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## **2019 OUTLAW (E) MOD RULES**

**ROLL CAGE:** Recommended sizing and placing; Minimum tubing thickness .095". Minimum outside diameter 1.5". Must be 4 post design with rear upright loop supported with tubing running down to the rear of car. Top hoop must have 1 crossbar preferably running from right rear to left front. All support bars forward of roll cage must be lower than stock hood height. Door bars must be .083" minimum thickness. 3 bars minimum, 4 suggested. Door bars must be welded to roll cage-front and rear and be parallel to frame.

**BRAKES:** Must have brakes on all 4 wheels. Brake shut offs are permitted. Calipers must be steel or aluminum, single piston.

**EXHAUST SYSTEM:** Headers may dump outside of engine or rear of engine and must not point directly to the ground. Mufflers can be ran, securely attached, and easily detectable.

**FUEL CELL:** 32-gallon maximum capacity; completely enclosed in a steel enclosure. Fuel cell must be protected in rear by roll cage tubing. Cell may not be lower than protective tubing. Top siphon fuel cells only. Tech inspectors can reject any fuel cell mounting they deem unsafe.

**BATTERY:** Must be mounted securely and fastened across the top.

**FUEL:** Either racing gasoline or methanol. No nitrous oxide or power additives.

**WEIGHT:** No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2-1/2" bolts minimum. Weight may not be attached to rear bumper. All cars must weigh 2400 track scale pounds with the driver after the race at speedway scales.

**FRAMES:** May be cut at a point no further forward than rear of engine block or 1950 or newer American passenger car factory production frames allowed only. Frames may be cut in rear at a point no further forward than the rear of engine block, both sides. Frames may not be widened or narrowed and must be able to support the roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from ground.

**FRONT SUSPENSION:** Steel aftermarket parts may be used as stock components. This includes lower tubular A-frames. Stock passenger car spindles only. No tubular or fabricated spindles allowed. Tubular type upper and lower A-frames permitted. Lower control arms cannot be moved, (exception: may weld shock mount on lower control arm). Upper A-frames may be moved and have aluminum cross shafts. Coil springs minimum 4-1/2" diameter only (no coil overs) and must be mounted in stock position. No coil-over eliminators may be used. (Mono balls will be accepted.).

a) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

**STEERING:** Front steer type frames must have steering box mounted on left frame rail ahead of front cross member. Rear steer frames must have steering box mounted behind crossmember on left frame rail. Power steering with a steering quickener is permitted. No rack and pinion steering. Stock type steering boxes only.

**SHOCKS:** Steel only- 1 working shock per wheel, no remote canister shocks and no hydraulic, ratchet or electric weight jacks anywhere on car. No externally adjustable shocks. Dummy shock can be used in placement of eliminator. (Be prepared to pull shock off to show it's a dummy any team not willing to pull shock off will be disqualified). Dummy shocks may be confiscated at end of evening by Raceway 7 officials to be sent for dyno testing. Schrader Valve shocks are allowed. NO AIR SHOCKS

**WHEELBASE:** Minimum 108", maximum 112".

**REAR END:** Any passenger car or truck type rear end permitted. Rear end must be locked, must be mini spool or welded spiders only. Quick change allowed with steel tubes. No ALUMINUM tubes with STEEL sleeves.

**REAR SUSPENSION:** May be coil spring (minimum 4-1/2") diameter or steel leaf springs. Coil-over eliminators or steel/aluminum coil-over kits may be used with coil springs. Lowering blocks (aluminum or steel) may be used with leaf springs. No aluminum birdcages, brake floaters, trailing arms or trailing arm mounts allowed. Panhard bar and bracket may be steel or aluminum. One (1) spring per wheel!

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**DRIVESHAFT:** Must have a protection loop completely around. Loop must be .25" thick x 2" wide steel minimum and mounted no more than 6" back from U-joint in driveshaft. Drive shaft must be steel or carbon fiber.

**TRANSMISSION:** Must have forward and reverse gears and be able to shift to forward or reverse with engine running. Bert and Brinn type transmissions are permitted (no direct drives). Stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM cases and bell housings.

**ENGINE:** Must be able to be used in conventional passenger car without alteration. No machine work on outside of engine. No dry sump oil systems (racing type wet sump oil pans permitted). 6-cylinder motors allowed dry sump oil system. One four barrel carburetor naturally aspirated, no fuel injection, no electric fuel pumps, no magnetos. Rear of engine must be at least 72" forward from the center line of rear axle. No more than 2" engine offset. Minimum height 11" from center of crank to ground, no aluminum blocks.

**RADIATOR:** May be aluminum, steel, or brass and must fit under hood line and be located in front of engine fan.

**BODY:** (Refer to drawing at bottom of page.)

- A. 12"min 24" max
- B. 6.5" min center to center
- C. The minimum roof height is 42" inches with a maximum height of 54" inches. 5" max slope.
- D. The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A six (6.5") inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. Hood must slope towards the nose of the car (No Reverse Rake to the Hood).
- E. Farthest point of nose/bumper cannot be no more than 42" from center of front wheel hub.
- F. The max scoop is 7".
- G. The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of eight (8") inches past the motor plate toward the front of the vehicle.
- H. Front roof post width 16"max at the bottom. Roof post at the bottom rear must then go upward at a 90 degree angle. The front roof post must be in a straight line from top to bottom and must come down to the deck with a max 2" step (P).
- I. Wheelbase: Minimum 108", maximum 112"
- J. Door panel: 32"max 26"min.
- K. 72" max or not past block at top. May extend forward to cover foot box if necessary.
- L. 12"-18" door opening height.
- M. With a level, must have no more than 2" clearance at rear roof, and 5" at top front. Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope measured with a level from highest point minus the stiffener to lowest point. No more than one-half (1/2) inch stiffener allowed at the rear of the roof. OEM Gremlin roofs are not allowed.
- N. Right side length 120" max, 106" min.
- O. Rear corner panel length from center of hub to back 48" max, 34" min.

- P. 7" max at top rear, gradual slope from roof to this point when using sail panel as spoiler side with max height spoiler of 5". The spoiler may be fabricated from lexan or aluminum. You may use the roof post/spoiler kit. The kit has the roof post and spoiler fabricated in one piece. If the kit is utilized the spoiler height must remain 5" inches. The Sailpanels must be the same design and size on each side (Both open with same opening dimension or both closed). Maximum bow of sailpanel is 4". 8" max spoiler allowed if the sail panel remains separate from the spoiler sides. When using 8" spoiler, sail panels can be no higher than 4" from deck at end point.
- Q. Interior slope is 8" max from front to rear and flat across and must maintain same slope from front to rear. You must have used 50% of your 8" max slope at the half way point on the deck.
- R. The minimum deck height is 28" inches with a maximum height of 41" inches. 2" max drop deck allowed.
- S. The nose piece shall not be attached any further back than the radiator. The MD3 modified nose and Dominator nose will be legal. All aluminum fabricated nose pieces can have a 2 1/2" lip on each side of nose piece (length of the nose). Farthest point of nose/bumper cannot be no more than 42" from center of front wheel hub. The nose piece must have a minimum of four (4") inches from the ground to the bottom edge of the nose piece. Noses must be flat from top to bottom (No curving of nosepiece).
- T. Hood max width is 68" max 24" min. No narrower than radiator.
- U. The maximum roof width will be 52" inches with a minimum of 44" inches.
- V. The maximum roof length will be 57" inches with a minimum roof length of 40" inches.
- W. On the left side the rear of the door may flare out six (6") inches for tire clearance. The bottom of the flare must be curved and rounded not pointed in any fashion. No wheel skirts of any type will be allowed.
- X. The maximum body width at the body's widest part will be 72" inches. The minimum of width at the body's narrowest part will be 53" inches. The top of the doors measured at rear of driver seat can be a maximum of 68".
- Y. No filler panel required.

All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width. Side fins and/or flanges of any kind along the length of the entire car (hood, and/or roof) will not be permitted. There will be a half inch tolerance for body roll for strength.

**FRONT BUMPER:** Must be mounted to end of frame, with bottom loop parallel to the ground. Minimum 1-1/4" tubing must be used. Rear bumper may be tubing or square stock and must protect fuel cell. Center of bumpers must be at least 18" from ground. No sharp edges. Bumper cannot extend more than 42" from center of front wheel.

**NERF BARS:** Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

**GAUGES:** Oil pressure, oil temp., water temp., fuel pressure, brake bias pressure, volt or amp gauge and a tachometer are the gauges permitted. No digital dash panel. No lap timers or any other type of electronic gadgets permitted. No electronic traction control. No adjustable engine timing controls of any kind. No engine retarding devices allowed. No controlling of wheel spin by any device. No back up or dual ignition allowed.

**STEERING WHEEL:** All cars must be equipped with a removable steering wheel.

**WHEELS:** Any 8" steel production racing wheel may be used. Beadlock wheels may be used.

**TIRES:** Any 8-inch Hoosier permitted. No softening of tires allowed. Grooving and siping allowed. Officials may take sample of your tire for tire testing for chemical performance during the event or in post-race inspection.

**MISCELLANEOUS:** No radios (transmitting or listening devices other than one-way driver radios with race control) or mirrors permitted. Mirrored finished stainless or other materials are not permitted if used for the same purpose as a mirror. No car will qualify without inspector approval. All cars must be available for inspection prior to advertised time of driver's meeting. Following the drivers meeting, covers of any type are prohibited until the feature is completed. All race cars are subject to inspection by officials at any time.

**SPOILER:** The spoiler will be either 8" or 5" in material. Eight-inch (8") spoiler can be used when side spoiler supports are attached to sail panel or quarter panel. Five-inch (5") spoiler will be used when side spoiler supports are built within the sail panel as one piece. Any spoiler angle will be permitted. Three (3) spoiler supports may be used; this includes side spoilers. The spoiler supports and side spoilers shall be same height as spoiler in the back and 4" inches tall in the front with a maximum total length of 24" inches at the bottom.

The spoiler may be fabricated from lexan or aluminum. You may use the roof post/spoiler kit. The kit has the roof post and spoiler fabricated in one piece. If the kit is utilized the spoiler height must remain 5" inches.

A maximum one inch flange can be used at the top of the spoiler for added strength. This flange does not count as part of the 8 or 5 inches of clear or aluminum material allowed. Spoilers cannot be wider than the car. Front and rear roof edges must remain flat. No bending for spoiler effect. Side panels from roof to rear deck can have a maximum one inch flange for added strength.

**WINDOWS:** Driver's side window and passenger side window must remain open except for support angles in roof pillar openings. Support angles cannot extend past the front roof line. Roof pillars must be in place. Window nets are recommended. Also a screen is HIGHLY recommended in cockpit to deflect debris from driver.

**TRACTION CONTROL:** No traction control of any kind – mechanical or electronic allowed. Only one ignition box allowed and it must be located in engine compartment. All wiring from distributor/magneto to ignition box or tachometer must be in plain view for inspection and have no splices or interruption in these wires. Speedway will have the right to confiscate any part of the ignition system for further inspection. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.

**NOTE:** The preceding rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable standards and requirements for such events. By participating in these events, all participants are deemed to have complied with these rules and regulations. **No expressed and/or implied warranty or safety assurance shall result from publication of, or compliance with, the preceding rules and regulations. They are intended as a guide and are in no way a guarantee to any participant, driver or official, against injury or death.** Any of the preceding rules may be subject to revision if it is felt that the change would be in the best interest of safety or the Division. Track Officials have the right to make decisions and to rule accordingly, in the interest of safety, without recourse from drivers and/or owners. Track Officials will decide anything not covered in the preceding rules and regulations if, and when, it becomes necessary. OFFICIALS DECISIONS ARE FINAL.

**BODY DIAGRAM:**

