

Southern Outlaw Hobby Series

HOBBY

2026

TECHNICAL RULEBOOK NOTICE – PLEASE READ: All cars with must first be approved by Track Technical Inspector. Remember, this is not Late Model. No compacts, convertibles, sports cars or station wagons. This is a clip car class that is separated from late models by the stock location of the lower a frames and the 3 link or leaf spring rear suspension.

BODY

1. All bodies, stock or aftermarket, are subject to approval by the technical inspector. (Install it right the first time.)
2. Stock appearing aftermarket steel or aluminum bodies will be allowed.
 - a. All aftermarket bodies must have plastic nose pieces.
 - b. If you use an aftermarket body, install it correctly.
3. Aftermarket bodies must not exceed a maximum width of 76 inches behind the driver, 72 inches at spoiler. Body line front to back, one inch tolerance up and down. Quarter panels must not angle outside the door.
4. Late Model Bodies Permitted.
5. Any nose piece is allowed.
6. Deck height is 39 inches to the top of T-bar. 1" tolerance after race.
7. No front push bars will be allowed.
8. Must have a rear fuel cell bar.
9. No glass or lexan windows; must be open.
10. Any plastic additions must conform to original body contour.
11. No homemade nosepieces.
12. Spoilers may have a maximum size of 8" high by 72" wide.
13. Gurney flaps or curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements.
14. Three spoiler braces allowed. Brace max size: 18" long at base, 8" tall at the back, 4.5" tall at front. Standard late model spoiler braces.
15. Boxed interiors permitted.

FRAME AND RAILS

1. Minimum 103" wheelbase.
2. Tying frame rails together, reinforcing, or X bracing permitted.
3. Weight jack area may be altered. Buckets, plates, mounts, etc.
4. Frame or frame rails may be replaced from snout to rear of car. Must be .095 wall thickness.
5. Front snout, stock Camaro, or the optional Howe Racing LLM direct replacement Camaro front clip Part#358-8- 01 (2x4 rails and stock lower A arm mounts)
 - a. Howe clip must have the Howe inspection tags in place to be legal.
6. Technical inspector must approve all cars with replaced frame or frame rails.
7. Round or square tube frame rails from snout back.
8. Ford clip must have original strut rod placement. In stock location.
9. Cross members can be modified for clearance of oil pan but must remain in stock location.

FRONT SUSPENSION AND STEERING

1. Any upper control arms and mounts permitted.
2. OEM lower control arms for make and model.
3. Tubular stock replacement lowers in stock location also permitted.
4. Aftermarket bushings permitted.
5. OEM or safety spindles and hubs permitted.
6. 5" minimum O.D. on front coil springs.
7. Weight jacks permitted.
8. OEM steering type boxes.
9. Rack and pinion cars must add 50lbs in front of engine plate(where block and bell housing meet) on the left(driver) side of motor.
10. Inner and outer tie rod ends may be rod ends. Any tie rod sleeves permitted.
11. Racing shocks permitted; one shock per wheel. No canister shocks; non-adjustable, schrader valves are permitted.
12. Non-adjustable shocks only.
13. Bump stops permitted.

REAR SUSPENSION

1. Slide boxes on leaf spring cars permitted.
2. Upper link, rubber bushing torque link, or spring loaded type upper link permitted on leaf cars.
3. No fifth coil, lift bar, or Reese bar, etc.
4. 90-10 shock allowed on top of rear end only.
5. Racing shocks permitted; one shock per wheel. No canister shocks; non-adjustable, schrader valves are permitted.
6. Non-adjustable shocks only.
7. Bump stops permitted.
8. 3 bar suspension only. No 4 bar suspension is allowed.

COIL SPRING CAR

1. Solid panhard bars with rod ends permitted.
2. Rear lower control arms must be solid.
3. Rear lower control arms may be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes.
4. Rod ends are allowed.
5. Racing shocks permitted; one shock per wheel. No canister shocks; Non-adjustable, Schrader valves are permitted.
6. Coil overs allowed on rear only. One spring per wheel.
7. May run a biscuit bar on upper link only. NO spring on upper link bar.
8. Spring loaded bars are NOT allowed.

ROLL CAGE

1. All cars must have a suitable steel roll cage protecting the driver's compartment.
2. Side roll bars are mandatory and must extend into door panels. A minimum of three bars must be used on left side and two on right side.
3. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall

thickness.

4. Roll cage must be welded to the frame.
5. Seat must be fastened to roll bars or rail.

SAFETY

1. Approved helmet and full fire resistant driver's suit required.
2. Seat belts must within 3 year date rage.
3. All cars must have 3" lap belt, 2" shoulder harness(minimum), and crotch strap. must be attached to roll cage.
4. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 5 lb. halon system is recommended.

FUEL CELL

1. An approved fuel cell is mandatory (32 gallon maximum). Must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2 inch by 1/8 inch steel straps.
2. Pump gas or racing fuel only.
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
 - b. Gas must pass acid test.
3. E85 Fuel is allowed. Fuel must check within 1% at any time checked (MINIMUM 84% ETHANOL - MAXIMUM 86%) .
4. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitromethane, nitro propane, or any nitrate additives.

REAR END

1. Locked rear ends required - welded, spool or mini spool permitted.
2. 9 inch Ford floaters allowed. Housing and axle tubes must be steel.
3. No ratchets.
4. Quick change rear ends are allowed. Aluminum axle tubes ok.
5. Must be solid mount to rear end.
6. Birdcage permitted but MUST be locked. Absolutely NO movement.
7. No True Trac allowed.

WHEELS

1. Aluminum or steel wheels, 14 inch maximum.
2. Wide 5 wheels permitted.
3. Bead locks allowed.

TIRES

1. Any Hoosier 3-4 or 1350, D21, D55, Or American Racer equivalent.
2. Grooving, siping, and buffing tires permitted.
3. All numbers, codes, and manufacturing names must remain visible on tire. NO grinding off of numbers, codes, or names. Any tire that has been altered will be illegal.
4. No tire softeners or conditioners permitted.
 - a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous components or chemicals that affect the factory set baseline settings of a given tire.
5. All competitors are subject to tire inspection at any time. Samples may be taken for lab test.

BRAKES

1. Four-wheel disc brakes permitted.
2. Dual master cylinders permitted.
3. Brake adjusters permitted.
4. No titanium or exotic material permitted.

EXHAUST/MUFFLERS

1. Any commercially manufactured muffler. MUST register under 100 decibels.
2. Collector type headers only. No 180 degree headers.
3. All 4 tubes from the same side of the motor must go into the same collector.
4. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
5. Any car that loses a muffler will automatically be disqualified.
6. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

TRANSMISSION

1. OEM standard production 3 or 4 speed transmission permitted.
2. Brinn, Falcon, or Bert transmission permitted.
3. Must have at least one forward and one reverse gear in working order.
4. Automatic transmission permitted.
5. Must have OEM-type torque converter (10" minimum) in working order.
6. No hollow converters allowed.
7. Reverse mount bellhousing allowed

STARTER

1. All cars must have starter in working order.

ENGINE SET BACK

1. Front most forward spark plug must be in line with or in front of top ball joint. 1/2" tolerance.
2. Must have original cross member in original position.
3. Drive train must be in centerline of car.

ENGINE

4. Reverse mount bellhousing allowed.
1. All engines have a maximum bore size and must be standard stroke for the engine being used.
2. Small blocks only; no big blocks.
3. 602 Crate with the seals is acceptable. Sealed 602 Crate engine 100lbs weight break.
4. 2600lbs with sealed 602 crate engine option.
5. No twist off sealed allowed. (Old Style seals) will be considered as built engine with no weight break.
6. Sealed 602 engine must have proper tags

BLOCK

1. OEM cast iron V-8 block only. Dart OEM replacement block allowed.
2. Maximum cylinder bore size:
 - a. Chevrolet – 4.060
 - b. Ford – 4.060

c. Chrysler – 4.060

3. OEM main caps only or Aftermarket billet main caps as long as stock replacement.

a. No splayed, No studed , or strapped main caps

4. Deburring block and plugging deck to strengthen block permitted.

5. Plug or vent and screen oil drain holes in lifter valley permitted.

6. May surface deck of block.

7. Lifter bore must be OEM diameter for engine:

a. Chevrolet – .840

b. Ford – .875

c. Chrysler – .901

CRANK

1. Standard production OEM or stock replacement cast or steel crank.

2. Must be standard production stroke for engine.

a. 350cid Chevy – 3.480

b. 302cid Ford – 3.000

c. 351cid Ford – 3.500

d. 360cid Chrysler – 3.580

3. No stroking or destroking.

4. No lightening or knife-edging crank.

5. No turning down counter weights.

6. Cranks must weigh 47 lbs. All cranks will be weighed with pilot bushing, cam gear, bolt and washer.

7. May balance engine

RODS

1. Stock appearing I-beam steel rods.

2. 5.7 inch rods only. No 6 inch rods.

3. No H-beam sportsman type rods.

4. No polishing rods.

5. Press or floating pins permitted

PISTONS

1. Flat top pistons only.

2. No dome pistons.

CAM

1. Any cam.

2. Any lift and duration permitted.

3. No mushroom or radius cams.

LIFTERS

1. Hydraulic lifters only. Hydraulic roller lifters allowed.

2. No modified lifters.

3. Anti-pump-up lifters permitted.

4. No mushroom or radius lifters.

5. Lifter retaining tray permitted.

6. Lifter must be OEM diameter for engine:

- a. Chevrolet .842
- b. Ford .875
- c. Chrysler .904

TIMING CHAIN

- 1. Any chain and gears.
- 2. No gear or belt drives.

HEADS

- 1. OEM standard production cast iron heads only. All heads must have casting numbers and numbers must be readable at the time of a cyl. head check.
- 2. Chevrolet straight plug heads only.
- 3. Chevrolet Vortec heads casting #10239906 and 12558062 permitted.
- 4. No GM Bow tie heads allowed.
- 5. World Products S/R (stock replacement) heads casting #I-052 permitted.
- 6. Ford and Chrysler angle plug standard production cast iron heads permitted.
- 7. IMCA heads allowed.

- 10. Steel valves only. No titanium.
- 11. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500
- 12. Chrysler W2 Heads permitted
- 13. Chrysler W2 heads add 50lbs for 2.02 valves.
- 14. Under cut stems permitted, any type guides.
- 15. Any valve springs and keepers permitted.
- 16. Steel retainers required.
- 17. Guide plates and screw in studs permitted.
- 18. Roller rocker arms permitted any ratio.
- 19. No after-market shaft or pedestal mount rockers will be allowed.
- 20. If standard production head came with shaft or pedestal mount rockers, they will be allowed.
- 21. Ford Heads SR allowed add 50 lbs for 2.02 valves
- 22. Racing valve job permitted- Machine cuts only.
- 23. No porting or polishing, all heads must remain AS-CAST.
- 24. No blending valve job to casting.
- 25. No port matching or deburring intake or exhaust runners.

HARMONIC BALANCER

- 1. Fluid damper permitted.

OIL SYSTEM

- 1. Wet sump oil pump in pan system only.
- 2. No dry sump system.
- 3. Racing oil pan and/or windage tray permitted.
- 4. Remote oil filter and oil cooler permitted.

WATER PUMP

- 1. Cast or aluminum permitted.

2. No electric water pump.

FUEL PUMP

1. Block mounted mechanical pump only.

2. No electric pump.

FLYWHEEL

1. Any Ford or Chrysler steel flywheel. Must be steel.

DISTRIBUTOR

1. OEM factory HEI or OEM factory single point distributor.

2. Aftermarket coil and module will be allowed as long as they are stock appearing with no modifications.

3. Advance kits permitted.

4. No ignition booster or amplifier to ignition.

5. No dry cell battery pack to ignition.

6. Alternator, if used, must be wired to battery- no loop system wiring to distributor.

7. A single 6AL OR 6ALN ignition boxes permitted ONLY Subject to inspection.

8. No traction control.

INTAKE

1. Any single four-barrel intake permitted.

2. No porting or polishing.

3. 1" spacer only.

CARBURETOR

1. Any vacuum secondary.

2. Double pumper over 650 must add 50lbs.

3. 750 CFM max. No super pumpers

WEIGHT

1. 2700 lbs. base weight. Chrysler Engine with intake valve bigger than 1.94 must weigh 2750lbs .

2. 2600lbs with sealed 602 crate engine option.

3. All cars must have specified weight posted on top of roof or "A post".

4. Minimum weight will be measured with driver in car.

5. Attached weight must be securely bolted to frame with 1/2" or larger bolts, and painted white or silver with car number clearly painted on them.

6. No weight may be attached to the rear bumper.

7. No lead pellets or liquid weight.

8. No driver-operated weight adjustment devices.

9. One pound per lap weight allowance after race.

10. Series reserves the right to adjust weights in interest of competition as necessary.

11. Rack and pinion cars must add 50lbs in front of engine plate(where block and bell housing meet) on the left(driver) side of motor.

WEIGHT ADJUSTMENTS

1. 2600 lbs.

2. 2650 lbs.

3. 2750 lbs.

4. 2750 lbs.

5. 2650 lbs.

6. 2700 lbs.

location.)

7. 2800 lbs. specified

– Sealed 602 crate engine.

– Sealed 602 crate engine with 750 carb.

– Rack and Pinion. 50 lbs. in specified location.

– Double pumper carb.

– 602 crate engine with rack and pinion. 50 lbs. mounted in specified location

– 602 crate with non-specified carb and rack and pinion. (50 lbs. mounted in specified

– Rack and pinion with double pumper carb. (50 lbs. for rack and pinion mounted in location.)

- It is the driver's responsibility to communicate with the tech inspector which weight you are claiming. Posting your said claimed weight on car is best practice. This will cut down on confusion after the race.

. Driver and one crew member allowed in tech area at all times unless protest has occurred.

. All feature starting purse consists of one green flag lap. Any car not making one lap under green conditions shall forfeit start purse money.

- If rule is not addressed in this rulebook it may not be legal. Advise technical inspector of any "gray area" or questionable parts and materials before arriving at track. You may be DQed after race for "questionable" equipment.

Tech officials decision will be FINAL