

Kalamazoo Speedway 2017 Outlaw Super Late Model Rules

100 Decibel Noise Limit on all Cars-No Exceptions! All cars will have working Mufflers (regardless how long you have run without them) & all exhaust will exit below the car.

A Special Safety Note to all drivers: It is your responsibility to look over and upgrade all of your personal safety equipment. A full containment seat, a head & neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including the proper under garments, gloves, socks & shoes that are all to the highest of safety ratings. Highly recommended that all safety equipment get upgraded to a Snell 2015 rating and be SFI/1 approved.

Tires will be the Hoosier D-800. Absolutely No Tire Soaking or Altering the Tire of Any Kind!

All Super Late Model Teams will be legal to race with the exact same shock/weight package as they have had for the last 3-4 years as we have had next to no rule changes.....but the following Spec Shock Program is in the works for 2018. We are simply going to try this out as a test to see how it works starting in 2017.

Spec Shock Test Program for 2017 – Kalamazoo Speedway is working with **Fox Racing Shocks** to develop a rebound adjustable aluminum racing shock that has a crimped end that will not come apart for servicing, thus being non-rebuildable. We are in hopes that this will be the Super Late Model/Super Stock Spec Shock for the 2018 Racing Season & beyond. What a change this could be for SLM's and or Super Stocks to purchase 4 bar coded racing shocks that each & every participant would be racing on, **that would cost the racer in the range of \$740 for all 4 shocks.** All details/specs of these shocks and the shock program are currently not available but we are going to run a test program during the 2017 season for any race teams wishing to participate. The test program will go as such:

- Any team racing on the Spec Shock Test Program will be able to race at **2650bs** (rather than 2700lbs)
- Any team racing on the Spec Shock Test Program will be able to race at **62% left side** (compared to 60%)
- Any team on this program will have occasional test sessions open to them with manufacturing reps present
- Any team participating in this program will be working with the track & Fox Shocks in developing a Spec Shock program for 2018!

2017 Nose Piece Rule for all Outlaw Super Late Model Alliance Tracks

- After-market nosepiece to be mounted in a conventional manner.
- The nosepiece front overhang is to be a maximum of 45 inches from the center of the hub to the tip of the nose, including the lip/splitter on the front of the nosepiece.
- The maximum width of the lip/splitter on the front edge of the nose piece will be 4”.
- The maximum length of the splitter across the leading front edge of the nose will be 70” before the radius of the splitter begins on each side.
- The lip/splitter along the sides of the nose piece side flairs will taper back evenly from the front 4” measurement back to a maximum of 1”.
- The nose piece side flair will be flush with the top of the fender.
- There will be no added shelves, ledges or lips of any kind built into the nose piece or side panels-with the exception of the splitter.
- Both front corners of the nosepiece lip/splitter must have a radius to prevent sharp edges.
- The nosepiece will have no more than a 1 ½” of belly built into the face of the nose.
- No underside Nose Panning will be allowed of any kind.
- Any nose piece cut up & deemed too radical for the intent of the conventional nose piece rule or that is laid back or flattened out too much may be assessed up to a 100 pound weight penalty, at the officials discretion.

- Not all factory nose pieces or side panels may be legal just because someone has produced a radical nose piece or side panels.

2017 Body Measurements All body measurements are to include the driver in the car:

- Minimum roof measurement.....38" L x 45" W
- Maximum rear deck lid (base of spoiler to base of the window).....28"
- Maximum width of top of doors.....4"
- Front Overhang –(Tip of nose to center of hub-includes splitter)..... 45"
- Maximum rear bumper height from ground to bottom of bumper.....12"
- Minimum back panel height perpendicular to the ground.....14"
- Minimum window opening.....12" x 22"
- Minimum height from ground to top of roof, measured 10" back.....45"
- Maximum height of spoiler from the ground.....42"
- Maximum at widest point.....82"
- Maximum at center of rear axle.....76"
- Maximum total body width at rear of rear quarters.....72"
- Maximum rear overhand center hub to rear at base of spoiler.....46"
- Minimum rear quarter panel distance from ground.....8"
- Maximum track width measured from outside to outside of tire at the bottom of the center of tire – 82", measured with toe plates.
- Spoiler height (deck to top of spoiler – includes thickness of hinge).....8"
- Maximum front of roof to base of rear spoiler.....102"

Maximum of 1.5" of body rake and or belly measured anywhere on the body with a straight edge (measured front to back as well as side by side). This would include side to side across the deck lid, hood or nose pc. as well as from the base of the spoiler up to the front tire. The sides of the body must run in a vertical fashion. No "swoop, dip, belly or concaveness" on the side body panels or anywhere else on the body. The wheel flare on the right rear is a maximum of 3", not to extend past the outside edge of the rear tire.

No more than 2" drop is permitted at any point on the roof. Hood and rear deck lid must be removable and securely fastened down in 4 corners by hood pins or hinges at all time that car is on the track. Hood scoops are allowed (maximum height of 4") in stock height position. No ram air induction. Rear deck lid must be a maximum of 28" from the base of the rear window to the base of the spoiler. The deck lid must be removable or have an access panel minimum of 12" x 12". The rear deck lid drop or "belly" may have a maximum of a 1" drop, checked from side to side of rear quarter panels. The back panel must be a minimum of 14" perpendicular to the ground, fully enclosed. No aluminum or composite bumpers, only steel is allowed. No aluminum door bar assemblies or jacking posts (outside of roll cage) or rub rails. No carbon fiber body components will be permitted, except of the roof.

REAR SPOILER: 8" high x 72" wide (material), made of clear material. Bracing may be from front or rear. For the front bracing, there are a maximum of 3 supports with a maximum of 3/4" round tubing only. Rear bracing must be inset from the sides of the quarter panel a minimum of 3" on both sides. Maximum of 1" rear facing lips only on rear spoiler. Maximum height of 42" from the ground to the top of the spoiler. The right rear quarter panel and rear spoiler must be a minimum of 3" in from the outside right rear tire.

WINDSHIELD AND REAR GLASS: A full front windshield is required. The rear glass may be any continuous elliptical shape resembling a stock design. No tear drop style rear windows. No concave windows. Windows must remain flat in the center. Rear window must have enough bracing in center to keep window from deflecting. Vertical rear window brace is required, placed in the center of the window.

BODY WIDTH: Maximum of 82" at the widest point, steadily decreasing in width to a maximum of 76" at the center of the rear axle and then tapering to a maximum of 72" at the rear spoiler. The sides of the body must run in a vertical fashion. No "swoop" in body panels. No Fender/Wheel flair can extend out past the outer face of rear tires & can't

extend beyond the rear of the Tire. The wheel flair on the right rear is a maximum of 3”.

SIDE WINDOW OPENINGS: Side window openings are a minimum of 12” high x 22” wide. There are to be no add-on pieces in the window area and no boxing in the window openings.

SHELF: 4” maximum, measured from the front windshield post back to the front of C pillar plus 1” maximum side body radius. C pillar may taper inward no more than 9” from the edge of the body, at a point 52” forward of the base of the rear spoiler. C pillar is to be made of aluminum in a shape resembling the body style of the car’s nosepiece and may not be concave in any direction.

Rear Bumper: Must be a maximum of 12” from the ground to the bottom of the bumper.

No Verticals of any kind: 1” maximum lip along the bottom of the door/quarter panel/skirt

Specifically not allowed: Panning under the sides or rear of car - any louvers or vents in the fenders, doors, or quarters, titanium or carbon fiber rotors – Slipper Clutches – Verticals or lips on the nose pc – Aluminum bumpers or right side door bars. Lead Ballast Only-No other type of Ballast!

WHEEL BASE: Minimum of 101”.

TRACK WIDTH: 82” – max, front and rear. This will be measured before and after the race. Will be checked with toe plates at bulge at the bottom of the tire.

WEIGHT: 2700 pounds before qualifying and before race. 60% left before qualifying and after race.

ENGINE: Any V-8 steel block, (no aluminum blocks). Must be 4” set back from #1 plug.

CARB: Any 4-barrel, 2- return springs.

BRAKES: Must have 4 wheel brakes in working order.

FUEL CELL: 8” minimum at lowest point or must be fully above the rear frame rails. No electric fuel pumps. Fuel cell must be mounted behind rear end inside tires.

WHEELS: 10” steel only.

Raceceiver’s are Mandatory

SUSPENSION: There are to be no independent rear suspension, **NO cockpit adjustments inside of the car besides brake bias** (including but not limited to shocks, sway bar, panhard bars, etc.)

SAFETY EQUIPMENT: The following are mandatory:

- You must have an operational window net.
 - You must have a 5-point seat belt assembly with a 3” minimum lap belt.
 - 5 pound fire suppression system is recommended.
 - Racing seats must be aluminum. Full or partial containment seats are recommended
- 2”x 3” square tubing required for center section. 1 ¾ x .090 4 post cage is recommended.

No Mirrors of any kind – No Radios of any kind – No Traction Control of any Kind. Kalamazoo Speedway will have the option at any time to “Confiscate & Switch Out” your MSD Box with a new one. Any driver that refuses to trade their MSD Box will forfeit all points & money for that entire event.

Contact the speedway office (269-692-2423) or on line at gary@kalamazoospeedway.com for any questions on the rules.