



2022 RENEGADE RULES

Rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES and REGULATIONS. They are a guide and are in no way a guarantee against injury or death to a participant, spectator, or official. Harris Speedway retains the right to make all decisions and reserves the right to make any rule changes/amendments with dispute or appeal

ALL VEHICLES, COMPETITORS, AND TEAMS SUBJECT TO HARRIS
GENERAL RULES AVAILABLE AT THIS LINK: www.harrisspeedway.com

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1. GENERAL - tech man has right to check this every week

- 1.1- 1968 or newer American made car, no station wagons, trucks, jeeps, convertibles, mustangs, or pony cars
- 1.2- car must weigh 3100 pounds with driver after race
- 1.2-1- 25-pound weight brake for full containment seat, fire suppression and head restraint. 1.3- 110 racing fuel only
- 1.4- no nitrous or traction control

2. BODY - *visual protest only*

- 2.1- cars must be neat in appearance
- 2.2- aluminum bodies ok but must retain stock shape and appearance
- 2.3- aftermarket noise ok, (no late model or cow scoop) May leave rear open (rear bumper cannot exceed past the inside of the rear tire, no sharp or pointed ends)
- 2.4- must have a deck lid
- 2.5- max 72" across quarters where spoiler attaches
- 2.6- cannot exceed 50" from ground to the top of the rear spoiler
- 2.7- spoiler may be 8" tall with no more than (3) 12" long by 8" high spill plates/side plates 2.8- may run any replacement roof - must be 48" X 50" - Don't do anything crazy 2.9- 13" minimum door and rear glass opening
- 2.10- may use lexan in rear side windows
- 2.11- interior can be boxed in
- 2.12- may cut hole in hood for air cleaner with 4.5" max tall scoop or air deflector scoop may be no more than 4" wider than air cleaner (no cold air boxes, or forced air) 2.13- all firewall holes must be covered
- 2.14- may replace firewall with steel sheet metal (does not have go all the way across) 2.15- may replace floor pan under driver with steel sheet metal 16 gauge or 18 gauge 2.16- may replace dash with sheet metal - interior metal cannot be higher than dash 2.17- aluminum radiator with made brackets ok, must be in stock position 2.18- fuel cell must be mounted inside of trunk with firewall between driver and fuel cell
- 2.19- seat must be securely fastened to roll cage
- 2.20- must have number on sides and top and able to be read by score tower

3. SUSPENSION

- 3.1- suspension must be stock unless otherwise stated
- 3.2- may run racing springs with adjustable buckets or jacking bolts on front and rear (no coil overs)
- 3.3- top a-frame can be cut or move top mounting perch (adjustable mounting perch's ok) 3.4- no adjustable blocks - 4" of lowering blocks max.

- 3.5- tube type a-arm on top only (nonadjustable) Bottom a-arm must be stock for chasses. Johnson lower a-arm ok. may use screw in ball joints on top and bottom.
- 3.6- OEM steering and suspension parts only, bearing spacers ok.
- 3.7- adjustable buckets in rear ok
- 3.8- all hook up points on chassis must be in stock location
- 3.9- leaf spring cars may adjust perches for pinion angle
- 3.10- may adjust rear shackles
- 3.11- aftermarket bushing in a-frames and trailing arms ok but may not swivel or be off set.
- 3.12- may run any stock body racing shock, may relocate front shocks.
- 3.13- stock brakes and master cylinders
- 3.14- oem brake calipers only - NO ALUMINUM
- 3.15- duel master cylinder ok - adjusters ok

4. REAR ENDS

- 4.1- all hook-up points on chassis must be factory stock
- 4.2- gm 10 or 12 bolt rearend or 9" ford floater rearend ok
- 4.3- trailing arm bracket on axle must be in stock location (3.5") with a .5' tolerance center of bolt hole to bottom of axle tube, same location on both sides.
- 4.4- plates for shock mount under leaf springs may be aftermarket
- 4.5- rear shocks may be relocated and may be mounted on heim joints top and bottom
- 4.6- may run after market axles
- 4.7- any gear and ratio allowed
- 4.8- locked or limited slip rear ends allowed
- 4.9- full spools ok
- 4.10- no gun drilled axels
- 4.11- no gun drilled rotors or scalloped rotors
- 4.12- no scalloping of any parts other than gear.
- 4.13- all components must be made of steel
- 4.14- disc brakes ok - doesn't have to match model of car
- 4.15- can cut top of trailing arms for pinion angle, bottom trailing can be aftermarket but has to be stock length on both sides.

5. WHEELBASE / FRAME

- 5.1- must be at least 108", 1" tolerance +/- allowed, front must match rear. (Monte Carlo to Monte Carlo, Camaro to Camaro, ETC...)
- 5.2- Johnson Chasses ok (min. 7 ½ inch ride high)
- 5.3- may have x bracing. May notch frame for tie rod clearance.

6. WHEELS / TIRES

- 6.1- 8" wide wheels max .25" tolerance - 15" wheels only
- 6.2- may run beadlocks but must face outside
- 6.3- may run offset rims and wheel spacers
- 6.4- Hoosier H500 or American Racer Stocker Hard Only

7. IGNITION

- 7.1- stock type ignition
- 7.2- circuit board modules OK
- 7.3- stock type distributor only
- 7.4- no altering firing order
- 7.5- brass gear is legal
- 7.6- no msd with boxes

8. CARBURETOR

- 8.1- quadrajet
- 8.1-1- choke flap may be removed
- 8.1-2- no removal of choke horn
- 8.2- may run Holley 600 cfm #1850 carb
- 8.2-1- must have stock tube and float bowl, casting and baseplate must be stock and unaltered
- 8.2-2- must have air horn with number
- 8.2-3- adapter plate mr. gasket #1932 only 3/4" thick
- 8.2-4- may run the 1/4" thick Q-jet gasket
- 8.3 may run a 650 Holley #4777
- 8.3-1- no porting and/or polishing must fit track no go's
- 8.3-2- may use a 1" max thickness adapter if using Holley carb on Q-jet intake with (2) .070" max thickness gaskets only.
- 8.3-3- may drill holes in butterflies, must pass track gauges.
- 8.3-4- aftermarket idle adjustment screw is allowed

9. INTAKES

- 9.1- stock cast iron
- 9.2- Edelbrock 7101 or 2101 intake
- 9.2-1- may run a 1" open spacer with a 2101 intake only
- 9.3- fords may run Edelbrock 7181
- 9.4- no porting or polishing
- 9.5- no Holley pattern factory intakes

10. HEADS

- 10.1- any low compression open chamber head
- 10.1-1- may use single radius cut to relieve top angle and to single bowl cut to relieve bottom angle. The bowl area must retain same configuration as far as shape and finish as it was from the manufacturer.
- 10.2-chevy may run dart head #10024361
- 10.2-1-64 cc min chamber volume
- 10.3- ford may run dart head #13310080 or wph #8245303
- 10.3-1-60 cc min chamber volume

- 10.4- cannot alter anything on the dart heads other than clean the exhaust lip out of the chamber head.
- 10.5- any stainless valve - no titanium keepers, retainers, or anything
- 10.6- any valve spring and steel retainers and keepers only
- 10.7- any stud mounted rocker arms
- 10.8- intake runner and chamber volume will be checked at head if protested
- 10.9- intake runner volume may not exceed 179 cc
- 10.10- pin studs in heads ok
- 10.11- stock size of valve for make - max. 1.94 for intake and 1.50 for exhaust
- 10.12- screw in studs and guide plates ok
- 10.13- rocker arms stamped steel 1.5 or 1.6 ok or roller 1.5 or 1.6 ok
- 10.14- stud girdles ok
- 10.15- no hand blending
- 10.16- no porting or polishing
- 10.17- steel valves, stock stem diameter only. No hollow stem.
- 10.18- valve cover breather allowed
- 10.19- 3 angle valve job ok.
- 10.20- no vortec, closed chamber or angle plugged heads

11. BOTTOM END

- 11.1- any oem stock size engine with flat top pistons
- 11.2- max size 363 ci
- 11.3- 4" bore with .060 over bore max
- 11.4- no big blocks
- 11.5- stock blocks only
- 11.6- pistons may be 2 or 4 valve relief
- 11.7- pistons - Chevy .100" deep and ford .040" deep and 1.400" wide
- 11.8- stock type fuel pump
- 11.9- no vacuum systems of any type
- 11.10- #1 spark plug cannot be further back than left front ball joint
- 11.11- any 5.7 i-beam steel rod - no aluminum or titanium - no grinding or lightening
- 11.12- fords -any stock size i-beam rod for engine claimed - no aluminum or titanium - no grinding or lightening
- 11.13- may run light weight wrist pins but must be all steal wrist pins
- 11.14- no small journal rods (2.000") in a 350 engine
- 11.15- roller rockers ok
- 11.16- any stock appearing crankshaft
- 11.17- may use 305 crank with a 350
- 11.18- no knife edging to a single point or lightening, etc
- 11.19- steel crank must weigh 50 lbs.

- 11.20- cast crank must weigh 48 lbs.
- 11.22- no stroking or destroking
- 11.23- only way to balance is drill the counter weights
- 11.24- journals may be turned no more than .060"
- 11.25- may add mallory with stock gm cranks
- 11.26- racing oil pan is ok - no kick outs in front of pan
- 11.27- valley pan ok
- 11.28- no dry sumps allowed
- 11.29- any timing chain - no belt or gear drives
- 11.30- any oem Chevy or ford cast block straps or spayed caps ok
- 11.31- headers are legal but must exit parallel to ground, in line with frame rail. Pipe must be same diameter as collector. May run turn downs.

12. CAM

- 12.1- solid lifters ok
- 12.2- maximum .425 lift at valve, checked at 0 lash
- 12.3- no swapping of any lobes - must be in stock order

13. OTHER ENGINE OPTION

- 13.1- may run sealed 604 crate engine as delivered from GM

14. TRANSMISSIONS

- 14.1- must be stock with all working forward and reverse gears
- 14.2- automatic transmissions
 - 14.2-1- automatic transmission torque converter stock type and 11" minimum
 - 14.2-2- may run transmission cooler
- 14.3- 3 speed straight drive cast iron transmission
 - 14.3-1- must have blow proof bell housing or scatter shield of 1/8 steel
 - 14.3-2- stock steel flywheel - 14 lbs. minimum
 - 14.3-3- stock type clutch and pressure plate must weight 12 lbs - minimum 10.5" diameter, no modifications to pressure plate
 - 14.3-4- solid clutch disc ok
 - 14.3-5- may use hydraulic clutch
 - 14.3-6- after-market throw out bearing ok
- 14.4- no lightening of gears

15. DRIVE SHAFT

- 15.1- stock for model of car or may run 2" driveshaft
- 15.2- no carbon fiber or aluminum
- 15.3- "U" or square type safety loop on front of drive shaft assembly is required

PROTEST AND CLAIM RULE

PROTEST BOTTOM - \$600 (choose one)

- 1) Remove crank weigh crank inspect journals, visual rod and piston from bottom crank will be weighed with gear and pilot bushing
 - 2) Remove piston and rod from engine and visual crank and check journal in place
- acceptance fee - \$200
 - track keeps - \$200

604 COMPLETE ENGINE -\$1,000

- acceptance fee \$300
- track keeps \$300

PROTEST ANY 3 ITEMS - \$300 (604 outside seal bolts only)

- acceptance fee - \$100
- track keeps \$100

SHOCKS- May buy any shock on the car for \$200 EACH

- PROTEST TIRE OR GAS - \$150
- Acceptance fee -\$ 150
- Track keeps -\$150

Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue. Officials have final say on ALL protested or claimed item issues.

Tech man has final say.