



## **2025 LVMS Outlaw Factory Stock Rules**

These rules are in effect as of February 22, 2025.

This publication supersedes all previous LVMS rule books and rule updates. LVMS reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of the rules, the decision of the Bullring's Chief Technical Inspector and/or Manager shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of LVMS short track events, and by participating in these events, all participants, guests, crew members and staff are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance, with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. In the event of a serious or fatal injury, LVMS reserves the right to impound race cars for review and evaluation, and may exercise this right at any time. The Chief Technical Inspector and/or Manager shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LVMS short track events will be governed. LVMS tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules. LVMS officials can and will disqualify a race car in violation of the spirit and intent of these rules. Note: If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. Illegal components may be confiscated and become the property of LVMS. No part is deemed to have been approved by LVMS by passing through prior technical inspections.

All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury; the participants, guest and crew members voluntarily assume these risks at all times.

1.1 General rules for the LVMS Bullring must be met to compete in any class at the Bullring. All competitors must hold a current NASCAR Charger license.

2.1 Any North American made, production passenger vehicle with a minimum wheelbase of 108". No convertibles, pickup trucks, SUVs permitted. Body must be complete and stock appearing. Some stock appearing aftermarket front ends may be allowed with approval. All Flammable parts should be removed. Any part that can be unbolted can be removed. The floor pan, front and rear firewalls must remain mostly intact and be sealed. All holes must be covered with steel and fire-retardant sealant used to fill any small gaps for safety. Minimum car weight is 3400 pounds with 53% left side weight maximum with driver. 108" wheelbase 3500 pound minimum with 53% maximum left side weight with driver. No part of the frame rail shall be lower than 5" from the ground with driver in the car.

3.1 Minimum of 2 pins on front of hood and on rear of trunk. Doors must be attached in a manor to prevent opening. A maximum of 6" tall spoiler the width of the trunk lid may be used with no side or front reinforcement. All glass must be removed. Lexan windshields of a minimum 1/8" thickness or wire mesh screens with an opening of no more than 1.2" allowed. A minimum of three 1" wide by 1/8" thick strap must be run from top of windshield body opening to bottom of opening no more than 15" from driver side pillar. Cars with "Earnhardt" bar excluded from this requirement. Frame / suspension components must remain stock.

4.1 All cars must have a minimum of a NASCAR-style 4-point roll cage welded to the frame. Minimum 1 3/4" tube size with at least .095 tube thickness. On unibody cars the 4 main cage uprights must be fastened to the floor with a minimum of 3/16" plate top and bottom. Plates minimum of 4" square using 1/2" grade 8 bolts to fasten. Minimum of 3 driver door bars required. A windshield bar or "Earnhardt bar" from roof halo to dash bar recommended. Roll bars must be padded anywhere the driver may come in contact with them. Steel door plates (minimum of .060" thickness) required if doors are gutted. Must be securely welded to the door bars and cover area from A post to B post from door bottom to top of door roll bars.

5.1 Wheelbase must be within 1/2" on each side of car. 15" DOT street legal tires only with sidewall no smaller than 60 series. All 4 tires must be same size. No DOT racing performance street tires. The use of 7" or 8" wide steel wheels only. Racing studs required. The use of stock OEM or stock replacement parts in the suspension is mandatory. Control arm / trailing arm bushings may be replaced with any aftermarket bushing. Front control arms may not be modified or altered from stock. All components must mount in stock location. No aftermarket products designed to lower, widen, correct bump steer allowed. Aftermarket coil and leaf springs of any rating allowed. The use of adjustable coil spring spacers is allowed. Front sway bars must use stock OEM mounting, except use of all thread on left side for adjustment. Steel bodied, sealed, non-adjustable, OEM mounted non rebuildable shocks only. A maximum of 1" of camber in or out permitted on either side of the car measured on the rim with a carpenter square on the ground using the lip of the rim to measure from.

6.1 The use of stock OEM steering box, tie rod ends, idler arm, drag links mounted in stock locations mandatory. Steering wheel must have 2" pad in the center. Aftermarket steering wheel with quick release allowed. Column must have collapsible shaft but may be modified from stock.

7.1 Any OEM or replacement cast iron engine block, Any OEM un-modified cast iron head. Any unaltered stock OEM or aftermarket dual plane aluminum intake allowed. Cast iron log exhaust manifolds must be used. OEM stock crank or Scat stock replacement cast crank only. OEM stock rods or I beam stock replacement rods only. Engine can have an aftermarket oil pan, valve and timing chain covers, harmonic balancer. 91 octane pump fuel only. 360 c.i. maximum. 9.5 to 1 compression maximum with hydraulic lifter camshaft. Stock non roller tip stamped steel rocker arms required. Engine mounts must mount engine in stock location. NO STROKER MOTORS

8.1 Must use approved fuel cell with ground strap from filler neck to car. Fuel vents must have roll over check valve and fuel release hose must exit trunk compartment. The fuel cell must be mounted as far forward as possible in the center of trunk compartment. Station wagons must install sheet metal barrier between fuel tank and driver's compartment. Fuel line may run through driver compartment but must be contained in steel tubing and painted red. Must use un-modified 4412 Holley 500 cfm 2-barrel carburetor with 2 throttle return springs. Any carb spacer allowed up to 1" thick. Mechanical fuel pump required. Gas pedal must have a toe loop for safety.

9.1 No aftermarket performance ignition parts allowed. Battery must be secured in leak proof steel box. All cars must have clearly marked kill switch or key ignition. Mechanical fan required. No antifreeze allowed. working overflow bottle is required for cooling system.

10.1 OEM automatic transmission only with functioning torque converter. Reinforcing of transmission cross member / mount allowed. Driveshaft must be painted white. Front and rear driveshaft safety loops required.

11.1 Rear axle must be OEM or stock replacement and need not match make of car, with open differential and drum brakes. No quick-change differentials or light weight modified parts inside the rear end. Stock OEM 4-wheel brakes in good working condition. Stock OEM proportioning valves, master cylinders and/or boosters only. No brake shut off, inline, or bias adjusters allowed.

12.1 It will be the sole responsibility of the driver, not LVMS, their officials or corporate officers to ensure that his or her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacture installation and usage guidelines and adhere to them. Full face helmets are required and must be Snell SA2015, Snell M2020 or newer. All helmets must not show any signs of damage and must be in good condition. Helmets must be worn at all times while on the track surface. Eye protection mandatory. Polyester or nylon clothing is not permitted. Each driver must wear a minimum of a SFI 3.2A/1 fire suite jacket. SFI approved driving shoes and gloves are mandatory for all drivers. Five-point racing safety belts required. Seat belts must be securely mounted to the roll cage and no more than 3 years old. Approved aluminum racing seat required securely bolted to the cage. Vehicles required to have a 2-lb. fully charged fire extinguisher securely mounted within reach of the driver. A driver's side window net is mandatory. Net must be securely fastened at both the top and bottom with quick release.

13.1 Transponders are required. Transponders must be mounted on the right rear frame rail behind the rear tire. A functioning RACEceiver is required. No 2-way radio communication for this division is permitted.

14.1 Use of Hans or Hybrid neck device is strongly recommended.