

MINI OUTLAW RACING ASSOCIATION

RULE BOOK

FOR MORE INFO CONTACT:

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MEMBERSHIP

ELIGIBILITY: Any person, regardless of race, sex, color or national origin is eligible for membership. The membership shall run from January 1st through December 31st. Membership is closed from the last races of the current year until after the next rules meeting. No new members until after the rules meeting.

COMPETITION: A competitor has to pay the registration fee of \$20.00. If it is questionable that someone seeking membership is at least 14 years of age, they will be required to produce legal proof of age. All minors will be required to have a parent or guardian submit a parental consent form.

NEW MEMBERS: New members will be on probation for one year with the club and can be suspended from racing at any time during their probationary period.

VOTING RIGHTS: One vote per race car (per person). This vote is owned by the car owner and can be designated to the driver. If a car owner has more than one car he/she is allowed to vote once but may designate the remaining vote(s) to the driver(s) of the remaining car(s). All drivers and owners must be paid members of M.O.R.A. to vote.

YEARLY FEES

Individual membership is required to drive and/or vote. The amount for the year is \$20.00.

MISCELLANEOUS CLUB RULES

RACING BEHAVIOR: Each track has its own "Rules of Conduct". Make sure that you have read and understand each track's basic rules. Drivers should attend the driver's meeting at each race venue. Different Flag Men have specific items to address each week. Use your head, you are representing M.O.R.A. with your actions.

CONDUCT: All members are responsible for conducting themselves in a manner that is not detrimental to M.O.R.A. We are entertaining the public and representing the sport of racing at the same time. Please conduct yourself in a manner that enhances the public's racing experience and M.O.R.A.'S reputation as a quality racing organization.

OFFENSIVE BEHAVIOR: Absolutely no fighting, vulgar language, or offensive behavior at any M.O.R.A. race or function will be tolerated...**PERIOD.** First fighting offense will result in an automatic suspension. Each track has its own rules regarding the driver/team behavior; we will adhere

to their rules.

ALCOHOL AND DRUGS: The use of alcoholic beverages or drugs by any driver or M.O.R.A. Personnel is prohibited before and during the date of racing.. If you are caught, you will not participate in the day's event. You will not receive any money and the Club may impose further penalties.

BANQUET: A banquet is held at the end of the season to distribute awards.

CATCH ALL: M.O.R.A. Members know the rules!!! Violating club rules can get you disqualified, suspended, fined, banned or all of the above. Remember, racing is fun, especially if you follow the rules.

Do not over drive your car. Some accidents are just accidents that occur from a driver error. Some accidents occur from driver error that could be prevented. When you know you have a handling problem, then back off to your car's limit. We all make mistakes or misjudge a situation but do not make a habit of it!

SAFETY EQUIPMENT

SAFETY BELTS: Seat belts, shoulder harness and anti-sub belts that are S.F.I. Approved for racing are mandatory. Three inch shoulder and lap and a two inch single or double anti-sub are required. Belts that are three years old by either manufacturer date or purchase date must be replaced or tested by the manufacturer and updated. Inspect safety belts for frays or flaws in condition or installation prior to each race. Replace if any defects are found.

HARNESS BOLTS: Top harness must enter seat perpendicular to seat.

HELMETS: Driver helmets must be a full face type with a **SNELL** 05 minimum rating. Anyone replacing a helmet should get one with a **SNELL S.A.** 05 rating for added fire protection.

RACING SUIT: Nomex racing suites and gloves are mandatory. Nomex underwear, head sock and helmet skirt are recommended but not mandatory.

ARM RESTRAINTS AND NECK BRACES: Mandatory and in good condition. Must be replaced if frayed or torn.

FIRE EXTINGUISHERS: Mandatory for each racing member to have a working extinguisher in their pit area.

HEAD RESTS: Head rests or helmet pads are mandatory.

WINDOW NETS: Recommended but not required.

BATTERIES: Must be enclosed if used.

STARTING OF CARS: When a car is started in the pits, the rear wheels must be off the ground with car supported on a block or jack stand.

Any questions as to the condition of any equipment and the safety of the driver should be taken to Bud for an opinion.

SPECIFICATIONS

LENGTH: 96 inches minimum, 130 inches maximum from the front nose to the rear bumper or wing, whichever is greater in length.

WIDTH: 62 inches maximum, measured outside to outside of tires.

WHEELBASE: 60 inches minimum, 80 inches maximum.

WEIGHT: 750 pounds (wet) minimum with driver.

TIRES: Tread width 12 inches maximum, 13 inch wheels are allowed. All tires must be in a safe racing condition.

BRAKES: Hydraulic disk brakes on rear axle. Hydraulic disk brakes on left front wheel. All brakes must be functional. When the car is off the ground a spinning tire must stop with the brake.

FUEL TANK: Must be metal or a fuel cell and installed to be approved by Safety Technician. Fuel cell barrier should be of .100 aluminum or equivalent thickness and large enough to protect entire fuel cell from any clutch part, belt pieces, chain or anything that may puncture it.

BUMPERS: Rear bumper is optional but cannot exceed center line of rear wheels.

BODY: Full body with open wheels. No body parts shall protrude beyond the tires. This includes the

wings.

FRAME: One piece welded assembly with axle mounted to it (bolted or welded). Minimum thickness 16 gauge, can be square or round tube. Tub cars are not allowed to race with M.O.R.A. unless adequately braced. Uni-body tub cars constructed of carbon inspection, they meet all safety requirements.

SUSPENSION: No suspension of any kind allowed.

SAFETY/COTTER PIN WIRES: All front end parts and steering linkage will be safety wired or cotter pinned. Rod end bearings (Heims) should have a washer installed in its attaching bolt to prevent complete failure of steering linkage should the ball separate from the body.

ROLL CAGE: Mandatory 1" diameter tubing with a minimum of .095" milled steel or .083" 4130 chrome moly. The roll cage must be welded to the frame in at least four places. A 3/16 inch inspection hole will be drilled in a cross tube. Roll cages must be at least two inches above the driver's head with the driver strapped in and the helmet on.

SAFETY BARS: All cars must have safety bars between the driver's ear and elbow on both sides. This bar should be of the same material as your roll cage. Maximum vertical of body has to be below the safety bar. Two safety bars must also be placed on the lower part of both sides of the car, left side across the fuel cell and right side across the driver compartment.

WINGS: Front and rear shall not exceed the overall width of the car, 62 inches. Rear wing side board limitation: 864 inches sq. maximum, one board per side.

FUEL LINES: All fuel lines must be clamped or safety wired. Fuel lines must be ahead of the clutch barrier and penetrate the fire wall into the engine compartment or in a position not to be in contact with the clutch or belt.

NUMBERS: Must be at least 10 inches high and be on both sideboards of the back wing in a contrasting color. The number must also be placed on top of the rear wing at least 10 inches high.

MIRRORS: Not allowed.

KILL SWITCH: All cars must have a kill switch mounted in a clearly visible location from inside and outside the car. **ALL CARS MUST HAVE A WORKING TETHER ON REAR OF CAR THAT WILL KILL THE MOTOR.**

CLUTCH GUARD: All cars must have a guard between clutch and driver and clutch and spectators of .100" aluminum or greater thickness, dropped to a minimum of ½ vertical center of clutches.

FIRE WALL: Firewall must be metal and be between fuel tank and driver.

REAR AXLE AND JACK SHAFT: Shall be made of solid steel. No titanium, aluminum or hollow shafts. Rear axle shall be of one continuous piece: No universal joints allowed anywhere between the rear tires, on the rear axle or driven by the rear axle. Rear wheel drive cars only, no limited slip rear ends.

CLUTCH ENGAGEMENTS: Not to exceed 5500 rpm

ENGINE: Any naturally aspirated carburetor 500cc liquid or fan cooled snowmobile engine may be used if it is within the modification rules. The formula for displacement is:

$$\text{BORE}^2 \times \text{STROKE} \times .7854 \times \text{Number of Cylinders} \div 1000.$$

CYLINDERS: Production cylinders only.

CLUTCH AND TORQUE CONVERTER DRIVE: Snowmobile engines must use a clutch and torque converter drive.

CARBURETORS: Any size or type. No fuel injection.

EXHAUSTS: Any type, not to exceed 100db or extend more than 6" past the rear of the car. No turbos. **ALL CARS MUST HAVE APPROVED SILENCERS OR A STOCK OEM CAN THAT HAS NOT BEEN MODIFIED. THERE WILL BE NO EXCEPTIONS. MUST BE REPLACED OR RE-PACKED EACH SEASON OR AS NEEDED TO COMPLY.**

FUEL PUMPS: Mechanical diaphragm type only. No electric pumps.

FUEL: Pump gas only. Racing gas may be used but no additives other than oil. NO octane boosters, nitrous oxide, propylene oxide or anything else.

BORE AND STROKE: We are racing modified production engines, know what the maximum bore of your engine can be and remember you cannot change your stock stroke, stock connecting rods only. Take your stock production engine, port the cylinder and crank case, mill the head and out on your

expansion chambers and carbs. When the cylinders are worn out you may bore them up to .040”.

ENGINE TEAR DOWNS: There are no routine tear downs. All engines can be inspected and approved prior to the race season. An engine will be checked under protest. Anyone protesting an engine must pay \$100 to M.O.R.A. If the engine is found to be legal, the car owner will receive the \$100. If the engine is found to be illegal the \$100 will be returned to the person making the protest. The consequence of having an illegal engine is immediate suspension from M.O.R.A. for the racing event. You will not receive any points, lose all points up to that date in the season and will not receive any money.

PROTESTS: Any protests or grievances must be filed at the track with Bud. Pay out for that evening will be frozen until the group meets to discuss the issue. Your car may go through tech. Then you know your car is legal. This is NOT mandatory. You can be protested at any event for the price of \$100. If you have not been previously teched by M.O.R.A. then hope for the best. If you have been teched then you should be fine. Your \$100 will go to the winner of the protest.

RACING

POINTS: Points stay with the car number. Points will be given for any stage of the event that you completed that night, If you have access to another car, it does not matter if you own it, you cannot switch your number to that car that night and race that car to protect your car number points. If your car breaks and you cannot fix it that night you are done. If you change cars you may race but the points go with the car number and you start at the rear if the new car did not qualify. The additional car will also need to be registered to run.

SLOW CARS: Slow cars should stay low at the bottom of the track unless told otherwise by the flag man.

PAY OUT: All money will be paid out at the end of each race night.

ROOKIE POSITION: All new drivers will start in the back of the field for the first three races. A red flag will be tied to the rear of the car. Rookies must complete three (3) safe races (three full nights of racing) to remove the red flag.

CARS IN THE INFIELD: Cars may be worked on by track officials and can return to track and restart at the rear of the field as long as the race is under yellow...

GRID LINE-UPS: All cars must line up in the chute when called. Failure to do so could result in starting at the back.

HEATS: Line up inverted by points. There will be 2 heats. The field will be split in half. Points will be the same for both heats.

FEATURES: Line up inverted by points. Rookies will start in the back until their red flag is removed.

RESTARTS: Every track has their own rules. You must be at the driver's meeting so that you understand how the races will be run.

RED FLAGS: On a red flag all cars must immediately stop. **NO EXCEPTIONS!!!!** If you keep moving you will be sent to the back of the pack for the following feature race. Do not get out of your car. No working on your car is permitted during a red flag.

COMPLETED RACE: The race is over when the flag man drops the checkered flag. The full stage must be completed in order for points to be awarded.

INSPECTIONS: Following a \$100 protest the car will be inspected by the club. Your car must be in the same condition it was in when it left the race track. If you are found illegal or refuse inspection, you will lose your position and points for the entire season.

HAND SIGNALS: It is recommended that each driver use hand signals to indicate to the drivers behind them that they will be leaving the track or are approaching a caution.

POINTS AWARDED: The finish order will be determined by the track scorers.

POINTS WILL BE AWARDED AS FOLLOWS:

HEATS: 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, and then 5 for all remaining cars.

FEATURE: 35, 30, 28, 26, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, and then 5 for all remaining cars.