

Worthington Speedway Mini Mods

SERIES RULES & REGULATIONS

- Interpretation of Outlaw Mini Mod Series (OMMS) rules will be at the discretion of technical inspector (track or series). All decisions by track and/or Series officials will be final. **If the rules do not state you can do something, assume that you CANNOT.**
- Officials have the right to check anything on any car at any time
- Officials have the right to amend any rule at any time for the betterment of the Series
- The safety recommendations in this rule book are provided as minimum recommendations, in line with industry standard. They should be used in addition to the requirements put in place by your local track. Drivers are responsible for the race- worthiness of their equipment and should inspect ALL equipment prior to any outing. Drivers should always use the highest quality; in date safety equipment as defined by SFI, FIA, SNELL, or other recognized safety certification organization.

HOOSIER TIRES

- RF, LF, LR - 15.0/8.0-8 JR. Sprint
- RR- 16.0/8.5-8 JR. Sprint
- These are the ONLY tires allowed
- 16.0/8.5-8 tire can only be used on RR
- RR Compound D28 ONLY
- RF, LF, LR- RD20 Compound ONLY
- You may groove and sipe tires in any pattern

- Tire softeners or conditioners which alter the chemical compound of the tire will NOT be permitted. This includes, but is not limited to, tire soaking, internal applications, or the use of tread softeners. This will be strictly enforced. See the "Tire Agreement" section at the end of this document for more info.

RIMS

- RF, LF, LR 8" X 8" steel or aluminum (wheel dimension must be within +/- 1" of 8")
- Any off set wheel (3" X 5" is standard)
- No plastic or carbon fiber wheels
- No bleeders of any style
- 4" X 4" bolt pattern ONLY
- Bead-lock wheel can only be used on RR

HUBS

- Steel or aluminum front hubs
- 4" X 4" bolt pattern ONLY

SPINDLES

- Steel spindle ONLY (no aluminum)
- Factory Bat Wing Chassis Spindles ONLY!
- 7" snout length 7 degree min - 9 degree max Page 4 of 24

STEERING

- Steering quickener is allowed & recommended
- No aluminum steering shafts
- No aluminum U-joints
- No Rack & Pinion steering
- No Power steering

FUEL CELL, FUEL PUMP & FUEL

- 3-gal Max capacity fuel cell. May be steel or aluminum. Bat Wing Chassis Specific Part. Must have working rollover vent.
- No race fuel. No methanol. No additives.
- Factory-style Fuel Pump in tank or electric Fuel Pump allowed
- Must use fuel line rated for fuel injection.
- Use factory connections with clamps when possible
- Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. The Suzuki Motor Corp. recommends the use of 89 octane unleaded gasoline. Higher octane fuels can cause higher operating temperatures and reduce the running life of your engine. The only oxygenates permitted are MTBE and ethanol alcohol, in the same quantity, that are found in pump gasoline.
- Max fuel pressure: 45 PSI
- Laboratory Testing – OMMS reserves the right to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the Technical Inspector.
- The specific elements that will be searched for include: propylene oxide, alcohols (all types), aldehydes, amino diphenyl, benzene (in excess of EPA limit), Benzedrine, beryllium compounds, bromine compounds, butadiene's, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indicators

(BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

- Penalty for Fuel Rule Violations - Any competitor (driver and/or owner) caught using any of the illegal fuel, or additives as previously mentioned is subject to a minimum disqualification, forfeit of winnings and points, and a minimum fine of \$300 to cover the cost associated with lab testing. Further penalties and suspensions will be determined by OMMS based on the chemical composition of the additive in question.

GEAR

- Front gear and chain must be steel
- Gearing is open
- 50 chain, 530 chain, or 520 o-ring chain

RADIATOR

- Factory Bat Wing Chassis or comparable
- May mount on RH or LH side no further back then rear of seat

BRAKES

- One rear brake
- NO front brakes
- 10" max diameter of brake disc
- 2 piston caliper ONLY Wilwood #120-4062
- 5/16" max thickness of brake disc
- Wildwood Master Cylinder #2606764
- Steel or high pressure plastic racing brake line

BIRD CAGES

- Single or double bearing bird cages allowed.
- Suspension link mounting hole dimension - 5-1/4" +/- 1/8" (space between/across bolt holes on bird cage) 4-Link or Wishbone must be bolted in these holes on Birdcage.

ENGINE

- Suzuki GSXR 600 motor from 2001-2009 model years. 2011- 2013 model year engines are legal with 09' year injection/ wiring/ ECU.
- No Yamaha, Kawasaki or *Honda engines (Cars that were *originally* built with the Honda motor option will be allowed)
- Stock from motorcycle, including injectors, clutch, spark plugs, and ECU
- All engines and wire harness must come from Bat Wing Chassis or be inspected by Bat Wing Chassis
- ECU MUST be checked and sealed by Bat Wing Chassis. If you are found with a non-cabled/sealed ECU on your car, you will be disqualified from said event and fined \$300.
- 599 cc max displacement
- 12-volt battery ONLY (one battery per car)
- No aftermarket devices (injection systems, carbs, ignition, and/or throttle bodies)
- Aftermarket air box is allowed. HIGHLY RECOMMENDED to have a safety strap/tether around airbox to throttle bodies or engine
- Aftermarket exhaust header is allowed (Beyea RH exit header recommended)
- Aftermarket Oil Pan is legal. (Kevko GSXR-600 pan recommended)
- Must have complete working muffler
- NO throttle body spacers

- OEM equivalent clutch, NO lightweight clutch baskets, or modification of clutch basket and or flywheel.
- Secondary plates in throttle body may be removed

WHEELBASE

- 69" +/- 1"
- Max overall length of car 132"
- Max overall width 65"

FRONT AXLE

- One-piece steel straight front axle (must be comparable to factory Bat Wing Chassis axle)
- Max width 34"
- Min width 32"
- 2 radius rods RH side (mounted 5" +/- 1" from outside of axle)
- 1 radius rod LH side (mounted 5" +/- 1" from outside of axle)
- Shock can mount anywhere ON front axle
- 5/8" spindle heims

SHOCKS & SPRINGS

- Any 6" steel-bodied shock is allowed
- NO aluminum shocks

- NO Bulb/ Canister Style Shocks, NO Schrader Valves, NO Shock Bleeders
- NO Sliders or Dummy shocks
- NO cockpit shock adjusters
- Only 4 shocks and springs per car

- Any spring rate is allowed
- 1-7/8" diameter springs only (8" or 10" tall spring is allowed)
- NO barrel springs
- 1" max shock extension
- NO internal or external bump stops
- Shock must be equipped with a 6" shaft and a 6" body
- Shock mounting location must not exceed a 5" radius from the factory BWC shock tube location on the Chassis, or the birdcage on the axel

BODY

- Body style & design is open (must resemble a modified)
- Maximum width 65", Maximum Length 132" - Car and Body MUST fit in a hypothetical box of 65" wide x 132" long x 60" tall.
- 3" Spoiler- 3" Maximum length of material from deck to top of spoiler, Any angle allowed. 1" max support brace/ bend/ lip protruding off rear of spoiler.
- 7" Max spoiler support/sides/braces Height measured from top of decking. No more then 4 spoiler supports/sides/braces per car.
- 3" Max height on *any* tin work acting as a fin in any location of the car. Measured from decking, roof, hood or adjoining flat surface.
- No wings
- Maximum deck height measured in center of car, from bottom of spoiler to ground=38" WITH DRIVER IN SEAT. (3" tall Max Spoiler Height) Not to include spoiler wings or supports

- Leading edge, Front of the decking Spec- Min. 20", Max. 32" measured from the ground to top leading edge, with the driver in the seat.
- Standard front & rear bumper design/ or comparable to factory Bat Wing Chassis (Front- 31" X 7.5" Rear- 47" X 7.5" +/- 1") Front & Rear Bumper MUST measure 14" +/- 1" from ground to center.
- Nerf bars MUST be bolted or pinned on one end minimum.
- Any style sail panel is legal (open or closed) Must have a minimum of 1" material acting as sail panel & front "A" pillar. Sail Panels MUST be similar in design from side to side. IE- Both Open or BOTH Closed Style.
- Roof must be attached to the top of roll cage. A maximum 1" air gap space is legal. Drivers head/helmet must be below bottom edge of roll cage bar.
- Decals & Branding- With increasing car counts and increasing tracks, the cars need an identity to the fans. We are running at many new tracks in multiple different states & Canada. Our cars are easily confused with other mini modified style cars,

Excel 600s, Slingshots etc. Every driver and owner is an ambassador for the class! If we want the class to grow, we have to tell people what we're racing. Ultimately, we want the people in the stands to know and recognize the Outlaw Mini Mod Series / Bat Wing Chassis name so we get more cars, more sponsors and more tracks on board! All cars that showcase the OMMS logo on the front nose and the Bat Wing Chassis logo at the bottom of the doors on each side will receive a FREE Shirt!

- Please see the last page of this document for Body Template graphic

CHASSIS

- Chassis History
 - 2009-2013 - 1" tube cars built for karting size tracks. These cars were decommissioned in 2014.
 - 2014 - Half 1" half 1-1/4" Tube Chassis production built. (#22-33)
 - 2015-2016 - All 1-1/4" Tube Chassis production built. (#34-47)
 - 2017-Present. All 1-1/4" Tube Chassis with added cockpit room. Production built. (#48-120)
- The Bat Wing Chassis cars that are being produced today share all the same pick up points as the very first generation. This will NEVER change. Bars have been added for safety and moved for added room in the driver compartment. All other aspects of the car AND components have and WILL stay the same.
- Any alterations to the "Spec Designed" Bat Wing Chassis are prohibited. Changing, moving, or adding any suspension or shock mounting points/locations is prohibited. Radiator location may mount on RH or LH side no further back then rear of seat. Bat Wing Chassis will be the sole manufacture of the Outlaw Mini Mod race car. No other chassis or cars built by someone other than Bat Wing Chassis LLC will be allowed!

WEIGHT

- Minimum weight rule 875#. Drivers weighing less than 150#, must add 50# under the seat, or a minimum of 3 official Bat Wing Chassis weight plates. Car & driver must weigh a minimum of 875# after the Feature.
- CARS WILL BE REQUIRED TO SCALE PER TRACK RULES. If found light, driver will be disqualified from event, lose all points for event & receive no pay for event. If you do not go directly to scale after race event you will be disqualified- no questions asked.

MISCELLANEOUS

- Transponders are mandatory
- Raceceivers are mandatory
- No traction control
- No air shifter
- No remote weight jacks or suspension adjustments from cockpit
- No aluminum bolts
- No radio communication in cars
- No spring or biscuit pull or pan-hard bars
- No torsion, leaf, or sway bars
- 1/2" minimum heim on all rear suspension parts
- 3/8" minimum heim on all front suspension parts
- Straight live rear axle (no independent rear axle)
- Engine must be mounted to rear axle in an un-sprung configuration
- Standard front & rear bumper design/ or comparable to factory Bat Wing Chassis (Front- 31" X 7.5" Rear- 48" X 7.5" +/- 1")
- Front & Rear Bumper MUST measure 14" +/- 1" from ground to center.
- Mandatory chain guard
- Certified race seat mounted with three 3/8" bolts minimum and 5-point safety harness
- Must have car number clearly displayed on rear of car
- Any added lead must be painted WHITE and have car number on it. Added lead must be bolted thru a welded tab on chassis with minimum of 5/16" bolts or clamped to a chassis tube. DO NOT BOLT LEAD TO FLOOR PAN!
- If a driver's airbox, muffler, or any part that should be securely fastened to the car comes off during an event, up

to \$50 fine will be imposed to said driver. Please make sure your car is properly assembled, with correct fasteners, and in a good safe condition not only for yourself, but other competitors as well.

SAFETY

- Please consult your local track for track specific requirements in addition to the detailed items below:
- All safety equipment must be up to date.
- Large Fire Extinguisher in pits/at your trailer is HIGHLY recommended.
- Each car must be equipped with a seat designed specifically for race use. A full containment seat certified to SFI 39.2 (or better) is HIGHLY RECOMMENDED.
- Head & Neck Restraint System MANDATORY!
- Minimum two-inch wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Belts are good for ONE year past stamped date (no more than two years old)
- Helmets must be Full-Face and used correctly, per manufacturer's instructions at all times when on track. A Certified SA2015 (or better) approved helmet is Required.
- Racing suit mandatory (1 or 2 piece). It is HIGHLY RECOMMENDED that each driver use a SFI3.2A/5 (or better) approved racing suit.
- Closed toe shoes and gloves are required. It is HIGHLY RECOMMENDED that each driver use a SFI 3.3 (or better) approved racing shoes and gloves.
- Trash Guard (Highly Recommended)

ON-TRACK MISCELLANEOUS

- Rough driving will not be tolerated!
- Any incidents that are judged to be deliberate acts of aggression will result in disqualification and a monetary fine to be determined by the Rules Committee/Appeal Board*.
- *On track incidents, the track official is officiating the race. Any bumping or banging is to be policed by the track race official and needs to be addressed with the track race official.
- All racers will abide by current race track guidelines and rules for on track race procedures, scaling, and penalties enforced by track officials. All on track calls will be made by track officials and be final.

CONDUCT

- Officials reserve the right to increase the above penalties, depending on the severity of the incident.
- Any disqualification will result in no points and no money for the event.
- Disciplinary action may also include, but is not limited to, the right of the officials to suspend either temporarily, or permanently, any driver, team member or team sponsor, whose actions, in the sole opinion and discretion of the series organizers and officials, may have resulted in, or may result in, harm or detriment to the Worthington Speedway officials and workers.
- The organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car, trailer or transporter. Failure to comply with this request for removal may result in disqualification from some or all of the OMMS events.
- The decisions made, and the disciplinary actions taken, by the organizers and officials here under shall not be appealed

by the driver, team member or team sponsor affected there by. Please remember that we are here because of the fans, promoters and the sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior. Please note: By entering, qualifying and/or racing in an event, you are accepting these rules and regulations as being those under which you are prepared to race. Any driver entering and competing in an event acknowledges and accepts the following: its assigns may use the drivers names, pictures, likeness, and performances in anyway, medium, or material; including without limitation by and through, television, radio, air wave: cable and satellite broadcasts, film productions, videotape reproductions, audiotape reproductions, transmissions over the internet, and public and private on-line services authorized by the and the like, before, during and after the event, for promoting, advertising, recording or reporting in the event or any sanctioned event, and due hereby relinquish all rights there to for these purposes, provided however, that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

- Track officials will be responsible for policing and enforcing issues regarding conduct at the track.
- Car owner is responsible for the conduct of the driver and crew at the track and in the pit area.
- All owners, drivers, crew and team members must present themselves in a professional manner throughout any/all events.

- Any individuals who get into a fight or obscene argument at the track shall be immediately suspended from that event. Suspension and/or fine will be at the discretion of track officials.
- **These actions or any similar will not be tolerated!**

PROTEST POLICIES & TECH

- Top 5 cars MUST report directly to tech area at EVERY race event! Series Tech Official and or Track Official will release said top 5 cars. If you do not report directly to the tech area immediately following every and all race events you will be disqualified and forfeit any points or earnings for said event. Driver and ONE crew member per car MAX allowed in the tech area.
- Any owner/driver may file a protest against another owner/driver for any infraction of the rules
- Protest must be in writing and given to Series Tech official and/or a track official
- \$300 must be submitted with signed protest document
- \$50 of protest money will be deposited into Series point fund
- If found *illegal*, protester receives the remaining \$100 back and protested car receives no points or prize money that night
- If found *legal*, the protested car will receive the remaining \$100
- ECU Protest- \$150 + all costs involved with verifying legality of ECU (Documentation will be provided of test outcome) \$50 to Series Point Fund, \$100 to Protester if illegal, \$100 to Protested if legal. If found illegal- 1st Offense- \$500 fine, loss of all points & 2 week suspension. 2nd Offense- \$1000 fine, loss of all points & 2 month suspension. 3rd Offense- \$1000 fine, loss of all points & 1 year suspension. (Fine must be

paid in full before driver or car may race again. Any fines collected will be deposited into Series Point Fund)

- If you are found with a non-cabled/sealed ECU on your car, you will be disqualified from said event, and fined \$300

TIRE AGREEMENT

As a participant in an Outlaw Mini Mod Series event, the car owners, drivers and teams agree to follow the guidelines and regulations presented here.

Any car caught not meeting the minimum or maximum durometer requirements will be inspected, and tire samples will be sent to Blue Ridge Labs. Blue Ridge Labs Inc. is the lab the Outlaw Mini Mod Series has chosen to conduct all tire testing, and their word is FINAL!

Any car that is selected for inspection at any race event must release the tire/tires to the officials for inspection or said car will be disqualified until issue is resolved.

Blue Ridge Labs Inc. located at PO Box 2940 Lenoir, NC 28645 and/or Pine Mountain Rd in Hudson, NC 28638 will be the laboratory responsible for conducting the test on all tires throughout the season and their decision will be FINAL! There will be NO re-submitting of tire samples to any other lab at any time after the decision is made.

The Outlaw Mini Mod Series Hoosier Tire rule is ****ZERO PREP**** and will be tested by Blue Ridge Labs after said race events. (Any tire prep that may be found on the track or simply washing tires with Simple Green WILL NOT cause your tire to test positive for tire prep.)

Testing Procedures- Car Owner or Representative will supply 4 1-2" samples of said tire in a Series or Track officials presence. Sample will be placed in a container then into an evidence bag by the car owner. Evidence bag will be labeled with- Location, Date, Sample owners Name, Date Code of tire, Compound, Size and Brand. OMMS will provide tamper proof evidence bag and vial for sample to be submitted for testing, Evidence Bag will be sealed by said car owner/driver in Series or Track official's presence. Owner may use their own groover and is recommended to use new clean blade for acquiring tire sample. In the testing process driver / owners names will remain anonymous through the testing process. Results will be made public after testing is complete.

PENALTIES First Offense: Loss of all Series & Regional Points for the year + \$500 fine and pay for tire testing before racing in any OMMS

event. Second Offense: 1 Year Suspension + \$1,000 Fine and pay for tire testing before racing with the OMMS again.

MINIMUM AGE RULE

The minimum age to race with the Outlaw Mini Mod Series is 12 years of age. Birth Certificate may be requested for verification purposes. If a driver is 12 years old or younger, and currently owns an Outlaw Mini Mod car, they will be allowed to compete in the 2024 season following these guidelines:

- New drivers 12 or under with no prior race experience racing an Outlaw Mini Mod race car, will need to display Yellow & Black Caution tape to the rear and sides of the spoiler for 3 race events.
- It will be strongly encouraged that any new and/or younger drivers voluntarily start at the rear of any race events until they are comfortable and up to a similar speed as other drivers.