



OKLAHOMA'S ONLY // NASCAR TRACK!

8 Miles South of Muskogee, Oklahoma & 11 Miles North of I-40 on HWY 69

www.outlawmotorspeedway.com

"...Where Speeding is Legal!"

PO Box 1903 · Muskogee, OK 74402 918-687-9200 Fax 918-687-9203

Grand National Rules for 2010

Outlaw Motor Speedway reserves the right to change or amend any rule at any time in the spirit of competition.

1. Receivers will be **STRONGLY RECOMMENDED** in 2010. You can purchase them from Race Ready at 1-888-658-8481 (www.getraceready.com) or RH2 at 1-877-357-RACE (www.RH2way.com).
2. **Three Wins** - Any driver that wins three races within one racing season will go through an extensive technical inspection, which could included but is not limited to bumper to bumper inspection. (In layman's terms, if you are cheating we will find it).
3. Any American made full body rear wheel drive passenger car or pick-up. Must be full frame or unibody. Must be 108" wheelbase minimum + or - 1". NO fifth arm or No Panhard bars allowed. (Except for Strut cars. Strut cars may be 101" wheelbase minium + or - an inch).
 - a. No offset, weight 3200 lbs. after the race with driver.
 - b. Unibody cars must tie front frame to the rear frame. Single tube only.
4. Frame must remain stock from center of front axle to center of rear axle on metric and Camaro cars.
 - a. If running a factory built 110"-112" etc...car. Frame may be cut down to 108" minimum.
 - b. All car suspension must match frame make for make, model for model. No mismatching frames or suspension parts. Camaro on Camaro and Metric on Metric, etc....
 - c. If running a factory built 108" car, no cutting on frame will be tolerated, period.
5. Must have stock unaltered floor pan and firewall front and rear. However, Firewall maybe set back a maximum of 4", if moved back, must have 25lbs of lead in front of the Firewall.
6. All holes in firewall **MUST** be sealed off from engine compartment and trunk area.
7. May remove inner fender and open trunk area.
8. No sloping of roof or modification to body parts. May have aftermarket front nose and rear tailpiece. No Dirt Late Model Style. Sheet metal doors are allowed. Aluminum Doors are allowed. Aluminum side panels are ok, but must be stock appearing for that model. No slab bodies.
9. Doors must be welded. Boxing of driver compartment allowed. Must have inspection panel. Driver must be able to exit from both sides of car in case of an accident.
10. 6" rear spoiler ok. Must be mounted to the rearward most part of the deck lid. Hood scoops allowed. No front opening.

11. Driver compartment: Minimum of three windshield bars in front of driver. Aluminum high back racing seats only. They must be bolted to roll cage, not floor. Driver seat may be no further than rear edge of B-pillar. No mirrors.
12. Minimum 1.50" O.D. tubing recommended, Cars already built with 1.5" O.D. tubing, .095 will be grandfathered in. Low carbon or mild steel recommended. Four-post roll cage MUST be used with front down bars and rear hoop welded to OEM frame. Drivers head must not protrude outside of roll cage with helmet on.
13. Door bars: Minimum three door bars, both sides, at least 1.75" O.D. .095-wall thickness parallel to the main frame, Minimum of four uprights tied from frame to top door bar on drivers side, passenger side may be X'd with V bar extending out to door skin. Must be X'd to prevent cage from collapsing.
14. Bumpers and Rub Rails: May make tubing bumper of round or rectangle, must be boxed in on each end. No reinforcement or uprights, push bars or extra metal on bumpers. May have rub rails running from rear of front tire to front of rear tire, not to extend into wheel opening. Rail material 1" X 2" rectangle tubing beveled and boxed on both ends.
15. MUST have tow hooks on FRONT AND REAR!
16. **Engine Rule #1:**
 - a. 360 Cubic inch Max. with flattop pistons. No 400 Blocks.
 - b. Stock 350 GM block 3.50 GM stroke crank.
 - c. Ford 361, Mopar 370 stock block and stock stroke crank for that engine.
 - d. Ford and Mopar must use OEM parts only, No SVO or W2 performance parts allowed.
 - e. OEM cast iron heads or SR & GM vortex heads allowed. The world products part/casting #4266GN8B is the only legal after market head allowed.
 - f. All other after market heads are illegal.
 - g. NO BOW TIE HEADS – OEM HEADS ONLY !!
 - h. No porting or grinding of any kind.
 - i. KSE pumps allowed, head or block mounted only.
 - j. .750 C.F.M. carburetor maximum.
 - k. 1-5/8" Headers mandatory. No step headers allowed.
 - l. Transmission: Bert or Brinn, etc... are ok with 50 pounds in front of firewall. Cars with any direct drives must weigh 3250 pounds. Mini clutch is ok.
17. **NOTICE ON ENGINE RULES** - You can run Engine rule #1 or Engine rule #2, but you **CAN NOT** mix and match rules. If running Engine Rule #2, no Bert or Brinn allowed.
18. Lift rule: .480" if lash is greater than .030 you will be automatically DQ'd.
19. Hydraulic or solid lift cam only.
20. No roller cams or lifters. No bleed down lifters.
21. OEM car iron heads or Vortec heads allowed. No Bowtie heads vortec heads. 2.02" intake and 1.60" exhaust valves max. SR4266 World Product Head allowed.
22. 23 degree heads only. No angle plugs allowed. No porting and polishing of heads and intakes. No match porting of intake to heads. No aluminum heads. Angle Milled Heads are allowed.
23. No mismatching of engine parts. GM to GM and Ford to Ford.
24. **Engine Rule #2:**
 - a. Must run OEM factory production block, GM on GM and Ford on Ford, etc... No aftermarket blocks or any factory performance blocks.
 - b. No aluminum blocks or heads.

- c. Engine set back is center of #1 spark plug hole, even with ball joint. Cars with upper ball joint, to be determined by track officials.
 - d. Cast iron heads only, straight or angle plug OK.
 - e. Aluminum or cast iron intakes.
 - f. Roller cams and roller rockers are OK.
 - g. 2-barrell carburetors only. 500 CFM with 1 11/16" throttle bore maximum. Maximum 3½" adapter and / or spacer, including gaskets, measured from intake flange to carburetor base plate. No Predator style carburetors. Track official has final say on throttle bore spacing.
 - h. Mechanical fuel pumps only. Must be gas only, no Alcohol.
 - i. Transmission - Stock transmissions only. Must have shifters. No Berts or Brinns or Direct drives. Must be stock type transmission with clutch and flywheel between engine and transmission. Must have forward and reverse gears and be able to start and move in forward and reverse. Automatics may use coupler. No ram couplers. Mini clutches are OK.
25. **Engine Set Back** - Number one spark plug must be even with ball joint. No engine offset. Engine height 12" from center of crank to ground. + or - 1". Engine set-back must be 14" from center of steering gear box slack adjustment bolt to center of first header bolt on driver's side.
26. **Strut type car** must retain strut suspension. May run braces to side of strut tower and may place plate on top of strut tower and run brace from plate to cage.
- a. A-Frame mounts may be re-located or replaced with aftermarket brackets.
 - b. Stock fifth arm on '82 and up Camaro and Firebirds must be non-adjustable and mounted solid, level with no flax plates or any other device to let mount flex.
 - c. Front arm may run through a rubber bushing with rod sticking straight forward through bushing. No heim-ends on arm allowed. Non-adjustable pan hard bar must remain stock and in stock holes and in stock location.
 - d. 1982 -to- 1992 Camaros, Firebirds, Trans-Ams (strut cars), Engine set-back must be 14" from center of steering gear box slack adjustment bolt to center of first header bolt on driver's side.
 - e. 1993 and later Camaros, Firebirds, Trans-Ams with coil over type front suspensions may use racing coil over with the adjustment threads ground off. Shims will be allowed between the coil spring and mount for adjustment but no functional coil -overs.
27. Racing gas or alcohol racing fuel. No additives.
28. Must have racing fuel cell with canister.
29. Stock type ignition or HEI type distributors or MSD boxes, no Mag distributors.
30. Aluminum radiators and water pumps ok. Aluminum pulleys allowed.
31. Front Suspension: All components MUST be steel and unaltered, approved OEM parts. Must be in stock location and match frame. (Metric on Metric, Camaro on Camaro, etc...CAN NOT mismatch front suspension) All A-frame mounts and bolt holes on frame MUST be in stock location. No weight jacks allowed, upper tubular control arm are ok must be in stock location. (Aftermarket Bushings OK) If running weight jacks, they must be welded up solid. No Adjustments.
32. Front Shock: Must be in stock location. Steel bodied racing shocks allowed. May use bearing end mount shocks, Shocks MUST be welded type mounted bearings, Frame and upper control arm may be cut so shock can be mounted to bar above frame.
33. Racing springs are allowed.
34. Front springs must be in stock mounts and location.
35. Rear springs may use buckets in frame as long as they are in the stock location.

36. Rear Shocks: May use same method as front as long as they are in the stock location.
37. Rear Suspension: All components must be steel, unaltered OEM type parts in stock location and must match frame. All control arm mounts and bolt holes on frame must be in stock location. No independent rear suspension. If running weight jacks, they must be welded solid. (**Aftermarket Bushings OK**)
 - a. Suspension must remain completely stock. Racing springs are allowed. Spring bucket allowed but must be in stock location. Racing shocks allowed in stock location. Lower trailing arms may not be mounted lower than 4½” below housing to center of bolt. Lower trailing arms must be equal height and stock length. Top trailing arms must be stock length and in stock location. (1/7/2010) No Him Ends.
38. Rear ends: Any approved OEM passenger car or truck type rear end allowed, Grand National rear ends ok. Rear ends may be locked. Full steel spool steel mini spool or welded axle only. No aluminum. 1” inspection hole in center section is recommended. Steel axle only. No ratchet rear-ends, no Gold Track.
39. No pan hard bars.
40. Brakes: Any OEM type disc or drum brake. Must have one working brake per wheel. No brake shut offs or restrictors. Bias can be used. Aftermarket brake pedal ok. **Brake adjusters are allowed.**
41. **Drive shafts must be painted white with car number on them.**
42. Must have drive shafts safety loop located 10” from rear of transmission tail shaft. Must be made of 2” X ¼ “ flat strap.
43. Hydraulic throw out bearings ok.
44. Tires: Hoosier asphalt take offs, or IMCA take offs. Grooving allowed, No recaps. 2 Bead locks are ok.
45. Wheels: 10” maximum steel wheel only, offsets ok.
46. Steering quickners are ok .
47. Battery and Starters: 1 12 Volt battery only, Must be in marine type case securely mounted to metal frame behind seat or in metal battery tray mounted securely to frame in trunk area. Starter must bolt in stock location.
48. Must have master power disconnect switch. Must be clearly marked and with in easy reach of the driver.
49. Stock for Stock! Strut body can be put on older style car frame.
50. Please refer to General Rules for additional information, Safety information and Fuel Cell information.
51. No creative interpretation of rules. If you have questions call us before you are disqualified.
52. FINAL NOTES: Drivers, if it does NOT say it ,that doesn't mean you can do it. Call OMS TECH before you do anything to your cars that might be questionable. .OEM does not mean HIGH PERFORMANCE. If you cannot find the OEM parts at your local parts store, then chances are you cannot run it.