical collar is strongly recommended to be worn.
16. All race cars must have working exhaust pipe exiting outside of the body. IMCA style headers allowed.
17. Any car involved in a serious on-track accident or roll-over will be suspended from further competition until receiving inspection and approval from the Tech Personnel or those representing technical support.
18. Under no circumstance will any work be done under the car without jack stands in place. 15" steel plate must be attached to bottom of the jack stands.
19. No transmitting or listening devices allowed. Receivers allowed where required.
20. No equipment or parts will be considered legal or approved by reason of having passed through technical inspection.
21. No mirrors of any description.
22. 850- CFM max carburetors. No Predator Carburetors allowed.
23. Minimum 1 inch (1") wheel nuts allowed. All wheel studs and nuts must be in place at all times.
24. All cars are strongly recommended to have expanding metal screen in front of the driver.

### **FRAME AND SUSPENSION**

1. Any North-American full framed car, newer than 1950, may be used. No unibody frames allowed (e.g. Camaro, Mustang, Duster etc...)
2. Frames may be shortened. No widening or narrowing of frame is allowed. Centerline of frame to outside of the door bar cannot exceed 33 3/4"  
Maximum wheel base: 124 inches  
Minimum wheel base: 108 inches.
3. No bolt-on weight or ballast allowed.
4. Upper and lower tubular A arms are allowed (A arms or control arms must bolt directly to the stock mounting bracket-no moving or alterations to the factory mount). Reinforcing of stock components is allowed. Front suspension mounts must be un-altered in stock location. Weight jacks or load bolts are allowed. Load leveler shocks are allowed using one shock per wheel. No adjustable coil over shocks. Racing shocks are allowed. Coil springs may be changed but springs must remain in original position. Spring towers are allowed. 1 non-adjustable racing shock allowed per wheel, subject to a \$70 claim at the last checkered flag of the event. Claim can be refused but driver will lose all points for the day.

5. Steering box may be moved no more than 12 inches forward or back to allow for quickening of steering. Steering must be no more than two (2) turns on steering wheel to attain lock to lock on the front wheels. Power or manual steering box may be used. Steering quickners allowed. Steering wheels must have a compression coupler.
6. Any rear end may be used in any frame but must mount to the original control arms to that frame. No independent rear ends allowed. (E.g. Corvette, Jaguar etc...) Rear-end gears may be welded, mini-spools may be used, or posi-track rear ends may be used. Quick-change rear ends are not allowed. No in and out boxes are allowed.
7. Tubular A-frames are allowed.
8. No hydraulic or electric weight-jacks allowed.

### **BODY**

1. Body panels must be replaced if damaged. (22 gauge) Steel or aluminum body to resemble a particular type of car. Driver must be visible in all circumstances. Spoiler can be run to a max of 8 inches only –the driver must be visible.
2. Hood to match roll cage in rear and cover radiator in front. Hood may be steel, aluminum or fiberglass.
3. Air cleaner may protrude through the hood with a maximum one half inch (1/2") clearance around the air cleaner.

### **TIRES**

#### New Dirt Tires:

Tires and wheels must be 10" to 14" rim. No snow tires or bead locks allowed. Right rear tire must be Hoosier/Goodyear or McCearny 29-11-15 compound 3 or harder or 92.0-11-15.

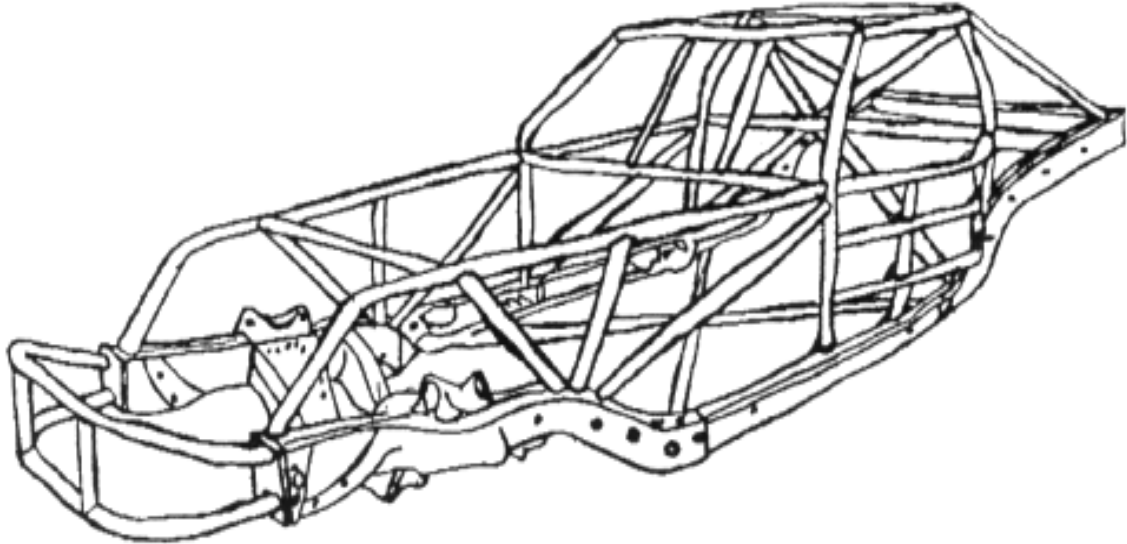
#### Used Dirt Tires:

Can be any size or compound limited to a 14" rim maximum. Tires must be 25% worn.

#### USED Asphalt Tires Only To be Run:

Can be any size or compound with 14" rim Maximum.

## ROLL CAGE



1. Minimum four (4) uprights. Three (3) bars driver's side. Minimum two (2) uprights. Two (2) bars right side. Side bars must have suitable number of uprights.
2. Roll Cage must be frame mounted in at least six (6) places. Body mounted roll cages not acceptable.
3. Must consist of a configuration of front and rear pipes connected by tubing on the sides or side pipes. Driver's head must not protrude above cage when helmet is on and driver is strapped in to driver's seat.
4. Roll cage must be securely supported and braced.
5. Low carbon, mild steel tubing recommended. Other materials are subjected to prior approval. No Drill stem. (E.g. Chrome molly 4130 not black pipe).
6. Must be electrical-resistant welded (E.R.W.) tube. One and three quarter inch (1 2/4") outside diameter with a .095 wall minimum.
7. Transmission mounts are mandatory if transmission has a mount on it.
8. Tech Personnel will be checking wall thickness.
9. Shoulder safety bar required.
10. Drivers should be protected by the roll cage in all instances.

## **NERF BARS AND BUMPERS**

1. Front and rear bumpers and side nerf bars are mandatory. No jagged edges, front and rear frame horns to be boxed in. Bobtailing allowed. Upper and lower bumper bars required.

Height of front and rear bumper bars:

TOP: 17 inches

BOTTOM: 12 inches

2. Height of side nerf bars:  
TOP: Maximum 24 inches  
BOTTOM: Minimum 10 inches
3. Bumpers and nerf bars must be constructed with a minimum of one and one half inches (1 ½”) outside diameter by .095 wall E.R.W. tubing.
4. Front and rear bumpers may not protrude past outer frame horns.
5. Side nerf bars may not protrude past outer edge of rear tires.

## **MOUNTING OF MOTOR**

1. Motor can be mounted a minimum of 60 inches forward of the center of the rear end housing. Measured from the bellhousing flange on the engine block.
2. Motor can be offset no more than 4” from the center of the frame. For motors that are mounted on an angle the offset shall not be more than an average of four inches (4”) max from front crank shaft bolt.

## **ENGINE CLAIMING RULES**

1. \$2,000.00 cash claim on engine. Plus \$100 to the wrecker pulling the engine.
2. Claim does not include:
  - a) flywheel, b) clutch, c) pressure plate, d) bellhousing, e) headers, f) carburetor, g) starter, h) motor mounts, I ) clutch arm, j) fan & pulleys, k) sending units and switches for oil pressure water temperature, l) throw out bearing, m) water pump, n) fuel pump, o) distributor, p) plug wire, q) intake, r) oil pan , s) oil pump.
3. First four finishers (whether running or not) are subject to engine claim by any other driver finishing fifth on back in the feature, To Claim you must have completed 90% of laps in the main/feature race. [Note: Any “special” event, the top four, plus any other positions paying at least \$300.00 will be subject to claim] Driver allowed one claim ONLY per event, regardless of outcome of that claim. Incase of multiple claim on the same engine, engine will go to qualified claiming driver finishing farthest back in the feature race.

4. Driver making claim must drive his car immediately after finish of the feature, under its own power, directly to claiming area. Only drivers and officials in claiming area.
5. Claims must be made within 5 minutes of end of feature race, and claimed engine must be completely removed within one (1) hour from time of claim is made and driver agrees to sell claimed engine.
6. Claims must be made to A.O.M.R.A. *Tech Personnel* and \$2,100.00 cash, and valid A.O.M.R.A. registration (see by-laws – rule voting member definition) must accompany declaration of intention of claim.
7. First sell or no sell by driver being claimed is binding.
8. Only driver may claim engine and only a driver may agree to sell or refuse to sell engine.
9. Refusal to sell forfeits all cash and contingency winnings for feature, any trophies earned in feature, plus ALL A.O.M.R.A. points for the season. Any driver refusing to sell engine, when claimed within the rules, regardless of his reinstatement with the A.O.M.R.A., loses his right to claim any A.O.M.R.A. driver's engine for 12 calendar months from date of refusal to sell.
10. First refusal to sell will result in loss of ALL A.O.M.R.A. points for the season and will also result in the driver being suspended from A.O.M.R.A. events for 21 calendar days from date of refusal or until a \$1,500.00 cash fine is paid to the A.O.M.R.A.
11. Any driver found to be claiming an engine for anyone other than himself will lose ALL A.O.M.R.A. points for the season and will be suspended for 21 calendar days or until a \$1, 500.00 cash fine is paid to the A.O.M.R.A.
12. All claimed engines must be removed from the car at the track; buyer must examine engine before removal – once removal is started, sale is final. Any sabotage to claimed engine will result in saboteur being suspended from A.O.M.R.A. competition for 21 calendar days or until a \$1,500.00 fine is paid to the A.O.M.R.A.
13. Any driver using any device which is intended to deceive another driver including, but not limited to, devices which squirt oil into or onto engine which gives outward appearance of “blown” engine will be subjected to the following penalties: Forfeiture of all money and trophies earned in the event, loss of all A.O.M.R.A. points, and suspension until a \$500.00 cash fine is paid to the A.O.M.R.A.
14. No driver may claim more than two (2) engines during regular season weekly sanctioned races. (NOTE: opening night, driver may not be allowed to make claim on first night at A.O.M.R.A. events; however, he/she may claim during the second appearance at the track during the same season.)
15. No *One* driver may claim any other one driver's engine more than *once* during current calendar year.

## GENERAL POINTS & PAYOUT REGULATIONS

### *Payout System*

#### **The Equal Payout System:**

This system will make it so all parties get paid equal amounts on race day-as long as they take a *green flag* on the race day. The A.O.M.R.A. will hold and accumulate 10% of the total event winnings, per race day/event. (This included cash bonuses) This 10% will be broken into:

*5% - Club operation expense  
5% - General revenue*

### *Points & Line ups*

#### **Line –up Positioning:**

Trophy Dash Line ups are based on random selection.

Point's breakdown:

*No points for Trophy dash's*

150 – Feature Win

140- 2<sup>nd</sup> place

130 – 3<sup>rd</sup> place

Reduced by 10 points per position

75 – Heat Win

70 – 2<sup>nd</sup> place

65- 3<sup>rd</sup> place

Reduced by 5 points per position

All cars must be registered to receive points- IF for some reason a non- registered vehicle runs with us points will be adjusted to take that car out of the point's totals.

If during a race day there are more then *12 cars* present, (12+) heats will be broken in two. Points will be adjusted accordingly so as no loss of point position will occur.

*Normal feature win 150 points – split 75 points*

*Normal heat win – 75 points – split 35 points*

Line ups are based on club points. All heats and Features will be based on club *overall points* to date, including all tracks. The first race day line up for the season is *randomly* picked to show no favoritism. All rookie drivers must start at the back of the pack for the first three race days, and be identified with rookie flags. After the first three races by *majority driver vote* the rookie may begin to race in the regular line up or be placed at the back of the pack for review again until the other drivers deem they feel the rookie driver is not a risk to them or himself.

Rookie drivers will not be penalized any points for starting at the back.

Drivers participating in Mechanic races and Ladies races must be registered members of the A.O.M.R.A. If they are registered as *drivers* they will not be recognized as the race winner and must default their win to the next qualifying driver.

All lineup & point discrepancy issues must be addressed to the Secretary immediately upon concern and if possible on the race day in question.

**Car Number:** The points go to the car/car number not to the driver. The driver can put his number on any car as long as the number is only registered to one car per night. The driver if present must be the driver of the car with his number on it in order for that driver to get his points.

**Rain Outs/Cancellations:**

Drivers with their cars that show at the track for a race date and the race is then cancelled or rained out (with no race run), will be awarded 50 points for showing which will be added to their points. Drivers must check in with designated point keeper at track.