



2026 RENEGADE TRUCK RULES

PETERBOROUGH SPEEDWAY

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PETERBOROUGH SPEEDWAY

This set of Rules is designed as a basic guideline. Peterborough Speedway operates on a special events invitational basis. Therefore, some variations for outside trucks may be necessary.

All trucks running in a feature or qualifying event are subject to technical inspection by random selection at the end of the race. Any truck running illegal non-stock parts will be disqualified. No truck will be permitted to compete in an unsafe mechanical condition. Any part of the truck not specifically covered in these rules must remain stock. Track reserves the right to keep any parts for further inspection, any illegal parts will be returned at the end of the current season.

2026 - RENEGADE TRUCKS

The Renegade Truck division is open to any 2-wheel drive 4cyl & 6 cyl pick-up truck 1980 to 1995 running the stock engine and transmission for the make, model and year being raced. 1996 to 2002 must be pre approved by management. No Jeeps, Convertible or 4-wheel drive trucks will be allowed. No full size trucks

The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. for the make, model and year of the truck being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book.

SPECIFICATIONS

APPEARANCE

Trucks must not be excessively rusted and must be presentable in appearance. Trucks that are considered unsafe or improperly prepared will be rejected by the tech committee.

BATTERY

Must be located behind the driver's seat securely fastened and behind the rear fire-wall outside of the driver's compartment.

BODY

Body must be steel and stock in appearance to the original vehicle, with no chopping, channelling or sectioning allowed. Body must be complete with all doors, fenders, quarter panels, hood, roof as well as both bumpers. After market truck nose/fenders/hood and tail cones allowed – eg Five Star, ARP. All chrome mouldings, door handles, name plates and lights must be removed. Front rad cradle may be removed. Door skins and box sides may be fabricated and must be a minimum of 22-gauge steel or .040 aluminim. Box floor may be completely removed. All measurements done at ride height.

A) BUMPERS / TAIL GATE

Bumpers must be stock appearing for the make, model and year being run. Bumpers must be mounted in stock position with no sharp edges exposed. Chains or cables must be installed from the bumper to the frame for SAFETY REASONS if there is no reinforcing. A fabricated bumper may be run but stock bumper or cover must be over top. If tailgate is removed the top 10" of the tailgate opening down towards the bumper "vertical" must be completely closed in with sheet metal with no holes or openings.

B) GROUND CLEARANCE

Minimum frame and body height is 5" with driver out.

C) HOOD AND REAR DECK

No hood openings allowed. Inner hood and trunk bracing may be removed. If original hood hinges are used, then 2 pins must be used. If not hinged, 4 pins are required. The top of the box must be completely covered with 22-gauge sheet metal or .040 aluminium the rear 1/3 which must be hinged with 2 pins or removable with 4 pins for access to the fuel cell. Rear spoiler is allowed but may not extend beyond rear edge of the box and must follow the contour of the rear deck lid. **Maximum 5" of material by width of rear deck.** No side pods or bracing of Rear spoiler. Box rake max of 2 inches at ride height. **Max rear spoiler from the ground TBD.**

D) ROOF HEIGHT

Minimum roof height is 54 inches measured 10 inches back from the windshield at ride height.

E) SCRUB RAILS

Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, maximum 1" x 2" welded or bolted to roll cage. No sharp edges. When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk. A 14"X40" 16-gauge metal plate is required to go between the cage and the door skin when using door skin only.

F) WHEEL OPENINGS

Original wheel arches may be removed/trimmed to a maximum of two inches for tire clearance. Inner splash aprons in the front fenders may be removed.

G) WINDSHIELD

Windshield is a must. Windshields must be safety glass or Lexan with 2 centre Braces and 4 safety clips – 2 at top of window and 2 at bottom of window. No plexiglass or half windshields allowed. The top 5" of windshield must be kept clear for Peterborough Speedway division sponsors.

BRAKES

All four wheels must be working. Rotors, calipers may be interchanged between year and model being run. Rear disc brakes are permitted from the same make of truck/suv with a 25lbs penalty. Single piston steel calipers only. Rear biasing /proportion valve allowed but cannot be inside the driver's compartment or within reach of driver. No brake lines allowed in the driver compartment.

CHASSIS AND SUSPENSION

A) ROLL CAGE & FRAME

Must be stock steel frame with no holes drilled for lightening. A full roll cage constructed out of 1 3/4 x .095 min round steel tubing is mandatory. Roll cage must be symmetrical in all directions. A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar "X" type bars will be allowed on passenger side. Left leg protection bar must be installed between the roll cage and the left front frame rail. An Anti-Intrusion plate constructed out of 16 gauge sheet metal is mandatory between door bars and body skin on driver's side. Dash bar required, along with an "X" type member across and behind driver. A so called "Petty" bar must run from center of cage to upper right front halo.

A front engine bay hoop is allowed and may connect directly to main cage. Bracing running from top of cage towards the rear, must extend beyond fuel cell area before attaching to rear frame rails.

All welds must be electric or mig and will be subject to the approval of tech inspectors. No offset cages allowed. All roll bars in the driver's area must be properly padded and taped.

- Renegade Trucks -

A) ROLL CAGE & FRAME(con't)

All suspension mounting points must remain in their stock locations. Front cross member may have snout removed and plated for center link clearance.

Fabricated rear frame rails are allowed from the front of the leaf spring mount rearwards. Front leaf spring mount must remain in stock location. Fabricated material must be a minimum of 2 x 3 x .095. Fabricated frame must be factory width, height and length. Any repairs to frame ahead of the front spring mount must be approved by management.

X-ing permitted in the following areas of the chassis. Main frame rails may have X bracing under the floor in the center section of the truck. Rear clip may have X bracing above or under the fuel cell area. Downward supports from main cage hoop to rear clip may have X bracing.

B) SHOCKS

After-market & Racing steel body shocks will be allowed. Racing shocks must be 50/50 valving, no split valving. Shocks must be non-adjustable and non-rebuildable. No Bump Stops of any kind allowed, internal or external. Relocating of shocks is permitted.

C) SUSPENSIONS AND FRAMES

All suspension and frame components must be stock for the year, make and model of truck. No modification of stock suspension locating points. Upper control arm mounts may be altered. Aftermarket upper A-arms may be used but must have a steel cross shaft.

Springs and steering components may be interchanged. No heim joints with the exception of the outer tie rods – must be a min of 5/8 steel. All control arm rubber bushings may be replaced with urethane or heavy plastic, steel, aluminum, brass. Mono-ball type bushings will not be allowed. Sway bars can be adjustable but must work off the lower control arms and be mounted underneath the frame. Maximum of a 2" drop spindle may be utilized.

Racing springs must be a minimum size of 4 inch outside diameter. Front load bolts may be used. Any type of rear spring spacer must be welded to the chassis and can be adjustable. Top rear spring mounts may be manufactured and in stock location. Multi-hole spring shackles will be permitted on leaf spring applications. No composite one-piece racing leaf springs. No "weight jacking" or weight transferring devices allowed. "J-bar" or panhard bars allowed

D) WHEEL CAMBER

Strut trucks may alter front strut towers to adjust camber.

COOLING SYSTEM

No antifreeze permitted, A overflow can must be installed on the firewall, behind the right front tire. Aluminum radiators and electric fans permitted. Rad must remain and function in the stock location

DRIVE LINE

If an aftermarket driveshaft is used it must be steel. All driveshaft's must be painted white. A ¼ inch thick by 2" wide steel loop must be positioned at the front and rear of the driveshaft within 6" of each u-joint.

ENGINE LOCATION & MOUNTS

Engine must be in stock location and centred in the frame with 0 tolerance. Solid engine and transmission mounts are permitted. Engine height minimum 12" from ground to centre of crankshaft. Spec engine must also be located in factory location – no set back.

EXHAUST SYSTEM

Muffler(s) are mandatory. Catalytic converter may be removed. Exhaust pipes must exit to the outside of the truck to the rear of the driver and within 18" of the rear wheels. Pipes to be cut flush to the body and above the frame rail Exhaust pipes should be firmly mounted high enough to avoid contact with the track surface during racing conditions. The exhaust cannot have any sharp edges or protrude outside of the body line. 1 5/8" primary tube with a max length of 36" and a 3" collector mild Steel headers are permitted, no Tri"Y"s, no stepped headers. Must bolt to head in stock location with no spacers. Headers may be wrapped or coated. Maximum 3" O.D. pipe size before muffler and max. 3" after muffler.

FUEL

Pump fuel or Track fuel permitted. The gasoline shall not be blended with alcohols, ether or other oxygenates it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. No lead additives allowed. No NOS systems.

FUEL SYSTEM

A) FUEL TANK / CELL

FUEL CELL IS MANDATORY and must be mounted in the centre of the box area behind the rear axle, with filler inside the box. Fuel cell maximum capacity – 15 gallons. The fuel cell must be separated from the driver's compartment by an all metal firewall. There can be no openings in the firewall and any holes must be filled in with metal. No filler neck or fuel line is permitted inside of the driver's compartment. The fuel cell must be firmly secured with steel straps between the frame rails in a steel safety container. Minimum of two straps front and back, one side to side (straps must be steel and a minimum of 1" x 1/8" flat strap). A fuel cell protection bar is mandatory. Minimum 1 3/4 inch O.D. .095 inches thick. The bottom of the fuel cell may be no lower than 13" from the ground to bottom of cell, and must be centred in the chassis from side to side. No electric fuel pumps unless on fuel injected vehicles. All filler caps must be non-vented. No truck will be permitted to run if any sign of fuel leakage is found. The mounting of the fuel cell is at the discretion of the tech inspector. Steel cased fuel filters only. Cell ground strap and fuel cap attaching device are mandatory.

B) FUEL SHUT-OFF

There must be a fuel shut off valve in working order and mounted at the rear of the cab accessible by safety personal. It must be brightly and neatly marked "ON" and "OFF".

IGNITION & CHARGING SYSTEM

OEM 12-volt stock ignition, must consist of stock or stock replacement parts only. No aftermarket high performance ignition systems or printed circuit type modules. Charging system is optional.

Kill Switch Mandatory in main battery line or use of Ford solenoid is permitted, either system must be clearly marked and in reach for safety personal.

INTERIOR

All upholstery materials and trim and padding must be removed. Front firewall must have all holes and openings covered with sheet metal. Area between fender and firewall must be filled with sheet metal. Front firewall but must remain in stock location.

Any holes or openings in the floor pan must be covered with sheet metal. Original floor pan must be retained on driver's side of interior. A fabricated interior may be used on the passenger side of truck. For transmission clearance passenger side floor pan may be raised 12" above original position of driver's floor pan. Passenger side floor may drop back down to original height or maintain height of 12" to passenger door. Any and all fabricated interior must be built with a minimum of 22-gauge steel, .040 aluminum may be used on the passenger side. No aluminum may be used on the driver's side including the driver side of the transmission tunnel

Only 1 rear view mirror **OR** one 4" side fish eye mirror is allowed. No fuel or brake lines or fuel filters permitted in the driver's compartment. No plastic gauge lines. Roll bar padding is mandatory.

PAINT AND LETTERING

Only those trucks who are entered in the Renegade Trucks division and registered are permitted to pre-number their truck. Numbers of members must be on the sides of the truck in large (minimum 18") letters in a colour that clearly contrasts to the paint job on the car. All trucks of non-members must have sides and roof clear so the number assigned by the track official can be placed on the truck. Sponsor's name and logo may be placed any other place on the truck. 4" number required on right front of truck – top of windshield preferred.

RADIOS

No one-way or two-way radios. No cell phones. Rookie drivers under the age of 18 may use radios for maximum of one year or at the race officials discretion.

REAR AXLE

Welded locked rear ends permitted. Steel Mini-spools are allowed. No posi, aluminum or full spools allowed. Rear end housings may be interchanged year to year.

SAFETY

A) HELMET & APPAREL

Driver's fire suit is mandatory. Fireproof gloves with an SFI 3.3 rating are mandatory. Approved fire retardant driving suits include Nomex, Gragal, Simpson and Pyroprotect. Driver and suit must maintain clean looking appearance. A balaclava, underwear, socks, and shoes are also recommended. No nylon shoes allowed. **A Snell 2020 SA** or newer approved racing safety helmet and complete driver's racing suit must be worn in all practice and race events and until car is parked in pit area.

B) BELTS AND HARNESS

All cars must be equipped with a quick release type, 5-point harness with a minimum 3" lap belt and shoulder harness of 3", Crotch belt is mandatory. All ends of the seat belt must be fastened to the roll cage or frame with grade 5 quality bolts, no less than (1/2) inches in diameter. The harness will be approved if it meets size and date specification and is in good condition. Seat belts with a manufactured date will expire after 3 years. Belts with the new sfi tag and expiry date will expire at the end of the month listed on the tag. Hans ready belts with shoulder belts utilizing a 2" portion in the harness will also be accepted. *Please see installation Diagrams on last page.*

SAFETY - CONTINUED

C) FIRE CONTROL

Trucks must have a 2 ½ lbs fire extinguisher with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened. Fire extinguisher must be serviced and inspected each year and dated no earlier than January 1st of the current year.

D) SEAT

An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor. When mounting seat use minimum 3/8" bolts with large washers to hold racing seat to seat framework. Minimum of two bolts on the seat back and two bolts on the seat bottom. Seat must be positioned completely to the left of the centerline of the car. An approved head restraint must be made of some energy absorbing material. Headrest side plates recommended.

E) WINDOW NET

Window net mandatory with minimum 3/8" rod. Must have quick release.

G) JACK STANDS

All jack stands must be plated on the bottom.

H) COMPETITORS UNDER THE AGE OF 16

Any driver under the age of 16 must utilize a Head and Neck restraint with an SFI 38.1 rating along with fireproof gloves and shoes having SFI 3.3 rating. In addition to this it is highly recommended that the best safety equipment available including seats be utilized.

I) HEAD AND NECK RESTRAINT

A SFI 38.1 Head and Neck restraint device is mandatory.

TIRES

TRACK TIRE RULE WILL APPLY – 8" Towel City tire, no doping or tire softeners allowed. No pressure relief valves

TRANSMISSION

You may use an automatic or standard transmission if available for that make of truck. If running a standard transmission, clutch and flywheel scatter protection must be used. No racing automatics. No after-market valve bodies or manual valve bodies allowed. Torque converters must be stock. Aftermarket shift kits and shifters permitted. All trucks must have a working reverse gear. Transmission coolers are permitted but cannot be mounted in the driver's compartment. Automatic transmissions will receive a 50lbs weight break. OEM flywheel must be used for engine being run. Stock diameter clutch/pressure plate. Flywheel weight is a minimum of 15lbs.

TRANSPONDER AND LOCATION

For scoring purposes all cars must have a working transponder. Location is 168" from the front most part of the nose to the front of the transponder. Transponders are to be mounted flat with the LED lights facing down and must have a clear line of sight to the race track surface. Transponders are to be hooked up directly to the battery or may be hooked up to the ignition switch. Under no circumstances is

a transponder to be hooked up to a switch that operates the transponder only! It is your responsibility to ensure the transponder is mounted in the proper location and is working at all times.

WEIGHT

Spec Engine – 3025 lbs (Fuel Injected), 3000 lbs (Carburated)

| Engine Specified Horsepower | Minimum Weight |
|-----------------------------|----------------|
| Up-to 159 hp | 2825 lbs |
| 160 hp – 169 hp | 2875 lbs |
| 170 hp – 179 hp | 2925 lbs |
| 180 hp – 189 hp | 2975 lbs |
| 190 hp – 199 hp | 3025 lbs |

Maximum left side weight 56% and maximum rear weight of 50%with driver in truck. Spec engine option has Maximum 55% left side and 50% rear with driver in.

No topping up with fuel after the feature.

When adding ballast, it must be in blocks of no less than 5 pounds bolted in securely and painted weight be numbered and have 5" ground clearance.

Peterborough Speedway reserves the right to add or subtract weight in the fairness of competition.

WHEELS

No reverse type rims permitted. Maximum rim width bead to bead is 8". Heavy duty or steel racing rims may be run on all four wheels. Right wheels **MUST** be a steel racing rim.

Minimum of 5/8 studs required on right side wheels, oversize nuts required on left side if OEM studs are being used.

WHEELBASE - TRACK WIDTH

Wheelbase must be equal side to side, 1" tolerance for alignment purposes. Track width will be a maximum of 62" center to center – wheels cannot protrude outside of body. Fenders and Quarters may be flared to accommodate wheel base (must be approved by tech)

ENGINES : I-4

BLOCK ASSEMBLY – ENGINE SERIAL #'S MUST BE PAINTED A BRIGHT COLOUR

Only engines that were factory available for the make, model and year being run are permitted. No modifications to engine block, cylinder head, crankshaft, camshaft or connection rods unless specified.

CAMSHAFT

Any hydraulic flat tappet camshafts. Offset camshaft key allowed. No mushroom or roller camshafts. Must maintain stock diameter lifter and lifter bore for that make and model of engine no sleeving.

CARBURATION

Carburetor to be stock only as from factory. Must bolt to original factory intake with no adapters. The following are mandatory; two throttle springs running in two different directions, throttle stop at the carb, solid linkage (no throttle cable) and a toe bar. Cold air boxes are permitted, as long as they fit under the hood. Air ducting may be used with an maximum air intake area of 70 square inches into the air box. Fuel injected motors may be used if it is available in the make/model/year of vehicle being run. Choke accessories may be removed. Stock Holley 4412 carb permitted, No HP carbs.

CYLINDER HEADS

Must be stock for engine being run, No head modification.

FUEL PUMP

Stock location mechanical pumps only unless running fuel injection,

HEIGHTS

Engine height will be a minimum of 12 inches measured from ground to centre of crankshaft.

INTAKE MANIFOLD

Original OEM manifolds only. With only OEM type gasket allowed, no doubling of gaskets under carb. No aftermarket aluminum intakes. No EVAC systems permitted.

MANAGEMENT

ECM's may be reprogrammed

VALVES

Valve stem diameter must be stock. Stainless steel or stock type valves are allowed. No turning of valve stems permitted. Undercut and light weight valves are not permitted. OEM rocker arms and ratio only.

WATER PUMP

No aluminum pumps allowed, stock OEM replacement pumps only.

OIL PAN AND LUBRICATION

Extra capacity aftermarket wetsump oil pans are allowed.

PISTONS

OEM cast or forged pistons allowed. No high performance pistons.

ENGINES : V6

OPTION 1 - SPEC ENGINE

1996 – 2006 chevy vortec 4.3L V6 with a distributor. May be put in any year make and model truck. Engine must be stock in all aspects, including head, factory bore, bearing diameter etc with the following exception. Engine may be converted to carburation with a Edelbrock intake #2114 and a stock Holley 4412 carb, this combination must use a Proform Parts distributor #67080. A \$500.00 claim rule is in effect for all spec engines. Engines converted to carb option add \$450 to include intake. Does not include carb or distributor. Must be approved and done through track. ECM's may be reprogramed

OPTION 2 - BLOCK ASSEMBLY – ENGINE SERIAL #'S MUST BE PAINTED A BRIGHT COLOUR

Only engines that were factory available for the make, model and year being run are permitted. No modifications to engine block, cylinder head, crankshaft, camshaft or connection rods unless specified.

CAMSHAFT

OEM style Hydraulic cams and lifters only. No factory regrinds permitted

CARBURATION

Carburetor to be stock only as from factory. Must bolt to original factory intake with no adapters. The following are mandatory; two throttle springs running in two different directions, throttle stop at the carb, solid linkage (no throttle cable) and a toe bar. Cold air boxes are permitted, as long as they fit under the hood. Air ducting may be used with an maximum air intake area of 70 square inches into the air box. Fuel injected motors may be used if it is available in the make/model/year of vehicle being run. Choke accessories may be removed.

CYLINDER HEADS

Must be stock for engine being run, No head modification.

FUEL PUMP

Stock location mechanical pumps only unless running fuel injection,

HEIGHTS

Engine height will be a minimum of 12 inches measured from ground to centre of crankshaft.

INTAKE MANIFOLD

Original OEM manifolds only. With only OEM type gasket allowed, no doubling of gaskets under carb. No aftermarket aluminum intakes. No EVAC systems permitted.

MANAGEMENT

ECM's may be reprogramed

VALVES

Valve stem diameter must be stock. Stainless steel or stock type valves are allowed. No turning of valve stems permitted. Undercut and light weight valves are not permitted. OEM rocker arms and ratio only.

WATER PUMP

No aluminum pumps allowed, stock OEM replacement pumps only.

OIL PAN AND LUBRICATION

Extra capacity aftermarket wet-sump oil pans are allowed.

PISTONS

OEM cast or forged pistons allowed. No high performance pistons.

SEAT BELT INSTALLATION TIPS

