



Grand National Rules for 2012

(Last updated 01/09/12)

SAFETY

1. Receivers will be MANDATORY in 2011. You can purchase one from Dirt Track Specialties in Ft. Smith at 479-434-3340, Race Ready at 1-888-658-8481 (www.getraceready.com) or RH2 at 1-877-357-RACE (www.RH2way.com).
2. All holes in firewall must be sealed off from engine compartment and trunk area.
3. Aluminum high back racing seats only. They must be bolted to roll cage, not floor. Driver's head must not protrude outside of roll cage with helmet on.
4. Minimum 1.75" 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.
5. Minimum of three windshield bars in front of driver.
6. 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.
7. Each car must have tow hooks on front and rear. The track will not be responsible for damaged done while towing.
8. Drive shafts must be painted white with car number on them. Must have drive shafts safety loop located 10" from rear of transmission tail shaft. Must be made of 2" X ¼" flat strap.
9. Must have master power disconnect switch. Must be clearly marked and within easy reach of the driver.
10. Racing fuel cell mandatory with a can. Must be secured in the trunk area. (See General Rule 30.j. for mounting information).
11. Please refer to General Rules for additional safety information.

ELIGIBILITY and BODY

12. 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", except for strut cars, which may be 101" wheelbase minimum + or - an inch. No fifth arm or panhard bars allowed. **Except as noted in Rule 35 b**
 - a. Unibody cars must tie front frame to the rear frame. Single tube only.
13. 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.
14. Strut body can be put on older-style car frame. Stock for stock.
15. Must have stock unaltered floor pan and firewall front and rear. However, firewall maybe set back a maximum of 4". Stock firewall from transmission tunnel down and floor pan back to 6" from yoke.
 - a. No Stock Floor Pan, Car must weigh 3400 lbs (regardless of engine package). (See General Rule 30.k. for adding weight).
16. May remove inner fender and open trunk area.
17. 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 okay, but must be stock appearing for that model.
18. Driver's Seat may be no further back than 22" from the centerline of the rearend. No Mirrors.
19. 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.
20. 6" rear spoiler okay. Must be mounted to the rearward most part of the deck lid. Hood scoops allowed. No front opening.
21. 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.

DRIVE TRAIN

22. Transmission—Bert or Brinn, etc., are allowed with either engine package.

23. Rear ends—Any approved OEM passenger car or truck-type rear end allowed, Grand National rear ends okay. 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.

ENGINE

24. The following two engine packages are allowed. Pick one complete option. You **cannot** mix and match rules between the two options.

Engine Package Option #1: Must weigh 3,200 lbs.

a. 360 cubic inch maximum with flat-top pistons. No 400 blocks.

b. Block and crank:

1. Stock 350 GM block 3.50 GM stroke crank.
2. Ford 361 stock block and stock stroke crank
3. Mopar 370 stock block and stock stroke crank.

c. Ford and Mopar must use OEM parts only, no SVO or W2 performance parts allowed.

d. OEM cast iron heads or SR & GM vortex heads allowed. The world products part/casting #I-052 or I-058, E Q Vortec 906 Heads are the only legal after market head allowed.

e. OEM cast-iron heads or Vortec heads allowed. Stud girdle okay. No bow tie heads.

f. No porting or grinding of any kind.

g. KSE pumps allowed, head or block mounted only.

h. 750 C.F.M. carburetor maximum.

i. 1-5/8" headers mandatory. No step headers allowed.

j. Camshaft .480" lift. If lash is greater than .030, you will be automatically DQ'd.

k. Hydraulic or solid lift cam only. No roller cams or lifters. No bleed down lifters.

l. 2.02" intake and 1.60" exhaust valves max.

m. 23 degree heads only. Angle-milled heads are allowed. No angle plugs allowed. No porting and polishing of heads and intakes. No match porting of intake to heads. No aluminum heads.

n. Racing gas or alcohol racing fuel. No additives.

o. MSD boxes ok.

Engine Package Option #2: Must weigh 3,000 lbs.

a. Aftermarket blocks and factory performance blocks are allowed.

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 okay.

e. Aluminum or cast iron intakes.

f. Roller cams and roller rockers are okay.

g. 2-barrel carburetors only. 500 CFM with 1 11/16" throttle bore maximum. Maximum 3 1/2" 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.

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. For 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.

a. No modification to header or head.

26. Battery and starters, 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.

27. Stock type ignition or HEI-type distributors or MSD boxes, no mag distributors.

SUSPENSION and TIRES, etc.

28. Front springs must be in stock mounts and location.

29. 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. (Cannot 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 okay, must be in stock location. Aftermarket bushings okay.

30. Front shocks—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.
31. Rear springs may use buckets in frame as long as they are in the stock location
32. Rear shocks—May use same method as front as long as they are in the stock location.
33. 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 okay.
34. 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. No heim-ends.
35. 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 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. 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.
36. No pan hard bars.
37. All four brakes must work. No aluminum calipers.
38. Wheels: 10" maximum steel wheel only, offsets ok.
39. Tires: Hoosier asphalt take offs, or IMCA take offs. Grooving allowed, No recaps. 2 Bead locks are ok.

PROTEST RULE

40. Protest fee is \$150 per item protested.
 - a. Driver protesting must finish on lead lap to protest car.
 - b. Protest must be in writing, with what is being protested, money in hand and turned in prior to A-feature race taking the track to head tech official.
 - c. Driver making protest must be present while item is being protested. Crew members of protesting party are not allowed into the tech area.
 - d. If protested driver is found legal, then the \$150 goes to the protested car. If the car is found illegal, the driver loses points and money earned for that night. The protester gets the \$150 back.

TECH

41. Three Wins—Any driver that wins three races within one racing season will go through an extensive technical inspection, which could include but is not limited to bumper-to-bumper inspection. (In layman's terms, if you are cheating we will find it).
42. Track reserves the right to change or amend any rule at any time.
43. No creative interpretation of rules. Drivers, if it does NOT say it, that doesn't mean you can do it. Call the track's TECH before you do anything to your cars that might be questionable so that it does not result in a disqualification.

SHOCK CLAIM

44. Shock Claim - \$50 per shock, must buy all four.
 - a. Claiming driver must have raced at Outlaw Motor Speedway the two previous weeks and finish on the lead lap to claim.
 - b. Only top four finishers are allowed to be claimed.
 - c. Claim must be turned in to head tech official within five (5) minutes of A-feature completion.
 - d. Claim made by cash money only and must be turned in at time of claim.
 - e. If a driver refuses any claim, they will be suspended for two weeks from Outlaw Motor Speedway. Driver will lose all points and money for that night and must pay \$300 to claiming driver before he/she races again.

