



OUTLAW SUPER LATE MODEL RULES

PLEASE

NOTE: It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, head and neck restraint, a fuel cell with all the proper check valves in place, a new fire suit including proper under garments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the SNELL 2015 rating and be SFI/1 approved.

BASE WEIGHT: 2700 Pounds and 60% left side weight before qualifying and any race.

SPEC SHOCK WEIGHT: The FOX spec shock weight break will be 50 pounds and 2% left side weight.

TIRES: Hoosier F-70. This will be the tire raced on for the entire year.

NOSE PIECE:

- Aftermarket nose piece to be mounted in a conventional manner.
- The nose piece front overhang is to be a maximum of 45" from the center of the hub to the tip of the nose, including the lip/splitter on the front of the nose piece.
- The maximum width of the lip/splitter on the front edge of the nose piece will be 4"
- The maximum length of the splitter across the leading front edge of the nose will be 70" before the radius of the splitter begins on each side.
- The lip/splitter along the sides of the nose piece side flairs will taper back evenly from the front 4" measurement back to a maximum of 1".
- The nose piece side flair will be flush with the top of the fender.
- With the exception of the splitter, there will be no added shelves, ledges or lips of any kind built into the nose piece or side panels.
- Both front corners of the nose piece lip/splitter must have a radius to prevent sharp edges.
- The nose piece will have no more than 1.5" of belly built into the face of the nose.
- No underside nose panning wider than 34"
- At the official's discretion, any nose piece cut up and deemed too radical for the intent of the conventional nose piece rule or that is laid back or excessively flattened out may be assessed up to a 100 pound weight penalty.

TIP: because an aftermarket nose piece or side panel is available does not necessarily mean that part is legal.

BODY MEASUREMENTS: All body measurements are to include the driver in the car.

- Minimum roof measurement-----38" L x 45" W
- Maximum rear deck lid (base of the spoiler to base of window)-----28"
- Maximum width of top of doors-----4"
- Front overhang (tip of nose to center of hub)-----45"
- Maximum rear bumper height from the ground to bottom of bumper-----12"
- Minimum back panel height perpendicular to the ground-----14"
- Minimum window opening-----12" x 22"
- Minimum height from ground to top of roof, measured 10" back-----45"
- Maximum height of spoiler from the ground-----42"
- Maximum at widest point-----82"
- Maximum at center of rear axle-----76"
- Maximum total body width at rear of rear quarters-----72"
- Maximum rear overhang center hub to rear at base of spoiler-----46"
- Minimum rear quarter panel distance from the ground-----8"
- Maximum tread width measured from outside to outside of tire at bottom center of tire (measured with toe plates)-----82"
- Spoiler height (deck to top of spoiler-includes thickness of hinge)-----8"
- Maximum front of roof to base of rear spoiler-----102"

BODY RAKE: Minimal body rake and/or belly measured anywhere on the body with a straight edge checking front to back and side to side. This includes side to side across the deck lid, hood or nose piece as well as from the base of the spoiler up to the front tire. The sides of the body must run in a vertical fashion. No "swoop, dip, belly or concaveness" on the side body panels or anywhere else on the body. The wheel flare on the right rear is a maximum of 3" not exceed past the outside edge of the rear tire.

BODY WIDTH: Maximum of 82" at the widest point, steadily decreasing in width to a maximum of 76" at the center of the rear axle and tapering to a maximum of 72" at the rear spoiler. The sides of the body

must in a vertical fashion. No “swoop” in body panels. No fender/wheel flare can extend past the outer face of the rear tires and cannot extend beyond the rear of the tire. The wheel flare on the right rear is a maximum of 3” wide.

BODY SPECIFICATIONS: No more than 2” drop is permitted at any point on the roof. Hood and rear deck lid must be removable and securely fastened down in 4 corners by hood pins or hinges whenever the car is on the track. Hood scoops are allowed (maximum height of 4”) in stock height position. Rear deck lid must be a maximum of 28” from the base of the rear window to the base of the spoiler. The deck lid must be removable or have an access panel minimum of 12” x 12”. The back panel must be a minimum of 14” perpendicular to the ground, fully enclosed. No aluminum or composite bumpers; only steel is allowed. No aluminum door bar assemblies or jacking posts (outside of roll cage) or rub rails. Rear bumper height to be a maximum of 12” off the ground to the bottom of the bumper. Four inches maximum shelf measured from the front windshield post back to the front of the C-pillar plus 1” maximum side body radius. 1” maximum lip along the bottom of the door quarter panel skirt. No carbon fiber body components except for the roof.

REAR SPOILER: 8” high x 72” wide made of clear material. Bracing may be from front or rear. For the front bracing, there are a maximum of three supports with a maximum of ¾” round tubing only. Rear bracing must be inset from the sides of the quarter panel a minimum of 3” on both sides. A Maximum of 1” rear facing lips only on rear spoiler Maximum height of 42” from the ground to the top of the spoiler. The right rear quarter panel and rear spoiler must be a minimum of 3” in from the outside right rear tire.

WINDSHIELD AND REAR: A full front windshield is required. The rear glass may be any continuous elliptical shape resembling a stock design. No tear drop style rear windows. No concave windows. Windows must remain flat in the center. Rear window must have enough bracing in the center to keep the window from deflecting. A vertical rear window brace (placed in the center of the window) is required.

SIDE WINDOW OPENINGS: Side window openings are a minimum of 12” high x 22” wide. Size will be checked with a flat piece of material that will need to slide straight into the opening in a full vertical position. Any openings that are too small will need to be adjusted to the proper dimensions.

WHEEL BASE: Minimum of 101”

TREAD WIDTH: 82” maximum front to rear. This will be measured before and after the race with tow plates at bottom center of tire.

ENGINE: Any V-8 steel block, NO aluminum blocks. Must be 4” set back from #1 plug. Any 4 barrel carb with 2 return springs.

BRAKES: Must have 4 wheel brakes in working order. 10” steel wheels only.

FUEL CELL: 8" minimum at lowest point or must be fully above the frame rails. No electric fuel pumps. Fuel cell must be mounted behind rear end between the frame rails.

SUSPENSION: No independent rear suspension, no cockpit adjustments from inside the car besides brake bias (including but not limited to shocks, sway bar, pan hard bars, etc.). One shock per wheel.

PROHIBITED PRACTICES: **Panning under the sides, or rear of car or any louvers or vents in the fenders, doors, or quarters.** No titanium or carbon fiber rotors. No slipper clutches. No verticals or lips on the nose piece. No aluminum bumpers or right side door bars. Lead ballast only. NO mirrors of any kind. No radios of any kind. No traction control of any kind. **Track officials will have the option at any time to confiscate & switch a driver's MSD box with a new one. Any driver who refuses to trade their MSD box will forfeit all points and pay for performance for the entire event.**

Please call Donnie Ritter at (269)-788-2774 with technical questions.