



2026 Arlington Raceway Outlaw Rules

General Rules

1. Arlington Raceway officials shall have full authority over events. Any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions.
2. All Vehicles are subject to inspection.
3. No Arlington Raceway Official shall be responsible neither for any mechanical failure nor for any losses injuries or death resulting from it.
4. Any unsportsmanlike conduct by drivers, owners, and or pit crews shall be grounds for disqualification and or punitive actions by Arlington Raceway will be strictly enforced. Drivers are responsible for the conduct and actions of crew members.
5. Absolutely NO Alcoholic beverages will be consumed by drivers or their pit crews prior to or during an event. Use, distribution or sale of illegal drugs at any time shall be cause for immediate, indefinite suspension.
6. Drivers must be at least 16 years of age (proof of age required). Drivers under the age of 18 years of age must have a signed notarized Parental consent form by Parent or Legal Guardian and said document must be in hands of official before participation of said individual will be allowed.

Safety Equipment:

Snell Rated 2015 or 2025 helmet required. Roll bar padding required in driver compartment where driver can come in contact with cage. Fire Retardant padding recommended. Fire Retardant gloves, shoes and neck brace (or head restraint) required. Right and left head supports required if using head and neck restraint system. SFI approved full fire suit required. Driver's side window net required -16"by20" ribbon or mesh type mounted to roll cage with latch at top front of window. Minimum 2" wide SFI approved 5-point safety harness required. Must be mounted securely to main roll cage. Recommend belts no more than 2 years old. Kill switch required in easy reach of driver and emergency personnel and clearly marked "ON" and "OFF". All safety equipment must be in good condition and used when car is on the track.

Car & Body

1. 1950 or newer American made stock passenger vehicle. IMCA approved frame allowed.
2. 110" wheel base minimum for unibody cars, 108" minimum for full frame cars, absolutely NO tolerance. Frames may be X-braced. Unibody must be tied together rear frame to front frame.
3. All body panels must be steel and match OEM contour. All hoods must be factory OEM dimensions, aluminum hoods ok. Trunks must be securely fastened at all times. All Sharp edges or torn panels must be repaired before next race.
4. Full factory floor or manufactured floor. Must be visible front firewall to rear OEM firewall. Dash must be flat. No other interior tin or covers. Rear windows must be left open, no covers. Trunk floor may be removed behind rear suspension and rear inner fenders removed.
5. All glass, plastic, upholstery, seats, lights, mirrors and chrome must be removed.
6. All doors must be secured shut. (welded, bolted, chained, etc.)
7. Front inner wheel wells may be removed.
8. Must use aluminum racing seat fastened to roll cage.
9. One 12-volt battery only. Must be mounted in trunk securely and positive terminal covered securely at all times.
10. Racing fuel cell mounted in trunk area in minimum 20-gauge steel container. Must be securely fastened in trunk above OEM trunk floor level with minimum 1-inch square tubing or 2 solid steel straps around entire cell, 2" wide x .125" thick. No adjustable fuel cell mounts, must be securely welded. Flapper or spring or ball type rollover valve required. Fuel lines through driver's compartment must be in metal pipe or conduit.
11. Drive shaft hoop required and must be .250 x 2" steel and mounted no more than 6" behind front of driveshaft. Driveshaft must be steel and painted white. Minimum 2" diameter.
12. Brakes on all 4 wheels and must work at all times. No brake shut off devices, no brake bias-no aftermarket master cylinders allowed. All calipers must match and have same size piston. Recommend GM Metric size caliper with 2.375 diameter piston. Steel brake lines only, must be visible, NO bath hubs.
13. Bumpers must be in stock location. Front and rear bumpers must be capped to fenders with minimum 2" strap. After Market nose and tail piece is allowed.
14. Rear spoiler is allowed. Maximum 4" off material height. No more than 3 forward supports same height and no more than 8 inches long. Spoiler must be mounted to trunk lid only.
15. **Front and rear tow hooks mandatory.**
16. No Transmitting or listening devices allowed in car. One-way RaceCeivers are required.
17. Maximum 25 lb weights, 2 ½ "bolts per 25 lb. Must be bright white with car number clearly displayed. No weight in driver's compartment.
18. 18-gauge door plate required on driver's side.

Suspension

1. Must be original type suspension for make and model. No add on quick steer boxes. No aftermarket parts. IMCA Stamped uppers are allowed.
2. Racing shocks allowed. Any shock may be claimed for \$50.00 each following engine claim procedure.
3. One shock and one spring per wheel.
4. Weight jack screws allowed. No swivel spring cups allowed.
5. Cars with weight jack screws can only have one mount hole on rear-end housing. Must be 2.25" to 2.50" from bottom of housing to center of hole.
6. Cars without weight jack screws, control arm mount on rear-end may have maximum 3 holes none lower than 4 inches from bottom of axle tube to center of lowest hole.
7. OEM appearing one-piece full rubber or nylon control arm bushings.
8. No offset or bearing type bushings allowed.
9. Control arms must match make and model.
10. One steel non-progressive closed end spring per wheel only. All coil springs must be minimum 4.5 inches OD.
11. Front coil springs must be 9.5" Free height with 0.5-inch tolerance.
12. Rear coil springs must be 11"-16" free height with 0.5 tolerance.
13. No spring rubbers or suspension stops of any kind.

Transmission:

1. Automatic with coupler is allowed. 270-degree scatter shield is mandatory. Forward and reverse gears must function at all times. No bump starts or external lines allowed. SFI flex plate required.
2. Manual 3 speed transmission with SFI Flex plate and 71/4 multi-disk clutch is allowed. Forward and reverse gears must function at all times. No internal clutches allowed. 270-degree steel bell housing required.
3. No lightened or gun drilled axles allowed. No scalloped or lightweight gears. 1" diameter hole in center section for inspection required. Mini or full spool allowed. No cambered rear ends.

Tires & Wheels

1. Stock (OE) passenger tires only, maximum width 7".
2. No mud, racing, fancy, exotic, trick gumball tires allowed.
3. No sipping or grooving allowed.
4. No light weight wheels, mag wheels, bead locks allowed. Spoke steel wheels allowed. Mud plugs allowed (wheel covers).
5. Maximum 8" wheel Right front wheel must be reinforced rest recommended. Offset is ok. Must remain inside the fenders.

Engine & Carburetor

1. The engine must appear strictly stock for that model and make. No aftermarket ignition.
2. Aluminum intake is OK. IMCA welded GM 7547 2701, headers allowed, cast iron exhaust manifolds allowed. Exhaust must extend past the firewall.
3. No electric fuel pumps allowed. Mufflers are recommended; all cars must meet 95 decibels at 100 feet.
4. All cars must run a stock (2) barrel carburetor, no Holley. May remove choke. No other alterations are allowed except: booster I.D. May be machined to .250 inch and venture I.D. Machined to 1.375 inch on Rochester carburetor. (Note carburetor may be claimed for \$50.00 following the engine claim Procedure). four-barrel manifolds allowed with no alterations. .25-inch throttle bore I.D. To 1.6875, Rochester only IMCA rule allowed.
5. Crate engines are ok to run but must adhere to the claim rule.
6. Gasoline only allowed.

Roll Cage

1. A full perimeter 4 post roll cage with an X-brace in rear and rear kickers must be used. Roll bar padding must be in driver's compartment. Roll cage must be securely welded to frame. No offset cages allowed.
2. Minimum .095 tubing at least 75 inch outside diameter for cages and door bars. Three door bars on each side must be used, steel door plates 18 gauge or .049-inch maximum thickness, must be securely welded outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat.
3. Must have tow hook in front and rear. Front hoop is ok -See front page.
4. Absolutely no square tubing or galvanized pipe is allowed
5. Fuel protection bar may be used, mounted frame rail to frame rail, no higher than fuel cell and inside the trunk area. Minimum 1.75" pipe.

Engine & Claim

1. \$550.00 cash claim on engine, \$25.00 of this goes for pulling the engine.
2. After first claim, driver has option of accepting cash, or exchanging engines with claiming driver (if it is an exchange, the claiming driver must pay \$50.00 plus exchange).
3. Claim does not include: 1. Flywheel 2. Clutch, 3. Pressure Plate 4. Bell Housing, 5. Exhaust Manifolds, 6. Carburetor, 7. Starter, 8. Motor Mounts, 9. Sending units and switches for oil pressure and water temperature, 10. Fan and pulleys, 11. Clutch ball, 12. Clutch arm, 13. Throw out Bearing 14. Dip Stick, 15. Water Pump, 16. Fuel Pump, 17. Distributor 18. Plug Wires.
4. First four position finishers must report directly to claim area and are subject to engine claim by any other driver finishing fifth on back in feature that has not been lapped by 4th place driver. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction. (Engine is still claimable): will be treated as engine claim refusal for second infraction. Driver allowed one claim ONLY per event, regardless of outcome of that claim. In case of multiple claims on same engine, a drawing will be held to determine what driver gets the engine. Should the first eligible driver withdraw his claim, his claim will be counted as a claim and the next qualifying driver will be awarded the engine. The claim is not charged to those not awarded the claim.
5. Driver making claim must drive his or her race car immediately after finish of the feature, under its own power directly to claiming area. Only driver and officials allowed in claiming area.
6. Claims must be made within 5 minutes of end of feature race and claimed engine must be completely removed within one hour from the time claim is made and driver agrees to sell claimed engine.
7. Claims must be made to official and \$550.00 cash with declaration of intention to claim.
8. Only driver may claim engine and only driver may agree to sell or refuse to sell engine. First sell or no sell by driver is binding.
9. Promoter may claim any engine following feature so long as claim is made within allotted five minutes.
10. Refusal to sell forfeits all cash and contingency winnings for feature, any trophies earned in feature, plus track points for the season. Any driver refusing to sell engine, when claimed, within rules, regardless of his or her reinstatement loses his right to claim any engine for 12 calendar months from date of refusal to sell.
11. First refusal to sell will result in loss of ALL points for that season and will also result in driver being suspended from Arlington Raceway events for 30 calendar days from the date of refusal and until \$500.00 fine is paid to racetrack or you may no longer race in the outlaw division at Arlington Raceway.
12. Any driver found to be claiming an engine for anyone other than himself will lose all points for the season and will be suspended for 30 calendar days and until a \$500.00 fine is paid.
13. All claimed engines must be removed from at the track: buyer must examine engine before removal, once removal is started, sale is final.
14. The cylinder block may not be altered in such a way as to prevent it from being used in a stock location. Drivers are to be held accountable for any sabotage discovered while pulling the engine, and will be responsible for any and all penalties as result of any sabotage. Any sabotage discovered to claimed engine will result in driver being suspended from Arlington Raceway competition for 30 calendar days and until a \$500.00 fine is paid to Arlington Raceway. The claim will be disallowed and the money returned to the claimer.
15. In the event of an engine exchange, the claiming driver pays for both engines to be removed. After a driver has been claimed two times, they are eligible to claim as many engines as they have had claimed. (Examples: once a driver has been claimed three times, that driver will be eligible to claim three engines for the standard \$550.00, and the next two would be exchange option by driver).
16. No driver may claim more than four engines during a current calendar year and must race a minimum of 4 dates prior to claiming.
17. No one driver may claim any other driver more than once during current calendar year.
18. EIRI (Except in Rare Instances) some above rules are noted EIRI rule-others may apply. Decisions of officials are final and binding, without exception.

**Arlington Raceway Reserves All Rights to Outlaw Hobby Rules
For More information call Levi 507-380-6998**