2026 Ontario Late Model Association Rules

It is the responsibility of each competitor to read, understand and comply with these rules as written. They are neither foolproof nor exhaustive. They are intended to provide fair and competitive racing for all who participate in the OLMA.
OLMA Officials can and will disqualify any entry in violation of the spirit and intent of these rules. Decisions will be based on common sense, consistency, impartiality, and fairness. If there is a disagreement or dispute regarding the meaning, interpretation or application of these rules, OLMA Officials decisions shall prevail. If these rules do not specifically say that you can add, change, or modify something, then you should consider that addition, change, or modification illegal. Any questions about the legality of an addition or modification not covered by these rules must be answered by OLMA Officials and their decision is final.

The rules and or regulations set forth herein are designed to provide for the orderly conduct of racing events within the OLMA. 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 or safety shall result from publication of or the 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 OLMA Race Director or Technical Inspector(s) shall be empowered to permit reasonable or appropriate deviation from any specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviations of these rules is at the discretion of OLMA Officials.

Amendments, revisions and/or clarifications may be made to rules and procedures as dictated by unforeseen circumstances which may arise. As much notice as possible will be given of such changes by OLMA Officials.

OLMA Reserves the right to mechanically inspect any car in competition at any time.

1. SAFETY

1.1 Helmet and Apparel

Driver's fire suit, shoes and fireproof gloves are mandatory. Approved fire retardant driving suits include Nomex, Gragal, Simpson, and Pyrotect. Driver and suit must maintain a clean looking appearance. Fireproof gloves must have at least an SFI 3.3 rating. A balaclava, underwear, socks, and shoes are also recommended. No nylon shoes allowed. A snell 2020 SA or newer approved racing safety helmet, complete driver's racing suit including shoes must be worn in all practice and race events and until the car is parked in the pit area.

1.2 Belts and Harness

All cars must be equipped with a quick release type, 5-point harness with a minimum 3" lap belt and shoulder harness of 3", crotch belt is mandatory. All ends of the seat belt must be fastened to the roll cage or frame with grade 5 quality bolts, no less than (1/2) inches in diameter. The harness will be approved if it meets size and date specification and is in good condition. Seat belts with a manufactured date will expire after 3 years. Belts with new SFI tag and expiry date will expire at the end of the month listed on the tag. Hans ready belts with shoulder belts utilizing a 2" portion in the harness will also be accepted.

1.3 Head and Neck Restraint

It is mandatory that an SFI 38.1 Head and Neck Restraint device be utilized.

1.4 Fire Control

Cars must have a 2 1/2 lbs fire extinguisher with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened. Fire extinguisher must be serviced and inspected each year and dated no earlier than January 1st of current year.

1.5 Seat

An aluminum racing seat must be used, bolted to the roll cage, not bolted to the floor. When mounting seat use minimum 3/8” grade 5 bolts with large washers to hold racing seat to seat framework. Minimum of two bolts on the seat back and two bolts on the seat bottom. Seat must be positioned completely to the left of the centerline of the car. An approved head restraint must be used and made of some energy absorbing material. Containment seats are strongly recommended.

1.6 Window Net

Window net mandatory. At least 16" x 18" with minimum 3/8" rod. Must have quick release latch.

1.7 Jack Stands

All jack stands must be plated on the bottom if not on a concrete pad.

1.8 Roll Bar Padding

All roll bars within the drivers' area must be covered with approved roll bar padding.

1.9 Competitors under the age of 16

Any driver under the age of 16 must utilize shoes having SFI 3.3 rating along with a containment seat.

2. BODY

2.1 Approved Bodies

The following bodies are approved for competition. See the Template Instructions Guideline located at body manufacturer's information page on their respective website for heights and measurements. ABC and Gen 6 bodies must be installed to proper specs.
The Five Star “2019 Late Model Body” commonly known as the “Gen 6” is approved.
ABC/LMSC: Monte Carlo-Impala, SS, Fusion, Charger, Camry Chevrolet - Camaro, Lumina, Monte Carlo, Impala
Pontiac - Grand Prix
Ford - Taurus, Fusion, Mustang,Thunderbird Dodge – Intrepid, Charger
Toyota – Camry
MUSCLE CAR by AP Bodies Chevrolet – Camaro
Ford – Mustang

No wedge style, high performance bodies or Dirt noses. Bodies must meet tech visual approval. Weight penalties may be imposed at OLMA Officials discretion for violations. Only approved bodies will be allowed to compete. All body panels must be complete in length and width. Overall workmanship shall be a determining factor as to whether a car shall be approved for competition.

2.2 Roof Height

The roof must retain a minimum height of 47" measured in the centerline of the roof 10" behind the top of the windshield.

2.3 Body Material

All exterior body panels may be steel, aluminum or fiberglass. Approved Five Star/AP plastic/rubber fenders/quarters are permitted. No Carbon Fiber body panels allowed.

2.4 Bumpers

Front and rear bumper covers must remain as manufactured. No cutting allowed. Only trimming permitted is for wheel clearance and grille opening.
Minimum lower edge wrap measurement permitted will be 54 inches as measured from the center seam to fender opening measured at lower leading edge of the nose panel. No shaping or contour modifications of panels permitted in any way.

2.5 Ground Clearance

Body measurements will be based on a 4" frame height. Ground Clearance measurement will be completed with the driver out of the car.

2.6 Hood and Trunk

Exterior hood hinges allowed but must have 3 front hood pins. If hood is removable, it must have 3 front and 2 rear hood pins. Four trunk lid pins are required, 1 at each corner. If hinged, 2 rear pins will be allowed. Rear deck lid may not be dished or raked side to side.

2.7 Misc.

No types of under body air deflectors. No "panning" of any type except under engine. Duct work between the radiator and nose may be no wider than 29".

2.8 Side Windows
Minimum side window openings of 22" in length x 14 1/2" in height. Side windows may have a maximum of 1" straight line deflection. Models with rear 1/4 windows may have openings covered with securely mounted, solid clear Lexan. Rear side windows may have approved air vents.

2.9 Windows
A full windshield within factory 5-Star/ARP specifications, is mandatory and must be constructed of 1/8 inch minimum thickness Lexan. No holes or ducting allowed. A minimum of 2 internal windshield braces spaced at least at 5” centers and roughly centered in windshield constructed of minimum 1 inch wide by 1/8 inch thick material is mandatory. A full dimension rear glass constructed of minimum 1/8 inch thickness Lexan is mandatory and must be held securely in place. Back window must be securely braced internally to prevent significant bowing or distortion at racing speed. The top 5” of windshield must be kept clear for division sponsors.

2.10 Rear Spoiler
A 6.5" high x 60" wide rear spoiler (measured across the rear), with no side boxing is allowed. All rear spoilers will be centered side to side on the rear deck. Rear spoiler must be clear Lexan.

2.11 Scrub Rails
Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, maximum 1"x2" welded or bolted to the roll cage. No sharp edges. When bolting on scrub rails, you must use carriage bolts (or round headed bolts). If hex head bolts are used, they must be countersunk.

2.12 Wheel Openings
Wheel opening flares cannot extend past scrub rail. Wheels must not extend outside of body or scrub rails.

2.13 Interior
Interior of car must be completely enclosed in respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be a minimum of .040 thickness aluminum or steel. 22 gauge sheet metal is mandatory 18 inches high at foot firewall, 10 inches high along driver's tunnel and 18 inches high behind the seat. Right side interior panel may begin beside driver's seat and extend on an angle to the inner edge of the top of the passenger door panel. A full width dash is required in all cars. Vertical surface of the dash must project in a single plane across the car. Top horizontal plane of the dash should carry forward to the firewall and enclosed the entire area beneath the windshield. Passenger side firewall may be moved back to the front of the roll cage. Only 1 rear view mirror and one 4" side fish eye mirror is allowed. Roll bar padding is mandatory.

3. CHASSIS AND SUSPENSION

3.1 Roll Cage and Frame

Front Clip: Approved front fabricated frame sections. Conventional late model strut type front fabricated frame sections or Fabricated (tube clip with 1971 to 1981 Camaro lower pickup points are allowed). Underslung-style chassis, Perimeter chassis, Straight rail, Coil-over permitted. Front clip and main frame 2" x 3" x .095" minimum. Chassis width 48" Min outside rail to outside rail. Rear clip 2" x 2" x .083" minimum. Four-point roll cage 1-3/4" x .090" DOM minimum. Minimum cage height 39" from the bottom of the rail to the top of the cage. Minimum four left-side horizontal door bars. Minimum height 22" to bottom of frame. Minimum length for door bars 39" center to center. Door bars to be plated with minimum 16 gauge metal. Width of halo to be no less than 28" outside to outside. Length of halo to be 28" minimum. Leg protection bar mandatory. Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section. Driver to be protected from left-rear trailing arm intrusion by 1/8" plate, 12" x 12".

3.2 Shocks

Gas or nitrogen shocks not allowed. Shocks must have a retail price of no greater than $450 CDN each. 1 shock per corner. Bump stops: External bump stops will be allowed.

3.3 Springs

Aftermarket coils permitted front and rear. Non-metallic spring spacers are allowed between coil windings. Magnetic steel springs only.

3.4 Front Suspension

Rack & pinion steering allowed. Aftermarket steering components allowed. Any tubular upper front control arms. Magnetic steel only. Lower Front Control Arms: O.E.M. type or approved tubular steel aftermarket control arms accepted. All control arms and mounting hardware must be magnetic steel. Steering components, steering box and spindles must be magnetic steel (NO ALUMINUM SPINDLES ALLOWED).
Magnetic steel Steering arms only. Hubs with a 5 x 5 bolt pattern. Wide five hub optional. Stock or aftermarket. MAGNETIC Steel Heim ends must be used for tie rods (5/8-inch minimum). ALL Steering/Suspension mounting hardware must be magnetic steel. NO TITANIUM. Sway Bar must be mounted on the bottom side of the front clip and work off of the lower control arms. Conventional slapper bar or three piece design allowed. A Howe manufactured center link with aluminum adjustment sleeves and Heims instead of OEM tie rod ends can be used.

3.5 Rear Suspension

Rear axle ring and pinion may be of any gear ratio. Full floating quick change or 9 inch permitted. Rear differential housing must be centered in the car. Aftermarket spools are permitted. No cambered rear axle assemblies allowed. No limited slip or posi-traction devices permitted. Magnetic steel axle shaft assemblies only. Aluminum axle tubes are allowed. Matching white lines are to be painted on each hub to indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side - i.e. both lines would run from 3 to the 9 o'clock position.

3.6 Rear Control Arm

Must be maximum of 30" from mounting hole center to mounting hole center. Steel solid rod ends, rubber bushing style or magnetic steel Heim ends allowed. No hydraulic or spring devices allowed.

3.7 Upper Rear End Link
Maximum length 30" mounting hole center to mounting hole center. No coil, spring or hydraulic device allowed. No "BIRD CAGE" Assembly permitted in the rear suspension. Trailing arms must mount to rear end in a solid fashion and no part of the trailing arm mounting may freely rotate around the rear end housing. No torque arm 3 link system.

3.8 Panhard Bar
Panhard bars front and rear are optional and may be equipped with magnetic steel Heim - ends at the connecting points.

3.9 Brakes
Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only. Maximum four pistons per caliper. Maximum one caliper per wheel. Magnetic steel brake rotors only. No cast iron faced aluminum. No carbon fiber material is allowed. Front brake rotors must be a minimum of 1 ¼-inch thick and made of magnetic steel. Rear brake rotors must be a minimum of ¾-inch thick and made of magnetic steel. No holes allowed in brake rotor and pad surface. All cooling ducts must be routed from the front nose of the vehicle. Two hoses per brake, with a maximum 3" flexible hose to the brake. Electronic wheel speed sensors or brake activators will not be permitted.

3.10 Driveline
Drive shaft and universal must be similar to the stock type. Steel, 360-degree retainer loops, minimum 1/4" thick by 2" wide, must be positioned at front and rear of shaft, within 12" of each U-joint. Aluminum driveshaft permitted with car number. No carbon fiber drive shafts. Magnetic steel drive shaft must be painted white.

3.11 Wheelbase - Track Width
All cars will have a minimum wheelbase of 102 inches measured from center of lower ball joint to center of rear end housing. Wheelbase must be within 1/2” from side to side. Maximum track width will be 81 inches front and rear measured from outside to outside of tire sidewall measured at spindle height.

3.12 Traction Control
Cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges. Violators will be disqualified.

3.11 Engine Location
Engine must be located where the front most spark plug must be centered or ahead of the upper ball joint. 1/2" – 4" setback allowed with 15 lbs. added to minimum weight. Engine minimum height 11" measured at the crankshaft center line. Engine must be centered in the frame with ½” tolerance.

3.12 Air Cleaner
Filter element diameter 14” maximum, height max 4 ½” All air shall be filtered through elements. Top of the air cleaner must be solid, no holes. Elements may not be sprayed or soaked with any type of chemicals or liquids. Cowl induction will be acceptable, the front of the cowl must seal to the back of the hood when the hood closes. A rectangular opening maximum 20 inches long by 3 inches wide may be removed from the sheet metal at the center of the cowl. No forward mounted air ducting allowed. Air cleaner base must mount directly to carb, a thin gasket will be allowed. NO high velocity or stack type air cleaner assembly. Air cleaner must fit under hood without raising or distorting hood contour. No high performance air flow enhancing air cleaners allowed.

3.13 Exhaust System
Headers with a maximum primary tube size of 1 ¾” and maximum of 3” collector allowed. Tri-Y headers allowed. Magnetic steel only (No Stainless).MUFFLERS ARE MANDATORY. Exhaust must exit behind driver outside the body or may be turned down to exit under the car behind the driver in front of the rear wheels. Cross over pipe is allowed Max 3” OD exhaust system. 2 into 1 systems allowed with a maximum 5” OD.

4. FUEL SYSTEM
4.1 Fuel Cell
Fuel cell mandatory. 22 U.S. gallons maximum size allowed. Fuel cell must be mounted in the trunk area behind the firewall, between the frame rails. The fuel cell and or cell guard will be no lower than 8" from the ground while at frame height. Fuel cell must be complete with safety flap, foam and check vent assembly vented to the outside of the car. A minimum of 22 gauge steel or aluminum fuel cell case. Dry break system allowed. If used, filler system to be located on the left rear quarter panel behind rear wheel FIRMLY supported from within. Filler cap assemblies must be grounded to the chassis for the prevention of static build up.

4.2 Fuel Line
Must be a single AN-8 Max Armored/Kevlar hose. If fuel line is routed through cab it must run through a steel tube and painted either yellow or red in contrast to car color. The conduit must extend minimum 2" beyond each firewall. The conduit in the car in addition to being painted in the contrasting colour will also be labelled "Fuel line, Do Not Cut". Fuel shut off valve mounted in fuel line, must be accessible to be shut off by driver or safety personnel. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

4.3 Fuel
The gasoline shall not be blended with alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. **Fuel Samples may be taken at any point during a racing event.**

4.4 Fuel Pump
Mechanical fuel pump only.

5. ELECTRICAL SYSTEM

5.1 Ignition and Charging System

Charging system optional, no 18 volt alternators, starter must be in stock position and functional. Battery operated 12 volt ignition only, no magnetos allowed. Rev limiters must be installed and cannot be accessible by the driver. Crate Engines 6400 rpm and built engines 6800 RPM. No traction control systems of any type allowed. Kill Switch Mandatory in main battery line or use of Ford solenoid is permitted, either system must be clearly marked and in reach for safety personnel.

5.2 Battery

12 volt batteries only.
Must be securely fastened in the car.

6. TRANSMISSION

Transmission must remain stock appearing O.E.M. with all forward gears working as originally produced. 3,4, or GM T5 5 speed transmission allowed.
Must have reverse gear.
Must retain brass synchronizer ring.
Two-speed oval track Richmond transmissions allowed (T-10 case) or Winters 60200 "Raptor" transmission. No less than 123 ratio Automatic transmissions permitted.
Shifter: Conventional-type shifter or rods. Shifter must have boot or cover at all times. Shifter boot must have a wire wrap sealing the top of the boot to the shifter.
Stock 2 Speed power glides with torque convertors will be allowed and must run a cooler.

6.1 Clutch and Flywheel

Triple or Twin disc of a 5.5 inch minimum diameter and flex plate may use aluminum bell housing. Starter motor must be in stock location. If using stock-type flywheel & clutch assembly, a steel bell housing must be used No carbon fiber or extensively modified units.

7. ENGINES - V8

7.1 Block Assembly

Engine make and body models may be interchanged. Maximum cubic inch displacement allowed: GM 350, Ford 351, and Chrysler 360. Maximum overbore allowed .060. Bore and Stroke must be factory spec (example: 350 Chev-3.48 stroke x 4 inch bore). No stroked or destroked motors. No aluminum engine blocks. Sealed crate engine permitted – part #88958602 and #88958604

7.2 Camshaft

Any hydraulic or solid flat tappet camshafts. Offset camshaft key allowed. No mushroom or roller camshafts. Must maintain stock diameter lifter and lifter bore for that make and model of engine no sleeving – Chryslers exempt. No gear drive or belt-drive systems. Push rods to be stock for engine, Roller Rockers are permitted. 1.5:1 or 1.6:1 ratio rockers allowed on built engines. Crate engines must use stock length rockers. Screw in studs and guide plates allowed.

7.3 Carburation

Crate Motor: Four Barrel carburetor allowed, only a 600 CFM Holley# 80540-1 or a 650 CFM Holley# 80541-1. Carb must be unaltered and pass a “go-no-go” test. Maximum gasket thickness is .065”. 602 and 604 Engines is allowed a 1” spacer. 604 crate engines must run an Allstar ½” restrictor plate# ALL26180 with a 1.50 restrictor. Ford crate 1” spacer with 1.100 restrictor.
Built Motor: Two Barrel 500 CFM Holley #R4412 only. A one-piece solid carburetor adaptor spacer permitted. Carb adaptor & gasket combined thickness must not exceed 1.25”.

Cold air intake boxes allowed. Two throttle return springs and stop are mandatory. Air cleaners are mandatory. Air filter boxes and carb hats are permitted. No boost venturi below the throttle plate. Gas pedal toe bars are mandatory. Quick-change jet kit (part # 3425 float bowl) may be used. Must meet Holley factory stock specifications as follows:
No HP Metering Blocks
Butterfly (throttle plate) thickness: .0398” - .0438”
Butterfly must have stamped on it ID# 215 or 172
Throttle shaft diameter .368” - .369”
Throttle shaft thickness at flat of shaft: .152”
Venturi bore diameter: 1.373” – 1.377”
Boost venturi inner bore diameter: .377”-.383”
Boost venturi outer diameter: .610” - .630”
Boost venturi length: .438”
No raised or tapered boosters
Throttle bore diameter 1.6855” – 1.6865”

7.4 Crankshafts

Crankshaft must be stock OEM type only. No light weight crankshafts. Minimum weight crankshaft shall be no less than 48 lbs. No aluminum or fuel dampers. OEM steep elastomer - type balancers only. No knife edging or bull nosing.

Crate Motors

GM 602 CRATE Part# GM 889586602/19258602
The following modifications are permitted. Double roller timing chain. Champ Pan part #CP100 – 7” louvered tray pan. The Harmonic balancer may be changed for the 6 ¾” diameter non-fluid GM balancer.
GM 604 Crate Engine: Part # 88958604
May use any aftermarket crankshaft damper. 30 lb weight break for 604 stock damper.
FORD 347 CRATE
Sealed crate motor part # M-6007-D347SR.

7.5 Compression Rule

Maximum of 10.4-1 on whistler or 10.0-1 on tear down.
Built engines using Chev Vortex cylinder heads will run 9.5-1

7.6 Connecting Rods

Stock type connecting rods only - i.e. Skat Rods. No re-working of connecting rods. 6" connecting rods allowed. No aluminum connecting rods.

7.7 Cylinder Heads

Stock O.E.M., World Products or Dart IRON EAGLE cast iron straight plug only.
Chev Vortec cylinder heads will be allowed, 1.94" intake/1.50" exhaust.
World Products cylinder heads allowed.
Sportsman 2 (straight plug only)

WP Casting # 0112500-1 Casting # 1-037
WP Casting # 011-250 (bare). PT # 43500 Casting #1-052
WP Casting # 012250. PT # 43600 PT# 43610 Casting # 1-052
WP 012250 (bare)

World Product S/R Torquer head allowed. PT # 42668 Casting #42678 PT# 53028 Casting #1-056 Ford Windsor. PT #5303 Casting #1-056 (For Windsor Jr. With Max valve size of 2.02.
No angle plug heads except Ford and Chrysler. No relieving under valves.
No unshrouding of valve pocket. Any machine work must be concentric to the valve stem. Stainless steel valves allowed, undercut valves may be used, no titanium valves.
No turning of valve stems and stock diameter valve springs must be used. Stock lifter bore only. No heads casting #292. Ball method will be
used to test valve stem to seat clearance. Ball size is .787 for intake and .531 for exhaust.
Valve size: GM Max. 2.02 intake and 1.60 exhaust
CLEVELAND Max. 2.04 intake and 1.65 exhaust
WINDSOR Max 1.84 intake and 1.54 exhaust
CHRYSLER Max 2.02 intake and 1.65 exhaust

Screw in studs allowed. Guide plates allowed

7.8 Intake Manifold
No porting or polishing permitted. No alterations, No high-rise, Low-profile intakes only. No acid flowed intakes allowed. 2 – Barrel stock OEM cast iron intakes or #2101 (Chev) or #2116 if using Vortec cylinder heads, #2176(Chrysler), d#2750 (Ford Cleveland), #2181 (Ford Windsor) Edelbrock performer current series intake permitted. Aluminum intakes cannot be painted. 1st design manifolds of same part number are not permitted.

7.9 Water Pump
Stock OEM replacement pumps or aftermarket aluminum pumps allowed. Aluminum pulleys allowed.

7.10 Radiator
Radiator must be in stock location. Aluminum radiators allowed. Electric fan permitted. Radiator dust screens are permitted. Stock type water pump only. Radiator must include liquid overflow can (minimum capacity 1 liter) mounted ahead of engine firewall. Overflow vent must exit the vehicle at the base of the windshield. Fan shroud cannot extend more than 1" behind blades. No antifreeze allowed in cooling system.

7.11 Oil Pan and Lubrication
Extra capacity wet sump oil pans allowed. No external oil pumps. Ford motors only may run single stage external pump.

7.12 Pistons
No dome pistons. Only flat top or dished pistons allowed. Pistons cannot protrude above the deck of the block.

8. WEIGHT

8.1 Engine Weight (after feature)

602 sealed crate - 2825 lbs
602 sealed crate "rebuilt/freshened" - 2850 lbs
604 sealed crate - 2850 lbs
Built max 9.5 to 1 - 2875 lbs
Built 9.5 to 10 to 1 - 2900 lbs
Ford - 2875 lbs
Chrysler - 2875 lbs

8.2 Weight Percentages

Left side 103-108" WB 57%
Left side 102" WB 56%
Rear 52.5%

8.3 Weight Penalty

15lbs weight penalty for 1/2 to 4" engine setback

8.4 Weight Deduction

20lbs weight deduction for perimeter chassis
20lbs weight deduction for 9” Ford rear end
15lbs weight deduction for single piston calipers
15lbs weight deduction for Koni, Pro AC/TA or QA1 62 series shocks
40lbs weight deduction for stock clip with steering box
30lbs weight deduction for 604 stock damper.

8.5 Weight Location

Weight must be no lower than frame rails and in block form, no less than 10lbs pieces. No weight to be added rearward of the fuel cell.
All ballast weight must be either fastened to or encased within the frame rail. All added weight must be double bolted and painted white, with car number clearly marked on each piece. If stacked or bolted weight exceeds 30lbs it must be bolted into an approved weight tray. No tungsten, lead shot, ball bearing type, or liquid type of ballast permitted.

8.6 Fuel Allowance

There will be no spent fuel allowance for regular heat races and feature events. Events of 50 laps or greater will give a spent fuel allowance of 50lbs.

All weights will be taken with driver in car with helmet and neck restraint.

Track scales are considered final.

9. TIRES AND WHEELS

9.1 New Tires

4 NEW American Racer AR 153 Tires will be allowed to start the season. One new tire will be allowed after night 2, night 4, and night 6. The 4 new tires must be purchased prior to the first night of racing. Anyone who does not purchase 4 new tires prior to the first race of the season, will not be eligible for any new tires during the season. All new tires must be purchased from Full Throttle Motor Speedway.

9.2 Used Tires

Used AR 153 or EC 21 Tires allowed. All used tires must be pre-approved and inspected by an OLMA Official. Teams may have an unlimited number of used tires in there tire inventory.

9.3 Tire Inventory

Maximum 8 tires allowed to be used per night.
All new and used tires must be inventoried and have serial numbers recorded with the OLMA.

9.4 A durometer rule will be in effect regarding minimum tire harness.

9.5 Chemical treating of tires will not be allowed. No soaking or altering of tire in any manner allowed.

9.6 Tire relief valves allowed.

9.7 Wheel stud threads must protrude through nuts.

9.8 Bleeder or pop-off valve devices are not permitted.

9.9 No blowers or hoses will be allowed to blow air on the tire/wheel.

9.10 Wheel Rim

Rim size 15"x10". Wheel rims must be magnetic steel only.
Wheel rims must be identified with team# on ALL wheel rims.

10. TRANSPONDER

For scoring purposes, all cars must have a working transponder. Location is 172” from the front most part of the nose to the front of the transponder. Transponders are to be mounted flat with the LED lights facing down and must have a clear line of sight to the race track surface. Transponders are to be hooked up directly to the battery or may be hooked up to the ignition switch. There is no manual scoring. It is your responsibility to ensure the transponder is mounted in the proper location and is working at all times.

11. COMMUNICATION

Two-way radios are allowed. Raceceivers are mandatory. Spotters may wear raceceiver and relay message to driver.

12. APPEARANCE

12.1 Paint and Lettering

All cars must be neatly and brightly painted. Numbers must be painted or decaled on the roof (readable from the right side) and on both doors. Numbers must be minimum 18" high x 4" wide in a colouring offering distinct contrast to the colour of the car. Numbers must be legible (subject to approval of OLMA officials) with no trick lettering. Cars damaged in competition will be expected to meet appearance standards the following race night.

12.2 Sponsors Decals

All decals will be handed out from OLMA Officials at the beginning of the race season.
Replacement decals will be available throughout the season, if needed.
Title sponsor decals will be displayed across the top of the car windshield.
Secondary title sponsor will be displayed across the top of the rear window.
Contingency decals will be displayed on the front fenders.

13. REGISTRATION

13.1 All cars competing with the OLMA must have paid their 2026 season registration or temporary registration fee. Registration and points go towards the car number.

13.2 Substitute drivers are allowed.

13.3 Any car that is not registered for the season, must pay a temporary registration fee for the night that they wish to compete to the OLMA.

14. POINTS

Points will be awarded for each heat and feature race.
Points will be awarded to the car number.

Heat race points break down is as follows:

1st - 10 2nd - 9 3rd - 8 4th - 7 5th - 6 6th - 5
7th - 4

Feature race points break down is as follows:

1st - 50 2nd - 49 3rd - 48 4th - 47 5th - 46 6th - 45
7th - 44 8th - 43 9th - 42 10th - 41 11th - 40 12th - 39

To be eligible for any year end points fund, the car must have competed in 4 out of 6 nights of racing.

Interpretation of these rules will be solely up to the judgment of OLMA Officials in charge of the area in question. Non compliance with the specifications outlined herein may subject violating teams to disqualification loss of points and money and/or fine. OLMA reserves the right to impound any car or component for further inspection. Refusal to comply with request may end in expulsion of driver and/or owner, fine or penalty and/or suspension. All decision by OLMA Officials will be final. All rules subject to interpretation by OLMA Officials.

OLMA CONTACT

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