



2026 OUTLAW MINI MOD SERIES RULES & REGULATIONS



OUTLAW MINI MOD SERIES RACE CARS

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PURPOSE OF THE OUTLAW MINI MOD SERIES

- The purpose of the Outlaw Mini Mod Series is to provide an alternative form of racing that is Fast, Affordable, and Fun. The car class/division is diverse in age & racing experience—it can be a great stepping-stone for up and coming drivers looking for on-track experience, and it’s also a great option for veteran drivers looking for an affordable racing option beyond full-sized race cars.

POWERS OF THE OUTLAW MINI MOD SERIES

- OMMS Shall have the power to supervise and control the Series under its own jurisdiction.
- OMMS Shall have the power to disqualify drivers for on-track or off-track altercations that are determined to be detrimental to the Series.
- OMMS shall have the power to disqualify drivers based on the actions of their crew members that are determined to be detrimental to the Series.
- OMMS Shall do all things which in its judgment further the best interest of the Series.
- Any OMMS disciplinary actions taken by OMMS or OMMS tracks shall not be appealed by the driver and/or guardian.

RACE DRIVER LICENSE

- OMMS annual license or temporary license is required to compete in any Series or Track event.
- To receive any OMMS point fund, driver must have an annual OMMS license.
- 2024 OMMS Annual license Fee is \$100.00. OMMS temporary license is \$30.00 per event.
- To be eligible to initiate a protest, you must hold an annual OMMS license.
- The minimum age to race ANY Outlaw Mini Mod Series Points event is 12 years old. A Birth Certificate may be requested for verification purposes. 12 years old MINIMUM to race any of the 18 Series Points Events (Red highlighted dates on the schedule).
- Rookie Status: if you are new to the OMMS and have not raced a car bigger than a Bat Wing Chassis car, you are deemed a "rookie". All rookies must have "Rookie" prominently displayed full length of the spoiler (black lettering on YELLOW). All rookies shall start at the tail end of the heat race & feature for a minimum of 4 events. OMMS and/or track officials will closely evaluate that the rookie driver can: listen to raceceiver, track officials, flag man, & handle speed of car. After 4 race events, track and/or OMMS representatives will determine eligibility to start feature event in a position other than last. There is no minimum age to register as a "Rookie". All drivers must obtain a Series License. "Rookie" status drivers will be allowed to compete at any weekly non-series points events at any

track. Drivers MUST be 12 Years old to compete in ANY OMMS Points events.

- OMMS and track officials reserve the right to line up any driver that appears to need time developing their skills to the tail of any event.
- By holding an OMMS licenses, the driver acknowledges and accepts that the OMMS may use drivers names, pictures, likeness, and performances in any way, medium or material; including without limitation by and through, television, radio, airwave, film productions, videotape reproductions, audio tape reproductions, transmissions over the internet, and public and private online services authorized by the OMMS.

GENERAL SERIES RULES

- Any rule amendments that are published during the course of the season will be found on the OMMS website along with the Series Facebook page, and will be considered part of the rules for that current season.
- Track officials have the responsibility for rules and regulations enforcement at any OMMS weekly event. At the discretion of track officials in charge, any competitor may be disqualified for rule violations. All disputes developing as a result of local track rules must be settled at the track!
- No driver or crew member may enter the racing area until he or she has completed all releases, registrations or entry forms. No person will be allowed to sign release wavier sheets for anyone other than themselves (exception for minor release forms).
- The driver is disqualified and receives no points, not the race car.
- Driver is the sole spokesman for car owner and pit crew in all matters pertaining to the race and the driver shall only take part in any arbitration with officials.
- No OMMS member shall participate in any fight on the premises.
- No OMMS member shall subject officials to abuse or improper language.
- Driver is responsible for the conduct and actions of their crew members.
- Unsportsmanlike conduct or participating in any action or activity considered detrimental to Outlaw Mini Mod Series or Outlaw Mini Mod Series tracks, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by the Outlaw Mini Mod Series.

- OMMS or OMMS tracks reserve the right to inspect race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all illegal parts. It is the responsibility of the driver and crew to disassemble race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fine and/or suspension.
- Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. Outlaw Mini Mod Series and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.
- Any car under protest taken from premises without first clearing with official in charge will subject car and driver to disqualification and forfeiture of prize money and points.
- Any driver under suspension may not participate in any OMMS event.
- No driver, car owner, or mechanic shall have claim for damages, expenses or otherwise against Outlaw Mini Mod Series, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owner, driver and mechanics agree the track is in safe condition if they take part in racing activities.
- All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or en route to or from the premises.
- OMMS and OMMS tracks reserve the right to request the removal of any derogatory or distasteful statements on any race car, trailer, or transporter. Failure to comply will result in disqualification or suspension.
- 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.
- The minimum age to race ANY Outlaw Mini Mod Series Points event is 12 years old. A Birth Certificate may be requested for verification purposes.

12 years old MINIMUM to race any of the 18 Series Points Events (Red highlighted dates on the schedule).

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 & D35 Allowed through 2026
- RF, LF, LR- RD20 & RD25 Compound Allowed through 2026
- You may grove 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.

WHEELS

- 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 allowed on RF & mandatory 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

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. 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 OMMS 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 xylidine. 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 than rear of seat

BRAKES

- One rear brake
- NO front brakes
- 2-piston brake caliper ONLY
- 10" max diameter of brake disc
- 5/16" max thickness of brake disc
- Wilwood Master Cylinder #2606764 is standard
- Wilwood Brake Caliper#120-4062 is standard
- 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 STOCK motor from 2001-2009 model years. 2011-Newer model year engines are allowed only with 09'-year injection/ wiring/ ECU.
- No Yamaha, Kawasaki or Honda engines
- STOCK from motorcycle, including injectors. Must match throttle body & year of motor, clutch, and ECU.
- Cam profile must match year of motor. No miss match cam in different year motor. Cam Degree Setting must be stock.
- 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. (01-03 ECU is Non Programmable- Does NOT Need Seal/Cable)

- 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
- **Transmission must have all gears**
- Secondary plates in throttle body may be removed
- **Rebuilt Engine must be to factory specs**
- **Stock Compression Ratios**
 - 2001-03 Suzuki GSX-R600: 13.2:1
 - 2004-05 Suzuki GSX-R600: 12.5:1
 - 2006-07 Suzuki GSX-R600: 12.5:1
 - 2008-09 Suzuki GSX-R600: 12.8:1
 - 2011-13 Suzuki GSX-R600: 12.8:1
- A 2004-05 Suzuki GSXR 600 typically has a standard compression reading of 140-160 PSI when the engine is warm. A reading of 160-180 PSI is a common reading in a fresh state. Anything above this will be considered illegal & subject to further inspection before disqualification.
- A 2006-07 Suzuki GSXR 600 typically has a standard compression reading of around 170-190 PSI when the engine is warm. A reading of 190-210 PSI is a common reading in a fresh state. Anything above this will be considered illegal & subject to further inspection before disqualification.
- A 2008-09 Suzuki GSXR 600 typically has a standard compression range of 180-200 PSI when the engine is warm. A reading of 200-220 PSI is a common reading in a fresh state. Anything above this will be considered illegal & subject to further inspection before disqualification.

- A 2011-13 Suzuki GSXR 600 typically has a standard compression reading of 180-200 PSI when the engine is warm. A reading of 200-220 PSI is a common reading in a fresh state. Anything above this will be considered illegal & subject to further inspection before disqualification.

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
- NO adjustable shocks

- 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 axle

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 amount of material. Any angle allowed. Measured at base of spoiler/ Deck to top edge, no more than 3" material allowed acting as spoiler. 1" max support brace/ bend/ lip protruding off rear of spoiler. (Bat Wing Chassis Factory Spoiler Legal & Recommended)
- 7" Max spoiler support/sides/braces/sail panel at spoiler base. Height measured from top of decking. No more than 4 spoiler supports/sides/braces per car.
- Decking- Clarification: the tin work the body mounts to, and the spoiler is attached to. When referring to the "deck" this is where we measure spoiler or spoiler sides or any air deflector or fin.
- No wings
- 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.
- 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.
- Maximum Spoiler height measured in center of car, from top edge of spoiler to ground=41" WITH DRIVER IN SEAT. Not to include spoiler wings or supports

- 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. 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. 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!
- 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 900#. 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 900# 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)

SERIES LINEUP PROCEDURES

- First "Series" Points night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.
- For all future OMMS points nights scheduled for the season, heats are lined up by driver's OMMS point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average OMMS points earned in that season. Point average is calculated from drivers last 3 OMMS events. New drivers carrying no point average start at the rear of the heat race and the highest inverted position for the feature. Two or more drivers having no average or same point average will be lined up at discretion of officials.
- "B" mains are lined up straight up from heats with highest finishers to front.
- When one heat is run, top five qualifiers will be inverted for feature lineup according to OMMS season points average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to OMMS season points average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to OMMS season points average. OMMS and promoters reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features.
- A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up based on finishing position of heat race.
- There are no Double Feature nights allowed. If Feature is rained out it will not be run at later date, all drivers are to be awarded 30 points. A Feature event is completed when drivers take the green flag and a minimum of one lap is scored. If Feature event is shortened, rained out or stopped for any reason the race will be scored by last completed lap and called a completed race. If a track makes any attempt to start an event, where at least one qualifying race in any class at the track is completed, all registered drivers at that event will receive 30 points. These points will be used if needed in season total and retain said drivers point average, same as taking a provisional.
- If a scheduled OMMS event is canceled due to weather, the race will not be rescheduled, and the schedule will not be amended. If over 3 or more cancellations take place, every scheduled event will go towards your point total.

- Any driver disqualified from a heat race for basic rule infractions (Body, Weight, etc.) will be scored last in that race, and will start last in the 'B' Feature if required or 'A' Feature. An attempt must be made to rectify said disqualification before nightly feature event.
- Lineup Procedures outside of OMMS races are left to the track's discretion.

SERIES RACE PROCEDURES

- All OMMS feature events will start with a maximum of 24 cars.
- OMMS uses transponders and must be mounted on the downtube behind the seat.
- Promoters and OMMS will not be responsible for allowing a later entry to compete. Rejection of the entrant at any given time is allowed at any time. Pit Times and Draw cut-offs are the drivers responsibility to be known.
- Any driver not ready to compete when called to the track may be sent to the rear of the starting line up or left out of that race.
- No driver, car owner, pit man, or mechanic may use any signaling device for the purpose of signaling to competitors.
- No person shall be allowed on track during a race except officials. This is grounds for disqualification and suspension.
- Top 5 cars must report to tech at every race event.
- Tech procedure for EVERY Series Race: Top 5 drivers report to pre-determined tech area. Once all 5 drivers are present, the 5th place finisher will draw a chip from the tech bucket and tech will continue as outlined below.
 1. Cam Profile check. Remove Valve Cover- measure intake & exhaust lobe, verify matches motor year. All 5 cars checked
 2. ECU. All 5 cars tested
 3. Fuel Pressure. Max of 45 PSI. Checked by in car gauge and/or use Series provided in-line gauge. All 5 cars tested
 4. Bore & Stroke. All 5 cars checked
 5. Pull Clutch Cover- Verify all gears work in transmission, Check for any internal modifications. All 5 cars checked
 6. Measure Throttle body & Injector match verification. Check for any sign of intake porting. All 5 cars checked
 7. Shock check. (add 4 chips to bucket- 1=LF 2=RF 3=LR 4=RR) Verify no bump stops, shaft length & stroke) All 5 cars checked

8. Dealer Choice Chip. 5th place finisher can choose any one item from this list to be checked.

- In the event of a disqualification, driver will receive no points or pay for said event. All drivers finishing behind the DQ'd position will be moved up and scored accordingly. For a tire, fuel, or ECU test where results are not instantly available, if said driver is found illegal, points will be adjusted to zero, all others moved up accordingly. Penalty served, Fine and ALL prize money earned must be paid back to Series before driver can race again in ANY OMMS event. Payout will be adjusted and reimbursed to all effected drivers at year end Series Banquet.

POINTS STRUCTURE

- OMMS 'A' Feature win is worth 40 points with each subsequent position worth one less, with 24th position in feature worth 17 points. If track runs 'B' feature(s), non-transferring drivers will receive 16 points. If no points are awarded due to disqualification, event points will not be figured into drivers point average
- Should a driver qualify for 'B' feature or 'A' feature that is unable to compete, they will receive last position, and receive points accordingly.
- If less than 12 entries for any given night, for each car less than 12 one point fewer than normal is awarded for feature finish.
- 12 cars or more
1st=40pts, 2nd=39pts, 3rd=38pts, 4th=37pts, 5th=36pts, 6th=35pts, 7th=34pts, 8th=33pts, 9th=32pts, 10th=31pts, 11th=30pts, 12th=29pts, 13th=28pts, 14th=27pts, 15th=26pts, 16th=25pts, 17th=24pts, 18th=23pts, 19th=22pts, 20th=21pts, 21st=20pts, 22nd=19pts, 23rd=18pts, 24th=17pts. Non Transfer Cars from B-Main: 16pts.
- 11 Cars
1st=39pts, 2nd=38pts, 3rd=37pts, 4th=36pts, 5th=35pts, 6th=34pts, 7th=33pts, 8th=32pts, 9th=31pts, 10th=30pts, 11th=29pts.
- 10 Cars
1st=38pts, 2nd=37pts, 3rd=36pts, 4th=35pts, 5th=34pts, 6th=33pts, 7th=32pts, 8th=31pts, 9th=30pts, 10th=29pts.
- 9 Cars
1st=37pts, 2nd=36pts, 3rd=35pts, 4th=34pts, 5th=33pts, 6th=32pts, 7th=31pts, 8th=30pts, 9th=29pts.

- 8 Cars
1st=36pts, 2nd=35pts, 3rd=34pts, 4th=33pts, 5th=32pts, 6th=31pts, 7th=30pts, 8th=29pts.
- 7 Cars
1st=35pts, 2nd=34pts, 3rd=33pts, 4th=32pts, 5th=31pts, 6th=30pts, 7th=29pts.
- 6 Cars
1st=34pts, 2nd=33pts, 3rd=32pts, 4th=31pts, 5th=30pts, 6th=29pts.
- Drivers must participate at minimum 10 events to be eligible for series Point Fund.
- Individual track standings are based on a driver's total cumulative points at the individual track.
- Tracks must run no less than four races to crown a "Track Champion"

OUTLAW MINI MOD SERIES NATIONAL POINTS CHAMPIONSHIP

- OMMS points champion will be crowned based on said drivers best 15 feature finishes from a preset 18 race schedule.
- OMMS will set the schedule on or before April 15th of that season. No alterations to the schedule will be made after that date.
- Drivers may purchase up to 3 "provisional" start spots. 1st provisional fee=\$50, 2nd provisional=\$75, 3rd provisional=\$100. MUST be paid 1 hour before draw cut-off of race date & can be purchased at batwingchassis.com. Drivers do not need to be present to take a provisional at that event. Upon receipt of the provisional fee, driver will be awarded 25 points regardless of the car count at that event, and retain their season point average. These "provisional" start spots are only to be used if said driver cannot attend said event.
- Provisional points will be figured into drivers point average. Provisional starts are only allowed at Outlaw Mini Mod Series events, and not available at nonseries races.

ON-TRACK INCIDENTS

- 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, not the OMMS Official. For the safety of our drivers, any retaliation post-race or under caution is a conduct issue that OMMS will address directly as a deliberate act of aggression.
- All Outlaw Mini Mod Series races 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

- Any and all actions, including negative use of the internet, including any social media, by person or persons ruled "Detrimental to the Series, its officials, drivers, and/or owners" will receive a minimum \$50 fine, along with a possible suspension, and/or lifetime ban from participating at any OMMS event. These actions or any similar will not be tolerated.
- 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 OMMS and 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 OMMS Organization and or Bat Wing Chassis.
- 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, which would tend to bring the series into disrepute. Please note: By entering, qualifying and/or racing in an OMMS 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 OMMS event acknowledges and accepts the following: the OMMS and 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 OMMS and the like, before, during and after the event, for promoting, advertising, recording or reporting in the event or any OMMS 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 OMMS 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 OMMS and/or track officials.
- These actions or any similar will not be tolerated!

AUTOMATIC PENALTIES

- Fighting and/or physical assault: First violation, minimum \$250 fine and/or suspension. Second violation is a minimum \$500 fine and minimum three-week suspension. Third violation is a life time ban from the OMMS.
- Unsportsmanlike conduct and/or verbal assault: First violation, minimum \$100 fine and/or suspension. Second violation is a minimum \$250 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.

- Physical assault of an OMMS or track official, or promoter. First violation is a fine of no less than \$500 and/or suspension of driver of no less than 3 events.
- Refusal by driver to sign deficiency slip will result in immediate disqualification and suspension from remainder of OMMS events.
- Rough driving - Penalties including fines, suspensions and points to be at discretion of OMMS and/or track officials, OMMS may impose penalties based on severity of incident.
- Any driver intentionally using his/her vehicle in a malicious manner: minimum \$250 fine and/or suspension at discretion of OMMS officials.
- OMMS reserves the right to have all race cars use the same fuel or fuel mix. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense.
- Chemically treated tires will result in \$500 fine, pay for tire testing, and loss of all points for the season; second offense will result in \$1000 fine, pay for tire testing and 1 year suspension.
- ECU must be sealed from Bat Wing Chassis, any ECU found without seals will be disqualified from that event and fined \$300.
- Failure to meet the required weight will be disqualified from that race and receive last place points.
- Any disqualification for a "Minor" rules infraction- I.E. Weight, Body, Wheelbase, Deck height will result in no pay, and 24th place points regardless of car count. Any disqualification for a "Major" rule infraction- I.E. Tire, ECU, Fuel, Engine.. will result in no pay & no points for said event. Points will be adjusted accordingly. Any pay out adjustments will be paid out at the Series banquet. If you are disqualified from any event, that race MUST be counted in season point total.

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.
- Protest must be in writing and given to Series Tech official and/or a track official

- Individual protest information can be found in the Outlaw Mini Mod Series Protest form. Forms can be printed from the OMMS webpage or acquired from the OMMS trailer at any event.
- \$150.00 fee to initiate a protest. Cash ONLY must be submitted, along with the official Series protest form, in the tech area immediately after said event. Any driver may file a protest against another driver for any infraction of the rules that finishes in the top 5 of said feature event. Protester must finish on lead lap of said event. Protest will only be allowed on Series Points Events. Weekly racing will be teched by said race track officials.
- If found illegal, protester receives \$100.00 back and protested car receives no points. Any driver found illegal will be subject to said fines, including said earnings from that specific event, these funds will be deposited into the Series Point fund, and must be paid before said driver may compete in any future OMMS event.
- If found legal, the protested car will receive \$75.00.
- Drivers may not: protest more than one car per event, protest a driver finishing in a position behind them, protest the same driver more than once per race season.
- Protest form must be presented to Track official, and/or present Series Board Member in the tech area immediately after event. In the event of a "conflict of interest protest" an OMMS board member will provide an unbiased verification method agreed upon by each party. If protested driver is a minor, they may consult with parent/guardian/car owner. Only one crew member per car allowed in tech area.
- Allow up to 21 days for verification on certain protested items.
- If protested driver refuses/declines protest, all said earnings, points, trophies, contingencies/prizes will be forfeited. Earnings will be deposited into Series Point Fund. Driver will receive a 3-race suspension starting from said event date.
- OMMS reserves the right to protest any ECU at their discretion.

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.

- It will be strongly encouraged that any new and/or younger drivers voluntarily start at the rear of their first several race events until they are comfortable and up to a similar speed as other drivers.

RACE & SERIES OFFICIALS

- SERIES OWNER
& RACE DIRECTOR

Nathan Kilwine
(507) 456-5465
nkiller15@yahoo.com

- HEAD TECH OFFICIAL

See Head TRACK Official for immediate question on track issues, and/or tech related items. OMMS Board will have final say on any Protest or Tech related issues unresolved by Head TRACK Official.

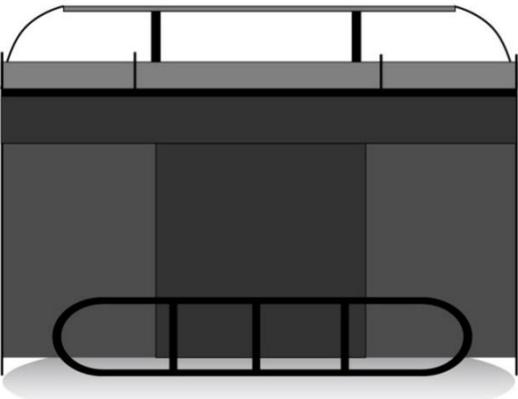
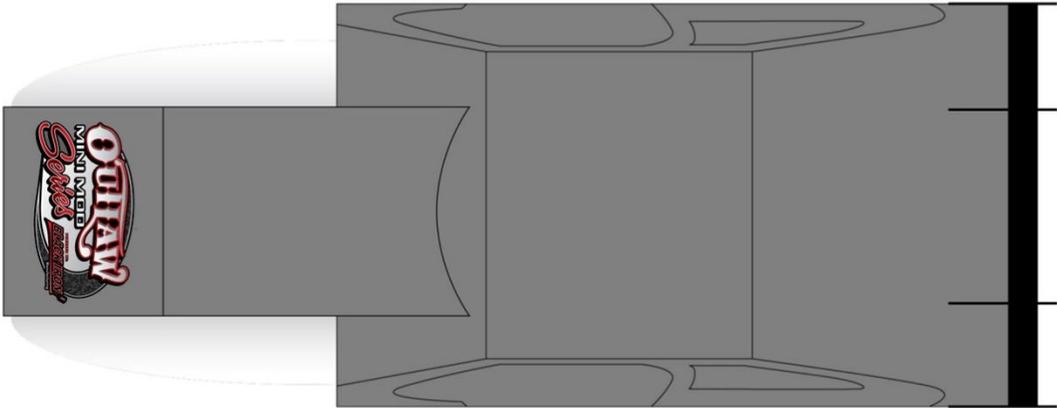
- SERIES BOARD MEMBERS

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BODY TEMPLATE



65" MAX WIDTH

132" MAX LENGTH

60" MAX HEIGHT

3" MAX SPOILER

7" MAX SPOILER SIDE/SUPPORTS/BRACES

MAXIMUM SPOILER HEIGHT 41"

MEASURED IN CENTER OF CAR, FROM TOP EDGE OF SPOILER TO GROUND WITH DRIVER IN SEAT. NOT TO INCLUDE SPOILER WINGS OR SUPPORTS.