2027 OUTLAW LATE MODEL RULES

These rules will be enforced to ensure that all who participate have an opportunity to be competitive. Anything not covered by these rules must be approved by Track Officials. Upon inspection, Track Officials may penalize, fine, suspend, withhold money, and/or points, confiscate parts, or disqualify any competitor for rule infractions.
If a competitor is disqualified for using illegal parts, the competitor may lose all points accumulated prior to and including date of disqualification under the discretion of Track Officials. The use of carbon fiber or titanium parts are not allowed. Any questions regarding rules should be addressed with the Tech Officials, prior to assuming legality. It is the competitors' responsibility to read and understand all rules including 2027 Race Day Procedures. It is the competitors' responsibility to declare what engine option they are competing under.

1. Bodies

A. Any aftermarket or homemade body allowed, body panels may be steel, aluminum, fiberglass, or plastic.
All cars must have a full Lexan windshield and a minimum of two (2) supports. Side vent windows allowed on left and right with a maximum of fourteen (14)" measured at the door. Minimum roof height of 45". Roof and rear window vanes allowed, one per side, one (1)" maximum. All bodies subject to Track Officials approval.
B. Front and rear bumper heights are 18" to center.
C. Rear spoiler- Maximum rear spoiler height is 46 ½" and width of 60". Lexan clear rear spoilers only.
D. No rear spoiler side panels are allowed

2. Brakes

A. All cars must have four (4) wheel brakes working at all times.

3. Carburetor

A. Holley 4412 2bl will be used on all Built engines, All 604 Engines and on All 347jr Ford engines. Must meet all gauges Only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner area allowed.
B. Holley #80541-1 & #80541-2 HP 650cfm 4-barrel carburetor. Will be used on all 602 Engines & 603 Engines. Must remain unaltered and meet all tech gauges. Only modifications allowed are jet change, and power valve change, only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner area allowed

4. Chassis & Roll Cage

A. All snouts, unibodies, frames, and cages must be magnetic steel. All tube frame cars must be a minimum 2"x 3" x .090 steel box tubing from front springs to the rear springs. The minimum tubing allowed from the front springs forward and the rear springs rearward will be 2" x 2" x .090 steel tubing.

B. All cars must have a four (4) point roll cage constructed of 1¾ x .095 steel tubing. The roll cage must consist of four (4) vertical upright bars connected at the top of all sides and shall be adequately cross braced. The base of the upright shall be solidly welded thru the frame. Four (4) curved door bars on the left side and three (3) or four (4) curved or straight bars on the right side is mandatory. Minimum of 6 vertical bars (2 between each horizontal door bar). Minimum height of door bars on drivers' side is 22 ½ from bottom of frame. Width of halo bar should be a minimum of 32". The roll cage members must closely conform to window/door/roof. It is mandatory to have 16- gauge metal welded between door bars, or a 16-gauge metal plate 40" in length and 17" in height minimum welded between driver's door bars and the driver's door. The total height of the roll cage to be 40" from the bottom of the frame. All roll cage installations and workmanship must be acceptable to Track Officials.

C. Firewall -Interior of car must be completely enclosed in respect to engine compartment, track surface, wheel wells, and rear (fuel cell) compartments. The area immediately beneath the drivers (floor) and the vertical panels surrounding seat area (front and rear firewalls, and transmission tunnel) must be constructed of minimum 18 gauge (.047 inch) and be of welded construction. Other interior panels (crush) may be constructed of aluminum or steel minimum of .040- inch thickness.

D. All cars must have an aluminum or carbon fiber racing seat. Highly recommend seats be full containment type, designed to include comprehensive head surround, shoulder, and torso support, with energy impact form. No holes permitted. All seats must be mounted securely to the roll cage. Right side headrest is mandatory. Choice of left side headrest or auxiliary net mandatory.

5. Drivetrain

A. Clutch- minimum allowed clutch allowed in 7.25 2-disc V-drive.

B. Only a SFI Approved commercially manufactured bell housing may be used, the bell housing must enclose the flywheel 220 degrees from the top, the only modification you are allowed to make to the bell housing is reasonable ground clearance. Any modification is subject to Track Officials. Any OEM manual transmission may be used. Must have all working gears and working from drivers compartment. No automatic transmissions.

C. Driveshafts must be painted white and car # written on it. All cars must have driveshaft loops at front and rear of driveshaft positioned within 2" to 4" of each u joint. Loops must be steel plate ¼" x 2" and a full 360 degrees.

D. Rear ends may be floaters, conventional quick changes, OEM, straight rear, or Ford 9". All rear ends must be locked, a Spool in mandatory.

6. Exhaust & Mufflers

A. Any Steel type headers allowed. Mufflers are required. All must meet 96 dB and WILL be enforced. Mufflers must be in good working order and securely mounted. All exhaust pipes must exit behind the driver.

7. Engine Cooling

A. Must have an overflow tank/can. NO ANTIFREEZE ALLOW.

8. Engine Electrical

A. H.E.I. or MSD Distributor allowed. Only 1 MSD boxed allowed.

B. Only one (1) 12-volt battery allowed. Must be securely mounted outside drivers compartment and be protected by a nonconductive cover.

9. Engine/Weight

- 602 Bottle-cap sealed: 2750lbs – 57.00% Left side weight before heats and feature
- 602 Non-Bottle Cap Sealed 2800 – 57.00% Left side weight before heats and feature

A. 88958602/19258602 / 19432602 GMR 350/350 Circle Track Engine. All engine seals must remain intact and un-tampered with at ALL-TIMES. If an engine sustains internal damage or wear that requires the removal of GM factory installed seal, the engine has then served its life and must be replaced. Only modification allowed is a racing oil pan with matching p/u assembly, utilized in factory form without modifications.

B. 603 crate/Ford S347JR/ built 70cc under 10 to 1 compression – 2800lbs – 57.00% left side weight before heats and feature:

C. 88958602/19258602- 350/350 - 88958603 GM ZZ4 as manufactured, no alterations, modifications, or changes of internal parts, heads, or intakes allowed. Only modification allowed is a racing oil pan with matching p/u assembly, utilized in factory form without modifications and crate engine rebuild per GM 88958668 manual. The replacement Mahle 0.020 & 0.030 crate engine replacement piston is allowed. Compression ratio as built is 10.1 to 1 and must not be altered.

a. 70cc Head Built option: American made blocks only. No aluminum or soft metal blocks allowed. No LS engines. GM 350 c.i. Block only. No Ford or Chrysler engines permitted. Any three (3) ring flat top piston or dished piston allowed. Pistons may not protrude above block deck. Maximum 0.040 overbore. Stock OEM appearing correct dimension magnetic steel rods for block used. Stock length 5.7" maximum. Any

OEM 350 c.i. or OEM appearing crankshaft allowed. No lighting, undercutting, polishing, or knife edging of crankshaft. Stroke 3.480 to 3.500 is allowed. Maximum undersize of bearing journals is 0.030. All crankshafts will be 48 pounds minimum weight.Maximum retail cost of crankshaft will be $1000.00 available to anyone/anytime. Lifters must be solid or hydraulic and the correct O.D. (.842) for block used. No roller or mushroom lifters allowed. A maximum .460 cam lift when measured at the valve. Roller rockers allowed. All rocker arms must be independent of each other. Stud girdles allowed. All engines must use 1.5 ratio rocker arm. No shaft rockers of any kind. No gear drive or belt drive timing components allowed. Aftermarket wet sump oil pans allowed. No external oil pumps. Any stock cast iron production 70cc cylinder head may be used.

b. World Products Inc part # 4350 or 4360 allowed. No grinding, beading, dipping, acid treating, hammering, peening, porting, honing, salting, angle milling, etc. Intake Edelbrock part #2101 or #2116 are the only two (2) Intake manifolds allowed. All intakes must remain stock out of box.

D. Built engine/604 bottle cap sealed crate- 2850lbs – 57.00% left side weight before heat and feature:

a. American made blocks only. No aluminum or soft metal blocks. No LS engines. GM 350 c.i. Block only. 358 is the maximum cubic inches allowed. No Ford or Chrysler engines permitted. Any stock cast iron production head may be used including cast iron vortex and cast-iron bow tie. No Dart, Turbo, or any other aftermarket cylinder head allowed. Large port vortex bow tie part# 25534371 not allowed. Flat tappet camshafts only, may be solid or hydraulic cam. No roller cams allowed. A maximum .450 cam lift when measured at the valve. Flap top or dished top pistons only. Pistons cannot protrude above block deck. No excessive machining of cylinder heads, block, or intake manifold. No angle milling of heads. No external oil pumps. Edelbrock 2101 or 2116 intake manifolds are the only two (2) intakes allowed.

E. 88869604/88958604/12496769 / 19410604 GM Fastburn 385/400 Circle Track Engine with all GM Factory installed seals, except racing oil pan with matching p/u assembly utilized in factory form without modification. Harmonic balancer can “Not” be changed.

10. Fuel

A. Fuel cells are mandatory, maximum 22 gallons. Must be approved by Track officials. The fuel cell must have a minimum of 8” clearance from the track at its lowest point. Fuel cell will be no more less than 14” from centerline of rear axle to front of fuel cell. Must have a roll over check valve ball in fuel cell or fuel vent line. Fuel cell must be enclosed in a 20-gauge magnetic steel container. There must be a metal frame under the fuel cell with a minimum of three (3), 1”x 1” magnetic steel box tubing. The top of the fuel cell must be mounted securely with four (4) 1 1⁄4”x 1/8” thick metal straps with two (2) going in each direction. A bladder cell is highly recommended.

B. Fuel shut off valve with clearly and neatly labeled ON/OFF positions, and easily accessible to emergency workers or an Oberg SV-0828 fuel line safety check valve is required.

C. No fuel lines allowed inside driver's compartment.

D. All cars must have a fuel cell bar. The bar location will be under the back of the car and behind the fuel cell. The bottom of the bar must extend at least 1" below the lowest point of the fuel cell and a minimum of 24" wide and 1 3⁄4" .090 tubing. A 1 3⁄4" brace must be welded at each end of bar. It is highly recommended to put a 1 3⁄4" vertical upright in the middle.

E. All fuel pumps must be in stock OEM location. No electric fuel pumps allowed.

F. Steel or aluminum fuel filter only.

11. Paint and Lettering

A. All cars must be numbered. Numbers must be on both doors and the roof and be a minimum of 18". Roof numbers must read from the passenger side of the car. All numbers must be distinctly contrasting to color of car. No reflector or metallic numbers. All numbers to be subject to visual approval of the head scorer. Cars must be neat, clean and presentable at all times.

B. All cars must have their total weight and left side weight decal on the right front corner of the roof, and their 2027 Track safety decal.

12. Safety

Competitors are solely and directly responsible for the safety of their race cars and racing equipment and obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize to the degree of possible the risk of injury to themselves and/or others.

13. Suspension

A. All shocks must be $260.00 or less 2027 MSRP. Track reserves the right to confiscate any shock for evaluation.

B. No suspension limiting devices, bumps stops, or coil binding. Subject to board test.

C. No titanium or carbon fiber parts allowed.

14. Transponder/Scanner/Electronics/Cellular Phones:

A. All cars MUST be equipped with a transponder and must always be in operation during practice, qualifying, and features. If at any time your transponder isn't working, you will be black flagged off the racetrack.

B. Scanners are mandatory. Each driver and/or spotter will be required to scan race control during practice, qualifying, and features. If at any time your scanner isn't working, you will be black flagged off the racetrack.

C. Cars will not be permitted to carry "ANY" on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges. Cellular phones are not allowed at any time. Go-Pros type devices must be approved prior to use by a Track official.

D. Transponder Mounting Location - Transponder will be mounted on the right rear frame rail (inside or outside) exactly 12" to the rear of the centerline of the rear axles.

15. Wheelbase/Tread-width

A. Maximum tread width allowed is 74 ¼" from outside of wheel bead to outside of wheel bead at ride height. Metric chassis can add 1" to tread width. No tolerance allowed.

B. Minimum wheelbase of 101" and a maximum of 108".

C. Wheels and Tires:

1. Maximum 8" wide steel wheels only, measured bead to bead.

2. Tires- Same Hoosier as Star Speedway Late Models. Must be purchased at Star Speedway. 6 Tires to be purchased at beginning of race season. 4 practice tires may be purchased. After that, 1 tire purchase per week is permitted and may be put in your inventory. NO CHEMICAL TREATING OR SHAVING OF TIRES ALLOWED.

PLEASE READ THE 2027 RACE PROCEDURES AS THEY WILL BE HIGHLY ENFORCED!

It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask before building. Any interpretation or deviation of these rules and/or procedures is left to the discretion of speedway officials. Their decisions are final. ***THESE RULES ARE SUBJECT TO CHANGE AT THE DISCRETION OF TECH. FOR ANY TECH RELATED QUESTIONS, PLEASE CONTACT STAR SPEEDWAY TECH.