

## 2012 NES OUTLAW STOCK RULES

The following changes have been made to the class for 2012:

Grand National Style Hubs and Axles are permitted... See Section 3

Fuel... See Section VI paragraph N

Master Battery Cut Off Switch... See Section VI paragraph K

### I. GENERAL:

- A. The NES Outlaw Stock class is intended to be a low budget/entry level division. The intent is to keep costs low by using Street vehicles as the basis for a race car, with modifications allowed only for safety, reliability, and moderate, cost effective performance gains. This class is not intended for those with large budgets or professionally built or prepared race cars. No purposely built cars.
- B. No station wagons, pickups, four wheel drives, or convertibles.
- C. Minimum wheel base 108 inches.
- D. Doors must be welded or bolted shut.
- E. All glass and chrome trim must be removed.
- F. Racing seat is mandatory. Securely mounted to roll cage, not the floor.
- G. Heavy mesh screening to replace windshield.
- H. Five (5) point racing harness mandatory. Two (2) year rule as per NJ State regulations.
- I. Two (2) tow hoops, one in front and one in rear.
- J. Battery must be covered and securely mounted.
- K. New Jersey style fuel cell with three (3) mounting straps. Must be securely mounted to frame. Twenty two (22) U.S. gallons maximum capacity.
- L. Drivers side window net mandatory. Fuel shut off valve and master battery disconnect switch within drivers reach and clearly marked on/off are mandatory.
- M. Steel brake lines are mandatory.
- N. Six (6) point roll cage is mandatory. Minimum three (3) bars on each side. Cage must consist of 1-½ OD tubing, mounted and welded to the top of the frame. Tubing must have a wall thickness of no less than .095 (.120 recommended). Vent window bars are recommended. Driver compartment must be padded with NJ State Mandated High Density SFI certified roll bar padding. Engine loop bars must tie into down tubes on front of cage. Single rub rail per side are optional and must be rounded and turned into body and must be securely fastened. 1-½ maximum diameter for rub rails.

### II. FRAME AND CHASSIS:

- A. Per NJ State Law all cars will be required to maintain a minimum of 3 inches head clearance above the seated drivers helmet.
- B. Frame, sub-frame and/or uni-body structure must be factory original for the particular make and model from the center line of the rear forward. No fabricated frames and/or frame parts except for sub-frame connectors on uni-body cars.
- C. Suspension must be original suspension that matches type of car being used.
- D. Must be original stock type, mounted in stock position.

- E. After market upper control arms may be used. Tubular steel type in stock location (all steel). No adjustable type allowed. No adjustable ball joints, must be stock type. No aluminum upper control arms allowed. No off set upper control arms allowed.
- F. Steel OEM lower control arms only.  
Lower control arms must be mounted in stock location.
- G. Mechanical, screw-type weight adjusters are permitted on the front wheels only. No hydraulic, electric or other weight adjusters are permitted. Adjusters may not be accessible by the driver while sitting in the drivers seat.
- H. No adjustments of any type permitted on rear suspension. No wedge bolts, adjustable length spring shackles, variable hole spring shackles, variable hole front leaf spring mounts or leaf spring sliders. Stock length spring shackles only. Front OEM leaf spring mounts in stock location. No variable holes. Lowering blocks are permitted.
- I. Racing springs are permitted.
- J. After market, steel body, welded bearing, non adjustable shocks are permitted. Shocks must be mounted in stock location in rear and either inside or outside the springs in the front.
- K. All cars must have four wheel brakes in good working order at all times.
- L. Brake adjusters are permitted in cockpit.
- M. Engine must be centered in frame. The forward most spark plug on the left (drivers side) of the engine can be no further back than the centerline of the upper ball joint on the same side.

### **III. TRANSMISSION AND REAR END:**

- A. Manual or automatic transmissions are permitted. Any OEM cast iron or aluminum transmission or after market replacement. All transmissions must have at least three (3) working forward gears and one reverse. No internal clutches. OEM type clutch assembly only. Consisting of one full size cast iron flywheel, one OEM type pressure plate, one OEM type clutch disc and one mechanical or hydraulic release bearing only. Minimum clutch diameter 10-½ inches.  
NO 10,000 RPM CLUTCHES.  
"Automatic transmissions must have working torque converter, no on/off valve engaging transmission into gear is permitted".  
Minimum 2x3 inspection hole in top of bell housing mandatory.  
Inspection hole must be easily accessible by tech officials.
- B. Nine (9) inch FORD rear optional with stock mounting location.
- C. Locked rears are permitted. (Welded or mini spools)
- D. NO ALUMINUM SPOOLS.
- E. Posi-traction rears are permitted.
- F. Steel drive shafts only. No aluminum, titanium or carbon fiber allowed.  
Drive shafts must be painted white. Two (2) drive shaft loops are mandatory, one in front and one in rear. Must be 360 degrees (steel only) NO CHAINS.
- G. ALL REAR ENDS WHICH USE INTERNAL C-CLIPS TO RETAIN THE AXLES MUST BE REPLACED WITH A C-CLIP ELIMINATOR KIT. THIS IS A MANDATORY SAFETY FEATURE AND WILL BE STRICTLY ENFORCED.  
CONTACT NES TECH OFFICIALS FOR DETAILS.
- H. Grand National Style Hubs and Axles are permitted.

#### **IV. WHEELS AND TIRES:**

- A. Any 70 Series DOT approved passenger car tire.
- B. No truck tires.
- C. NES track stamped American Racing Tires are optional. There is only one tire compound in this division.
- D. Tires may be grooved.
- E. Eight (8) inch rims with bead lock are permitted.
- F. A maximum of eight (8) inches of tread width.
- G. Right front wheel may be reinforced. (recommended)
- H. Large Lug Nuts are mandatory.
- I. Minimum ½ inch wheel studs are recommended.
- J. Minimum right side tire pressure 12 PSI.
- K. Only foam pillow type mud plugs are permitted on right side of car.

#### **V. BODY:**

- A. Bodies must remain stock appearing. Stock OEM stamped steel body panels or identical steel aftermarket stock stamped steel replacement panels only. Approved aftermarket body panels permitted as follows: must be steel. Aftermarket body can only be used on same chassis as stock body. Currently, the only acceptable bodies are the 5 star Monte Carlo street stock body which may be used on all General Motors G-body chassis from 1978 through 1988. The 5 star and performance Camaro front fenders, hood and door panels may be used on 1970 to 1981 Camaro, however, rear quarter panel, trunk lid, and roof must remain stock. Cars must have rear body panel. No flat sided bodies. No fabricated bodies. Replacement body must be stock appearing and meet approval of tech officials. Aftermarket nose pieces are permitted as long as they maintain stock appearance for the particular make and model.
- B. All cars must have stock firewall in stock position. Rear firewall maybe fabricated, but must resemble factory firewall. All cars must have full factory floor pan from front firewall to rear of seat cushion area. Firewall and/or floor pan maybe repaired because of rust or damage, but not removed. Factory driveshaft tunnel must remain intact. Trunk must be sealed from drivers compartment.
- C. No sheet metal work permitted in drivers area from dash to rear of seat. Interior sheet metal may not box around drivers seat.
- D. Fenders may be cut for tire clearance only.
- E. OEM rear spoilers are permitted (6 inch max height). No fabricated rear spoilers.

#### **VI: ENGINE:**

- A. It is highly recommended that all Outlaw Stock engines be sealed by NES tech officials at the time of assembly. This is meant to eliminate unnecessary teardowns at the race track. Contact NES tech officials for sealing information.
- B. BLOCK- Any cast iron OEM production block. No aluminum, aftermarket or performance blocks allowed. Block must be one that was originally produced on any assembly line vehicle. All markings and/or numbers must remain on block for identification purposes.

- C. HEADS - Any cast iron OEM production heads that were available on an assembly line vehicle only. No aluminum, aftermarket or performance heads allowed. No angle plugs. All heads must maintain stock valve guide angle. Maximum valve head diameter 2.020- intake, 1.600-exhaust. This is an unported class. All heads must remain in factory condition with no modifications.

No modifications means-No sandblasting, bead blasting, acid dipping, porting, port matching, gasket matching, polishing, welding, or epoxy. No relieving or unshrouding of the valves in the combustion chamber. No hand grinding, sanding, blending or deburring. Inspection will be conducted with the head on the engine, but the method of checking may require the removal of the intake and exhaust manifolds.

Heads will be removed only to surrender to any NES officials for appeal or protest and to visually inspect for any modifications. Stock diameter valve springs only.

Screw-in rocker studs and guide plates are permitted. No angle milling. Straight milling of the cylinder heads to increase compression ratio is permitted, however, these engines will be limited to a maximum compression ratio of 10.5 to 1. No titanium or carbon fiber engine parts of any kind are permitted. All markings and or numbers must remain on heads for identification purposes.

- D. CONNECTING RODS:  
Any factory production or aftermarket cast iron or forged solid steel connecting rod. No aluminum, titanium, polished or billet. OEM rod length only.
- E. CRANKSHAFT: Any factory OEM crankshaft or cast iron or forged steel aftermarket replacement. All crankshafts must maintain OEM dimensions. No knife edging, narrowing, or cutting down the diameter of the crank counterweights. No machine work to be done to crank counterweights or journals with the exceptions of normal balancing and resurfacing procedures. No light-weight cranks. Only stock-type engine bearings allowed. No roller or needle bearing engine bearings permitted. Bore and stroke combination must remain stock for the engine being used. Maximum cubic inches 362.
- F. PISTONS: Any brand three ring flat top or dished aluminum pistons only. No coatings of any kind are allowed. Zero deck height. No part of piston can extend above the block. Maximum compression ration 10.5 to 1.
- G. VIBRATION DAMPENERS: Any steel or cast iron stock type OEM vibration dampener is permitted. No aluminum, fluid or friction dampeners are allowed.
- H. CAMSHAFT: No roller cams, roller gear driven cams, roller or mushroom lifters or lash caps are allowed. Camshaft may be of any brand. Only hydraulic or mechanical/solid flat tappet type camshafts permitted. Camshafts and lifters must be solid steel or cast iron construction only. No titanium, ceramic or other exotic materials permitted. Camshaft must be located in factory position in block. Stock type and size cam bearings only. No roller or needle bearing cam bearings permitted. Lifters and lifter bores are to remain stock in diameter and are to remain in stock location within block. Sleeving of the lifter bores to compensate for wear is permitted. Must utilize stock type timing chain and gears only. No gear drives, belt drives, or devices with external camshaft timing provisions are allowed. Roller rocker arms are permitted. No shaft type rocker assemblies are permitted except on engines that came from the factory with shaft type rocker

assemblies. Stud girdles and aftermarket rev kits are prohibited.

Engine must pull a minimum of 14 inches of vacuum at 1,000 rpm.

- I. INTAKE MANIFOLD: Any stock OEM cast iron production manifold that was used on an assembly line vehicle only. All casting marks and/or numbers must remain on manifold for identification purposes. No plastic manifolds. Manifold must remain as produced by engine manufacturer. No porting, polishing, welding, epoxy, gasket matching and/or acid dipping is allowed.

An optional box stock as cast aluminum manifold is permitted as follows:

Edelbrock Part No. 2101 for 86 and earlier Chevy heads.

2116 or 2104 for 87 and later Chevy vortec style heads with center bolt valve covers.

2181 for Ford 351W

2176 for Chrysler 318-360

- J. CARBURETOR: A \$300.00 claim and swap rule will apply.

Cars finishing in the top 5 ONLY will be subject to claim. The claimer must also be a top 5 finisher of that particular race. When claiming a competitor's carburetor, you must surrender the carburetor that you actually used in this particular race as well as the \$300.00 claiming fee. If you wish to claim a carburetor, you must present the tech inspector the fee, carburetor and a written protest within 10 minutes of the conclusion of the Outlaw Stock feature. The air cleaner and throttle linkage is NOT part of the claim.

The Holley Carburetor Part No. 4412 2BBL is the only acceptable carburetor permitted in Outlaw Stock.

All carburetors must remain in box stock condition with no modifications except for choke removal.

All carburetors must pass NES Tech gauges.

The only acceptable carburetor spacer is one that adapts 2BBL Carburetor to 4BBL Manifold and shall have a maximum thickness of 1-1/16 inches including gaskets measured from the top mounting surface of the intake manifold to the bottom of the carburetor base plate.

No fuel logs or fuel cooling devices are permitted.

Only one stock type mechanical fuel pump located in stock location on engine is permitted.

Mechanical throttle linkage only. Minimum of two (2) throttle return springs are mandatory.

Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as K & N Brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed.

- K. IGNITION: Only stock type battery ignition systems permitted. Use of aftermarket stock type distributor permitted. No external or internal ignition boxes or ignition amplifier permitted except for Ford which may use an OEM type external ignition box. No MSD or performance type external ignition box. Aftermarket OEM type heavy duty replacement ignition modules and coils are permitted. No Crank trigger ignition systems. No traction control devices of any kind are permitted. All Cars in all divisions shall have a mandatory master disconnect switch, which shall disconnect any and all electrical functions of the race car. This switch shall be

mounted in the area where the "A" pillar meets the top horizontal bar on the left "driver's side" of the roll cage. This switch shall be painted red and clearly marked ON/OFF and must be accessible from the outside of the race car.

- L. LUBRICATION SYSTEM: Stock OEM type wet sump oil system only. Must be in steel oil pan on bottom of engine. Oil pan must have 1 inch inspection hole on left side.  
No dry sump systems or external oil pumps allowed.
- M. COOLING SYSTEM: Water pump must be stock OEM type. Aluminum or cast iron are permitted. Heavy duty aftermarket pumps are permitted. Radiator fan must be steel or aluminum only. No electric cooling fans or pumps. Aftermarket aluminum radiators are permitted.
- N. FUEL: Although not mandatory it is highly recommended that the fuel be purchased from New Egypt Speedway. The baseline fuel used for our testing will be the fuel that is sold at the track on that particular day. When track fuel is not used by a competitor, the track is not responsible any disqualification for a "dirty" fuel test. Racing gasoline or commercial available 94 octane pump gasoline only may be used. No E85 or other exotic fuels permitted. Commercially available pump gas or racing gasoline only. No top lubes, performance enhancements additives, or any other kind of additives are permitted.
- O. EXHAUST: Headers permitted, maximum primary tube size is 1-5/8 inches. No part of the exhaust system from the header flanges throughout the entire exhaust system shall exceed 2-1/2 inches. Minimum 12 inch long tail pipes are required. Mufflers mandatory. 2-1/2 inch maximum exhaust diameter.

#### **VII: LETTERING AND PAINT:**

- A. All cars must have four (4) number locations, each door, roof and rear of car. Numbers must be minimum 18 inches in height.
- B. Numbers must contract car color. All paint and numbers must be presentable to the public at all times.

#### **VIII: WEIGHT:**

- A. All Cars must weigh a minimum of 3200 pounds with the driver at the completion of all qualifying races and the feature event. The amount of weight on the rear wheels with the driver at the completion of all qualifying races and the feature event can be no more than 49% of the total weight of the car and driver combination on all cars utilizing leaf spring rear suspension. All cars utilizing coil spring rear suspension may be 52% rear weight.  
All cars are subject to approval and/or disapproval by NES Tech Officials on a one by one basis.