

RUSSELL'S M40 SPEEDWAY

MICHIANA LIMITED OUTLAW RULES

BODY:

SPOILER HEIGHT MAX 44"

1. Max width from center of front tire to tail 80"
2. Track width to be measured at the outside of the tire – 82" MAX
3. Nose to be no wider than 82" to the center of the front tire.
4. Rear Verticals, Side Boards, and Spoiler 44" MAX from ground
5. 80" MAX wide Spoiler, Verticals no further forward than center of rear axle
6. All verticals to be straight up with a max 1" lip. (NO CURVED VERTICALS) Spoiler across the back may be curved.
7. Rear deck height – 36" max from ground
8. Max 48" Overhang in front. (Splitter does count as part of overhang)
9. Max 46" rear overhang (Measured from center of rear axle)
10. Back tail panel is optional. (MUST be removable)
11. All cars must have fenders
12. Roof must cover Halo Bars
13. Windshield minimum width of halo
14. Side and Rear windows optional
15. Minimum driver's entry and side window – 22" long and 12" vertical. YOU MUST BE ABLE TO GET IN AND OUT OF BOTH SIDES
16. Body to be outlaw style only
17. Template roof and rear ok
18. Nose piece to be outlaw style. May be made out of aluminum
19. Wheel flare on body not to extend beyond outer edge of tire on the right side of the car.
20. Verticals on nose piece to be no taller than 6" and must not extend above the top of the fender
21. Under car panning – Only in front of the tires and behind rear tires. Nothing else.

CHASSIS

1. 101" Wheelbase Minimum
2. Full Frame, Stock clip or Full Fab chassis are allowable
3. No Minimum Ride Height. (Must clear scales, and must not rub racing surface)
4. Base weight of 2700lbs. 40% right side weight minimum
(Example: 2700lb base = 1080lb right side weight
2600lb base = 1040lb right side weight
2500lb base = 1000lb right side weight
 - Weight break as follows:
 - Any 2 of the following 100lbs, All 3 150 Lbs.
 - OEM Lowers

- OEM Type Steering Box
 - Factory Front Clip -From front of spring pocket to down kick where it meets the frame rail. (Overly modified clip may not qualify for weight break)
5. Base weight to be before and after the race with driver and helmet in the car sitting in normal driving position
 6. Steel Brake rotors only. A magnet MUST stick to them
 7. NO BUMPS OF ANY KIND ON CHASSIS
 8. Rear Bumper MAX 12" from ground

TIRES /WHEELS

10" max wheels. No carbon fiber.

American Racer AR153 only

NO TIRE SOAKING PERMITTED. ANY INFRACTION OF THIS RULE WILL RESULT IN PUNISHMENT

SHOCKS

1. Shocks to be Steel Body and Non Adjustable
2. Coil-overs allowed
 - All Shocks to be:
 - Steel Bodied
 - No Bumps inside or outside (We will check randomly)
 - Shock MUST compress fully
 - In NO way shall a shock bump to include bottoming on itself
 - NO Schrader valves. No welded holes, No ports of ANY kind
 - No portion of the shock to be larger than 2" in diameter
3. TA Style Steel Body shocks allowed.

Eligible TA Shocks:

- Afco
- Pro
- Bilstein
- Integra
- QA1

4. Welded body shocks -100Lb weight break

ENGINE

1. Cast Iron Block
2. Aluminum Heads – ok

3. Maximum of 8 cylinders
4. Wet Sump oiling system ONLY
5. Engine oil must be in the oil pan only
6. Oil pump must be in Oil Pan ONLY
7. No Dry Sump Engines allowed
8. No Electric Fuel Pumps
9. Exhaust must exit the car after right Front wheel
10. Must have a working starter and be able to start on its own
11. Engine setback to be at least 72" from center of rear axle to back of engine block (Bellhousing mounting surface)

Rear End and Transmission

1. Locked rear ends only (No Gleason, No Detroit Lockers, No limited slip)
2. Floaters or quick change are allowable.
3. No birdcage or floating brackets of any kind (To include Brakes)
4. 5 x 5 or wide 5 hubs are allowed.
5. Automatic or standard transmission.
6. OEM, Bert, Brinn or Falcon transmissions are allowable; no Hightower or quick shift transmissions.

Rule Disclaimer: Rules are subject to change due to individual interpretation. This will be done to keep with the spirit that the rules were intended. Changes may also need to be made to correct errors or to clarify individual sections. All drivers are responsible for their crews and their actions both on and off the racing surface!