

2025-2030 Outlaw Supermodified / Sprint Series (OSS) Rulebook

Revisions or clarifications will be added in the online electronic version of the OSS Rulebook when necessary. The electronic rulebook version on the OSS website supersedes the printed copy.

1. **DISCLAIMER AND HOLD HARMLESS AGREEMENT**

a. Acknowledgment of Risk:

Participation in racing events involves significant risks, including but not limited to the risk of serious injury or death. By participating in any event governed by this rulebook, all participants acknowledge and accept these risks, and they voluntarily assume full responsibility for their actions, the consequences thereof, and any associated risks.

b. Compliance with Safety Rules:

The rules and safety guidelines provided in this rulebook are designed to promote safe competition and sportsmanship. However, compliance with these rules and guidelines does not eliminate the risk of injury or death. This rulebook may not encompass all potential safety requirements or address every scenario that may occur on or off the track. Participants are solely responsible for assessing and ensuring their own safety, and they are encouraged to implement additional safety measures as they deem appropriate.

c. Assumption of Risk and Release of Liability:

By participating in any racing event under the governance of this rulebook, participants, their representatives, and any accompanying parties agree to release, waive, discharge, and hold harmless the organizers, officials, sponsors, affiliates, and all individuals associated with the event (collectively, the "Released Parties") from any and all liability, claims, demands, or causes of action that may arise from injuries, damage, or death incurred as a result of participation. This waiver and release extend to any injuries or damages that may result from the negligence of the Released Parties.

d. Personal Responsibility for Safety:

It is the responsibility of each participant to ensure that their vehicle, equipment, and personal protective gear meet appropriate safety standards. The Released Parties are not responsible for inspecting, approving, or verifying the safety of any participant's equipment, vehicle, or protective gear. Each participant is expected to conduct themselves in a safe and responsible manner and to make personal safety a priority.

e. Agreement to Rule Modifications:

Participants acknowledge that rules and guidelines may be updated or modified at the discretion of the series officials. It is the responsibility of each participant to remain informed of any changes to the rules and to comply with them. Participation after any rule change constitutes agreement to and acceptance of those changes.

f. Disclaimer of Warranties:

The Released Parties make no warranty, express or implied, regarding the safety of any event, activity, or equipment, and they disclaim all liability for the completeness or sufficiency of any safety guidelines contained in this rulebook. Participants are encouraged to seek additional safety resources and training as they see fit.

WARNING: Participation in racing activities is inherently dangerous and can result in severe injury or death. Even if all safety rules are followed, these risks cannot be eliminated.

By participating, all individuals confirm that they have read, understand, and accept this disclaimer and hold harmless agreement, and they agree to be bound by the terms set forth herein.

2. DRIVETRAIN

a. ENGINE

i. SEALED 602 CRATE ENGINE

1. Shall only be allowed in a Sprint Car.
2. Unaltered sealed GM crate engine #88958602. Engine seal number shall be documented as legal on the Race-1 website.
3. Race-1 (330-540-7223) shall be the only authorized engine purchase/conversion facility. All 602 Crate Engine purchases and conversions must be completed by Race-1 and will be sealed upon completion with Race-1 issued seals as well as the GM factory seals.
4. 604 oil pan is permitted if sealed by Race-1.
5. No balancer upgrades permitted.
6. All engines shall remain stock and shall not be altered, modified, or changed from factory specifications.

ii. UN-SEALED 602 CRATE ENGINE

1. Shall only be allowed in a Sprint Car.
2. No alterations to the to the sealed GM Crate Engine Part #19434602.
3. Shall maintain all specifications for GM Engine Part #19434602
 - a. As listed in the Chevrolet Performance Vehicles/Parts/Racing CT350 & CT400 Circle Track Racing Engine Technical Manual Rev. January 2023.

iii. SEALED 604 CRATE ENGINE

1. A Sealed 604 Crate Engine shall be run as manufactured by GM, with no alterations.
 - a. Shall maintain all specifications As listed in the Chevrolet Performance Vehicles/Parts/Racing CT350 & CT400 Circle Track Racing Engine Technical Manual Rev. January 2023.
2. The engine shall maintain all the anti-tampering seals from GM/Chevrolet Performance.
3. If said engine fails or if technical inspection is refused, then that team shall lose all points year to date and shall be suspended from competition for the remainder of the current race season.
4. Engines sealed by any means or companies except those listed in 2.a.iii.1 & 2.a.iii.2 shall be classified as a Non-Sealed Engine and is subject to those rules.

iv. NON-SEALED 604 CRATE ENGINE

1. Engine Block

a. Shall be a GM Production 350

- i. Shall be a 1-piece Rear Main Seal.
 1. Adapters Allowed.
- ii. Shall not be a Bow Tie Block.
- iii. Shall be Cast Iron Only
- iv. Main Journal Size Shall be minimum 2.45"
 1. Tolerance shall be given for wear & Manufacturing tolerances

b. Shall not be modified except:

- i. 0.030" cleanup allowance on the cylinder bore.

c. Compression:

- i. Maximum 10.0:1

d. Crank

- i. Shall be Steel Only
- ii. Shall be 3.480" Stroke
- iii. Minimum weight:
 1. 55 lbs.
 2. Shall remain stock appearing.
 3. Only balancing is allowed.
 4. No Ultralight Cranks.

- iv. Shall be a 1-piece Rear Main Seal.
- v. Rod Journal Size Shall be minimum 2.1"
 - 1. Tolerance shall be given for wear & Manufacturing tolerances

e. Rods

- i. Shall be Steel only.
- ii. Shall be 5.700" in length.
 - 1. Measured from the Center of the Crankshaft Journal Bore to the Center of the Piston Pin Bore

f. Pistons

- i. Shall be Aluminum Only.
- ii. Shall be Flat Top Only.
 - 1. Shall not protrude from the block.

g. Cam Shaft

- i. Shall be Steel Only.
- ii. Lobe Maximum Lift (not valve lift):
 - 1. 0.383"

h. Push Rods

- i. Shall be Steel Only.
- ii. Guide Plates are allowed on the cylinder head.
- iii. Shall be 0.3125" (5/16") in diameter.

i. Lifters

- i. Shall be Steel Only.
- ii. Shall be Hydraulic Lifter.
 - 1. Shall be Roller or Flat Tappet Style.
 - 2. 2025 - Tie Bars or Link Bars.
 - a. Shall be allowed
 - b. 2026-2030 TBD.
 - 3. No Solid Lifters.
 - 4. No Lifter Bore Sleeves or Bushings.
 - 5. No Anti-Pump-Up Lifters.

j. Oil System

- i. Shall be a wet sump Oil System.
 - 1. No Dry Sump Engines.
- ii. No Vacuum Pumps.
- iii. No Internal or External secondary pumps Oil Pumps.
- iv. Oil Accumulators shall be allowed.

2. Cylinder Heads

a. Shall be GM Casting Number:

- i. 19417568
- ii. 12367712

b. Shall not be modified.

- i. Including but not limited to:
 - 1. No Angle Cutting.
 - 2. No Porting & Polishing.
 - 3. No Gasket Matching.

c. Rocker Arm

- i. Shall be 1.5:1 Ratio.
- ii. Shall be Aluminum or Steel.
- iii. Shall be Roller Rocker Type.
- iv. No Stud Girdles.
- v. No Shaft Mounted Rockers.

d. Valves

- i. Shall be Steel.
- ii. Intake Size:
 - 1. Shall be 2.00"
- iii. Exhaust Size:
 - 1. Shall be 1.55"

e. Valve Springs

- i. Shall be Beehive style.
- ii. No Dual Valve Springs.

iii. Retainers

- 1. Shall be Steel.

iv. Keepers

- 1. Shall be Steel.

v. Push Rod Guide Plates

- 1. Shall be Allowed.

3. Oil Pan

- a. Shall be 7.0" minimum.
- b. Shall have a 1.5" NPT Inspection Plug.
 - i. If no inspection plug is present the Oil Pan shall be required to be removed for Technical Inspection. Failure to do so shall result in a failed inspection.

4. Intake Manifold

- a. Shall be GM Casting Number:
 - i. 12486574
- b. Shall not be modified.
- c. Shall only incorporate 1 gasket per mating surface.
- d. No air leaks.

- OSS Officials have the right to pull the engine completely down for technical inspection at the end of any race regardless of the finishing position. -

b. CARBURETOR

- i. Shall be 4150HP series, 650 CFM, 4 Barrel.
- ii. Shall not be modified or changed except:
 - 1. Modified:
 - a. Enlargement of Idle Hole(s) on throttle plates.
 - 2. Changed:
 - a. Jets
 - b. Power Valve
 - c. Accelerator Pump Squirters
- iii. **Spacer**
 - 1. Shall be single spacer only.
 - a. maximum 1.0".
 - i. Shall be measured @ ambient temperature, between 55 and 60 minutes after the removal from the engine.
 - 2. Shall be straight bore only.
- iv. **Gasket**
 - 1. Shall have one gasket on each side of the spacer.
 - 2. Shall be maximum 0.070" thick.
 - 3. No air leaks between the intake valves and the top of the carburetor.

v. **Air Cleaner**

1. Only one 4" x 14" or less (surface area) air cleaner element is allowed.
2. Shall not be modified.
3. No scoops or forced air induction allowed.

c. FUEL PUMP

- i. Shall be Mechanical.
 1. No electric pumps.

d. IGNITION SYSTEM

- i. **Legal:**
 1. Magneto.
 2. Any Battery Powered Ignition System with a single coil.
 3. Rev Limiter.
- ii. **Illegal:**
 1. Crank Trigger Systems.
 2. Multiple Coil Systems.
 3. Traction Control.
- iii. **Battery**
 1. Shall be securely fastened inside the main frame rails and outside of the cockpit.
 2. Shall have a protective cover over the terminals.

e. TACHOMETER

- i. All cars shall be equipped with a properly functioning tach with recall.
 1. Any car without a properly functioning tach may be disqualified.
- ii. Gear rule shall be established by OSS with the intention of a target maximum 6500 RPM.
- iii. A target gear ratio shall also be specified for each track.
 1. This includes qualifying, time trials, heat races, and features.
 2. Competitors may exceed the target RPM or target gear ratio, but not both.
- iv. OSS reserves the right to read any competitors' tachometer and/or gear ratio at any time.
- v. OSS may install a separate tachometer on any car at any time to verify competitor's tachometer is reading correctly.
- vi. You can exceed the specified ratio if your RPM is 6500 or less. Likewise, you can exceed 6500 RPMs if you have the target gear ratio or a lower numerical ratio.

f. COOLING SYSTEM

- i. All radiators and cooling devices shall be mounted in front of the driver's cockpit.
- ii. Water and Water Wetter® Shall be the only liquid used.
 1. Water Wetter® or similar substitutes shall be allowed.
 2. No anti-freeze or coolant allowed.
 3. If found to have anti-freeze/coolant the car owner shall be fined \$250.
- iii. The cooling system shall have a two-quart or larger can or recovery unit for overflow/overheating.

g. EXHAUST

- i. All exhaust pipes on each side shall run into a common collector.
- ii. The headers shall be kept away from possible fuel spillage areas.
- iii. All exhaust parts shall remain inside the nerf bars.
- iv. Muffler
 1. Shall be required.
 2. Shall be a minimum of 6.0" in length.
 - a. Shall not be modified.
 3. Shall be welded on the end of the header pipes.
 4. Shall be fully functional.
 5. Shall not be homemade.

h. Forced Induction & Performance Modifiers

- i. No Superchargers, Turbochargers, Prochargers or any type of forced induction shall be allowed
- ii. The use of Nitrous Oxide or any other type of Chemical System shall not be allowed.

3. TIRES AND WHEELS

a. TIRES

- i. Compounds shall be decided by OSS and Hoosier and available for purchase at every event.
- ii. All tires shall be purchased from the OSS Approved Supplier.
- iii. Only 2 (two) new (not previously stenciled) tires shall be permitted to be run on any race night, except as listed on the official OSS Schedule.
- iv. Any new car, not at the first official OSS event shall purchase 4 (four) new tires and run those same tires for all hot laps, qualifying, heats, and features.
- v. Tires shall only be stenciled immediately preceding qualifying.
- vi. Only stenciled tires shall be run in qualifying, heat races, and feature.
 1. The 4 (four) tires stenciled for qualifying in an event shall be used in that feature.
 2. Any OSS stenciled tire shall be used in the heat races.
- vii. NO soaking, grinding, buffing, or altering markings.
- viii. NO softening solutions allowed.
- ix. NO warmers.
- x. Questionable tires shall be confiscated by series officials.
 1. A replacement tire shall not be provided.
- xi. Teams caught with tire softeners shall lose all money for that event, points for the year to date, a \$500 fine, and a two-race suspension.

b. WHEELS

- i. Shall be steel.
 1. Sprint Cars may use aluminum wheels on the front axle only.
 - a. Must be 6 pin Style.
 - b. Rear Axle shall be steel.
 - c. Wide 5 Style wheels shall be steel.
- ii. Shall be a maximum 10.0" wide.
- iii. No bead locks or screw fastening devices of any type allowed.
- iv. No Bleeder valves may be used.

4. SPRINT CAR CHASSIS

a. ROLL CAGE

- i. Roll cages shall be constructed with chromoly tubing with a minimum OD of 1.500" and a minimum wall thickness of 0.095".
 1. Previously built 1.375" tubing cars are grandfathered in.
 2. NO NEW CARS BUILT FROM less than 1.500" tubing shall be allowed.
- ii. The roll cage shall be gusseted in all four corners.
- iii. NO sharp edges shall be left anywhere on the roll cage.
- iv. Cages shall be constructed with an inverted "V" or "X" type behind the driver's head.
- v. Shall have padding around the helmet area.

b. Car Dimensions / Body

i. WHEELBASE

1. Minimum 83.0"
2. Maximum 92.0"

ii. Right Rear Offset

1. Maximum 43.0"
 - a. Shall be measured from the center bolt on the rearend housing to the outside lip of wheel.

iii. **BODIES**

1. Driver shall be able to enter and exit the car without removing any body panels.
2. Shall be constructed of aluminum, steel, or fiberglass. Body styles should resemble current Sprint Car body designs.
3. Side panels shall not be higher than the bottom of the driver's helmet regardless of chassis bracing when strapped in the car and race-ready.
 - a. Sail Panels behind the driver's head (B-post) may be filled in.
 - i. Wicker bills/lips shall be allowed
 1. Maximum 2.0"
4. Sun Visor
 - a. Shall be a maximum of 6.0" tall.
 - b. Shall be mounted only on the front of the chassis.
 - c. Shall not be wider than the frame.
 - d. Shall not have wickers or any additional aerodynamic profile.
5. A belly pan is required and shall extend under the radiator and engine and may not stick out more than 0.50" from the lower frame rail.
6. Rear Body Work
 - a. Shall be a maximum of 2 vertical, single surface panels only.
 - i. One on the left side of the frame and one on the right side.
 - b. Shall not extend more than 36.0" behind the back of the rear axle or beyond the rear bumper, whichever is shorter.
 - c. Shall conform to Rule 4.b.iii.3.
 - d. Wicker bills/lips
 - i. Allowed
 - ii. shall not be greater than 2.0"
 - e. Shall not incorporate any horizontal or aero panels.

iv. **Wings**

1. NOSE WING

- a. Maximum length of the nose wing shall be 34.0" measured from the front of the axle to the most forward point of the front bumper.
 - i. No portion of the nose wing shall extend beyond 34.0".
- b. Maximum width shall be 54.0" measured from the outermost points of the wings/nose. This includes endplates and/or wicker bills on end plates.
- c. Shall be a single element.
 - i. No multi-element noses or wing(s).

2. TOP WING

- a. Shall be mandatory.
- b. Shall be constructed of aluminum or steel.
- c. Side panels
 - i. Shall be no taller than 30.0"
 - ii. Shall be no longer than 75.0"
 - iii. Shall not extend more than 3.0" outwards.
 1. Measured from the exterior of the side panels, perpendicular to the outermost point of the sideboard.
 2. May extend inward or outward but not both.
 - a. Only a single lip is allowed on each side of the sideboard.
- d. Shall be no larger than 25.0 Square Feet.
 - i. Shall be no wider than 60.0", not including side boards.
 - ii. Shall be no longer than 60.0"
- e. Shall not extend past the outside width of the rear wheels.

- f. Shall be a single element only.
 - g. Shall be Fixed and not movable.
 - i. Air strut wings shall not be allowed.
 - ii. Wing Sliders shall not be allowed.
 - h. Shall be tethered to the chassis.
 - i. Only one top-mounted wing is allowed.
 - j. No other wings/aero bodywork shall be allowed.
 - i. Including wings/aero bodywork built into the tail section.
- v. **Firewall**
1. There shall be a firewall between the engine compartment and the cockpit.
 2. There shall be a firewall between the fuel cell and the cockpit.
 3. Firewalls shall be constructed of at least 20-gauge steel or aluminum and bolted or welded to the frame.
 4. Engine block shall be mounted level within +/- 5.0 degrees.
- vi. **Nerf Bars**
1. Shall be mandatory on both sides.
 2. Shall be a minimum of 1" OD.
 - a. Bars shall be constructed to prevent wheel hop.
 - b. Bars shall not have more than three upright bars with a minimum spacing of 12.0" between.
 3. Shall be within 1" of, but may not extend beyond the outside edges of the tires.
 4. The right side nerf bar shall extend to within 13" of the right front tire and 10" of the right rear tire and be at the center line height of the tires.
 5. The left side nerf bar shall extend to within 10" of the left rear tire
 6. The left & right side nerf bars shall be allowed to have a securely attached vertical sheet metal panel.
 - a. Shall not extend beyond the outer dimension of the nerf bar.
 - b. Shall not exceed 18 inches in height.
 - c. Shall not extend forward of the engine belly pan.
 - d. Shall not have any lips or aero extensions.
- vii. **Bumpers**
1. Front and Rear bumpers capable of supporting the weight of the car shall be mandatory.
 2. Shall be made of round steel tube with a minimum O.D. of 1.00".
 3. Shall have rounded corners.
 4. Shall have a double-loop design and have a minimum of one vertical.
 5. A single two (2) inch jacking extension is allowed and shall point straight down.
 6. Shall have a vertical height covering the span of 10.0" to 13.0" from the ground.
- viii. **Front End**
1. Shall have a solid front axle suspension.
 - a. Shall be made of Steel.
 - b. Independent suspension shall not be allowed.
 2. Recommended tethered front axle.
- ix. **Rear End**
1. Shall be a solid axle.
 - a. Independent suspension shall not be allowed.
 2. Any passenger car or truck rear end may be used.
 3. A quick change, posi-traction, or locked rear end may be used.
 4. Shall be Aluminum or Steel.
 5. Shall have a pin on the outer end of the axle to retain the nut.

- x. **Drive Shaft**
 - 1. Shall be contained within a torque tube.
 - 2. Shall have at least 1 torque tube hoop.
 - 3. Shall pass between the driver's feet.
 - xi. **Fuel / Fuel Tanks**
 - 1. **Legal Fuels:**
 - a. Methanol
 - i. Top End Lubricant Allowed.
 - b. Gasoline
 - i. 110 Octane Maximum.
 - ii. Maximum Ethanol Content 10.5%.
 - 2. All cars shall be equipped with a fuel cell with a bladder system in good working order.
 - 3. There shall be a check valve or PCV valve located within the fuel vent line, this shall be part of the safety check and is MANDATORY.
 - a. Part #SV-08280BERG Anti-siphon Valve in the main fuel line from the fuel tank to the fuel pump.
 - 4. The fuel cell shall be mounted within the main frame rails, fully enclosed in a steel/aluminum/polymer container.
 - 5. All cars shall mark if they have gas or methanol on the back of the top wing and fuel cell area.
 - xii. **Appearance**
 - 1. **Body and Paint**
 - a. All cars must be neatly painted and lettered.
 - b. Major body damage and paintwork must be repaired by the next OSS event.
 - c. All cars shall run all series sponsorship decals to receive any payout throughout or after the season.
 - i. Decals shall be in a visible location, and not obscured in any way.
 - 2. **Numbers**
 - a. Numbers may be assigned by series officials
 - b. No letters or 3-digit numbers
 - i. series may re-assign to avoid duplication.
 - c. The first car to register will get a number in cases of duplication.
 - i. Cars entered in the previous season will be given priority.
 - d. A contrasting, legible number must be a minimum 18" two-stroke width on the top surface of the wing in addition to a minimum 8" numbers on both sides of the wing, nose, and rear of the car.
- c. Brakes**
- i. All cars shall have front and rear brakes.
 - ii. Brake rotors shall be ferrous alloy only.
 - 1. No Carbon Fiber.
 - 2. No Titanium.
- d. Steering / Steering Wheel**
- i. Any Steering system is legal.
 - ii. The steering wheel shall have padding in the center.
 - iii. Shall be equipped with a quick-release steering wheel system.
 - iv. The steering shaft shall have at least one collapsible point between the steering wheel and the steering rack if a rack & pinion style steering is utilized.

5. SUPERMODIFIED CHASSIS

a. ROLL CAGE

- i. Roll cages shall be constructed with chromoly tubing with a minimum OD of 1.500" and a minimum wall thickness of 0.095".
 1. Previously built 1.375" tubing cars are grandfathered in.
 2. NO NEW CARS BUILT FROM less than 1.500" tubing shall be allowed.
- ii. The roll cage shall be gusseted in all four corners.
- iii. NO sharp edges shall be left anywhere on the roll cage.
- iv. Cages shall be constructed with an inverted "V" or "X" type behind the driver's head.
- v. Shall have padding around the helmet area.

b. CAR DIMENSIONS / BODY

i. WHEELBASE

1. Minimum 88.0"
2. Maximum 102.0"

ii. TRACK WIDTH

1. Shall be measured from outside lip to outside lip of wheels on the front or rear.
2. Maximum 84.0"

iii. BODIES

1. Driver shall be able to enter and exit the car without removing any body panels.
2. Shall be constructed of aluminum, steel, or fiberglass. Body styles should resemble current ISMA body designs.
3. Side panels shall not be higher than the bottom of the driver's helmet regardless of chassis bracing when strapped in the car and race-ready.
 - a. Sail Panels behind the driver's head (b-post) may be filled in.
 - i. Wicker bills/lips shall not be allowed
4. Sun Visor
 - a. Shall be a maximum of 6.0" tall.
 - b. Shall be mounted only on the front of the chassis.
 - c. Shall not be wider than the frame.
 - d. Shall not have wickers or any additional aerodynamic profile.
5. A belly pan is required and shall extend under the radiator and engine and may not stick out more than 0.50" from the lower frame rail.
6. Rear Body Work
 - a. Shall be a maximum of 2 vertical, single surface panels only.
 - i. One on the left side of the frame and one on the right side.
 - b. Shall not extend more than 36.0" behind the back of the rear axle or beyond the rear bumper, whichever is shorter.
 - c. Shall conform to Rule 5.b.iii.3.
 - d. Wicker bills/lips
 - i. Allowed
 - ii. shall not be greater than 2.0"
 - e. Shall not incorporate horizontal or aero panels.

iv. WINGS

1. NOSE WING

- a. Maximum length of the nose wing shall be 34.0" measured from the front of the axle to the most forward point of the front bumper.
 - i. No portion of the nose wing shall extend beyond 34.0".
- b. Maximum width shall be 54.0" measured from the outermost points of the wings/nose. This includes endplates and/or wicker bills on end plates.

- c. Shall be a single element.
 - i. No multi-element noses or wing(s).

2. TOP WING

- a. Shall be mandatory.
- b. Shall be constructed of aluminum or steel
- c. Side panels
 - i. Shall be no taller than 24.0"
 - ii. Shall not extend more than 6.0" from either the front or back of the wing.
 - 1. Measured from the forward most or the rearward most point(s).
 - iii. Shall not extend more than 3.0" outwards.
 - 1. Measured from the exterior of the side panels, perpendicular to the outermost point of the sideboard.
 - 2. May extend inward or outward but not both.
 - a. Only a single lip is allowed on each side of the sideboard.
- d. Shall be no larger than 24.0 Square Feet.
- e. Shall not extend past the outside width of the rear wheels.
- f. Shall be no wider than 72.0".
 - i. Measured on the element, not including the sideboards.
- g. Shall be single or dual element only.
 - i. No more than 1 (one) main element and 1 (one) secondary element.
- h. Fixed or movable, air strut wings are allowed.
 - i. Wing Sliders shall not be allowed.
- i. Shall be tethered to the chassis.
- j. Only one top-mounted wing is allowed.
- k. No other wings/aero bodywork shall be allowed.
 - i. Including wings/aero bodywork built into the tail section.

v. **FIREWALL**

- 1. There shall be a firewall between the engine compartment and the cockpit.
- 2. There shall be a firewall between the fuel cell and the cockpit.
- 3. Firewalls shall be constructed of at least 20-gauge steel or aluminum and bolted or welded to the frame.
- 4. Engine block shall be mounted level within +/- 5.0 degrees.

vi. **NERF BARS**

- 1. Shall be mandatory on both sides.
- 2. Shall be a minimum of 1 ¼" OD.
 - a. Bars shall be constructed to prevent wheel hop.
 - b. Bars shall not have more than three upright bars with a minimum spacing of 12.0" between.
- 3. Shall be within 1" of but may not extend beyond the outside edges of the tires.
- 4. The right side nerf bar shall extend to within 13" of the right front tire and 10" of the right rear tire and be at the center line height of the tires.
 - a. No Body Work shall be allowed.
- 5. The left side nerf bar shall extend to within 10" of the left rear tire
- 6. The left side nerf bar is allowed to have a securely attached vertical sheet metal panel.
 - a. Shall not extend beyond the outer dimension of the nerf bar.
 - b. Shall not exceed 18 inches in height.
 - c. Shall not extend forward of the engine belly pan.

vii. **BUMPERS**

- 1. Front and Rear bumpers capable of supporting the weight of the car shall be mandatory.
- 2. Shall be made of round steel tube with a minimum O.D. of 1.00".

3. Shall have rounded corners.
4. Shall have double-loop design and have a minimum of one vertical.
5. A single two (2) inch jacking extension is allowed and shall point straight down.
6. Shall have a vertical height covering the span of 10.0" to 13.0" from the ground.

viii. **FRONT END**

1. Shall have a solid front axle suspension.
 - a. Shall be made of Steel.
 - b. Independent suspension shall not be allowed.
2. Recommended tethered front axle.

ix. **REAR END**

1. Shall be a solid axle.
 - a. Independent suspension shall not be allowed.
2. Any passenger car or truck rear end may be used.
3. A quick change, posi-traction, or locked rear end may be used.
4. Shall be Aluminum or Steel.
5. Shall have a pin on the outer end of the axle to retain the nut.

x. **DRIVESHAFT**

1. The driveshaft shall be made of steel.
2. Flanges, Yokes, and Slip Yokes shall be aluminum or steel.
3. Shall be painted white.
4. Shall incorporate TWO (2) driveshaft loops are required.
 - a. Shall be constructed of at least ¼"x 1 ½" material.
5. Shall be accessible for ease of final drive inspection.
6. Shall not pass between the driver's legs.

xi. **FUEL / FUEL TANKS**

1. **Legal Fuels:**

- a. Methanol
 - i. Top End Lubricant Allowed.
- b. Gasoline
 - i. Maximum Octane 110.
 - ii. Maximum Ethanol Content 10.5%.
2. All cars shall be equipped with a fuel cell with a bladder system in good working order.
3. There shall be a check valve or PCV valve located within the fuel vent line, this shall be part of the safety check and is MANDATORY.
 - a. Part #SV-08280BERG Anti-siphon Valve in the main fuel line from the fuel tank to the fuel pump.
4. The fuel cell shall be mounted within the main frame rails, fully enclosed in a steel/aluminum/polymer container.
5. All cars shall mark if they have gas or methanol on the back of the top wing and fuel cell area.

xii. **APPEARANCE**

1. **Body and Paint**

- a. All cars must be neatly painted and lettered.
- b. Major body damage and paintwork must be repaired by the next OSS event.
- c. All cars shall run all series sponsorship decals to receive any payout throughout or after the season.
 - i. Decals shall be in a visible location, and not obscured in any way.

2. **Numbers**

- a. Numbers may be assigned by series officials
- b. No letters or 3-digit numbers
 - i. series may re-assign to avoid duplication.

- c. The first car to register will get a number in cases of duplication.
 - i. Cars entered in the previous season will be given priority.
- d. A contrasting, legible number must be a minimum 18" two-stroke width on the top surface of the wing in addition to a minimum 8" numbers on both sides of the wing, nose, and rear of the car.

c. BRAKES

- i. All cars shall have front and rear brakes.
- ii. Brake rotors shall be ferrous alloy only.
 - 1. No Carbon Fiber.
 - 2. No Titanium.

d. STEERING WHEEL AND SHAFT

- i. Cars shall be equipped with a quick-release steering wheel system.
- ii. The steering shaft must have at least one collapsible point between the steering wheel and the steering rack.
- iii. Any steering system shall be legal.

6. SHOCKS

- a. No external canisters or reservoir shocks shall be allowed.
- b. Maximum cost per shock shall be \$550.00 retail price
 - i. Shall be available to any competitor at that price.
 - ii. If shocks are found to not be compliant, they may be confiscated.

7. WEIGHT

- a. All cars shall be above the minimum weight to be measured immediately after the feature or at any point of an event.
 - i. With the driver strapped in race-ready condition.
 - ii. No fluid additions or other alterations/additions shall be allowed to make minimum weight or reduce left side weight.
- b. All bolt-on weight MUST be securely fastened to the car between main frame rails and must be painted white with the car number for identification.

c. Minimum Weight

- i. **SuperModified**
 - 1. **Sealed 604 Crate Engine:**
 - a. 1,750.0 lbs.
 - 2. **Non-Sealed 604 Crate Engine:**
 - a. 1,950.0 lbs.
- ii. **Sprint Car**
 - 1. **Sealed 602 Crate Engine:**
 - a. 1,600.0 lbs.
 - 2. **Non-Sealed 602 / Sealed 604 / Non-Sealed 604 Crate Engine:**
 - a. 1,700.0 lbs.

d. Maximum Left Side Weight

- i. **65.0% of the car's total weight.**
- e. Cars found to be underweight or over left side percentage shall forfeit the trophy, points, and prize money for that event.

8. DRIVER SAFETY & EQUIPMENT

a. FUEL SHUT OFF / IGNITION SWITCH

- i. An ignition kill switch is mandatory and shall be mounted around the area of or directly on the steering wheel.

- 1. Shall be mounted within reach of the driver and be marked "ON" and "OFF".
- ii. A Toe Strap kill switch or brake pressure switch is mandatory.
- iii. A Fuel Shut-off shall be mandatory inside the cockpit.
 - 1. Shall be mounted within reach of the driver and be marked "ON" and "OFF".
- iv. A Fuel Shut-off shall be mounted on the exterior of the frame.
 - 1. Shall be clearly marked "ON" and "OFF".
 - 2. Shall be easily accessible for first responders.

b. Driver's Seat

- i. Full Containment Seat Shall be mandatory.
 - 1. Shall be aluminum, steel, or carbon fiber.
 - 2. Shall be a Traditional Full Containment or Poured Seat
 - a. Aluminum Pan with no Energy-absorbing padding shall not be allowed.
 - b. Shall provide support of both left and right sides from shoulders to the legs.
 - c. Shall provide adequate Head Support.
 - 3. Energy-absorbing padding is required.
 - 4. Recommend a minimum 1" compression absorbing material in the seat.

c. Driver's Belts

- i. A minimum five-point harness system shall be mandatory.
- ii. Separate shoulder strap mounting shall be mandatory.
- iii. Shall be bolted or fastened to the frame.
- iv. Belts with only an SFI certification are only good for two (2) years from the Date of Manufacture.
- v. Belts with both SFI & FIA certification are good for five (5) years from the Date of Manufacture.
- vi. Each belt shall be fastened separately to a common quick-release unit.
- vii. Any belt outside of the above age, showing wear or deterioration or without proper labeling shall not be allowed.
- viii. The complete belt assembly shall be worn at all times while the driver is on the racing surface.

d. FIRE EQUIPMENT

- i. A fire bottle with a pull pin located within the driver's reach when strapped in shall be mandatory.
- ii. One nozzle shall point at the engine and a minimum of one nozzle shall point toward the driver.

e. APPAREL

- i. All drivers shall wear a full fire suit, Nomex underwear, Nomex socks, gloves, shoes, head and neck restraint, arm restraints, and a full-face helmet at all times while on the racing surface.
- ii. An SFI 3.2A/5 fire suit properly fastened at the neck, wrist, and ankles shall be mandatory.
- iii. Fire-resistant undershirt, pants, and socks shall be mandatory.
- iv. A full-face helmet with proper fastenings and a protective eye shield shall be mandatory.
 - 1. It shall meet SNELL Foundation testing standards with no less than a SNELL 2015 rating.
- v. Arm restraints are required.
- vi. A Head and Neck Restraint device shall be mandatory.
- vii. All equipment and apparel shall be checked before the safety check sticker is put on the car.

f. Receiver and Transponders

- i. A Receiver/Radio for one-way communication from race control shall be mandatory.
- ii. A transponder mounted to the front axle of the racecar shall be mandatory.
 - 1. Racers must supply their own Transponders.
 - 2. Transponders can be purchased or rented from OSS.
 - 3. Racecars that do not have a transponder may not be scored and may only be awarded tow money, and no points.
- iii. No two-way radio communication shall be allowed.
- iv. No mirrors shall be allowed.

9. Titanium / Carbon Fiber

a. No Titanium, Hollow Bolts or Carbon Fiber shall be allowed anywhere.

- i. **Except for drivers' safety & equipment.**
 - 1. Hans Device and hardware.
 - 2. Kenny's Components Carbon Fiber Seat.

10. Prohibited Adjustments

- a. There shall be no device, within the reach of the driver while strapped in and race ready that allows the driver to adjust any engine, suspension or aerodynamic pieces of the car.
 - i. Fuel Shut Off & Engine Kill Switch shall be exempt.
- b. There shall be no electronic, computerized or microprocessor-controlled devices or systems that alter, adjust, or control any aspect of the car while on the track.

11. Revision History:

a. 11/21/2024 Rev. 1

- i. 2025 Baseline Rules.

b. 2/5/2025 Rev. 2

- i. Updated Acceptable Cylinder Head Casting Number.
- ii. Prohibit Forced Induction and Chemical Injection Systems.
- iii. Prohibit the use of electronically controlled adjustments.
- iv. Limit engine mounting rotation.
- v. Allow the usage of 6-Pin style aluminum wheels for Sprint Cars.

c. 2/2/2026 Rev. 3

- i. Prohibit Dry Sump Oil Systems and Vacuum Pumps.
- ii. Added Wing measurement locations and clarification for sideboard extensions.
- iii. Allow Scorpion Brand Rocker Arms.
- iv. Removed Tire Allocation Rules for placement in yearly procedures.