



2026 Outlaw Factory Stock Rules

This publication supersedes all previous rule books and rule updates. The Bullring Local Racing Series 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 Local Racing Series 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 The Bullring Local Racing Series 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, The Bullring Local Racing Series 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 specifications herein or impose 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. The spirit and intent of the rules is the standard by which The Bullring Local Racing Series events will be governed. Tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules and can disqualify any 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 modify something, you should consider it a violation.

Illegal components may be confiscated and become the property of The Bullring Local Racing Series. No part is deemed approved by passing prior inspections.

All participants, guests, and crew members fully understand that racing is inherently dangerous and voluntarily assume these risks.

1. ELIGIBLE CARS & BODY REQUIREMENTS

- A. Any North American-made production passenger vehicle with a minimum wheelbase of 108 inches.
 - B. Convertibles, pickup trucks, and SUVs are not permitted.
 - C. Body must be complete and stock appearing.
 - D. Aftermarket stock-appearing front ends may be approved with prior authorization.
 - E. All flammable interior parts must be removed.
 - F. Any part that can be unbolted may be removed.
 - G. Floor pan and front and rear firewalls must remain mostly intact and sealed.
 - H. All holes must be covered with steel, with fire-retardant sealant used to close any small gaps.
 - I. Minimum car weight is 3400 pounds with driver and a maximum of 53 percent left side weight.
 - J. Cars with 108-inch wheelbase must weigh at least 3500 pounds with 53 percent maximum left side weight.
 - K. No part of the frame rail may be lower than 5 inches from the ground with the driver in the car.
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2. HOOD, TRUNK, SPOILER & WINDOWS

- A. Hood must be secured with a minimum of two hood pins.
 - B. Trunk must be secured with a minimum of two trunk pins.
 - C. Doors must be attached securely to prevent opening.
 - D. A maximum 6-inch tall spoiler, no wider than the trunk lid, is allowed with no side or front reinforcement.
 - E. All glass must be removed.
 - F. Windshields may be Lexan a minimum of 1/8-inch thick, or a wire mesh screen with openings no larger than 1.2 inches.
 - G. A minimum of three straps (1 inch x 1/8 inch) must run vertically from the windshield opening top to bottom, unless an Earnhardt bar is present.
 - H. Frame and suspension components must remain stock.
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3. ROLL CAGE REQUIREMENTS

- A. A minimum 4-point NASCAR-style roll cage welded to the frame is required.
 - B. Tubing must be at least 1¾ inches diameter with .095-inch wall thickness.
 - C. On unibody cars, the four main uprights must be fastened to the floor with a minimum 3/16-inch plate (4 inches square) inside and outside, secured with four ½-inch Grade 8 bolts per plate.
 - D. Minimum of three driver door bars required.
 - E. A windshield bar or Earnhardt bar from roof halo to dash bar is recommended.
 - F. Roll bars must be padded anywhere the driver may contact.
 - G. Steel door plates minimum .060-inch thickness are required if doors are gutted.
 - H. Plates must be welded to door bars and cover the area from A-post to B-post, door bottom to top door bar.
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4. TIRES, WHEELS & SUSPENSION

- A. Wheelbase must be within ½ inch side-to-side.
- B. Track tire: **Hoosier 970 ONLY**
- C. Tire purchasing rule (Max of 4 on opening day, Max of 2 per event afterwards). No hoarding.
- D. Damaged new tire may be replaced only after tech inspection.
- E. Used tires sold by track for \$20.
- F. Steel wheels only: max 8-inch width.
- G. Racing studs required.
- H. OEM or stock-replacement suspension parts only.
- I. Control arm and trailing arm bushings may be replaced with any aftermarket bushing.
- J. Front control arms may not be modified from stock.
- K. All suspension components must mount in stock locations.
- L. No aftermarket components designed to lower, widen, or correct bump steer.
- M. Aftermarket coil and leaf springs allowed.
- N. Adjustable coil spring spacers allowed.
- O. Front sway bars must use stock OEM mounting, except use of all-thread allowed on left side.
- P. Steel-bodied, sealed, non-rebuildable, non-adjustable shocks only.
- Q. Maximum 1 inch camber allowed, measured using a carpenter square at the rim.

5. STEERING

- A. OEM steering box, tie rods, idler arm, and drag link must remain stock and mounted in stock location.
- B. Steering wheel must have a 2-inch center pad.
- C. Aftermarket steering wheel with quick release allowed.
- D. Steering column must retain a collapsible shaft but may be modified from stock.

6. ENGINE

- A. Any OEM or replacement cast-iron block permitted.
- B. Any OEM unmodified cast-iron head permitted.
- C. Only unmodified stock OEM or aftermarket dual-plane aluminum intakes allowed.
- D. Cast-iron log exhaust manifolds must be used.
- E. OEM stock crank or Scat stock-replacement cast crank only.
- F. OEM rods or I-beam stock replacement rods only.
- G. Engine may use aftermarket oil pan, valve covers, timing chain covers, or harmonic balancer.
- H. Pump gas only (91 octane).
- I. Maximum displacement 360 cubic inches.
- J. Maximum compression ratio 9.5:1.
- K. Hydraulic lifter camshaft required.
- L. Stock, non-roller, stamped-steel rocker arms required.
- M. Engine must mount in stock location.
- N. No stroker motors allowed.

7. FUEL SYSTEM

- A. Fuel cell required, with ground strap attached from filler neck to chassis.
 - B. Fuel vents must include roll-over check valves.
 - C. Fuel release hose must exit the trunk.
 - D. Fuel cell must be mounted as far forward as possible in the trunk.
 - E. Station wagons must install a sheet-metal barrier between fuel cell and driver's compartment.
 - F. Fuel line may run through driver compartment but must be inside steel tubing, painted red.
 - G. Must use unmodified Holley 4412 500cfm 2-barrel carburetor with two throttle return springs.
 - H. Any carb spacer up to 1 inch permitted.
 - I. Mechanical fuel pump required.
 - J. Gas pedal must have a toe loop.
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8. IGNITION & ELECTRICAL

- A. No aftermarket performance ignition components allowed.
 - B. Battery must be secured inside a leak-proof steel box.
 - C. Kill switch or key ignition must be clearly marked.
 - D. Mechanical fan required.
 - E. No antifreeze allowed.
 - F. Overflow bottle required.
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9. TRANSMISSION & DRIVELINE

- A. OEM automatic transmission only, with functioning torque converter.
 - B. Transmission crossmember and mount may be reinforced.
 - C. Driveshaft must be painted white.
 - D. Front and rear driveshaft safety loops required.
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10. REAR END & BRAKES

- A. Rear axle must be OEM or stock replacement; make does not need to match car.
 - B. Open differential required.
 - C. Drum brakes required.
 - D. No quick-change or lightweight internal parts allowed.
 - E. OEM 4-wheel brakes must be operational.
 - F. OEM proportioning valves, master cylinders, and boosters only.
 - G. No brake shutoff, inline valves, or bias adjusters permitted.
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11. SAFETY EQUIPMENT

- A. Driver is responsible for proper installation and maintenance of all safety equipment.
- B. Full-face helmets required: Snell SA2015, SA2020 or newer.
- C. Helmet must be undamaged and in good condition.
- D. Eye protection required.
- E. Polyester or nylon clothing prohibited.
- F. Minimum SFI 3.2A/1 fire suit jacket required.
- G. SFI driving shoes and gloves required.

- H. Five-point belts required, mounted to roll cage, maximum 3 years old.
 - I. Aluminum racing seat required, securely mounted to cage.
 - J. Car must carry a 2-lb fire extinguisher within driver reach.
 - K. Team must have a 5-lb extinguisher in pits.
 - L. Driver side window net required with quick-release mechanism.
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12. COMMUNICATION & TRANSPONDERS

- A. Transponders required; must be mounted on right-rear frame rail behind the rear tire.
 - B. RACEceiver required.
 - C. Two-way radios are not permitted for this division.
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13. RECOMMENDATIONS

- A. Use of a HANS or Hybrid head-and-neck restraint device is strongly recommended.