

2024 BAM Renegade Sportsman Rules:

BAM RENEGADE SPORTSMAN

Both Options:

BODY: Aftermarket (track approved) dirt bodies allowed. (AR bodies) OK. Minimum roof size 48" X 48". 72" max body width. Sail panel 43" max, minimum 4" gap between sail panel and spoiler side.

WHEELBASE: - Stock wheelbase for chassis being ran. 108"- 1" tolerance + or - NO jeeps or station wagons.

NOSE: Rubber nose OK... Late Model stock style noses ok, No MD3 or MD late model series or style allowed.

TAILPIECE: Rear of car can be open, Maximum deck height 42".

COCKPIT: Must run complete, enclosed cockpit. You must have a floor pan under driver. Front firewall location may be moved for engine clearance. (unibody cars, please see below)

SPOILER: Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car but cannot extend past rear of cockpit.

CHASSIS & SUSPENSION: 1. Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes drag-links, tie rods, spindles etc.
FRONT SUSPENSION! (NO CHAINS on FRONT or Rear)

2. Steering - stock type - Quickeners OK.

3. Front spring spacers OK. NO front screw jacks allowed. Aftermarket or OEM rear trailing arms allowed. Rear trailing arms cannot be adjustable. Rear spring- jack bolts OK. Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches). Rubber, steel or plastic bushings allowed.

4. Springs may be changed but must remain in stock location. Racing springs OK (No stack springs). 1 spring per wheel allowed.

5. A-Frames - Upper control arms may be tubular steel or modified OEM. Longer GM stock type Ball joints OK on upper only (No Screw in ball joints). Lower control arm must be OEM for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed). No mono-balls allowed. No bump stops. No adjustable or rebuildable ball joints

FRONT SHOCKS – AK1043 only. Can be raised or lowered 3". No heims. Front shocks must remain in stock location. No bump stop on shocks.

REAR SHOCKS - Steel body non-adjustable racing shocks OK. NO Schrader valves. No Hyper-valve or external fill port. NO bump stop on shocks. May relocate rear only. Heim joints OK on rear shocks.

Shock Claim - Front - \$150 each. Rear - \$200 each including Heims. Have to be claimed within 5 minutes after main event with money and written claim given together to tech man. Shock is bought "as is".

2. Engine setback - #1 plug even with center top ball joint.

3. Framework may be reinforced. Tubing may run from front most rear spring mounting points (at intersection of frame and rear portion of the unibody) to the front sub-frame. Mounting points for front frame rails must remain bolted in position. Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location. (Shock mounting points may be reinforced.)

5. JOHNSON RACING X.Y.G Metric CHASSIS is allowed, BERNHEISEL RACE CARS "M" SERIES FULL PERIMETER ALLOWED ALSO.

6. ANY TUBULAR FRAME WITHOUT THE Johnson OR Bernheisel race cars SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL. ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

7. Stock Metric frames have the option to be repaired with Johnson tubular front and/or rear clip. Front and Rear Clips will also have serial numbers.

8. All chassis, Stock metric, Johnson and Bernheisel must run stock GM lower A Frames.

9. Johnson Chassis must have a 3/4 inch block or thick square tubing welded in front of spring bucket for an A Frame stop. Must be flush with outside of rail.

10.

Full perimeter chassis is the only chassis allowed.

11. Bernheisel chassis must have a 1-3/4 inch thick block or thick tubing welded to the bottom of rail for A Frame stop. Must be flush with outside of frame rail. Both sides of car. 2x3 square tubing must be added on both sides of car from rear kick out to front clip to make it a full perimeter chassis. (Refer to

Renegade Sportsman 2024 Johnson and Bernheisel Drawings)

12.

ENGINE OPTION #1: 3,000lbs.GM crate motor only. Part #88958602 (350 stock circle track engine - 88958602) ALL ENGINES (Factory Sealed, SECA sealed, & Unsealed) MUST meet GM specifications! May rebuild using GM parts as set forth by GM and must meet factory specs (GM changes to parts/ part numbers taken into consideration).

ENGINE OPTION #2: 3,100 lbs. Must be same make as car. Engine must be STRICTLY STOCK. No factory high performance allowed. Cubic Inch: (Chevy - 350 C.I.) (Ford - 351 C.I.) (Chrysler - 360 C.I.)

Block: Stock cast iron OEM, may overbore .060 MAXIMUM (NO TOLERANCE). May deck block to .000 deck only (NO TOLERANCE).

Crankshaft: Factory stock for engine running OK. Minimum weights: Steel 49lbs, Cast 47lbs. No knife edging or undercut counter weights. NO CUTTING ALLOWED.

Rods: Factory stock for engine running OK. May balance rods. May run any rod bolt. May run Eagle rod part #ESP5700BPLW or Scat part #SCA-25700P. Floating pin OK. Summit Speedmaster PCE274, 1003 also allowed. 2-icr 5700-7/16 scat allowed.

Pistons: May use any flat top or dish stock replacement piston, forged or hypereutectic. Flat top piston must have 4 valve relief's (Factory). No custom machining allowed, must use standard (Wide) ring package 5/64th", 5/64th", 3/16th". Coating on skirts OK. No custom pistons. May cut valve pockets.

Intake: Option 1 - Factory stock, cast iron, low rise only. Valley pan OK. Option 2 - Edelbrock part #5001,7101 or 2101. Must remain box stock, no alterations.

Fuel Pump: Stock OEM or racing pump only.

Heads: Factory stock or Dart, or Dart IMCA approved bare cast iron small block Chevy cylinder head (PART # 91624360-BARE). Cast iron OEM straight plug only, screw in studs allowed. No high performance or double hump allowed (NO VORTEC). NO BLEND WORK ALLOWED.

Competition Valve job OK. Bowl cut OK, may not bore below guide boss. May run roller rockers 1.5 ratio for Chevy, 3/8 and 7/16 stud, no stud girdles allowed. For other engine manufacturers, stock rocker ratio. Any steel valve spring. Any steel retainer. POLYLOCKS OK. GUIDE PLATES OK. Stock diameter stainless steel valves OK. May run Dart Head SS #10024361, 10021070 wissota 165 dart ok.

* 64 CC MIN chamber volume.

* Any stainless valve - 11/32" stem - 1.949 intake - 1.509 exhaust. No titanium keepers, retainers, etc.

* Any steel valve spring. Steel retainers and keepers only. Stud mounted rocker arms only - 1.5 ratio.

Camshaft: MUST BE Flat Tappet HYDRAULIC LIFTERS ONLY. No bottoming out of lifters. Must be a true hydraulic functioning lifter. Any timing chain. May degree camshaft. Cam must be OEM .425 maximum lift for Chevrolet; others will be .450 maximum lift. Stock diameter lifter only. May run valley tray.

Oil Pan: Any wet sump.

Balancers: Factory stock or aftermarket OK.

Both Options:

*Aftermarket pulley system and belts OK. *Any plugs and plug wires OK.

*No electric radiator cooling fans

*No electric water pumps.

Ignition:

May run brass distributor gear

Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button) May run a MSD, DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes) No circuit boards.

ENGINE OPTION #1 (Crate)

CARBURETOR: - Box stock 650 Holley #4777. Must pass track gauges. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squirter arm replacement OK) Any 1 or 2 inch Carb Spacer OK. 4 corner idle ok.

ENGINE OPTION #2 (Built)

CARBURETOR: - Box stock 650 Holley #4777. Must pass track gauges. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squirter arm replacement OK).

May run 1" adapter for Holley carb. to stock manifold with no more than (2) .070" thick gaskets. Can run 1" adapter or 1" spacer. Either, or, but not both. May run maximum 2" air cleaner riser. 4 corner idle ok.

NO cold air boxes, (No metal or plastic allowed under the breather/hood/and or carburetor).

This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.

Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

EXHAUST SYSTEM: Any standard 4 into 1 collector, no stainless steel, No coatings, No tri y, No "X" or merge type pipes allowed. Maximum of 12" pipe (1" tolerance) (measured from end of collector), has to be the same diameter of collector. No additional pipe/tube/obstructions etc can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe). No mufflers allowed.

FUEL SYSTEM: Must pass track test, Pump gas or 110 fuel. No E85 or additives. Fuel Pump (stock type, mechanical only). Fuel cell is mandatory.

DRIVELINE: Single disc, stock or stock replacement clutch only. Clutch must have solid lining only. You must have spring(s) in clutch.

Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)

Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight. Scatter shield or 3/16" plate around flywheel area-MANDATORY. Stock or stock replacement flywheel only. No machining or lightening. May resurface only. Fly weighed without bolts or studs.

TRANSMISSION: GM (Cast Iron)Saginaw or Muncie manual transmission 3 speed only. No direct drives. Must have all forward & reverse. No Coatings, lightweight or polishing. All forward gears must be helical cut teeth. You may run 350 or 400 turbo automatic with OEM working torque converter. Flex plate must be GM #14088765 or GM #14088761. No power glides.

DRIVE SHAFT: Steel only (1 1/2" min. diameter)

REAR END: Stock factory or 9" Ford. Any ratio OK. Positive traction or locked OK. Floater OK. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED) Gun drilled axles OK, Any gear OK. Polished & lightened ok. No titanium. No mono balls or 56247 swivel type bushings.

REAR TRAILING ARMS: Lower (OEM rear trailing arms or aftermarket OK, non adjustable only, stock length), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length. **8 inch maximum height on Upper Trailing Arms, Measured from top of the axle tube to the center of top bolt in trailing arm. 1/2 inch tolerance side to side. Stock Trailing Arms or stock replacement only.**

BRAKES: Stock type (4 wheel disc OK). No aftermarket or aluminum and must have operational 4 wheel braking system. NO Scalloped or Drilled Rotors. Racing Pedals, Adjusters, & Dual master Cylinders are OK.

TIRES & WHEELS: 8" steel wheels, Hoosiers H500. No Grooving or siping.

PROTEST: Items not covered below are considered track protest items and therefore track protest rules apply.

(2 Items) \$400.00 with track retaining \$100.00. Cam Protest: \$300 Engine Option #1 (Crate Engine)

Engine Option #1: Complete engine protest \$1,200. Engine will be checked by certified builder.

Engine Option #2: Bottom end only protest: \$700. Option1: Weigh crank/check journals, visual rod and piston from the bottom. Crank weighed with gear and pilot. Option 2: Remove rod and piston from engine and visual crank/check journals in place. •

Weight: 602 crate motor 3000lbs

Built renegade motor 3100lbs, must be posted on right side of car, weight followed by crate or built.

Tire Protest Fee (\$125), acceptance fee \$125, Fuel lab test \$150. Acceptance fee \$150.

Rules, weight, etc. can be adjusted for competition, if needed