



POWERED BY TORQUE BUILDERS INC.



# 2016 – 2018 RULE BOOK



# OPEN-WHEEL MODIFIED



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

Facebook Group: OMRS Ontario Modifieds Racing Series

# OMRS OPEN WHEEL MODIFIED RULES

## NOTES:

**IN THE SPIRIT OF EQUALIZING COMPETITION, CHANGES MAY BE MADE TO THESE RULES AS REQUIRED. ALL OMRS DRIVERS, CAR OWNERS AND / OR RACE TEAMS WILL BE ADVISED OF ANY RULE AMENDMENT(S) IN WRITING.**

**All races will be open to all open wheel modifieds. Cars not complying with the OMRS rules will meet the minimum requirements of engine rpm chip, ride height and specified tires to be used. Weight handicaps / penalties will then be applied. Refer to non-conforming modified rules.**

**Noncompliance with the specifications outlined herein may subject violating driver, car owner, chief mechanic and / or team(s) to disqualification, loss of points and moneys for that race and may subject themselves to an immediate and indefinite suspension and or fine.**

**All decisions by the competition committee and tech will be final. All rules are subject to the interpretation and judgement of the officials in charge. All equipment not governed by the aforementioned rules is to be submitted for approval prior to usage. No equipment will be considered approved by reason of having passed through inspection unobserved. Rules apply to all race events.**

**Any part of the car not specifically covered in these rules must remain stock. Stock parts are those found in the model / year O.E.M. parts book.**

**IF IT DOES NOT SAY THAT YOU CAN, CHANCES ARE YOU CANNOT. DO NOT MAKE AN ASSUMPTION. CHECK BEFORE YOU DO SOMETHING THAT YOU ARE NOT SURE OF.**

**1.) Body** Car may be any make or model with any body style. Body materials either aluminum, fibreglass, plastic or a combination of. Minimum body ground clearance is **3 inches as measured with the driver in the car – ZERO tolerance.** Must have stock appearing roof with a minimum of 9 sq. ft., with A pillars that cover the roll cage and are attached to the windshield frame. Cars must have a hood which covers the motor and rad. Rear wheels must not stick out past nerve bars or scrub rails. Any flares must not be out past tires. Bodies must be complete at beginning of each race event. Left side window opening must be a minimum of 13 inches high and 24 inches wide. All cars must be neat and brightly painted. A minimum 14 inch high and 2 inch wide number required. No trick numbers. Number on roof must face to the right (outward), readable from right side. A 4 inch number must be on the front nose area for line-up purposes. Spoiler material - Lexan only - with a maximum height of 48 inches, from the ground to top of spoiler (including spoiler sides and supports) **as measured without driver.** Supports may extend from the top of the spoiler forward and taper down to the rear quarter panel. You must be able to see through or over the rear spoiler. Front nose cone / air box cannot extend past the width of the front bumper and the bumper cannot extend more than 2 inches past either side of the outer frame rails

**APPEARANCE** Race cars must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by tech at any event. All cars must be painted and professionally lettered

**BUMPERS & SIDE NERF BARS / SCRUB RAILS** Front bumper must be double bumper style and can only extend 2 inches past frame on each side. May be fabricated from minimum 1 ¼ inch round steel tubing. Bumper must be able to support car when lifted with a wrecker. Front and rear bumpers must be a minimum 13 inches and a maximum 17 inches from the ground to the center of the bumper. Rear bumpers must be supported at both ends with a minimum 1 ¼ inch x 0.095 wall thickness steel tube and be even with or within 2 inches of body and not exceed wheel track width. Side nerf bars / scrub rails may be fabricated from minimum 1 ¼ inch - maximum 1 ¾ inch O.D. round or 2 inch flat rectangular steel tubing. Double side scrub rails recommended and should close together at the front and widen to approx. 12 inches at the back and cannot extend past the tires. All sharp edges must be rounded off. All bumpers and side rails must have rounded corners. Triangular plastic scrub rails allowed.

**2.) INTERIOR** Interior of car can be only constructed of steel a minimum 22 gauge or a minimum 0.40 aluminum.

**BRAKE PEDALS** Must be located in standard position on left side of transmission and drive shaft tunnel.

**DASH** Car must have a fabricated dash in driver's compartment.

**FIREWALL** Firewall must be constructed of minimum 22 gauge steel. A foot box may be fabricated on left side. Driver's compartment must be totally sealed from engine & race track.

**FLOOR** Drivers area floor which extends from drive shaft tunnel to left side roll cage and from behind driver's seat, in line with rear roll cage main hoop continuing into driver's foot box must be constructed of no less than 1/8 inch or 16 gauge magnetic steel plate.

**GAS PEDAL** A gas pedal toe bar (kick-up) is mandatory. **Must have a positive stop on pedal (or an aftermarket positive stop on the carburetor)**

**INSTRUMENTS** Oil pressure and heat gauge mandatory.

**MIRROR** Mirror is optional, however if used it must be in the stock location and a maximum size is 3 inch x 10 inch. If either a full containment seat and / or a head/neck support restraint system are used, a 3 inch x 14 inch mirror mounted in the stock location is permitted. In addition to the larger mirror, an optional left side mirror that is no larger than 3 inch maybe installed, but may not extend or protrude outside the vehicle.

**SEAT** Aluminum seats are mandatory Minimum of 0.125 inch or 1/8 inch thickness - must be bolted securely, so that seat will not shift or loosen on impact. All seat bolts must be a minimum diameter of 3/8 inches or larger with large steel plate washers. Seat must be positioned completely to the left of the centerline of the car and inside the frame rail.

**Full upper body head and shoulder containment seat is highly recommended.** Approved padded headrest is mandatory and must be securely mounted.

**STEERING WHEEL** Removable racing steering wheel with quick release metal hub and wheel center pad are mandatory.

**WINDSHIELD** Minimum of 1/8 inch thick Lexan in front of driver mandatory. Two interior supports 1 inch wide and 1 inch deep (not plastic) recommended. Windshield must be able to deflect any debris or oil that might enter driver's compartment from the front. If bullet-style windshield used, center window bar recommended. A 2 inch x 2 inch mesh recommended on right-hand side and must seal to firewall and hood.

### 3.) CHASSIS AND SUSPENSION

**CHASSIS** Chassis main frame rail must have a minimum perimeter of 10 inches x 0.095 inch wall thickness, box tubing extending from front clip to rear suspension. Driver's side frame must be built out to the side of the car. Right side frame must be no closer to the center of the car than the inside edge of the front clip / stub being used. Chassis built with factory production frames that are at a point no further than 36 (thirty six inches) from the rear end housing may use 2 inch x 2 inch box tubing. Minimum chassis width is 46 inches. Spring adjuster / load bolts may be incorporated in the chassis. **Minimum frame height is 3 inches at the lowest point in the frame (cross member excepted) as measure with driver in the car – ZERO tolerance.** Cross member may be cut to accept radiator or clear steering. An approved tubular front clip is acceptable with 1970-1981 Camaro lower A arm pick up points. Upper control arms may be stock O.E.M. or tubular steel and can be moved to desired location. Lower control arms can be stock O.E.M. or tubular steel and must remain in stock location. Adjustable ball joints allowed. Rear suspension trailing arms may be fabricated from magnetic steel or aluminum material. All mounting hardware and rod ends must be steel only. Maximum length of rear trailing arms is 30 inches from mounting hole to mounting hole. ***NO coil springs, shock, springs or hydraulic devices allowed in or on trailing arms or top link. Rubber pucks may be used. NO drilling holes or lightening of frame.***

**ROLL CAGE** Steel roll cage must be constructed of no less than 1-3/4 inch O.D. x 0.095 inch wall thickness ERW or DOM tubing. ***NO aluminum or other soft metals allowed.*** Front and rear roll bars must be connected at the top and bottom of both sides at seat height. Side bars are compulsory and driver's side must extend in panels. Minimum of 4 door bars on left side (driver's side). Plates in left side door bars recommended. All joints are recommended to have gussets of not less than 0.125 inch thickness. Roll bars must be mounted on top of frame. Right side roll cage must go straight up to window level before it may angle in towards the driver's area. Window level is considered to be 15 inches above top of frame on new cars built. Right side door bars must at least form an X running from front to back, 19 inches +/- 1 inch from top of roof. Roll bars in driver's immediate area must be padded. Left leg protection bar must be installed between roll cage and left front frame rail. All bars running forward and rearward of roll cage assembly may be constructed of ERW tubing of not less than 1 1/2 O.D. minimum 0.083 wall thickness

**BATTERY** **12 Volt battery only.** Battery must be anchored securely and outside of the driver's compartment by a firewall. Battery must be located ahead of the rear end, no lower than the bottom of the frame rail and in between the frame rails. A battery disconnect switch is mandatory. The switch has to be visible and located within reach of track official or safety crew

## **BRAKES**

All four wheels must have working brakes. Four wheel disc brakes allowed. Dual master cylinders or one master cylinder with single push rod is allowed. Adjustable balance bar that is adjustable from driver's seat is permitted. Brake calipers must be magnetic steel with single-piston. **No aluminum brake calipers. No aluminum front hubs allowed.** Rotors - magnetic steel only. No drilling. No grooves. Front rotors – min. 1 inch and rear min. .750 thickness. Howe brake caliper brackets / mounts allowed. **Aluminum master cylinders and aluminum brake hats allowed.**

## **FUEL CELL**

Fuel cell is **MANDATORY and is** to be securely mounted in the trunk area between the frame rails and no lower than rear axle tubes. **Maximum 22 U.S. gallons allowed.** A minimum of 20 gauge steel is to be used for fuel cell case. Must have a rear hoop bar for protection. If no vent line, cap must have a check valve. Fuel cell cap must be tethered to the car. **Vent line on fuel cell must have a check valve.** No plastic or glass fuel filters. **There must be a fuel shut-off valve** in working order and clearly marked **ON** and **OFF**, mounted on the parcel shelf, accessible from either side of the car by track or safety officials. **Ground strap on fuel cell mandatory.**

## **REAR AXLE**

**No quick change rearends.** Full floaters allowed. Maximum bolt circle is 5 x 5". **No wide 5. No aluminum tubes. No aluminum third member.** Welded spider gears, mini spool or full steel spool allowed. **No aluminum spool. No Gold Tracs, limited slip devices or any type of traction control device allowed, electronic, mechanical or otherwise.** Lower and upper trailing arms cannot exceed 30 inches from center to center on mounting holes. **No spring load lower or hydraulic devices on lower trailing arms or upper rear end link arms allowed. NO cambered rear axle assemblies allowed.**

## **SHOCKS**

Only steel body **non-rebuildable PRO WB or PRO TA series shocks** allowed. Shocks may be relocated in chassis. Only one shock per corner permitted. No external adjustments, air assist, remote or aluminum shocks allowed. Shock cannot be mounted inside of spring. **NO BUMPSTOPS.**

## **SPRINGS**

Load bolts and rated coil springs allowed. Minimum spring OD is 5 inches. Coil springs must be magnetic steel. No coil-over spring set ups allowed. Rear suspension may be coil spring or leaf spring type. Plastic or fibre leaf springs are not permitted. **NO COIL BIND. MAXIMUM OF 2 SPRING RUBBERS IN ANY SPRING.**

## **STEERING AND HUBS**

Spindles must be OEM **style steel** one piece construction (i.e.: #2 spindles). **Howe cast spindles (as produced by Howe – front caliper mounted) and OEM 2 piece spindle (Olds) with OEM steering arm that accept OEM one piece hub and rotor OR two piece hub and rotor that fits the stock spindle. NO cutting or welding of spindles or steering arms.** Reaming of spindle holes to accept bigger ball joints and tie rods allowed. Rack and pinion steering allowed. Aluminum tie rod adjusting sleeves allowed. Steel heim ends only - **NO ALUMINUM HEIMS** used on tie rods. Aftermarket center link allowed Chev steering box and idler arms must remain forward. Front hubs to be drilled for larger studs. **NO ALUMINUM HUBS.** Wheel stud must protrude through wheel nut. **NO DRILLING HOLES OR LIGHTENING OF PARTS.**

## **SWAY BARS**

Sway bars front and rear are optional and may be equipped with heim-ends at the connecting points.

**WEIGHT** Car is weighed with driver in seat AS RACED, helmet on etc., and as car comes off race track.

With standard transmission - 2675 lbs. (Chev or Ford) - 2775 lbs. (Dodge)  
With automatic transmission - 2625 lbs.  
With 602 crate motor - 2500 lbs

**REBUILT CRATES ARE NOT BE ALLOWED.**

**MAXIMUM LEFT SIDE WEIGHT 60%**

## **IF NECESSARY, ADJUSTMENTS WILL BE MADE IN THE FAIRNESS OF COMPETITION**

**WEIGHT LOCATION** Weight must be securely fastened to the chassis with minimum ½ inch bolts and mounted no lower than frame rails. No weight to be added rearward of fuel cell. All added weight must be painted white and clearly identified with car number on each piece.

**WHEELS&TIRES** 15" diameter steel racing wheels with a maximum width of 8" measured from bead seat to bead seat. Max. bolt cir. 5 x 5". No wide 5 wheels.

**Tires for 2016 – TOWEL CITY RETREADS** - Any altering of tires by shaving or treatment (softeners, etc.) is illegal. Durometer and/or other devices will be used to check tires. There will be **6 tires** allowed opening night and then **one tire rule** per race night / per night raced in effect.

**All tires purchased may be branded and serial numbers recorded.**

**WHEEL BASE / TRACK WIDTH** **Minimum 105" Wheelbase** and must be within 1 inch from side to side. Wheel track width will be a maximum of 80" measured from outside of tire bulge measured at spindle height.

**Any older cars with shorter than the minimum wheelbase will be grandfathered in, but any new built cars must meet the above minimum wheelbase.**

## **4.) DRIVE LINE**

**ENGINE LOCATION** Engine must be centered in the frame. A maximum of 1 inch left of the centre and located a minimum of 72 inches measured from the centre line of the rear axle assembly to the back of the engine block. Engine mounts or motor plates are optional.

### **ENGINE OPTIONS OPTION A: OMRS ALTERED CRATE ENGINE**

**Only 602 Factory crate with factory GM breakaway bolts, seals, unaltered engine as produced and sold by manufacturer, except for the following: the ONLY changes permitted are the changing of the timing chain and harmonic balancer. The oil pan and oil pump pickup can be changed to maintain crank height, but must be done and resealed by an OMRS designate. Any tampering, alterations, or violations with respect to the OMRS crate engine program will result in the immediate disqualification and suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Disqualification also results in the loss of all points to date and the disqualification from OMRS points.**

**APPROVED ENGINE** 350hp Chevrolet 350/350 Circle Track Crate Engine Part # **88958602**  
**NO REBUILT CRATES PERMITTED.**

**CARBURETOR** One unaltered 4412 – 500 CFM or 4 barrel **HOLLEY** carburetor P/N 4776 (600 CFM) or P/N 4777 (650 CFM) - maximum 1 inch thickness. Distance from bottom of carburetor to top of intake manifold where carburetor sits is to measure no taller than 1 1/4" including gaskets. **HOLLEY 80541 CRATE CARBURETOR WILL BE ALLOWED.**

**OPTIONAL - CHOKE HORN MAY BE REMOVED ON 4776 / 47777, BUT NO MASSAGING OR ANY OTHER MODIFICATION ALLOWED – MUST REMAIN STOCK OUT OF THE BOX. OLD STYLE HOLLEY HP SERIES 600 OR 650 CARBURETORS ARE PERMITTED TWO CARBURETOR RETURN SPRINGS ARE MANDATORY – ONE TO THE FRONT AND ONE TO THE REAR OF THE THROTTLE LINKAGE ON THE CARBURETOR (MUST HAVE A POSITIVE THROTTLE STOP ON GAS PEDAL OR AN AFTERMARKET POSITIVE STOP ON THE CARBURETOR)**

**DISTRIBUTOR** Stock type 12 volt electronic HEI, **DUI** or MSD distributor allowed. 12 volt battery operated ignitions only. Coil, rotor, module or cap may be aftermarket. **NO MSD BOXES. Crate engines will have an operational 6400 rev chip installed. Soft touch rev limiter control MSD part no. 8728 or DUI part no. 380777 must be mounted on the right side of dash or deck panel out of reach of the driver. All wiring and connections must remain open and available for tech inspection. Tech will have the option at any time to either test or exchange any chip. ANYONE CAUGHT TAMPERING WITH CHIPS OR REV LIMITER WILL BE AUTOMATICALLY DISQUALIFIED.**

## **OPTION B: BUILT ENGINE**

Definition: Parts available from your local dealer through ordinary parts catalogue may be accepted as stock. Parts ordered through dealer performance catalogues will not necessarily be considered legal.

<b>ENGINE</b>	<b>MAXIMUM OVERBORE</b>	<b>DISPLACEMENT</b>
CHEVROLET - 305-350	.060	360 cu. in.
DODGE - 318-360	.060	371 cu. in.
FORD - 351 (Windsor only)	.060	362 cu. in.

**CYLINDER BLOCK ASSEMBLY (SHORT BLOCK)** All engine blocks must be product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted. The engine block must retain all factory engine dimensions, with the exception of the maximum allowable overbore and the surfacing of the engine block deck. **Angle cutting of the engine block will not be permitted. Aluminum blocks will not be permitted.** Only iron cylinder sleeves may be used to repair. Must maintain stock lifter bore: Dodge .904 inch, Ford .875 inch, Chevrolet .842 inches. Repair sleeving of lifter bores permitted to a maximum of 4. Deburring of block permitted. Crankshaft must be stock OEM-type and must have factory / manufacturer's I.D. numbers that are legible. Only standard magnetic steel or cast-iron production design crankshafts permitted, with a minimum weight of 48 lbs. No lightening, knife edging or polishing allowed. Balancing okay. Deburring of stock rods is permissible. Must be magnetic steel, iron or powdered metal. **NO titanium, aluminum, stainless or exotic materials.** Floating wrist pins are allowed. Piston - stock type, flat top or dished three ring pistons with all rings in place. Top of block to piston clearance may be 0.00 deck. Compression ratio on all makes 9.5:1 or lower. However, due to measuring variations with the equipment, a whistle of 9.9:1 will be deemed legal. If on an engine teardown, the engine exceeds 9.5:1 compression, based on exact measurements performed, the engine will be declared illegal.

**CYLINDER HEADS** *NO acid dipping, angle milling, polishing, porting or port matching of heads to intake or exhaust. NO hollow, sodium or titanium valves allowed. Chev must use only stock O.E.M. cast iron open chamber heads only. (i.e.: 336, 441, 882, 991, and 993) Valves stem size 1 1/32". Valves 1.94 intakes and 1.6 exhausts or Dart Iron Eagle cast iron head - part no. 10021070. Dart heads must remain stock as produced by Dart with valve sizes 1.94 intakes and 1.5 exhausts. Absolutely no machine work on Dart heads. NO CLOSED CHAMBER HEADS. NO VORTEC HEADS. NO GM CAMELBACK OR ANGLE PLUG HEADS.*

*Ford valve sizes are 1.94" intakes and 1.60" exhausts. Chrysler valve sizes are 1.88 intakes and 1.63 exhausts. NO Chrysler "308, Magnum or "W" series heads. Ford and Chrysler must use OEM stock valve stem size.*

**ALL DODGE AND FORD HEADS MUST BE APPROVED BY TECH.**  
**NO WORLD PRODUCT HEADS OR ALUMINUM HEADS ALLOWED.**

Must use OEM type valve springs and retainers. Maximum spring diameter **1.260** inch. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Rocker locks allowed. Guide plates allowed. Shaft rockers allowed on Chrysler. **NO ROLLER LIFTERS. NO ALUMINUM, CERAMIC, TITANIUM OR EXOTIC METALS ALLOWED.**

**CAMSHAFT** Flat tappet hydraulic camshaft only. **Maximum total valve lift .510** inch at the valve. Must use stock-type timing chain and gears. No gear drive allowed. Must use manufacturer's firing order. Only flat tappet hydraulic straight barrel lifters permitted. **NO ROLLER TAPPETS, MUSHROOM VALVE LIFTERS AND ANY TYPE OF MECHANICAL ASSISTANCE EXERTING A FORCE TO ASSIST IN CLOSING THE LIFTER AND/OR PUSH ROD (COMMONLY KNOWN AS "REV KITS") ALLOWED. NO ROLLER CAMS OR ROLLER LIFTERS ALLOWED.**

**CARBURETOR** One unaltered 4412 – 500 CFM or 4 barrel Holley carburetor P/N 4776 (600 CFM) or P/N 4777 (650 CFM). Spacer - maximum 1 inch thickness. Distance from bottom of carburetor to top of intake manifold where carburetor sits is to measure no taller than 1 1/4" including gaskets. **No HOLLEY ULTRA series carburetors permitted.**

**OPTIONAL - CHOKE HORN MAY BE REMOVED ON 4776 / 47777, BUT NO MASSAGING OR ANY OTHER MODIFICATION ALLOWED – MUST REMAIN STOCK OUT OF THE BOX.**  
**OLD STYLE HP SERIES 650 CARBURETOR IS PERMITTED**  
**TWO CARBURETOR RETURN SPRINGS ARE MANDATORY – ONE TO THE FRONT AND ONE TO THE REAR OF THE CARBURETOR**  
**(MUST HAVE A POSITIVE THROTTLE STOP ON GAS PEDAL OR AN AFTERMARKET POSITIVE STOP ON THE CARBURETOR)**

**AIR CLEANER** Only round air cleaner element. Minimum of 12 inches and maximum of 14 inches diameter by a maximum 4.5 inches high permitted. All air shall be filtered through element. No forward air ducting allowed. Air cleaner base must be mounted directly to carburetor.

**DISTRIBUTOR** Stock type 12 volt electronic HEI, **DUI or MSD** distributor allowed. 12 volt battery operated ignitions only. Coil, rotor, module or cap may be aftermarket. **NO MSD BOXES.**  
**ALL BUILT ENGINES WILL HAVE AN OPERATIONAL 7000 REV CHIP INSTALLED** Soft touch rev limiter control MSD part no. 8728 or DUI part no. 380777 must be mounted on the right side of dash or deck panel out of reach of the driver.



All wiring and connections must remain open and available for tech inspection. Tech will have the option at any time to either test or exchange any chip. Anyone caught tampering with chips or rev limiter will be automatically disqualified.

**INTAKE MANIFOLD** Manifold must remain stock and unaltered as produced by manufacturer. Water crossover cooling lines allowed. **NO acid dipping, grinding, porting, port matching, turtles or modifications allowed.**

Chevrolet engines –Part #2101

Ford engines –Part # 2665, 2750 or 2181 Edelbrock Performer intake.

Dodge engines –Part # 2176 Edelbrock Performer intake or Mopar part #P4876335.

**COOLING SYSTEM** Any stock appearing radiator may be used. Aluminum rads allowed. Electric fans allowed. Stock fans must be shrouded for protection. Radiator must include a liquid overflow container of 1 litre minimum in size, mounted ahead of engine firewall. **NO ANTI FREEZE** allowed in the cooling system

**WATER PUMP & PULLEYS** Aluminum water pumps are allowed. Must be V-belt drive. Aftermarket V-belt pulleys allowed.

**DRIVESHAFT** Drive shaft and universals must be stock steel production type. Drive shaft must be painted white. Steel 360 degree retainer hoops, a minimum of ¼ inch thick x 2 inches wide, must be positioned at the front and rear of shaft within 6 to 12 inches of each U-joint. **NO chains.**

**EXHAUST SYSTEM** Cross over headers allowed. **Maximum 1 3/4 inch** diameter tubing from header flange to collector. **NO 180 DEGREE HEADERS OR HOWE IRON LUNG HEADERS. NO CERAMIC COATED HEADERS (INSIDE OR OUT) OR STAINLESS STEEL HEADERS ALLOWED.** Only 3” or 3 ½” collectors allowed. Exhaust system must either exit outside of body under 18 inches high and turned either downward or out **OR** exit under car on right side and behind driver and turned downward. Working muffler(s) are mandatory.

**FUEL** **NO ALCOHOL, NITROUS, OR FUEL ADDITIVES ALLOWED.**  
Speedway fuel or pump gas only.

**FUEL LINE** A single AN-8 (1/2 inch) steel, armoured or Kevlar braided fuel line is recommended and must be securely fastened under floor. **NO NEOPRENE ALLOWED. NO COPPER LINES. NO PLASTIC OR GLASS FILTERS.** If fuel line runs through interior of car (cab), it must run through a steel tube painted either red or yellow in contrast to your car.

**FUEL PUMP** Stock type mechanical fuel pump only. **NO ELECTRIC FUEL PUMPS.**

**IGNITION** Race car must be self-starting. Ignition on/off / kill switch must be clearly labelled **ON / OFF** and mounted in the centerline of the vehicle in such a manner that the engine can be turned off from outside of car by track officials or safety crew, in the event of an emergency.

**OIL PAN AND LUBRICATION** Magnetic steel oil pans only. **NO ALUMINUM OIL PANS.** Wet sump systems only. Oil pan must not be lower than cross member. Any oil is permissible. Any approved oil filter and breather caps may be used. Windage tray may be used. Minimum ground clearance must be retained.

**NO EXTERNAL OIL PUMP(S) (AFTERMARKET) OR EXTERNAL RESERVOIR TANKS ALLOWED.**

**TRANSMISSION (AUTOMATIC)** Stock- type automatic transmissions only. **NO AFTERMARKET PLANETARIES.** All gears must be working. Scatter shield is highly recommended. Stock-type working torque converter minimum **10 inch**, functional with no modifications. Transmission oil coolers are mandatory, but must mount outside driver's compartment and be contained inside the body of the car. Transmission must be 2 or 3 speed automatic only. Must have approved automatic shifter. **NO direct drive.**

**TRANSMISSION (MANUAL)** Only **3 speed cast steel transmission** allowed with all working gears. Transmission must be stock with no internal lightening of parts, no altering of shift patterns and or ratios. Original brass syncro's must be installed. **No Aluminum transmissions allowed.**

**CLUTCH AND FLYWHEEL** Stock O.E.M.-type friction disc minimum diameter 10 inches - NO turned NO drilled or extensively modified stock units. **STEEL PRESSURE PLATES ONLY! NO ALUMINUM ALLOWED. STOCK STYLE CLUTCH DISC. SOLID RACING DISC ALLOWED.** Flywheel must not weigh less than 13 pounds with **ONLY STEEL RING GEARS – NO ALUMINUM**

*The 602 crate option may use the 5.5 inch clutch. (see Bellhousing)*

**BELLHOUSING** All steel bell housing only – **NO ALUMINUM OR MAGNESIUM PERMITTED.** Starter mounting position must remain stock (same as on standard production bellhousing). Inspection hole must be in the bellhousing and be large enough to permit inspection of flywheel and pressure plate.

**602 crate option when using 5.5 inch double or triple disc clutch may use aluminum bellhousing.**

## **5.) SAFETY APPAREL**

**BELTS AND HARNESS** A quick release SFI approved 5-point harness of no less than 3" in width good condition is mandatory. Belts must be securely fastened to the frame, cross member or roll cage with a minimum 3/8" grade 8 bolts and locknuts, in such a manner that all fittings are in a direct line with the direction of pull, as per manufacturer's instructions. **NO INERTIA REELS ALLOWED. NO BOLTS INSERTED THROUGH BELT WEBBING.** Anti-submarine / crotch belt is mandatory. Belts must have date tag attached and must not be any older than 3 years (manufacturer's date). All belts and mounting are be subject to technical inspection.

**In 2016 – all belts must be dated 2013 or newer**

**In 2017 – all belts must be dated 2014 or newer**

**In 2018 – all belts must be dated 2015 or newer**

**FIRE CONTROL** Cars must have a minimum 2.5 lb. approved steel fire extinguisher with a metal nozzle (no plastic nozzles will not be allowed), securely mounted in an approved steel bracket on the right side of interior, within easy reach of the driver when seated and belts are fastened. Extinguisher must have a recharge slip dated back no later than 9 months (preferably dated May 1<sup>st</sup> of the current year). On board fire systems highly are recommended. On board fire system gauge must be visible and readable by tech.

**FIRESUIT** Drivers are required to wear full coverage, one or two piece Nomex fire suit. Complete racing suit must be worn in all practice and race events and until car is parked in pit area. Fire retardant gloves MANDATORY. Fire-retardant socks and under garments are strongly recommended. Driver's apparel must be clean at all times. Racing shoes MANDATORY. No nylon shoes are allowed.

**HELMET** An approved racing safety helmet conforming to SNELL **SA2010** standard is minimum requirement. HELMETS **WITHOUT CERTIFICATION STICKER** AFFIXED TO THE INSIDE OF HELMET **ARE NOT** ACCEPTABLE FOR USE. **(SNELL SA 2015 IS HIGHLY RECOMMENDED.** A full face helmet is recommended. It is highly recommended that drivers using open faced helmets wear eye protection designed for auto racing. Helmet restraint such as Hans Device, Hutchens Device or similar is recommended.

**RADIOS** Approved 1-way radio receiver mandatory RACEceiver 1600 used by most tracks. **NO TWO WAY RADIOS ALLOWED. ANY DRIVER / TEAM CAUGHT USING TWO WAY RADIOS AT ANYTIME DURING A RACE EVENT (PRACTICE, HEAT RACE(S) OR FEATURE) WILL BE DISQUALIFIED.**

**WINDOW NET** An approved nylon mesh net is mandatory, installed in driver's side window opening. Window net anchors must be attached to the roll bars, not to the body. Window nets must be quick release type. Net must be permanently anchored at the bottom and release at the top.

**IF AND WHEN NECESSARY, ADJUSTMENTS WILL BE MADE IN THE FAIRNESS OF COMPETITION**

**RULES ARE RULES AND WE ALL HAVE TO ABIDE BY THEM FOR THE BENEFIT OF COMPETITION.**

**PERFORMANCE IS NOT ALWAYS THE REASON WHY A RULE IS THERE. IT IS TO ENSURE THAT EVERYONE IS PLAYING WITHIN THE SAME BOUNDARIES.**

## Race Procedure / Points

**Heat Race Points:** 12, 11, 10, 9, 8, .....

**Feature Race Points:** 50, 48, 46, 44, 42, 40, 39, 38, 37,.....

Any car failing to make the feature race will be paid tow money \$100.00 with registered members receiving 20 attendance points

**1<sup>st</sup> Heat Race:** - Cars will line up in their positions as drawn at the track – registered members cars lineup up first and non members / non conforming cars line up behind

**2<sup>nd</sup> Heat Race:** - Inversion of the start of the 1<sup>st</sup> heat – registered member's cars followed by non-members / non conforming cars

**Feature:**

- Lineup based on the previous feature points with registered members cars lined up with the highest points to the rear – with non members / non conforming cars line up behind in their qualifying order (first feature of the year will be lined up as qualified that night...with registered members cars followed by non members / non conforming cars
- A previous feature race winner cannot start better than 50% of the field in the next feature – based on their points)
- Any registered member missing a race night, will lose their starting position based on their points and cannot start any better than 50% of the field in the feature

### **OMRS Points Fund:**

- Only paid register members will qualify for year end points fund – registration must be paid in full prior to first race
- Non-conforming cars running for points must also conform to OMRS shock and engine rules for either crate or built motor
- Points fund payout for each position will be base on 100% attendance, if less than 100% attendance, payout will be adjusted base on actual attendance.

# **Non-Conforming Rules**

THESE RULES ARE FOR OTHER THAN OMRS MODIFIEDS TO PARTICIPATE IN OMRS EVENTS. THESE RULES ARE NOT FOR USE BY OMRS MODIFIEDS.

ALL NON CONFORMING MODIFIEDS WILL RUN WEIGHT PENALTIES.

- MUST MAINTAIN 3 in. RIDE HEIGHT AS MEASURED WITH DRIVER IN CAR
- STEEL BODY SHOCKS ONLY – SUCH AS PRO SHOCKS – NO PENSKE - NO ALUMINUM
- NO ULTRA HP CARBURETORS
- ALL TRANSMISSIONS MUST MAINTAIN ALL WORKING GEARS FORWARD AND REVERSE
- TIRES - OMRS TOWEL CITY RETREADS ON 8” RIMS (NO 10” RIM PERMITTED)
- TREAD WIDTH MAXIMUM OF 80" MEASURED FROM OUTSIDE OF TIRE BULGE MEASURED AT SPINDLE HEIGHT.

## **WEIGHT:**

- BUILT MOTORS – MINIMUM WEIGHT - 2800 LBS (WITH 7000 RPM CHIP)
  - CRATE MOTORS – MINIMUM WEIGHT - 2625 LBS (WITH 6400 RPM CHIP)
- TO QUALIFY UNDER THE CRATE RULE – THE ORIGINAL FACTORY BOLTS MUST BE PRESENT ON THE INTAKE AND HEADS – NUMBERED SEALS MUST BE PRESENT ON TIMING CHAIN COVER AND OIL PAN ONLY – DOCUMENTATION MUST BE PROVIDED BY THE DRIVER OR CAR OWNER FROM THE SEAL OWNER DATED AND SIGNED AS TO WHAT HAS BEEN DONE TO THE CRATE MOTOR.
- ANY REBUILT CRATE CARRYING ANOTHER SANCTIONING BODY OR REBUILDERS SEAL MUST PROVIDE SPECIFICATIONS SHEET OF REBUILT CRATE AND WILL CARRY A WEIGHT PENALTY OF 50 -100 LBS
  - 58% LEFT SIDE WEIGHT
  - ALL CRATES ARE SUBJECT TO TECHING / TEAR DOWN
  - NO DODGE OR FORD CRATES
  - NO 603 OR 604 CRATE
  - ANY ADDITIONAL WEIGHT PENALTY WILL BE ADDED ONTO THE BASE WEIGHT (IE: 4 PISTON CALIPERS – ADD 25 LBS)
  - ALL FINAL WEIGHTS ARE AS WEIGHED AFTER A HEAT RACE OR FEATURE - WITHOUT ANY ALLOWANCE FOR SPENT FUEL.

**IF AND WHEN NECESSARY, ADJUSTMENTS WILL BE MADE TO NON CONFORMING MODIFIEDS IN THE FAIRNESS OF COMPETITION.**