



Outlaw Midget 2022 Rule Book

Published February 2022



BOARD APPROVED & ACCEPTED

MARCH 13, 2022

CLOSED TO ANY CHANGES

Outlaw Midgets Club

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. Fines may be issued based on conduct/infractions as seen fit by the Directors. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. If parties do not agree then an appeal can be launched to The Outlaw Midget Board. The Board's decision will be final.

The Board of Directors for the Outlaw Midgets Racing Club LLC. not for profit

General Rules:

1. All drivers and crews must sign a track release form in person at the pit entrance prior to entering the race facility.
2. All drivers with the Outlaw Midget Club must be registered 30 minutes prior to the drivers' meeting. Failure to do so will result in starting at the rear of the field for that driver.
3. All drivers must attend the drivers meeting. Failure to attend the drivers meeting will result in starting your heat at the rear of the field.
4. Starting position for the feature race will be determined by the top points driver earned in the days heat races. If there is a tie the invert pill will be drawn by both drivers with the highest number being the field invert position for the feature.
5. A Driver must start in both heat races to be slotted for into the feature race starting lineup. Failure to start one or both heat races will result in starting from the tail in the feature race.
6. Rain-out dates are predetermined and will be shown on the schedule.
7. All drivers have the option to borrow a car if their primary car is not capable of starting the race after the first heat. It is understood that the change must be made prior to the start of the feature race. The driver borrowing the car will start from the rear of the field. The borrowed car must have previously raced that day. The race Director must be notified of the change before the start of the race, so as to make changes to the lineup. Points counted will only be points that have been earned in the borrowed car. Monies will be awarded to the driver, not the car.
8. Any car leaving the racetrack surface or entering the infield after entering the track for a heat or feature race, will be considered out of the race. If a car returns to the track, the car will be black flagged and disqualified.

Rules of Conduct:

This is a zero-tolerance policy

Members found in violation of this policy will be removed from our on-line forums. A suspension and loss of some or all accumulated points for the season.

1. Consumption of alcohol or use of drugs will not be tolerated in the pit area prior to or during all race events. Any person showing signs of alcohol or drug use, or if there is a witness to the use of drugs or alcohol consumption, will be removed from the pit area immediately. A penalty coming no later than 48 hours after the incident will be set by Outlaw Midget Board. Drivers are responsible for the conduct of their crews. A penalty incurred by a team member will impact the driver.
2. Points will be taken away if a driver or his guests, sponsors, or crew members abuses a track official.
3. Fighting and acts detrimental to sportsman like racing by a driver, car owner, crew member or driver's guest shall disqualify the driver.

4. All disputes must be brought to the Race Director or Outlaw Midget Board member in writing no later than thirty minutes after the completion of the event. Disputes will be dealt with at the track on the same day whenever possible.
5. Pit crews are not permitted on the track at any time either prior to or during race events.
6. Any driver caught driving in a manner detrimental to the safety of other persons in the pit area will be suspended.
7. Social Media: There is a **zero - tolerance** for negative or inappropriate comments published by a member of the club on a social media page. There will be no engaging in public out lashing directed towards an Outlaw Midget Official, driver, track official or their staff. Anyone found violating this policy will be removed from all our online forums and will receive a 2-race suspension as well as losing the previous 2 nights points.

Point Structure:

Heat position points

1-30
 2-29
 3-28
 4-27
 5-26
 6-25
 7-24
 8-23
 9-22
 10-21
 11-20
 12-19
 13-18
 14-17
 15-16
 16-15

Feature position points

1-100
 2-98
 3-96
 4-94
 5-92
 6-90
 7-88
 8-86
 9-84
 10-82
 11-80
 12-78
 13-76
 14-74
 15-72
 16-70
 17-68
 18-66
 19-64
 20-62

**Heat points plus series feature points will determine the season champion*

Procedures for Starting of the race and Restarting of the race:

1. All original starts will be double file. Drivers are to accelerate out of corner 4 as the green flag is waved. There will be no passing of any cars before you the driver crosses the start/finish line. Any car jumping the start will be penalized two positions for every car passed before the start line. Penalties will be assessed at the next caution or at the end of the race.
2. First lap accidents in all races will constitute a complete restart. All cars will restart in their original position except those involved in the accident, involved cars will restart at the rear of the field.
3. Restarts will be double file. The leader has the option of restarting in the inside or outside lane of the front row. The green flag will determine the restart of the race.
4. If a driver does not start in their correct position (after being warned three times by official via race receiver). That driver will be penalized and put back two positions at the next caution or at the end of the race. Every reasonable attempt will be made to have a correct starting line-up; however, the race will not be held up to do so.
5. When the yellow caution flag is displayed, the scorers will realign the cars for the restart based on the last completed lap with involved cars put to the rear of the field.
6. If the yellow caution flag is shown after the leader has taken the white flag the race will attempt a onetime restart with a green/white checker, if a second caution flag is shown the race will finish and will be scored based on the last completed green /white flag lap.
7. A driver initiating three cautions in one race will be black flagged for that race. The driver will not receive any points for that race.
8. A Race will be restarted in single file if after three attempted restarts have failed.
9. Red Flags- When a red flag is displayed, all drivers will stop as quickly and as safely as possible. Failure to do so will result in disqualification.
10. Black- Flag: For mechanical or safety item. The black flag will display to the car involved. You will be given two laps to comply and leave the racing surface. You will also be advised over race receiver. Failure to follow instructions will result in disqualification from the race.
11. Black Flag- For rough driving. The driver will be disqualified from that race.
12. If you are involved in an accident and then act in retaliation you will be blacked flagged, disqualified from the event and fined \$100.00. Fines must be paid before the next event in Canadian funds having a denomination no smaller than five Canadian dollar bills.

Post-Race Tech Procedures:

The top 3 drivers with their car must report to the tech inspection area immediately after the feature race interviews. Driver must not leave their cars. Team members shall not

be permitted in tech area during tech inspection unless instructed to do so by the Tech official.

Failure will result in disqualification. **DO NOT GO TOO YOUR PITS!** It is the driver's responsibility to report for post-race tech inspection.

The driver finishing first in the feature will draw a numbered chip which will determine an additional item to be inspected.

The race director will randomly choose a car finishing in the feature race to be teched. Cars finishing in the top three positions and random car will be measured and weighed with driver on board.

Post-Race Tech items by Chip draw:

1. Top wing and body work all in place and secure
2. Carburetor bore size will be measured
3. Engine bore, and stroke will be checked
4. Foam filled fuel cell, tip over ball check valve and secure fuel cap all in place
5. Ballast weights in place and painted white securely bolted to the frame
6. On board computer functions will be checked
7. Drilled Chassis frames to reduce weight of the car is not allowed. Motor mount is not part of the chassis.
8. Cockpit devices that controls wing movement or traction aid devices are not permitted.

Driver Controlled Cockpit Devices:

1. Driver's controlled wedge adjusters, radio controlled, computer controlled, or any other automatic traction control devices will not be permitted.
2. Brake bias adjustment is permitted.

Outlaw Midget Tech Rules:

All tech rules are at the discretion of the Outlaw Midget Tech official. In the interest of Safety, The Outlaw Midget Club reserves the right to change any rule that will improve safety and improve the race format to maintain a level field of competition.

All cars must pass pre – season tech inspections before any on track activities.

Motors-Engines:

Engines must have a starter and be self-starting prior to the first Heat Race. Fusing is mandatory for 12-volt small gauge wiring but does not apply to the main conductors. The Battery must be securely fastened or contained in a battery box (no zip ties or hay wire). All motors must be stock appearing. No welding or external machining is allowed. Engine heads may be cut in half to facilitate machining. All stock components must remain intact. No auxiliary external or internal fans can be added for motor cooling. All motor shrouding must remain in place.

1. Only 440cc fan cooled two-cylinder snowmobile motor. De-sleeving not allowed
2. No turbos allowed
3. Motor must originate from a stock production 440 fan cooled snowmobile
4. Motor stroke may not be changed or altered from OEM specification
5. Oil injection pump may be removed for purpose of using premix fuel/oil mix
6. OEM/Stock quantity of cylinders must be maintained
7. Crankcase must be stock appearing
8. Crankshaft- no stroke change from OEM/Stock
9. Cylinder overbore is not permitted on any type of motor.
10. Cylinder Heads- spark plug quantity and locations must remain stock
11. Connecting Rods must remain OEM/Stock centre to centre distance
12. Motors will be randomly inspected for displacement
13. Motor must be mounted on the right side of the car ahead of rear wheels
14. If the motor is changed prior to a feature or after a heat race that car must start from the back of the field for the night. A motor may be changed before the first round of heat races with no penalty. The race director or tech director must be notified failing to do this will result in a disqualification. A motor change is defined as changing any internal parts inside the motor, the head may be removed for inspection without penalty, An Outlaw Midget official must be notified prior to the motor being opened.

Clutch:

1. Constant Velocity Transmission CVT snowmobile type belt drive only.
2. Final drive must be chain drive or belt drive.

Chain guards/ Belt guards/Clutch guards:

1. Chain guards and Belt guards are mandatory.
2. Chain guards must be securely fastened at the front and rear, covering front sprocket and rear gear.
3. The Clutch guard must have a plate on the driver's side of the guard and must cover the clutch retaining bolt.

4. Construction material for the primary and secondary Clutch and Belt/Chain guard must be .100" aluminum or 1/16" steel. No expanded metal or perforations allowed.
5. Plastic, Carbon fiber or Fiberglass Clutch guards are not permitted.

Ignition:

1. All cars must have an engine kill switch mounted in a location easily accessible by both the driver and safety crew. The switch must be mounted in a place where "ON" "OFF" positions are clearly visible.
2. All spark plug wires must have a tie wrap attached to them making a 6" diameter ring, Spark plugs must be resistor type.
3. Stock CDI ignition boxes ONLY. Ignition manufacturer must match motor manufacturer.
4. Only RPM, Exhaust temperature/Air Fuel and Lap time recording is permitted. No other sensors are allowed.

Carburetors only--- Fuel injection is not allowed

1. Carburetors only- single or twin: Single may not exceed 44mm, twins may not exceed 38mm each.
2. Carburetors must face the rear of the car
3. Carburetor boots must be OEM or aftermarket equivalent and be without holes

Mufflers:

1. Mufflers and silencers are mandatory. A proper working silencer is required with a turn down at the exit point. Muffler silencer must be packed using commercially available muffler packing material.

Fuel:

1. Only Pumped fuel or racing fuel may be used
2. No alcohol or nitrous additives allowed
3. Fuel maybe tested randomly by the Outlaw Midgets Club.

Race Car Chassis:

Holes are not to be drilled in the chassis or roll cages to reduce the weight of the car.

1. Chassis frame must be constructed of the following materials.
 - 1(a) Round Chrome-moly with a minimum 1 1/8" diameter, .083" wall thickness.

- 1(b) Seamless DOM round tubing minimum 1 1/8" diameter, .090" wall thickness.
 2. Square DOM welded seam 1 1/4" X 1 1/4" .100" wall thicknesses.
- Square frame rails must be drilled top and bottom to allow roll cage to be mounted through the square tubing and welded top and bottom. Roll cage may be butt welded if tubing is larger than square frame rails but must be gusseted using a minimum of one 1 1/4" x .100" thick gusset per tube.

Roll cage must be constructed of the following materials:

- (a) Round Chrome-moly with a minimum 1 1/8" .083" wall thickness
 - (b) Seamless DOM round tubing minimum 1 1/8" .090" wall thickness
1. The roll cage must be a minimum height of 38" measured from the top of the lower frame rail to the top of the upper roll cage bar.
 2. The top of the drivers' helmet must be at least 2" below the bottom of the roll cage bars.
 3. The roll cage must be made from minimum 1 1/8" .083" wall chrome-moly or seamless DOM round steel 1 1/8" x .090" wall.
 4. The roll cage must be welded to the chassis at minimum of 4 locations.
 5. The top of the roll cage must have gussets in all four corners either inside or outside of the top bars.
 6. No sharp edges shall be left anywhere on the roll cage or brackets on the car.
 7. The roll cage must have two vertical bars mounted behind the drivers' head in an Inverted "V".
 8. The driver must be able to climb through the space in the top of the roll cage with ease.
 9. A halo maybe added to the top of the roll cage to give head clearance and must be made from 1" tubing.

Side Bars:

1. All side bars must be constructed of minimum 3/4" mild steel round tubing.
2. Right side must have at least one side bar mounted 18" to 26" above the top of the lower frame rail.
3. Left side must have two parallel bars. The top bar must be mounted at the same height as the right side at 18" to 26" above top of the lower frame rail. The bottom bar is to be mounted parallel between 6" and 8" inside dimension, below the upper bar with at least two vertical bars joining them together.
4. A vertical bar must be mounted between the upper side bar and the top of the roll cage bar on both sides. vertical bars must be welded.
5. The attachment point to the upper side bar will be at 12" to 16" in front of the rear cage, upright.

6. All side bars are to be constructed and mounted to provide maximum driver protection.
7. Side bars may also be an X design, following these specifications: Welded X all attachments to the frame must be welded 2" maximum from the lower frame rail. Two vertical down bars attached from the top frame rail being 15 ½" apart. Top bar must meet current height requirement from bottom frame rail. Second bar must go through centre of the X.
8. Minimum of one vertical bar beside drivers' seat mounted between lower horizontal door bar and main frame rail.

Front Loops:

1. All cars must have a front loop made of 1" tubing.
2. Loop must completely surround the drivers' feet.
3. Two vertical bars must join the chassis to the loop at the front of the car.
4. Loop must be welded.
5. The front loop must be 2" higher than the drivers' feet. Measured from the bottom of the top loop.

Floor Pans:

1. Cars shall have a floor pan covering the width of the front frame rail to the front of the driver's seat. The floor pan must be full width of the floor extending to the front of driver's seat but not extending under the fuel cell.
2. The floor pan may be constructed from aluminum or metal (min 0.030 inch).

Nerf Bars:

1. On both sides of the car. Must be held on with 1/4" bolts and lock nuts
2. Must be constructed of mild steel tubing with a minimum size of ¾" to a maximum 1".
3. Required to be a minimum 24" in length measured at the narrowest point.
4. Required to have a minimum overall height of 5" to a maximum height of 14".
5. Lowest horizontal bar to be a maximum of 6" off the ground.
6. Must not extend beyond the outside edges of front or rear tires.

Bumpers:

1. Front and rear bumpers are mandatory and must be bolted using a ¼" bolts and locking nuts. Bumpers must be flat and not have a projected or pointy profile. (Arrow shaped, etc.).

2. Bumpers shall be constructed of a minimum steel tubing of $\frac{3}{4}$ " OD to maximum 1 $\frac{1}{8}$ " OD
3. Front bumpers must not be smaller than 12" wide and must not extend beyond the inside of the front tires.
4. Rear bumpers must not be smaller than 12" wide and must not exceed past the outside width of the rear wheels.

Front Bumpers:

1. Must be constructed with 2 horizontal bars at a minimum of 3 $\frac{1}{2}$ " and a maximum of 6" apart with an additional safety hoop maximum of 6" in height to give additional foot protection may be added to the upper hoop.
2. The upper hoop attached to the lower hoop must be supported by at least 2 vertical bars in the front portion of the bumper by $\frac{3}{4}$ " OD or larger steel tubing but no larger than 1" OD
3. The lower horizontal bar is to be a maximum of 6" off the ground.
4. No weights can be added to the front bumper. i.e., Filled with lead shot
5. A 12" Crush Zone is mandatory between the drivers' feet and the front bumper when the pedals are fully pushed forward.
6. The front bumper must be attached to the chassis on at least 4 points with a minimum $\frac{1}{4}$ " bolt and lock nuts.

Rear Bumpers:

1. Must be constructed of 2 horizontal bars with a minimum 5" and a maximum 7" apart and minimum $\frac{3}{4}$ " diameter steel tubing to a maximum of 1" OD steel tubing. The upper and lower hoop must be supported by at least 2 vertical bars.
2. The lower bar must be a maximum of 6" off the ground.
3. Rear bumpers must be fastened to the main frame rail and or the back of the roll cage uprights at 4 points with a minimum $\frac{1}{4}$ " bolt and lock nuts. No clips.
4. Rear bumper must extend a minimum of at least 12" behind the fuel tank.
5. Rear bumpers cannot exceed the width of the outside of the rear tires.

Suspension:

1. NO suspension of any kind is permitted in this Outlaw Midget series.

Axles:

1. The front axle must be mounted directly to the frame. It may be split and coupled.

2. A two-piece front axle is allowed; however, it must have a lock collar to prevent the axle from moving out.
3. Rear axle must be one piece and have no slipper hubs or have such device that allows the rear wheels to turn independently of each other.

Steering:

1. Steering shaft can be a solid 5/8" diameter rod, or hollow minimum .750" OD 065" wall DOM tube. A collapsible steering column is recommended.
2. There must be a lock collar on the steering shaft located between steering rack and steering support rod end
3. Steering wheels must be mounted with a "quick release" only. Steering wheels must fit snug, and tight, loose-fitting hubs must be replaced.
4. Quick release steering wheels must have no plastic parts.
5. All steering bolts and nuts must be drilled, and cotter pinned, or safety wired. Stover nuts may be used without cotter pins or safety wire.
6. Any fastener of a component that would enable movement or adjustment, such as spindles or caster & camber must also use cotter pins, safety nuts or Stover nuts.
7. Spindle nuts for front hubs can be drilled and cotter pinned or a split nut with set screw.
8. Rack & Pinion steering box is permitted.

Brakes:

1. Hydraulic brakes only
2. All brake systems must be in good working condition.
3. Master cylinder, caliper and rotor bolts must be either pinned, safeties wired or have Stover nuts.

Wheels, Tires and Hubs:

1. Wheel rim diameter cannot be larger than 8" and must be made of aluminum.
2. Clip on wheel weights not allowed.
3. Both rear wheel hubs must be retained by an axle clip or cotter pin.
4. Maximum rim width 8".

Body Design:

1. Front nose section may be wedged hood or a standard sprint car style.
2. Front nose section can be made of aluminum or fiberglass.

3. Nose panels must be inside of the front wheels.
4. Body panels must be always in place.
5. All side and rear panels must be inside the outer edge of tires.
6. Cars must maintain a neat and clean appearance.
7. Carbon fiber body panels or carbon fiber wing panels are not permitted.

Car dimensions:

1. Wheelbase shall be a min of 42” and max of 58” long.
2. Max overall width shall not exceed 56” includes all parts of the car.
3. Over length of the car with bumpers shall not exceed 108”.

Weights:

1. Car and driver shall weigh no less than 675 lbs.
2. A car with a Polaris Pro X/XCF or Arctic Cat 440ZX engine and a single exhaust pipe can weigh no less than 675 lbs.
3. A car with a Polaris Pro X/XCF or Arctic Cat 440ZX Engine and Dual exhaust pipes, can weigh no less than 725 lbs.
4. All removable ballast weight must be painted white and securely bolted to the main chassis structure with a 3/8” bolt and lock nut. The car number must be clearly visible on the weight.

CAR WEIGHTS		
ENGINE PLATFORM	EXHAUST CONFIGURATION	WEIGHT WITH DRIVER IN THE CAR
POLARIS – 440 PRO X / XCF	SINGLE PIPE	675 POUNDS
ARCTIC CAT 440ZX	SINGLE PIPE	675 POUNDS
POLARIS – 440 PRO X / XCF	TWIN / DUAL PIPES	725 POUNDS
ARCTIC CAT 440ZX	TWIN / DUAL PIPES	725 POUNDS
ALL OTHER 440 FAN COOLED ENGINES	SINGLE PIPE / 675 POUNDS	TWIN / DUAL PIPE / 725 POUNDS

Top Wing:

1. Wings are mandatory and must be securely attached to the car in order to compete
2. Wings must be made of aluminum with all sharp edges being removed.
3. Wings must have a centre section of no less than 4 square feet (576 SQUARE INCHES) and be no larger than 10 square feet (1440 SQUARE INCHES).

- 3(a) Wing centre section must be a minimum 1" thick measured 1" back from the leading edge of the wing.
4. Wings must have two side panels. Both panels are to be a minimum of 10" high at the narrowest point with a maximum of 24" high and a maximum length of 45", or at least as long as the centre section.
5. The top wing must be mounted in such a manner to allow the driver to enter and exit through the top of the car safely and quickly.
6. Wings must be mounted as fixed.
7. The bottom of the wing must be no higher than 11" above the top rail of the roll cage.
8. Wings damaged or broken during a race will be black flagged.
9. If the wing is not mounted and fixed securely to the car said car will not be able to compete in a race until repaired and inspected by the Outlaw Tech Official.

Fuel Tanks, Fuel Lines:

1. Fuel cells are mandatory
2. Fuel Cells may be bladder type or aluminum and must be foam filled.
3. Aluminum fuel tanks must be a minimum 1/8" thick material.
4. Fuel Cells must be located in the tail or rear section of the car.
5. A full firewall between the fuel cell and the driver is mandatory and can be made of steel, aluminum or a fully wrapped cell. The firewall must be fixed to the frame with bolts, rivets or half turn metal fasteners.
6. Fuel lines from the fuel cell to fuel pump must have a protective covering over them to prevent tears and cuts. Steel braided fuel line is recommended.
7. The car must have a fuel shut off valve located so that it can be easily reached by the track or Outlaw Midget Official. The valve must be mounted away from the chain and belt and must be marked with arrow for "ON and OFF".
8. All fuel tanks must have approved fuel cell caps and vent ball valve. (Roll Over Check Valve).

Seats:

1. High back aluminum race seat is mandatory.
2. Seat must be bolted in four places using 3/8" diameter bolts and lock nuts.

Mirrors:

Rear View Mirrors are not allowed. Reflective materials are not permitted in the cockpit or roll cage that can be used to show the driver side or rear views.

Window Nets:

1. Side window nets are mandatory on both sides of the car.
2. Front window steel mesh cage is recommended. Lexan/plastic is not permitted.

Seat Belts and Safety Equipment:

1. Safety belts must be quick release type with a minimum 3" lap belt, two 3" shoulder belts and a crotch strap. All competitors must have seat belts with a punched date tag no older than 5 years. Seat belts marked with an expiry date must be replaced on or before the expiry date. All belts must be mounted as per the manufacture's specifications. A minimum 3/8" bolts and Stover nuts should be used. 2" shoulder belts are permitted to accommodate the use of head and neck restraints.
2. All drivers helmets to be a SA 2015 2020 (Snell) full face only.
3. All drivers must wear an approved head and neck restraint. (HANS TYPE) or equal. No foam helmet collars.
4. Fire suits, Nomex racing gloves and Nomex racing shoes mandatory.
5. Arm restraints are mandatory at all times when in the car and on the racetrack.

Radio Communication:

1. One way Race receiver is mandatory for all drivers
2. Absolutely no radio communication with driver other than the race receivers used by a track official.
3. Radios must be in working condition at the drivers meeting and before entering the track
4. Failure to comply with radio communication rules will result in disqualification and loss of points for the event.

Numbers and Lettering:

1. Numbers must be clear and visible.
2. The number must be in contrasting colours with the car so as to be seen by the scoring officials.
3. Number must be a minimum of 10" high wing on the sideboard
4. Number must appear on the nose section a minimum of 8" high and 4" high on the rear of the car.
5. Number on top of the wing must be minimum 12" high.

Protest procedure for a car or a motor:

1. Any driver that wishes to protest the legality of a motor or that of another competitor's car must make their protest known in writing within 30 minutes of the finish of the race.
2. The cost to protest a motor will be \$300.00. Money must be provided at the time of the protest in cash.
3. If the motor is found to be legal \$250.00 will be given to the owner of the car being protested. \$50.00 will go to the Outlaw Midget Club.
4. If found illegal \$250.00 will be returned to the protester. The illegal car will lose all points for the night. Further penalties at the discretion of the Outlaw Midget Board.
5. The cost to protest any item other than the motor will be \$150.00 The protest must be in writing within 30 minutes of the end of the race and specify what is being protested that gives an unfair advantage to a competing car. If the car is found to be legal \$100.00 will go to the owner of the car being protested and \$50.00 will go the Outlaw Midget Club. If the item is determined to be illegal the driver will not be awarded points for that event and \$100 will be returned to the protester. Further penalties at the discretion of the Board.

Submissions for Rule review and rule change or addition:

Each team driver/owner has the opportunity to submit two suggestions for rule changes that they would like reviewed and adopted for the coming year. All submissions must be in writing signed by the driver or car owner with the car number and handed in to the registrar no later than the last race of the season.

All suggestions will be discussed and voted upon by the drivers/owner at the Annual General Meeting.

END OF SECTION

