2026 Outlaw Rules

Note: If the rules do not say you can do it, then do not do it! All interpretations of rules by CMS Technical Officials are final.

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events.
- These rules govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Class rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.
- CMS Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such altercation of specifications.
- CMS reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by CMS Officials is final.

A. GENERAL:

1. Minimum wheelbase of 103" and must be within ½" side to side. No tolerance allowed.
2. Minimum weight is 2600 lbs. and maximum left side weight is 58%. Stock frame clips with stock steering box 50lb weight break. Minimum weight will be enforced before and after qualifying and before the race. Dislodged weight cannot be returned to car for weighing after race.
3. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a $500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a $25.00 per pound fine to the team. (no pellets, tungsten or similar weight allowed)

B. ENGINES:

1. The centerline of crankshaft must be a minimum of 10" from ground level, centered in frame (+/- 1").
2. Forward most spark plug must be set back no further than 4" behind upper ball joint.
3. Flat top pistons and steel rods only.
4. Must add 50 LBS for Dry Sump.
5. Cast iron engine blocks only.

B.1 CRATE OPTIONS:

1. 2600 LBS. GM 602 Crate Motor Only and must run all GM specs as delivered from the manufacturer. Maximum compression is 9.6.
2. 2700 LBS. Box Stock GM 604 as delivered from the manufacturer.
3. 2775 LBS. GM # 88958604 with the following updates, GM Cam #24502586, 1.6 rocker arms, stock beehive GM springs or Comp Cam valve springs #941- 16 with inner spring removed, Champ oil pan # CP106LTRB and any balancer.
4. 2800 LBS. Ford # M06007-D347-SR (no carb spacer) with 1.65 rockers. The following updates are approved for competition. The factory supplied Jesel KSS-566565 1.65 rocker arms are approved replacements for the Crower 72813 and 72813X1 rocker arms. The Brodix Head Kit CKST 5.0 Pro are approved replacements cylinder heads. Brodix Head Kit CKST 5.0 Pro must use Scorpion 3067 Rocker Arms with a 1.65 ratio.
5. 2800 LBS. McGunegill Ford # 425LM with 1.5 rockers and no carb spacer.

A. Crate engines may be refreshed but must retain all manufacturers' specifications unless specified. No reground cams. Maximum compression on options 3, 4 and 5 engines 10.0. Re-built engines must have seals from a re-builder on the S.E.A.L. approved list or carry a 100 lb. penalty. Seals must remain in place and be unaltered.

C.2 BUILT OPTIONS:

1. **2800 LBS.** 362ci steel head 500 lift non roller cam, measured at the valve.
2. **2900 LBS.** 362ci steel head any cam no port or polish on heads.
3. **2950 LBS.** 362ci steel head any cam port or polish on heads.
4. **2800 LBS.** 349ci Iron LS1, Maximum .500 lift cam with stock rocker arm ratio, measured at the valve. Only OEM Cathedral port head (no port or polish) Stainless valves allowed. No titanium valves. Maximum 2.02 & 1.60 valves. Aluminum heads must add 25 pounds. OEM crank shaft and stroke (3.622"). Maximum bore of 3.910.

D. IGNITION / RPM LIMITS:

1. 6300 for GM 602 and 6500 for GM 604 and 6300 for both Fords and 6800 for all built engines. RPM Chip required mounted out of reach of driver on right side of car and taped and tie wrapped into place.
2. Crane, FAST, JMS or Daytona Sensors (preferred) ignitions only. No crank trigger ignitions or traction control devices allowed. No external coil packs.

E. CRATE ENGINE CARBURETOR / SPACER:

1. Holly 650 HP 4150-80541 four-barrel (zinc or cast aluminum only) with no alterations with a 1" aluminum carburetor spacer allowed.
2. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from the carburetor manufacturer is allowed inside or outside of the carburetor.
3. Any attempt to pull outside air other than down through venturis is not permitted.
4. A minimum of two return springs is required. Throttle stops recommended.

F. BUILT ENGINE CARBURETOR / SPACER:

1. Holley 2 bbl. model 4412 carburetor (zinc or cast aluminum only). No modifications except choke horn may be machined off. Breather gasket must remain. A maximum of 2" carburetor spacer allowed if using a 4-bbl. manifold. Throttle stops recommended.
2. Any attempt to pull outside air other than down through venturis is not permitted. A minimum of two return springs is required.

G. TRANSMISSIONS:

1. 3 or 4 speed transmissions only. A minimum of two forward and one reverse gear is always required. Transmissions will be subject to the $2500 Claim Rule. (Claim procedures same as for protest, see below)
2. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 ½" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal. No aluminum flywheels allowed.

H. SUSPENSION / BRAKES / REAR ENDS:

1. 5" minimum coil diameter. (Does not apply to coil over cars)
2. Shock Claim rule $175.00 per shock exchange (Claim procedures same as for protest, see below) Track has the right to claim shocks for $350 each.
3. No bump stops, coil-binding or chassis stops allowed and minimum of 500-pound front spring rate. Will be checked by putting front tires on ½" blocks and cross member on the ground. Minimum 250 Front spring on coil over cars.
4. Maximum sway bars 1 3/8" maximum diameter.
5. Four wheel working brakes.
6. Cambered rear ends add 25 lbs.
7. Steel or aluminum drive shafts allowed. No carbon fiber.
8. No fifth (5th) coil, torque arm or lift bar suspension will be permitted. No birdcage set-ups of any kind (3 or 4 links). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end.
9. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.

I. BODY:

1. Bodies may be made of steel, aluminum, or fiberglass only. Front overhang 46" maximum and rear overhang 47" maximum.
2. All parts of the body and frame must always maintain a minimum of 4" ground clearance.
3. Minimum roof height 46" measured 10" behind windshield.
4. Quarters 35 ½" maximum height unless roof is higher than minimum.
5. Maximum Spoiler 6 1/2" by 61" OR 5 ½" by 72". (ABC Stock type bodies allowed 8" X 61") Maximum of 4 late model style rods only.
6. No air directing devices allowed.
7. Dirt or asphalt noses allowed. Maximum 4" splitter which must follow the contour of nose. Referee must clear nose width without touching.

J. SAFETY / INTERIOR:

1. Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal the driver from engine compartment.
2. Cars may have an installed dash panel with optional gauges. No digital dashes will be allowed.
3. Cellphones, Watches or Bluetooth devices will not be allowed at any time, this is an automatic disqualification.
4. No in-car timing devices during competition. No driver adjustments in car other than one brake bias adjuster allowed.
5. The ON-OFF switch must be located within easy access of the driver as well as access from outside left window opening and must be clearly marked.
6. Quick release steering wheel is mandatory. The center top section steering post must be padded with at least 2" of padding material.
7. All roll bars surrounding the driver must be padded. Padding must be acceptable to SPRS Officials
8. Aluminum racing seats are required and must attach to roll cage, not to floor. SFI rated seat is highly recommended. SFI/FIA 5-point harness and window net required; net must release at top left corner. No older than 5 years old.
9. Rear view mirror permitted inside of car only.
10. Approved SFI/FIA helmet and fire suit, shoes and gloves required any time vehicle is on racing surface. Nomex head sock is highly recommended.
11. SFI/FIA Head and neck restraint will be mandatory.
12. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.

K. FUEL SYSTEM:

1. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, or other additives are not permitted.
2. No electric fuel pumps or pressurized systems allowed.
3. Fuel cells are required and must be in a steel container and maintain 8" ground clearance. Cell must be secured with minimum of two, 1/8" x 2" steel straps around fuel cell. No U shape fuel cells allowed.
4. OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV is mandatory.
5. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end (same height and width of cell). A similar plate at the rear of the fuel cell is recommended.

L. TIRES / WHEELS:

1. Steel wheels, studs, lug nuts only, maximum 8" in width. No air bleeders permitted.
2. Maximum tread width 68" Center to center (66" on referee) allowed.
3. Track specified tire Only. No soaking or altering of tires in any manner allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. The driver must also pay a $1,000 fine prior to being allowed to compete again. Any illegal tire, in the judgment of CMS Officials, will be confiscated.