

2026 AMS

CHARGER Rules

(FORMERLY RENEGADE & PURE STOCK)

Revised 12/18/25

The Competition Director will make adjustments and allowances, such as weight etc., to provide for visiting competitors whose cars don't totally comply with the following specifications.

Car numbers must be a minimum of 24" high numerals on side panels and on the roof. All lettering must be legible from the scoring tower, be in good taste, and acceptable to AMS officials.

Any part or assembly deemed to be illegal by AMS officials will be confiscated

Competing Models

Competition opened from 1964 to 2010 models of American manufactured hardtop rear wheel drive passenger cars with a minimum wheelbase of 107. Wheelbase must be stock for make and model of cars; frame and body must be from the same manufacturer. All seating, carpeting, flammable materials must be removed. Driver compartment must be completely sealed off from the engine compartment and trunk compartment with magnetic steel.

1. Sheet metal fenders, Doors, Quarters are allowed but must be stock appearing
2. Hood and trunk latches must be removed and cars must be equipped with properly installed hood pins. Hood bracing can be removed.
3. Remain stock factory deck lid. A single piece maximum 5" tall spoiler with a maximum width of 60" will be allowed
4. Doors must be welded or bolted. Doors may be cut for roll cage clearance only. 5. The stock steel floor pan, fire walls, trunk floor, and rear wheel wells MUST BE

RETAINED

6. No part of the tire tread can protrude past the body of the car. Fenders cannot be flared
7. Headlights, taillights, and moldings must be removed; no outside mirrors.
 8. Fiberglass or plastic nose pieces are legal. No dirt style noses. No additional spoilers, air dams, or fins allowed

9. A complete set of approved roll bars are required in the driver's compartment. Round steel 1-3/4" x .090 wall DOM or better bars are compulsory. All roll cage bars must be welded and must be approved by AMS officials in configuration and construction. Hoop bar may be installed front and rear
10. All cars must have windshields and back glass. All other glass must be removed
11. Quick-release steering wheels recommended
12. All cars must have stock bumpers in place and they must be securely fastened
13. Cars must have a front and rear hook/loop for wreckers to lift by 14. Radiators must be mounted securely in original location

Suspension-

1. Stock upper and lower controls arms only. No moving or replacing suspension mounts, spring mounts, cutting of any cross-members, or lowering of cars allowed.
2. Stock trailing arms only
3. Racing springs allowed. Springs must be within 1 inch in height from left to right. No screw jacks allowed. Maximum of two 1/8" spring spacers per wheel allowed. One spring rubber allowed per wheel, not to exceed one full round.
4. Minimum 6-1/2 inch ride height on frame and body must be maintained. Right side of the car cannot be higher than one inch of the left side height when measured at the outermost part of the frame rails.
5. Sway bars must be stock type for make and model; maximum 1-1/4 inch diameter sway bar allowed.
6. Spindles must be stock for make of car (i.e. No Astro spindles).
7. All steering components forwards of the firewall must be stock or stock replacement for make and model.
8. No steering quickeners.
9. Front and rear shocks must be mounted in stock location and be non rebuildable, non-adjustable with a steel body and shaft. Shocks are subject to a \$500 per set claim by the driver finishing no more than 2 positions behind the claimed driver.
10. Tread width may not exceed 74 inches when measured at the rear outside edge of the wheel tire bead mounting lip at spindle height.

Tires and Wheels

1. Racing wheels with 7" maximum width permitted. The distance from the wheel mounting surface to the inside edge of the wheel (Back spacing) must be the same for all 4-wheels.
2. No aluminum or magnesium wheels allowed

3. No bleeders allowed
4. Large diameter lugs nuts allowed
5. Two wheel locations may use a single steel spacer not exceeding 1/4" in width.
6. Specified tires must be purchased through Anderson Speedway. The Tire will be a **HOOSIER 790- NO EXCEPTIONS**

Engines

All components must be stock or stock replacement. No performance parts will be allowed.

1. Engine must be mounted in a stock location with stock mounts. 2.

Maximum cubic inch-GM 350 .060 over; Ford 351 .060 over; Dodge 360

.060 over

3. Heads- OEM cast iron only. No factory performance heads. No aftermarket heads, 70cc minimum combustion chamber size. No grinding, porting or polishing. No machining into the bowl beyond the guide boss. Guide boss may not be altered.
4. Maximum valve sizes; intake 1.94 inches, exhaust 1.50 inches. Valves must be stock length with minimum stem diameter of .340 in the guide, stem diameter below the guide must not be less than .315
5. Camshafts - Stock type hydraulic flat tappet camshaft only: Lift at valve Intake .410 Exhaust .410
6. Stock or stock replacement hydraulic flat tappets only
7. Stock or stock replacement rocker arms only. No aftermarket rockers or rocker hardware. Stock replacement screw-in studs permitted, round shoulders only no "hex" nut style studs. Single locking "poly-locks" permitted individual nuts with single set-screw only.
8. Stock or stock replacement valve springs, retainers, and locks only. No beehive springs.
9. Stock forged or cast steel cranks only, 48 pound minimum; stock stroke must be maintained. Can be balanced but no turning, thinning, or knife edging of counterweights. Must not be lightened or modified in any way. 10.

Stock or stock replacement OEM steel connecting rods

11. Flat top pistons only. Pistons may not stick out above the block deck surface.
12. CARBURETOR- The 350 Carburetor must be fully compliant with NASCAR Late Model stock 350 carburetor specifications. NO MODIFICATIONS of any kind will be permitted. This includes, but is not limited to, the metering block (s), Venturi, boosters, throttle plates, base plate, air bleeds, or any internal or

external components. Carburetor must remain as produced and approved under NASCAR late model stock 350 specifications.

13. Any stock cast iron intake manifold; Edelbrock Performer 2101 and GM 10185063 aluminum intakes allowed but can't be modified in any way. The Performer RPM and EPS are NOT allowed.
14. The carburetor adapter plate cannot be any thicker than 3/4" and cannot be adjustable. The adaptor plate must have two individual holes matching the carburetor base plate venturi size; the holes cannot be tapered or chamfered in any way.
15. The AMS approved air cleaner cannot be bigger than 4 inches high x 14 inches across and must be centered over the carburetor air intake.
16. Stock or stock replacement electronic or point style distributors only. No MSD or other aftermarket ignition components. FIRING ORDER: must be stock for make and model engine.
17. No headers allowed. No corvette "rams horn" manifolds. No crossover pipes or merge collectors allowed. Exhaust Tube sizes may only increase and not decrease from exhaust manifold through out the exhaust system (no chambered exhaust). Exhaust must exit car behind driver.
18. AMS officials have the right to check the engine and/or confiscate any part found to be illegal. Refusal to allow engine inspection by AMS officials will result in the entire engine being declared illegal.

Fuel System

1. Must have a racing fuel cell enclosed in a steel container not to exceed 12 gallons and must be securely mounted and adequately protected.
2. If the fuel supply line is routed through the driver compartment it must be of braided steel construction or be routed through metal tubing and must be securely fastened. The metal tubing must be painted red and be clearly marked "fuel line do not cut".

Electrical System

1. Battery location optional
2. Battery must be completely enclosed and securely mounted in a metal box and approved by AMS officials.

Drivetrain

1. All cars must have automatic transmission with full size (11" minimum), functioning stock or stock replacement torque converter. No modifications to any part of the

transmission or converter. No power glides. Any coolers must be in the stock location.

2. Stock length drive shaft for make and model. Must be no smaller than 2.5 inch diameter and must be made of magnetic steel. Drive shaft must be painted white for visibility. Car must have a driveshaft loop mounted securely within 10 inches of the front of the drive shaft. The driveshaft loop to be constructed from 2" x 1/4" magnetic steel.
3. Rear Ends must be stock for make and model. No positive traction, no locking differential, no excessive shimming, anything that causes both rear wheels to pull will be disqualified. Gear ratio allowed will be between 3.42 and 4.11. No camber or toe allowed in the rear end. This will be checked on the scales in the raced condition of the car.

Brakes

1. Must have OEM style 4 wheel working brakes
2. All brake components must be stock or stock replacement for make and model
3. No aftermarket pedals or master cylinders
4. No rear disc brake

SAFETY

1. Aluminum racing seats acceptable to AMS officials required. Five (5) or six (6) point seat belts and shoulder harness system required. All must be properly mounted, acceptable to AMS officials with a minimum 3/8" bolts and minimum 1/8" thick fender washers required.
2. Fire suit required; may be of one (1) or two (2) piece style.
3. Fire extinguisher is required and must be mounted within reach of the driver.
4. Must have Snell SA-05 (or newer) approved helmet.
5. NASCAR approved nylon window screens must be used on the driver's side and fold down.

Weight

1. Minimum weight of 3200 pounds with a minimum right side weight that is at least 45% of total weight of car.
2. All added weight must be in a block form not less than five pounds per piece
3. All weight must be painted white, have a car number on it and be securely fastened.
4. Any competitor losing ballast on the track may be subject to a \$100 fine and removal from the event.

Track officials reserve the right to PROMOTE any car and/or driver out of this division that has shown accelerated progress during or after the season.