



2021

OUTLAW SUPER LATE MODEL RULES

VERSION 1.0

PLEASE NOTE: *It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, head and neck restraint, a fuel cell with all the proper check valves in place, a new fire suit including proper under garments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the SNELL 2015 rating and be SFI/1 approved.*

BASE WEIGHT: 2700 Pounds and 1,080 pound minimum right side weight before qualifying and any race

Tires: Hoosier F70

Tire Impound and Purchase Rule

- a) All tires used in competition at COS in Outlaw Super Late Models, Late Model Sportsman and Modified's will be impounded for the season at designated COS impound area. Tire and wheel assemblies will be released when pit gates open and must be returned to impound no more than 30 minutes after feature event completion.
- b) COS impound area will be identified to each competitor upon registration and will be in an enclosed, secure structure.
- c) Opening night, all division competitors will be allowed to purchase 4 new tires. Tires will be marked on the inside, serial numbers recorded, and a unique COS stamp will be utilized on the sidewall of the tire for quick identity purposes. These tires will be known as Certified Tires. These 4 Certified Tires will be required to be the only tires used in competition opening night. Any tire used in competition other than the 4 Certified Tires purchased on opening night **MUST** be approved by Race Director.
- d) **Certified Tires will be the only tires allowed on track in Outlaw Super Late Models, Late Model Sportsman and Modified divisions. This includes any and all on-track activity including but not limited to: practice, qualifying, heat races and feature events.**
- e) All Certified Tire and wheel assemblies that are intended to be used in future events will be required to be impounded 30 minutes upon feature event completion. A COS Certified Tire official will release and accept all tires from the impound facility. Signatures in/out will be required. Any tire/wheel combination that is not impounded 30 minutes upon feature event completion will become *un-Certified* and disallowed from future events. Competitor will be required at next race event to purchase at least 2 heat cycled Certified tires and start from the rear of the field in all scheduled races for that race event.
- f) 6 Certified wheel and Tire assemblies may be impounded per registered car after opening night. All wheels will be required to have the car # on them in an identifiable place. No transferring of Certified Tires from one registered car to another. Each Certified Tire will be unique to a registered car number. Any deviations from this policy will require COS Race Director approval.
- g) Only 2 tires may be purchased and Certified per race event. If no tires are purchased for an event, the following week only 2 tires will be allowed to be purchased and Certified.
- h) COS will have full inventory of 1 night old heat cycled tires for traveling division drivers and new COS registered drivers to purchase after opening night in addition to 2 new weekly Certified tires. These heat cycled tires will be comparable to the 2 used tires the rest of the division will be using.

- i) In the event of a flat tire, teams may utilize one of the two additional Certified Tires allowed in impound. In the event a team requires more than the two additional Certified Tires, COS Race Director must approve any additional tire installed on car. This will only occur at Race Director's discretion, and should only occur in an extreme circumstance. Additional Race Director approved tires will be subject to full inspection, including but not limited to laboratory testing for alterations from factory.
- j) Any tire that requires dismounting or breaking of the bead must be performed in the presence of COS division official.
- k) **There will be NO TIRE SOAKING OR ALTERING of any kind allowed in any division at COS.** The Tire Impound and Purchase Rule is designed to be a cost saver for the racer and allow fair, competitive racing for each team.
- l) Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting, grinding, buffing, warming, cooling, or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of the tire identification numbers, labels, code numbers or serial numbers. Any violation of this nature causes the tire to be deemed ineligible for competition.
- m) All Certified tires must be kept in the vicinity of the racecar while parked in the pits. At no time may a Certified tire be taken into a trailer or become out of common visible sight of the pit slab or fellow competitors.
- n) Tires may be inspected at any time by COS officials. This includes but not limited to: Breaking down of tire, durometer testing, sample removal for testing at official COS tire testing laboratory. Any tire deviation from factory will result in immediate suspension, loss of all event purse winnings, event points and a strict reinstatement process to be determined by COS Race Director. All COS Race Director decisions are final.

NOSE PIECE:

- Aftermarket nose piece to be mounted in a conventional manner.
- The nose piece front overhang is to be a maximum of 45" from the center of the hub to the tip of the nose, including the lip/splitter on the front of the nose piece.
- 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.
- With the exception of the splitter, there will be no added shelves, ledges or lips of any kind built into the nose piece or side panels.
- Both front corners of the nose piece lip/splitter must have a radius to prevent sharp edges.
 - The nose piece will have no more than 1.5" of belly built into the face of the nose.
 - No underside nose panning wider than 34"
 - At the official's discretion, any nose piece cut up and deemed too radical for the intent of the conventional nose piece rule or that is laid back or excessively flattened out may be assessed up to a 100 pound weight penalty.

TIP: because an aftermarket nose piece or side panel is available does not necessarily mean that part is legal.

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 the spoiler to base of window)----- 28"
- Maximum width of top of doors..... 4"
- Front overhang (tip of nose to center of hub)..... 45"
- Maximum rear bumper height from the 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 overhang center hub to rear at base of spoiler ----- 46"
- Minimum rear quarter panel distance from the ground ----- 8"
- Maximum tread width measured from outside to outside of tire at bottom center of tire (measured with toe plates)..... 82"
- Spoiler height (deck to top of spoiler-includes thickness of hinge)----- 8"
- Maximum front of roof to base of rear spoiler ----- 102"

BODY RAKE: Minimal body rake and/or belly measured anywhere on the body with a straight edge checking front to back and side to side. This includes side to side across the deck lid, hood or nose piece 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 exceed past the outside edge of the rear tire.

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 tapering to a maximum of 72" at the rear spoiler. The sides of the body must in a vertical fashion. No "swoop" in body panels. No fender/wheel flare can extend past the outer face of the rear tires and cannot extend beyond the rear of the tire. The wheel flare on the right rear is a maximum of 3" wide.

BODY SPECIFICATIONS: 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 whenever the car is on the track. Hood scoops are allowed (maximum height of 4") in stock height position. 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 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. Rear bumper height to be a maximum of 12" off the ground to the bottom of the bumper. Four inches maximum shelf measured from the front windshield post back to the front of the C-pillar plus 1" maximum side body radius. 1" maximum lip along the bottom of the door quarter panel skirt. No carbon fiber body components except for the roof.

REAR SPOILER: 8" high x 72" wide made of clear material. Bracing may be from front or rear. For the front bracing, there are a maximum of three supports with a maximum of ¾" round tubing only. Rear bracing must be inset from the sides of the quarter panel a minimum of 3" on both sides. A 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: 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 the center to keep the window from deflecting. A vertical rear window brace (placed in the center of the window) is required.

SIDE WINDOW OPENINGS: Side window openings are a minimum of 12" high x 22" wide. Size will be checked with a flat piece of material that will need to slide straight into the opening in a full vertical position. Any openings that are too small will need to be adjusted to the proper dimensions.

WHEEL BASE: Minimum of 101"

TREAD WIDTH: 80" maximum front & rear. This will be measured before and after the race with official COS Referee at wheel bead, spindle height.

ENGINE: Any V-8 steel block, NO aluminum blocks. Must be 4" set back from #1 plug. Any 4 barrel carb with 2 return springs.

BRAKES: Must have 4 wheel brakes in working order. 10" steel wheels only.

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

SUSPENSION: No independent rear suspension, no cockpit adjustments from inside the car besides brake bias (including but not limited to shocks, sway bar, pan hard bars, etc.). One shock per wheel.

PROHIBITED PRACTICES: Panning under the sides, or rear of car or any louvers or vents in the fenders, doors, or quarters. No titanium or carbon fiber rotors. No slipper clutches. No verticals or lips on the nose piece. No aluminum bumpers or right side door bars. Lead ballast only. NO mirrors of any kind. No radios of any kind. No traction control of any kind. Track officials will have the option at any time to confiscate & switch a driver's MSD box with a new one. Any driver who refuses to trade their MSD box will forfeit all points and pay for performance for the entire event.

Please call Tom Hernly at 517-204-0300 with technical questions.

