

2014 Western Outlaws Rules

1. ENGINE RULES

Engine rules apply to all engines 3 years old and older., smaller than 1200cc stock engines. No factory fuel injected engines larger than 1000cc allowed. Absolutely no production engines larger than 1200cc even if they are destroyed.

- 1- All engines are to be production based front mounted inline four cylinder, four cycle motorcycle engines that are 3 years old or older.
- 2- All engines must be self starting by means of a starter motor. In the event of a broken starter, a track official must be notified so a push start can be arranged and so that the officials are aware of the problem should the need arise on the track. Starter must be repaired by next race date.
- 3- Engine center line may have an offset of up to 6 inches from the center line of the chassis.
- 4- Maximum of 1200cc is allowed.
- 5- No turbo chargers, super chargers or nitrous oxide allowed.
- 6- Stock head configuration (porting is allowed).
- 7- Aftermarket carburetors, fuel injection, headers & ignition systems are allowed.
- 8- Crankshaft, rods, pistons & camshafts may be replaced
- 9- Transmission gears may be removed

2. MUFFLERS

All cars must have a muffler if required by track.

3. ROLL CAGE

PREFERRED: minimum 1 3/8" OD X .095; Wall: 4130-N tubing. All preexisting 1 1/4" chassis' will be grand-fathered (must have proof of date of manufacture).

ALLOWED: 1 3/8" OD X .120; Wall: mild steel tubing.

4. HEAD CLEARANCE

Driver minimum head clearance: 3" measured to the top of the cage, with driver belted in (in racing position), helmet in place, with driver in full upright seated position.

5. WHEELBASE

Minimum: 66"; Maximum: 72".

Wheel width 65" OD of tire to OD tire.

6. APPEARANCE

Car is to resemble a Sprint Car, particularly the hood and tail. No side pods allowed, nerf bars (kick offs) may not be enclosed in any fashion.

7. COCKPIT

Driver's feet are required to be behind the firewall and the motor. The only chassis altering devices allowed inside the cockpit during an event are: Wing sliders, brake proportioning valves, Dial-A-Jets & one cockpit adjustable shock or adjustable torsion bar will be allowed.

8. BRAKES

Hydraulic brakes capable of sliding both rear wheels at racing speeds are required.

9. BUMPERS

Bumpers and Nerf bars are required. Nerf bars must be within a reasonable distance to the outside edge of the tire.

10. STEERING

Steering gear is mandatory. Rack and pinion steering is acceptable. Go-cart type steering is not allowed. Steering Wheel must have a quick-release fastener. Release hub may not contain any plastic parts. Steering drag link recommended to be safety tethered.

11. FUEL TANKS

Fuel tank must be well secured behind the driver and under the body tailpiece of

the car (if not a sprint car type tank). An approved SFI RATED manufactured tail tank and bladder or a 5 gallon tank or smaller with tank cage. Cage around tank must be constructed of round tubing 3/4" min. .065" wall min. 5 gallon or smaller tanks must be strapped to the car. No bolts through the tank for mounting purposes allowed. Fuel pumps may be mounted through the tank.

Fuel System:subject to the approval of the technical committee.

12. FUEL

Gasoline(pump or racing type) or Alcohol Fuel (methanol or ethanol). Non performance enhancing fuel lubricating additives are allowed. None of the following are allowed: Nitro, Nitrous Oxide or Oxygenated agents (propane, butane, propylene oxide, etc.), or may be introduced into any portion of the fuel/air induction system. The fuel/air induction system includes, but is not limited to, the fuel tank/bladder, all fuel lines and fittings, fuel filters, fuel pump, fuel pump regulator, fuel rail, pill holders, carburetors, throttle bodies, air stacks, air box, air filter(s), Dial-A-Jet, barrel valve(s), directly into the intake ports in the head, or directly into the combustion chamber.

13.CHAIN

Final chain drive is mandatory. Chains must be properly guarded. If within the frame rails, the chain guard must be designed to completely shield and protect the driver and the fuel tank (if the fuel tank is in line with the chain) from the chain. The guard is to extend from the firewall to the rear of the sprocket on top, from the top of the chain to the floor pan and from the firewall to behind the seat on the side of the driver, or both sides in such a manner that the chain cannot puncture the fuel tank, if it is directly in line with the chain.

14.TIRES & WHEELS

Wheels must be 13" in diameter only.

Tires are to be minimum of 62" circumference.

15.FIREWALL

Cars must be equipped with a metal firewall completely separating the engine from the driver's compartment.

16. WEIGHT

At the conclusion of any race, car and driver must meet the minimum weight of the following chart. Fuel cannot be added to make weight following the event. All cars must meet this weight without adding ballast. If weight needs to be added it must be added with necessary equipment (for example: steel floor pan, steel motor plate, bigger fuel tank).

600cc - 800cc = 850 lbs

800cc - 1000cc = 900 lbs

1000cc - 1180cc = 950 lbs

1180cc – 1200cc = 1000 lbs

An additional 50 pounds must be added to the minimum for alcohol powered cars (including e85)

17. WINGS

Top (cage) wings are mandatory. Top wings cannot exceed 16 square feet and can not extend beyond the width of the tires as measured by placing a straight bar at the lower outside sidewall of the rear tire (either one) and extending the bar vertically to touch the upper outside sidewall of that tire. The top wing **MUST NOT** touch the bar or disqualification and loss of points for that race will result. The only exception to this rule is if the car was involved in an on-track incident in that race that may have changed the original position of the wing. This is considered a safety issue and will be dealt with very seriously. **NO** plywood or plexiglas wings will be allowed.

Nose wings are acceptable. Nose wing square footage as follows: Maximum 3 sq. ft. Side panels max. height 8" (Grand fathered larger front wings, Mike Kesler, until replacement is needed, 2/10/07).

Application can be made to the technical committee regarding different types of wings.

18. FLOOR PAN

Cars must have a floor pan that extends from the front of the seat to the firewall.

19. SEAT

Seat must be an aluminum racing seat. Fiberglass or homemade seats are not

allowed. A five point, 3 inch lap belt, shoulder harness and sub belt system are required. Seat must be bolted to the chassis with a minimum of three (3) 3/8" grade 8 bolts with lock nuts. No Dzus style fasteners will be allowed.

20. BATTERY

Battery must be mounted securely to frame. No wire or rubber cords can be used.

21. COOLERS

Radiators and/or oil coolers must be located in a shielded area outside the driver's compartment and cannot extend above or be located behind the driver's head.

22. FUEL VALVE

Fuel valve must be located as close as possible to the fuel tank. Valve must be operable from rear wheel area without requiring tools or removal of any parts for access. Driver compartment must have fuel shut off valve. All fuel shutoff valves must be clearly marked as to the "OFF" position, so that safety workers clearly understand which way to shut off fuel flow in the event of an incident. Highly recommended that fuel line be steel braided type.

23. HELMET PAD

Cars must have a helmet pad behind the driver's helmet. A high-back seat is an acceptable substitute.

24. NUMBERS

Numbers must be legibly displayed on both sides and centered on the top wing with 12 inch numbers on the sideboards and 18 inch numbers on the center of the top wing.

25. DECALS

All cars registered with the Western Outlaws must display a current Western Outlaws decal on the right side panel (cowl area) or on front of wing.

All Western Outlaws championship points fund sponsor decals shall be affixed to the car where they are visible from the front or right side to receive points and/or monies.

“A” or “G” (alcohol or gas) decal of 4 inches on lower front corner of both sides of wing.

26. DRIVER SAFETY

ALL DRIVERS ARE REQUIRED TO HAVE THE FOLLOWING IN USE EVERY TIME THEY ARE IN THEIR CAR ON THE TRACK:

2005 SA-rated SNELL or newer approved, full-face helmet is required (M-rated helmets are not allowed). A Head & Neck Restraint System is highly recommended.

Approved NOMEX or equal fire suit. (Single-layer suits must be one piece & have NOMEX underwear.) Gloves, socks & shoes are required. SFI-5 rated fire suits, NOMEX underwear & head sock are highly recommended.

Three-inch lap and shoulder harness, and sub belt are required. Belt must be attached to car in a safe manner as approved by the technical directors and must not be over four (4) years old. Belts must be inspected after an on track accident.

Arm restraints and neck collars are required.

Fire extinguishers are required for each car in the pit, and must be inspected every six (6) months.

Cars using alcohol for fuel must also have a pressure water extinguisher in the pits.

Kill switch is required within the driver's reach when restraints are on. Main power switch must be clearly marked as to the "OFF" position, so that safety workers clearly understand which way to shut off electrics in the event of an incident.

Cage nets capable of supporting driver head on both sides of cage are required if not using a full containment seat. Cage nets recommended with full containment seat.

Only one way radio communication from track officials allowed.

27. NON MEMBERS

Drivers from other clubs wanting to participate in a Western Outlaws race must have their car approved by the Western Outlaws technical inspectors.