

## **OUTLAW STOCK CARS**

**CHASSIS:** Any American rear wheel drive car with a minimum wheel base of 108 inches. Full Frame and Uni- body allowed. Sub frame connectors recommended for all Uni-body cars. No converted sport or A-Mods allowed.

**ROLL CAGE:** Main cage must be made of 1 ¾ inch outside diameter with a minimum wall thickness of .095 TUBING. Must have at least a 4 point roll cage with rear kickers, 4 door bars with vertical supports on driver's side, 3 on passenger side. Driver's door intrusion plate required, minimum 16 gauge steel. Cages must mount to frame. Uni-body cars must mount cage to a 3/16 plate welded to the floor and/or sandwich the floor with 2 plates using (4) ½ inch, grade 8 bolts.

**BUMPERS:** Stock bumpers, if used must be mounted in such a way as to not cause hooking of other cars. (Capped or strapped to outer body panel). Tube bumpers allowed and must be within the confines of the body. All bumpers must withstand being pushed or lifted. Tow chains required if car uses plastic nose.

**BODIES:** Must resemble a stock American manufactured automobile. Aftermarket nose and tail panel allowed. Hood, trunks and doors may be gutted. Hood scoop allowed for air cleaner clearance only and must be sealed from the driver.

**INTERIOR:** Factory dash, all interior trim, carpets, seats, and plastics must be removed. Window net required. Release mechanism must be located at the A pillar. Aluminum high back racing seat (full containment recommended) and must be mounted to the roll cage and to manufacture of seat recommendation. SFI approved 5 point racing harness required. Roll bar padding required in driver's compartment. Must have 3 vertical bars in front of driver in windshield opening with a minimum of 1/4inch in diameter.

**FRONT SUSPENSION:** No aftermarket spindles allowed. Must match side to side. Tubular nonadjustable upper control arms allowed. Lower A arms must remain stock. No tubular lowers. Nonadjustable shocks only. Weight jacks allowed.

**REAR SUSPENSION:** No independent rear suspension. All rear suspension must match frame. Must use stock mounting points. Control arms must be stock and match frame used. No 3 link. Nonadjustable shocks only. Leaf springs must mount in stock location with shackles or slider boxes. Weight jacks allowed.

**REAR AXLE:** Ford 9 inch allowed in any make. Solid axles only, no gun drilled axles.

**BRAKES:** Aftermarket brake systems allowed. All 4 brakes must work.

**WHEELS AND TIRES:** Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No chemical softening, conditioning, or grooving of tires. Tires may be ground or straight siped within confines of tread (not past factory straight line). Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. Aluminum wheel spacers only. May use IMCA approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. No bleeder valves. Steel lug nuts only.

**TRANSMISSION/ DRIVE SHAFT/ STARTER:** Automatic transmission must remain stock OEM with functioning torque converter. Manual transmission must remain stock. Steel flywheels only. No multi disk clutches. Must have Approved scatter shield and /or 3 inch wide-1/8th thick wide plate covering flexplate. Drive shafts must be painted white, and made of steel only with a minimum of 2 inch in diameter. Two drive shaft loops required. Starters must remain in stock location.

**ENGINES:** Must be production OEM cast iron blocks. May be GM to GM, Ford to Ford, Mopar to Mopar. Pistons must be flat top or dished, no dome pistons. Cranks must be OEM. No light weight cranks. Flat tappet cams only. No roller cams, No solid lifters. Must use hydraulic lifters. I-Beam rods only. Intakes may be cast iron or Aluminum, Stock exhaust manifolds or headers allowed. GM Sealed or IMCA sealed 602 engines allowed. If no seals are present on the GM 602, engine will not be allowed to be used.

**HEADS:** Must be production OEM cast iron heads. GT40 or W2 heads are allowed. No Porting or polishing, may gasket match intake to depth of 1 inch. Stock diameter valve springs and push rods only. Stock ratio rocker arms for make of engine. Roller tip rocker arms allowed.

**BATTERIES/ DISTRIBUTOR:** Battery must be located and mounted in an enclosed box behind driver. Must cover positive power post to prevent any contact that could result in a spark. No multi spark boxes or magnetos. Distributor can be interchanged with stock replacement manufactures.

**CARBURETORS:** 800 CFM maximum. No other modifications allowed except for the removal of the choke plate. No Dominators or Predator carbs allowed. No Carburetors with changeable air bleeds.

**FUEL AND FUEL CELLS:** Pump gas only. Fuel cell required with a maximum of 22 gallons, in a steel container and mounted with a minimum of 2 solid steel straps. Must be securely fastened in trunk compartment. Tip over valve required on all fuel cells.

**COOLING SYSTEM:** Radiator must be mounted in stock location (racing radiator recommended) Fan shroud required. Electric fans allowed. Overflow bottle or hose routed in such a way for the coolant/water is expelled away from engine

and drivers compartment.

**WEIGHT:** All cars must weigh a minimum 3200 lbs with the driver.

Weight may be adjusted by tech official and must be approved by the Board of Directors.

**Safety Equipment:** All competitors must wear an approved fire retardant racing suit, gloves, neck brace (a head and neck restraint recommended), and helmet.

Helmet must be SA 2005 or newer.

**Cars that don't comply with our rules are allowed to race, but are not eligible for points, payouts, or trophies.**

These rules are very generic and will be adjusted as needed with the approval by the Board of Directors, and Tech official. This rule package is being submitted for a 3 year period starting the 2020 race season. At the conclusion of the 22 season the rules will be reviewed and re-submitted.

Class Representative for 2020: John Lake 208-680-6465, Texts are best but if a call is unanswered please leave a message. Email is [skippylake62314@gmail.com](mailto:skippylake62314@gmail.com)