

# Street Stock and Renegade Rules Clarification

## Renegades:

Revised 1-30-2012

1. Only OEM cast iron intake manifolds are permitted.
2. Cylinder heads minimum 72cc combustion chamber for each cylinder permitted.
3. 3 angle valve job per NASACAR Late Model Stock Car Rule Book.
4. Aluminum or steel pulleys approved.
5. Stock OEM or Aftermarket noses approved - must remain stock appearing. (no Late Model, etc)
6. No fiberglass body parts or hoods.
7. 3.42 gear rule as per rulebook.
8. Any brand OEM stock mounted hydraulic shock.

**NO RACING SHOCKS, NO COATING of SHOCKS, shocks must remain as manufactured.**

9. Cooper Cobra P235/70 R15 to be purchased or approved at the track, No angle/camber cutting of tires

## Street Stock:

Revised 1-30-2012

1. Stock Steering components only, NO altering of center link or adjustments/slugs for bump steer.
2. Spindles must remain stock as per rulebook (NO altering of spindles).
3. Weight -

105" and longer coil springs 3200/1440

110" and longer leaf spring cars 3200/1440

101" coil spring cars 3250/1465

**All other leaf spring cars 3250/1465**

**\*Aftermarket bodies add 50lbs. to RS above and beyond total weight (Ex. 105" and longer coil spring 3250-1490)**

**\*Cars with front screw jacks must add 50lbs. overall - 55%/45% split\***

**\*For competitor equality cars with front screw jacks will not be allowed to make jack bolt wedge adjustments during the actual race. \* (1 lap penalty will be enforced )**

**4. Sway bar mounting must be in stock location with maximum of 1/2 inch drop for bushing/spacer. Sway bar must solid mount to lower A-frame in stock location, helm joints approved. No Slappers.**

**5. Upper A-frame must maintain stock location, reinforcing of stock mounts approved.**

**6. Front shocks will be moved outboard for easy control and inspection.**

**7. Approved shock are the Pro WB Series in 7" or 9" stroke with valve numbers of 4s, 5s, 6s or 7s.**

**\*\*Shocks must be marked Pro-Spec as sold by JM Motorsports - \$75.00 each + tax\*\***

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**8. Shock claim rule - \$300, including struts - \$400.**

**9. Frames must remain completely stock. Any modifications must be approved by NASCAR Head Tech Official.**

**10. Exhaust Collector and exit pipe must not exceed 3" OD as in rule book.**

**11. 5" height rule for all cars, metric cars will be measured at sub-frame and leaf spring at rocker panel. All cars must maintain a roof height of 49".**

**12. Wheel Spacers - One spacer per wheel, no welding, magnetic steel. Billet aluminum is approved.**

**Must be equal left to right, front to rear do not have to agree.**

**13. Scuff tire program remains. Cost will be \$25 each.**

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