

2010 Rules and Regulations

SPIRIT AND INTENT

All rules for the Texas Outlaw 330 series are based on the simple premise that junior drag racing is a sport designed for the fun and enjoyment of the whole family.

The spirit and intent of that principle will be the standard by which our series will be guided. In the history of the sport, there have been attempts to circumvent series rules in violation of the spirit and intent of the series. The rules and regulations set forth are as complete as humanly possible. However, it is impossible to craft rules that cover every contingency. When an unforeseen circumstance arises that tests the spirit and intent of the rules, race officials are authorized to decide if an equipment change or design is an attempt to “beat” the rules.

Race officials can and will disqualify an entry in violation of the spirit and intent of the rules. Officials shall have the right to correct conditions not in compliance with the spirit and intent of the regulations.

PARTICIPANT REQUIREMENTS and CODE OF CONDUCT

2010 Membership in the Texas Outlaw 330 organization is required for driver to participate. Membership is due prior to first qualifying attempt of first event entered.

Driver must be a minimum of 12 years of age. Proof of age (i.e. birth certificate) should be available for review and may be required by race official. Please note that NHRA tracks are bound by the sanction to restrict drivers, 10 to 12 years of age, to an elapsed time of 4.70 seconds at 330 feet. NHRA restriction for drivers 13 to 18 years of age is 4.10 at 330 feet.

Driver performance and driving ability will be reviewed during each event. If at any time it is determined by a race official that a participant is jeopardizing their own or other's safety, or is not properly qualified to compete, that participant shall be disqualified from any further competition at that event. Reinstatement allowance will be considered for any future event at the discretion of the race officials.

A valid NHRA and/or IHRA license is required and should be available for review by race official.

Drivers and crewmembers are expected at all times to conduct themselves in a professional and non-disruptive manner.

Any driver or crewmember that:

- A) Verbally or physically threatens another participant or other person,
- B) Uses vulgar or derogatory language

- C) Engages in unsportsmanlike conduct or conduct detrimental to the sport of junior drag racing,
- D) Causes or contributes to the destruction of property, and /or
- E) Otherwise creates a condition or circumstance that is unsafe, unfair, or out of order, may be excluded, disqualified, or asked to leave the event.

ENGINES

For engines under:

Maximum bore = 3.310"

Maximum stroke = 3.00"

Minimum weight (car, driver, & personal safety equipment) = 350 pounds

For engines under:

Maximum bore = 3.550"

Maximum stroke = 3.00"

Minimum weight (car, driver, & personal safety equipment) = 400 pounds

For engines under:

Maximum bore = 3.750"

Maximum stroke = 3.00"

Minimum weight (car, driver, & personal safety equipment) = 445 pounds

Single cylinder engine must be approved by either NHRA or IHRA.

Engine must be flat head, two valve, normally aspirated.

Single spark plug and single carburetor only.

No computer controlled engine/clutch components or engine control systems of any kind. (i.e. engine management systems, programmable ignitions, fuel control systems, clutch control systems, etc.)

No oxygen sensors allowed in the exhaust system.

Fuel pumps must be pulsed from the manifold. No electric or battery pumps allowed.

Engine changes must be approved by race officials prior to engine removal.

Event winner, runner up, and record setting engines are subject to race official inspection immediately following final round. Additional inspection of one or more competitor engines determined by random draw may be performed at race official discretion.

Engine oil may not contain any power additives or oxygen bearing materials. Samples may be taken at any time to insure compliance.

FUEL

Only Texas Outlaw 330 supplied methanol fuel allowed for all runs.

Any and all components of the fuel system are to be completely empty and devoid of any substance when presented at the fueling area prior to all runs.

Samples may be taken from any fuel system component at any time to insure compliance.

Competitors caught using Nitro Methane, Nitrous Oxide, Propylene Oxide, or with any other substance in the fuel system other than the fuel supplied by the Texas Outlaw 330 will be immediately disqualified, thus forfeiting all entry fees, prizes, and points. Further disciplinary action including, but not limited to, banning of the driver, crew chief, and car owner may also be taken.

IGNITION

Battery powered ignition systems, including MSD, are prohibited. Magneto style only accepted.

GENERAL RULES

The car and driver combination are the entry. Driver must have qualified the car they use in eliminations, thus no car or driver changes are allowed after final round of qualifying.

Driver controlled / cockpit controls are limited to:

- Throttle pedal
- Brake pedal
- Main electrical kill switch
- Mandatory NHRA accepted manual kill switch*
- Momentary kill switch

No other controls, switches, tubes, levers, etc. allowed.

*NHRA accepted manual kill switch is mandatory for all Texas Outlaw 330 events, regardless of track sanction/affiliation.

NHRA compliant helmet bars required, regardless of track sanction/affiliation. (rule amended 1-25-2010)

No treating or prepping of tires permitted once past the water box.

Brake disc must be of steel material.

Air filter doping is prohibited.

Courtesy staging is expected for every paired run. A warning will be issued to those in violation. Repeated violations may result in disqualification at the discretion of race officials.

Once the pre-stage light is on in respective lane, no crewmember is allowed to touch any part of their respective vehicle, and should be backed away. Any violation may result in disqualification at the discretion of race officials.

Deep staging is allowed, but is not guaranteed. If a track's timing system is not set up for deep staging, you may be red lighted. If in doubt, inquire with track officials prior to running.

No pullbacks at any time. If a car goes deep, the run will start from the deep position.

No more than four crewmembers allowed past the water box.

Only one restart allowed.

Vehicle must stage under its own power for any run, including, but not limited to, bye / single runs.

The kill switch wire must be soldered or bolted to the back of the ignition coil. The connection and wire must also be encased in silicone to reduce breakage from vibration and ease inspection.

Our rules are designed to meet or exceed all prevailing track sanctioning (NHRA or IHRA) rules. In the event of a race competition held at an unsanctioned track, a combination of NHRA and IHRA rules not covered in these written rules will be utilized for all Texas Outlaw 330 action at the discretion of race officials with safety foremost, and the spirit and intent of fair and equal competition always in mind.

QUALIFYING AND RACE PROCEDURES

We ask each track to allow two qualifying sessions. (Each pass will count, i.e. no shakedown.) (rule amended 1-25-2010)

Lane designation and run order will be determined prior to first qualifying session by random draw. (rule amended 1-25-2010)

Second qualifying pass must be in alternate lane from first qualifying pass, same paired drivers and same run order as first qualifying pass. (rule amended 1-25-2010)

Ties in qualifying will be broken by using quickest reaction time.

Qualified field up to sixteen cars. (rule amended 1-25-2010)

Eliminations will be run on a Pro Ladder.

First round lane choice is given to the higher qualified driver. All subsequent elimination round lane choices go to the driver with the lower E.T. in the previous round. In the event of a lane choice dispute, drivers/crew chiefs should always have previous round time slips with them and available for review at time of pairing.

WEIGHING PROCEDURES

Driver must proceed directly to scales following all qualifying and elimination runs to be weighed for the run to be considered valid.

Driver must remain in vehicle until cleared by race official to exit.

Everyone, except race officials, is to stay back and out of the way of the weighing procedure. The scale reading will be visible for onlookers, but please keep your distance, allowing the race official to perform their duty and declare official weight.

No one, except race official, is allowed to touch the car, push the car, or aid the driver in any way until after the car has been cleared to leave the scales by a race official. Violation will result in previous pass disqualification.

In the event of failure to meet the minimum weight requirement, the vehicle will be removed from the scales by the race official. The scales will be reset to zero, and race officials will then reweigh the vehicle. Only one reweigh is allowed per pass.

Competitors caught adding weight after a run / prior to being officially weighed, will be immediately disqualified from the event. Further disciplinary action including, but not limited to, banning of the driver, crew chief, and car owner may also be taken.

The decision of a race official is final.

RECORD RUNS

For a new Texas Outlaw 330 record elapsed time to be established, it must be backed up within 1%.

Only up to one new record will be awarded record bonus points per event.

Established record going into the 2010 Texas Outlaw 330 race season is 4.2607, held by Erin Scott of Garland, Texas. This record was set on October 31, 2009 at Pine Valley Raceway's Hall-O-Ween Havoc event.

Texas Outlaw 330 record progression:

- Current - 4.2607 Erin Scott, Brand X Racing Engine, Halfscale chassis
- October 25, 2008 - 4.2835 Brandon Brewer, Whaley Engine, RPC chassis
- April 12, 2008 – 4.327 Aaron Cole, Whaley Engine, RPC chassis

RULE CHANGES

These rules are in effect as of January 25, 2010. Careful consideration will be taken prior to any change. If, under any circumstance, a rule change is made, dated notification will be made on this website. Attempts to notify all members by email will also be made.

