



# 2026 Outlaw Late Model Rules

**NOTE: Super Late Models are not allowed to run this division.**

***If the rules don't say you can't, don't assume you can. Tucson Tech has the final say.***

## 1. BODIES - OUTLAW

- 1.1 Fabrication Outlaw Body's are allowed with windshields.
- 1.2 47" Maximum front overhang (tip of nose to center of Hub – includes splitter).
- 1.3 46" Maximum rear overhang (back of rear quarter panel to center of Hub).
- 1.4 36" Maximum rear quarter panel height from the ground at the spoiler.
- 1.5 80" Maximum body width – Front and Rear. There is no minimum.
- 1.6 47" Minimum height from the ground to top of roof measured 10" back.
- 1.7 12" Maximum rear bumper height from the ground.
- 1.8 8" Maximum height of rear spoiler. **No solid forward spoiler mounts.**
- 1.9 10" Maximum rear filler panel height, mounted inside the rear quarter panels, flush to the rear of deck lid at top and not more than 4½" in at the bottom of the panel.
- 1.10 12" x 22" Minimum window opening.
- 1.11 34" Maximum door height at A-Pillar.
- 1.12 80 ¼" Maximum front nose width measured in front of front tire.
- 1.13 A-Pillar location specified as 113-115" inches forward from the base of the rear spoiler.
- 1.14 All cars must have a B-Pillar.
- 1.15 No fender flares – front and rear.
- 1.16 No swooping body panels.
- 1.17 One inch maximum lip along the bottom of door/skirt.
- 1.18 Aluminum nose can be used as long as it resembles a plastic nose.

## 2. HEIGHT, WEIGHT, WIDTH and CHASSIS DIMENSIONS

- 2.1 This is a late model class with weight penalties that balance the field of cars with other tracks and chassis dimensions.
- 2.2 Outlaw Late Model weight; 2700 lbs., maximum 58% left side weight.
- 2.3 Maximum tread width is 68-1/2" inches measured at center line of tire at spindle height.
- 2.4 Stock front frame car must have a minimum of the stock frame 8" forward and 10" rearward of the front spring buckets.
- 2.5 Maximum rear weight percentage on all cars is 52% (percent).
- 2.6 All weights are for car and driver on track scales. Track scales are the official scales.
- 2.7 All cars must maintain a minimum of eight (8) inches of ground clearance measured at the bottom of the fuel cell can.
- 2.8 At the discretion of the promoter and track officials, adjustments such as, but not limited to, overall car weight/percentages, etc. may be imposed to equalize competition.
- 2.9 Your declared weight must be posted on the top right side of the windshield pillar.
- 2.10 All added weight that is not contained in the frame rails or in steel tubing welded to the frame, must be painted white, must have car number clearly visible on each piece, and must be securely attached with a minimum of two (2) ½" grade 5 minimum bolts with lock nuts and washers.
- 2.11 If a car excessively contacts the racing surface the driver may be black flagged.
- 2.12 No pellets or tungsten allowed.
- 2.13 In the interest of safety, a \$10.00 per pound fine **may** be assessed to the driver of any car that loses a ballast weight on the track surface. This fine will be paid to and verified by Tech, prior to further competition.

### 3. SUSPENSION

- 3.1 Independent rear suspension is not permitted. Coil over suspension is permitted. Minimum coil spring diameter is 4½" inches i.d. (5" coil over kit) – the shock rule below applies to these coil overs. Leaf spring suspension is permitted.
- 3.2 Minimum coil spring diameter is four and one half (4 ½") inches. Bottom coil spring mounts must be located on the lower control arm and top mount must be securely attached to the chassis.
- 3.3 All control arms must be constructed of magnetic steel. Aluminum cross shafts are permitted.
- 3.4 Stock lower control arms are recommended. Tubular lower control arms are permitted.
- 3.5 The rear springs must be mounted in the same manner on each end of the rear end housing.
- 3.6 Static weight jacking devices are permitted. No weight adjusting device permitted that alters weight while the car is in motion or on the racetrack.
- 3.7 Any steel shock that retails for \$400.00 or less. Only one steel, nonadjustable, unaltered shock absorber per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. External shock dampening adjustment of any kind is not allowed.
- 3.8 No Truck Arms allowed.

### 4. STEERING COMPONENTS

- 4.1 An approved quick release steering wheel is required.
- 4.2 Steering columns must be collapsible. U-joints are acceptable.
- 4.3 Rack and pinion steering is permitted.
- 4.4 All steering heim joints and tie rods may be constructed of magnetic steel or aluminum.
- 4.5 All welding of steering components must meet with track approval.
- 4.6 Steering wheels must have a two inch (2") thick high density pad in the center.
- 4.7 After-market spindles are permitted.

### 5. ENGINE REQUIREMENTS

- 5.1 Eligible engines will be production engines as determined, selected, and approved by track tech officials. Track tech officials must approve all major engine component parts prior to their being used in competition.
- 5.2 Engines may be interchanged within any corporate manufacturer's line.
  - 5.2.1 GM firing order 18436572 or 18236574 must be used.
- 5.3 Only stock, OEM, cast iron engine blocks are permitted. Aftermarket engine blocks are not permitted. The engine block must retain all stock external dimensions, excluding maximum allowable overbore. Angle cutting the engine block deck is not permitted.
- 5.4 Maximum engine displacement is 361 cubic inches including wear.
- 5.5 Maximum engine compression ratio is 11:1.
- 5.6 Any round aluminum piston may be used. A minimum of three (3) rings per piston is required.
- 5.7 No titanium is permitted in the engine with the exception of the valve retainers. Only magnetic steel valves and valve springs are permitted.
- 5.8 A maximum one (1) inch thick adapter may be used between the carburetor and the intake manifold. Adapter may not be altered to accommodate carburetor and/or intake manifold.
- 5.9 A single 750cfm carburetor maximum
- 5.10 Every engine will be pumped/whistled and sealed at the beginning of the season. Tucson Speedway reserves the right to pump/whistle any engine at any time, regardless if the engine is sealed. Two (2) right center intake bolts and one (1) carburetor bolt with one (1) adapter bolt on the right side must be drilled adjacent to each other for sealing. If the seal is broken or missing, at any time after a race, it may result in disqualification.

## 6. ENGINE LOCATION AND MOUNTS

- 6.1 Engine must be located so that the forward most spark plug hole is within two (2) inches of a line connecting the center of the upper ball joints.
- 6.2 Crankshaft must be centered within one (1) inch of the vehicle's front tread width.
- 6.3 All mounts must be securely bolted.
- 6.4 Minimum clearance between the center of the crankshaft and the ground must be ten (10) inches.

## 7. ENGINE COOLING SYSTEM

- 7.1 Free spin or clutch fans are not permitted.
- 7.2 All cars must have a fan guard in place. Fan shrouds or ducts directing air to the radiator are permitted between the frame rails.
- 7.3 Electrical fans are permitted, but must be mounted on the back side of the radiator only.
- 7.4 Absolutely no antifreeze (ethylene glycol) allowed. Water Wetter or like additives permitted.
- 7.5 A minimum one (1) overflow catch tank is required in all cars. Catch tank may be located in the engine compartment with a hose protruding enabling the driver to see overflow.
- 7.6 Water pump must be mechanically driven, must be located in the stock location and must rotate in the same direction as the crankshaft. All water must flow in the same direction as the OEM production engine. No additional coolant lines or reverse flow modifications permitted.

## 8. ENGINE EXHAUST SYSTEMS

- 8.1 Any exhaust header may be used.
- 8.2 Exhaust pipes from the header to the collector may not be larger than five (5) inches in diameter (O.D.).

## 9. DRIVE TRAIN

- 9.1 Any OEM or aftermarket manual transmission may be used. Transmissions with enclosed or internal clutches are not permitted.
- 9.2 Minimum diameter of clutch plates and discs must be five and one-half (5-1/2) inches. The pressure plates and discs must be made of magnetic steel only.
- 9.3 Aftermarket scatter shields are recommended.
- 9.4 Flywheel must be constructed of aluminum or steel.
- 9.5 Drive shafts must be constructed of magnetic steel and painted white.
- 9.6 All cars must have a minimum of two (2) driveshaft safety loops constructed of no less than 1/8 inch by one (1) inch steel straps. Mounting to be within 6" of the U-Joints.
- 9.7 Quick-change rear ends are permitted. Two bolts must be drilled to seal after inspection. Gear ratios must be of Ford standard types. Aftermarket floater rear ends are recommended.
- 9.8 Cambered rear ends are not permitted. Zero tolerance allowed.

## 10. BRAKES

- 10.1 Only four (4) wheel disc brakes with magnetic steel, non-coated rotors are permitted. Drum type rear brakes are permitted.
- 10.2 Brake bias valves are permitted. Aftermarket, racing brake master cylinder assemblies are permitted.
- 10.3 Aftermarket calipers are permitted.
- 10.4 Brakes must be functional at each wheel during competition.

## 11. WHEELS

- 11.1 Fifteen (15) inch magnetic steel wheels with a maximum width of 10" are required. Wide five (5) pattern wheels are permitted.
- 11.2 Air bleeders are not permitted.

## 12. TIRES (Hoosier **ST1\* Left & ST3\* Right**)

- 12.1 Tires will be available for purchase when the TS Tire Barn is open, generally Fridays (prior to race weekend if practice is scheduled) and Race Day.
- 12.2 All competition tires must be purchased from Tucson Speedway (TS) Tire Barn. The track specified tires for the 2026 season is the Hoosier **ST1\* Left & ST3\* Right**. No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. A minimum durometer reading may be enforced at all time. Tire limitation rules apply.
- 12.3 TS has a "Tire limitation rule" in an effort to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in affect for the tires that are eligible to race on, not practice on. Below are the requirements, rules and guidelines for the Tire limitation Policy.
- 12.4 On opening day, each competitor who has a car in the pits that attempts to qualify and compete in that evening's events may record a maximum of **four (4)** new tires. **The same 4 tires will be raced 2 races in a row.**
- 12.5 On each race day, after the first race event that TS holds an Outlaw event, each competitor who has a car eligible and ready for competition will be allowed to record tires as permitted by the tire schedule. During special events, tire allotment may be adjusted at the discretion of the Tech Director.
- 12.6 Cars must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of TS officials. If the car does not attempt to qualify and compete, the tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires.
- 12.7 Each tire will be branded, logged and recorded by TS Tire/Tech Officials.
- 12.8 There will be no banking of tires at TS tire barn facilities.
- 12.9 No bleeder valves will be allowed.
- 12.10 Tires you qualify on must be ran for the heat and main events that evening.
- 12.11 No swapping of tires with other teams.
- 12.12 No wheel weights are allowed.

## 13. ELECTRICAL SYSTEM

- 13.1 Electronic distributors, single or dual point distributors, or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered, digital or computerized systems that are designed to vary spark curve are not permitted.
  - 13.1.1 Rev limiter must be functional, accessible to tech inspection and out of reach of driver, **7400** RPM on Motors.
- 13.2 All cars must be equipped with a functioning starter located near the stock location.
- 13.3 All cars must be equipped with a master electrical switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from the left side of the car. On/off must be clearly marked.
- 13.4 Batteries must be securely mounted within the confines of the body.
- 13.5 Batteries must be contained in leak proof, electrically insulated containers, if in driver's compartment. Dry cell batteries are not required to be contained in a leak proof container.

## 14. FUEL SYSTEM

- 14.1 All cars must be equipped with a track approved fuel cell with a bladder. Must have a positive locking cap and rollover valve in the vent line.
- 14.2 Fuel may not be cooled by any means prior to entering the carburetor.
- 14.3 Fuel cells must be securely mounted behind the rear axle as far forward as possible.
- 14.4 Fuel cells must be mounted within a steel framework constructed of steel square tubing (1 inch x 1 inch, 0.065 inch minimum).
- 14.5 The framework must attach to the frame rails with a minimum of four (4) one-half (1/2) inch bolts. Framework may be welded to the main frame rails of the car.

- 14.6 Fuel cell height is (8) inches minimum measured from cell to ground.
- 14.7 Electric fuel pumps, and belt driven fuel pumps are not permitted. Fuel line may not enter the driver's compartment.
- 14.8 Only 1 metal alloy gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to TS officials.

## 15. FUEL

- 15.1 Racing fuel must be purchased from TS directly. Competitors may be required to show a purchase receipt from TS for fuel on the race day. If no receipt is provided, winnings will be withheld until the fuel is tested and the costs of fuel testing will be deducted from the winnings.
- 15.2 The fuel shall not be blended with alcohols, ethers or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. You can mix pump gas and racing fuel. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers.
- 15.3 Pump gas may be bought from a gas station.
- 15.4 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 15.5 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 15.6 Pressure systems will not be permitted.
- 15.7 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 15.8 You can mix pump gas and racing fuel.
- 15.9 Fuel is subject to testing at any time.

## 16. CHASSIS AND ROLL CAGES

- 16.1 Full tube frames, stock sub frames and straight frame rails are permitted.
- 16.2 Main frame rails must be OEM or constructed of a minimum two (2) inch by two (2) inch rectangular tubing having a minimum thickness of 0.120 inches.
- 16.3 Clearly marked tow hooks must be located in both the front and rear of the car for use by the safety crew.
- 16.4 Roll cages must be constructed of steel with a minimum outside diameter of one and three-quarters (1 3/4) inches and a minimum wall thickness of 0.095 inches.
- 16.5 The left side door area must have at least three (3) complete horizontal bars between the pillars and two (2) vertical bars extending from the windshield opening to the frame.
- 16.6 The right side door area must have at least two (2) horizontal door bars between the pillars and two (2) vertical bars extending from the windshield opening to the frame.
- 16.7 The roll cage must be attached to the chassis in a minimum of six (6) locations. The roll cage must be welded to the chassis and cannot be bolted.
- 16.8 Any areas of the roll cage that may in any way come in contact with driver must be padded using dense foam padding specifically manufactured for use as racing roll bar padding. The use of pipe insulation wrapping is not permitted.

## 17. SEATS AND SAFETY EQUIPMENT

- 17.1 For all safety equipment. It will be the sole responsibility of the driver, not track management, their agents/officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation and usage guide lines and adhere to them.
- 17.2 Aluminum professionally built high back racing seat required. No plastic, etc.
- 17.3 Padded headrest required.
- 17.4 Seat must be securely bolted to and mounted an assembly that is an integral part of the roll cage.
- 17.5 Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.

- 17.6 A five- (5) point safety harness, with quick release is mandatory! 3" wide lap belt, 2" or 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum ½" grade 8 hardware and safety cables.
- 17.7 Cotton harness components prohibited.
- 17.8 SFI or FIA approved Safety harnesses/seat belts may be no more than five (5) years old. If necessary, proof of purchase may be required. Any visible damage, fraying or sun damage, may require replacement.
- 17.9 Drivers must wear a full-face helmet, carrying at least a valid 2010 but recommended 2015 Snell Standard label at all times on the race track.
- 17.10 The driver should wear the helmet in accordance with the directions provided by the helmet supplier and or manufacturer. Any modification to the helmet for any purpose must not detract from its effectiveness.
- 17.11 Window net mandatory SFI or FIA approved and may be no more than five (5) years old! Minimum 1" ribbon with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. No close mesh off-road type allowed. Any visible damage, fraying or sun damage, may require replacement.
- 17.12 SFI or FIA approved fire suit, gloves and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- 17.13 Eye protection is mandatory and must be in proper place at all times.
- 17.14 Current test date (2 pound minimum) fire extinguisher to be installed in the car within drivers reach while strapped in. Steel mounts only, no plastic.
- 17.15 All cars will be required to have in their pits a minimum of one 5 pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crew members. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.
- 17.16 Car and driver will be required to make safety rule violations comply PRIOR to racing any event.
- 17.17 All cars must have a fully charged fire extinguisher, Halon 1222, ABC or equivalent type with at least a 2 lb. UL rating. Must have an operating pressure gauge which must be visible to tech inspection. If hand held type extinguisher must be securely mounted to the right of the driver's seat, and readily accessible for use.
- 17.18 Car and driver will be required to make safety rule violations comply PRIOR to any on track activity.

## 18. WINDOWS

- 18.1 A windshield made of clear Lexan must be used. Minimum thickness is 1/8 inch. Windshields must be supported between the dash bar and roof halo bar with a minimum of three (3) evenly spaced metal straps 1/8 inch by 1 inch or a single 1.75 inch bar in the center of the windshield welded to the dash bar and the roof halo bar.
- 18.2 Each car must have a rear window made of clear Lexan. Rear windows must not be dished from roof to deck lid.
- 18.3 A right side window of any type is not permitted. Side quarter windows behind the "B" pillar can be replaced with Lexan. Driver side window net is required on all cars. Net material must be minimum 3/4 inch wide and have openings of at least one (1) inch. Net must be equipped with a quick-release device on the top left front corner.

## 19. IDENTIFICATION AND MARKING

- 19.1 Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by the track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- 19.2 Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- 19.3 Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- 19.4 Cars must have 6" tall numbers on front and rear.

- 19.5 All numbers must be legible and of a contrasting color to the area of the car on which they are displayed. No reflective/mirrored doors, quarter panels or numbers.
- 19.6 Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- 19.7 Car owners must register choice of car number with track management prior to the start of the season.
- 19.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- 19.9 Contingency sponsor and or Class sponsor decals and or patches must be in place.
- 19.10 Top 4" inches of the windshield is reserved by Management for a division sponsor.

## 20. COMMUNICATION

- 20.1 Two-way radio for communication with a spotter is mandatory.
- 20.2 Each competitor must have a spotter in the designated location. It is recommended the spotter monitor TUCSON SPEEDWAY race control.
- 20.3 Each car must have spotter during practice sessions.
- 20.4 One car radio, one wiring harness and antenna only.
- 20.5 Transponders are required and must be mounted on the right side frame rail, 13' 6" from the furthest point of the nose and no higher than 12" off the ground.
- 20.6 Spotters must display car # affiliation for spotter official to see.
- 20.7 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

## 21. ELECTRONICS

- 21.1 NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$10,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all Tucson Speedway events.
- 21.2 No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- 21.3 No digital dashes will be allowed.
- 21.4 Cellphones, smart watches or bluetooth devices will not allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

**NOTE: In an effort to maintain fair competition, TS Tech may require added weight, lower left side percentage, carburetor restrictor plate or other changes as deemed necessary.**

**COMPETITIVE RULE:** If there is a rule violation that does not result in a competitive advantage, the Track Officials may issue a correction notice to the car/cars for inspection at the next class race, to be presented for inspection prior to any qualifying or heat races. If the car is not presented and/or the correction not made, the car is subject to disqualification at that race.

**OUT-OF-TOWN CARS:** TS invites all Out-of-Town competitors. Due to differing levels of competition, TS reserve the right to adjust gear, total weight or bias on an individual basis.

**Officials** reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.