

105 SPEEDWAY

2020

TEXAS OUTLAW MINI STOCKS

Pre-race Inspections:

-All cars must go through pre-race inspection. Tech man will check racecar over for any issues pertaining to safety or performance enhancing parts.

- If a performance enhancing part is found driver may change it before the race. Driver must bring car back to tech pad to have it re-tched.

Post-race Inspections:

-Any performance issues found on race car after race will be automatic DQ. Any safety issue will be given 1 week to correct issue.

Chassis/Body:

-Any 2 or 4 door domestic or foreign car or truck with a 90"-105" wheelbase. Wheelbase must match make and model of car.

Must be full body cars, no open wheel or sprint type cars allowed.

-No mixing of manufactures. If you race a Ford it must be a Ford.

-Chassis can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, if they remain in stock position and mount. Tubular chassis ok.

-Leaf Spring cars must retain the stock chassis all the way back to the rear leaf spring mounting points and positions.

-Trunk area can be cut out, but the shocks must go through the OEM holes.

-Damaged areas of the chassis can be repaired however spring mounts, perches, and seats along with control arms, trailing arms, pivot points and all other suspension mounts must be straightened and then reinforced with tubing and/or sheet metal, but only with approval from Tech man.

-Aftermarket sheet metal or aluminum bodies allowed.

-Open back end allowed on rear wheel drive cars.

-Nose and tail piece including MD3 allowed.

-Spoiler must be no more than 8" max.

-Side spoiler allowed but limited to left side only, must not be higher than 10" and not be longer than the rear spoiler side board.

-No other spoilers are allowed. ---

Minimum 2400lbs air cooled get 200lbs weight break after heat and feature

Suspension:

-Front tubular control arms are allowed. The tubular control arms must be mounted in the stock locations and non-adjustable.

-Tubular arms can be lengthened or shortened.

-Lengthening or shortening of stock A-arms or control arms will be allowed

-Caster and chamber plates allowed.

-Screw jacks allowed.

-All suspension components, springs, shocks, sway bars etc..must be mounted in stock location.

-Shocks with external reservoirs will not be allowed.

-Racing shocks and struts are allowed if they can be mounted in FACTORY POSITIONS.

In order to be able to run different shocks, the shock mount can be moved up for shock travel if the angle

is not modified. NO TRACTION CONTROL.

Coil over shocks are allowed.

-Only one shock per wheel will be allowed.

-No J bar or 3 link allowed.

-Leaf spring cars can use blocks or jack bolts to adjust the ride height of car.

-All suspension pivot points must remain in the factory locations with the following expectations:

-Strut front ends may alter the top mounting location of the strut in order to adjust caster and camber.

-A-arm front ends may shim the upper A-arms to adjust caster and camber.

-4-link cars may adjust pinion angle by adjusting the length of the upper links only.

-Leaf spring cars may alter the shackle length (but must maintain the OEM pivot location) to jack weight.

-Leaf spring cars may adjust pinion angle by altering the block shape between the leaf spring and rear-end housing.

-No suspension parts can be added to cars not equipped from the factory. I.E. No adding a pan hard bar.

Weight:

-Car must weigh one pound per cc. Engine displacement must be clearly posted on hood. Period.

-All weight must be attached with at least ½" bolt and be painted white with proper car number on it.

-Weight transferring devices are allowed but may not be adjustable by driver inside car or by remote control or when it is underway.

-All ballast weight must be secured.

Tires and Wheels:

-10" width wheel max on RWD.

8" max on FWD cars.

-10" tires are allowed on RWD cars.

8" wide tires allowed on FWD

20lbs weight break if you use both 8 inch tire and wheel.

-Wheels must be steel on RWD cars, FWD cars may use factory aluminum or aftermarket steel wheels.

-Tires must not be treated with chemicals, solutions, or any other compounds.

Sreet tires or tires or racing tires are allowed. Must punch 48 or harder.

- Engine assembly

-Any 4 or 6 cyl engine Fwd or Rwd in stock location allowed.

-No aftermarket or racing blocks.

-No turbo or supercharger allowed.

-No dry sump.

-Any steel rod allowed.

-Billet steel crankshaft allowed. Machining of the crank is allowed such as lightening, knife edging or rod and main journals if you maintain a stock stroke.

-All engines must use an in-block wet sump oil system.

-No vacuum pumps allowed.

-No rotary engines allowed.

Fwd 4cyl are allowed to chip or tune motor. Standalone ECU and aftermarket harness are allowed.

- Ignition:

-Any distributor with any ignition box or stock ignition allowed.

-Crank trigger ignition allowed.

-Any ignition system used must be readily available to the safety crew to kill engine from outside in case of accident.

- Cylinder Head:
  - Any cast iron head allowed if they are/were available to the general public for sale.
  - OEM production aluminum heads allowed.
  - Milling, Porting and polishing allowed.
  - No relocation of intake/exhaust ports or runners.
  - Filling heads and machining to reconfigure runners and ports will not be allowed.
  - Any cam allowed.
  - Any size valves allowed.
  - Valve guide spacing or geometry cannot be altered.
  
- Intake:
  - Fabricated intakes will be allowed
  - Porting and polishing and port matching is allowed.
  
- Header:
  - Any header will be allowed.
  - Mufflers are not required.
 Cooling System:
  - Any size radiator will be allowed.
  - Electric water pumps will be allowed.
  - Relocating the radiator will be allowed.
  - Electric cooling fan will be allowed.
  
- Drive Line:
  - Only stock transmission will be allowed.
  - Top loader transmissions will not be allowed.
  - Transmission must have forward and reverse gears.
  - All internal gears must be OEM production gears.
  - No billet gears allowed.
- -No aftermarket transmissions allowed.
  - No racing transmissions allowed.
  - Any working racing clutch, such as Tilton, Quarter Master, or Gold Star allowed.
  - Couplers are not allowed.
 Automatic transmissions must have a working torque converter.
  - Standard transmissions must have  $\frac{3}{4}$ " or larger inspection hole in it to allow clutch inspection.
  - Stock OEM housing Ford 9" rear-end allowed.
  - No quick change differentials allowed.
  - No floaters allowed.
  - Locking of differentials or racing spools allowed.
  - Traction control is not allowed.
  
- FUEL system
  - Stock fuel injection will be allowed.
  - Aftermarket throttle bodies not allowed. Can use any production throttle body.
  - Aftermarket fuel injectors will not be allowed.
  - Holley 4412 500cfm and Holley 7448 350cfm 2-bbl carbs allowed 500cfm max. 38MM Weber, 32/36 Holley Weber allowed. Air-cooled cars 44MM allowed.
  - Carbs must pass Holley 4412 go no go gauges.
  - NO 4-BBL CARBS. NO AREOSOL CARBS ALLOWED.
  - Choke horn may be removed.
  - Carb must have boosters with no modification to boosters or venturi.
  - Only Pump gas or racing gas allowed.
  - Any fuel containing any type of alcohol will not be allowed, that includes E85 and oxygenated fuels that contain alcohol.
 Fwd are required to have a skid plate if using stock fuel cells.

Safety:

- Fuels cells are required on all cars.
- All cars must have at least a 4 point roll cage that has been approved by the Tech man.
- All drivers must wear a fire suit.
- Gloves, racing shoes, and window net or arm restraints are mandatory.
- A minimum 5lb fire extinguisher is recommended and should be securely mounted within drivers reach.
- Recommended 2 drive shaft loops.
- Mirrors and 2-way radios are not allowed.

- Miscellaneous Rules:

- Tech man and/or track owner have final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.
  - Questions of legality can and will be answered during pre-race inspection. Legality will be determined in POST-race inspection.
  - Competitors must present cars for inspection prior to participating in any racing event.
  - No radios are allowed.
  - Raceceivers or a like device is mandatory at all times on the track.
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