

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.

2012 - RENEGADE TRUCKS

The Renegade Truck division is open to any 2 wheel drive 4cyl & 6 cyl (see engine section) pick-up truck 1980 to 1995 running the stock engine and transmission for the make, model and year being raced. No Jeeps, Convertible or four wheel drive trucks will be allowed.

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 drivers seat securely fastened and behind the rear fire-wall outside of the drivers 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. All chrome mouldings, door handles, name plates and lights must be removed. Front rad cradle may be removed. Door skins and lower portion of the box sides may be fabricated and must be steel. Box floor may be completely removed.

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. After market truck nose and tail cones allowed – eg Five Star, ARP - 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".

- Renegade Trucks -

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 box can be completely covered with sheet metal with the exception of the rear 1/3 which must be hinged with 2 pins or removable with 4 pins. 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" by width of rear deck. No side pods or bracing of Rear spoiler

D) 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 recommended to go between the cage and the door skin.

E) 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.

F) 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 and spindles must be stock for the year, make and model being run. Single piston steel calipers only. No brake biasing of any kind, including valves, blocked lines etc. 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 drivers 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. Dash bar required, along with an "X" type member across and behind driver. A so called "Petty" bar must run from centre 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 drivers area must be properly padded and taped.

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.

Xing permitted in the following areas of the chassis. Main frame rails may have X bracing under the floor in the center section of the car. 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 shocks will be allowed. Racing shocks must be 50/50 valving, no split valving. Shocks must be non-adjustable and non-rebuildable. 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.

Springs and steering components may be interchanged. No heim joints. 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.

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 "weight jacking" or weight transferring devices allowed.

D) WHEEL CAMBER

Strut trucks may alter front strut towers to adjust camber. A-frame style front suspensions may alter the left upper control arm and/or mounts to achieve desired 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

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.

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. Headers are permitted. 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**

Factory can be used as long as it is located on the inside of the frame rail. FUEL CELL IS HIGHLY RECOMENDED 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 tank 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

With the exception of the driver's seat, 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 drivers 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 drivers 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 .022 gauge sheet metal.

One interior mirror is permitted. No outside mirrors. 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 car. 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. **VULGAR WORDS AND EXPRESSIONS ARE NOT PERMITTED.**

RADIOS

No two-way radios, Race Receivers are mandatory for all regular point nights, these radios can be purchased or rented from the speedway

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. No coveralls. Driver and suit must maintain clean looking appearance. Fireproof gloves, neck collar, balaclava, underwear, socks, and shoes are recommended. No nylon shoes allowed. A Snell 2005 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", properly affixed to the floor, roll cage or chassis with aircraft quality bolts, no less than .375 (3/8) inches in diameter. Head restraint **strongly** recommended. Seat belts must be dated within the last 3 years and in excellent condition.

C) FIRE CONTROL

Cars must have a 2 ½ lbs fire extinguisher with either a steel or aluminum head mounted in an 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 later 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 inch rod. Must have quick release.

TIRES

TRACK TIRE RULE WILL APPLY, no doping or tire softners allowed.

TRANSMISSION

You may use an automatic or standard transmission if available for that model and year 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 drivers compartment. Automatic transmissions will receive a 50lbs weight break.

Driveshafts must be stock, steel and painted white. Two drive shaft loops to fully enclose drive shaft are mandatory. Loops must be no less than 2 inches wide and 1/4 inch thick and must be fastened to chassis front and rear.

WEIGHT

Maximum left side weight 55% and maximum rear weight of 50%with driver in truck. 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.

To equalize the field as much as possible an additional 50lbs of weight will be added to the total weight of the car on any given drivers first feature win and for each subsequent feature win after that, The first 100lbs of penalty weight will be added in the passenger seat location any additional penalty weight after the first 200lbs may be located at the drivers discretion. Penalty weight will not be removed with the exception of the last night witch is not an points event. These weight penalties only apply to points events only. Peterborough Speedway reserves the right to add any amount of lead to any location to keep the class competitive and fun.

WHEELS

No reverse type rims permitted. Maximum rim width bead to bead: 8". Heavy duty or steel racing rims may be run on all four wheels. Right front wheel **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 60" – wheels cannot protrude outside of body.

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.

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.

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.

WEIGHT

Minimum total weight 2300 lbs for 8 valve engines, 2500 lbs for 12 valve engines, and 2600 lbs for 16 valve engines.

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

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CAMSHAFT

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

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Stock location mechanical pumps only unless running fuel injection,

HEIGHTS

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No aluminum pumps allowed, stock OEM replacement pumps only.

WEIGHT**CHEVROLET**

Cyl	Year	Displac.	Name	Fuel	Weight
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6	1982-1985	2.8	LR2	CARB	2450
6	1987-1992	<u>4.3</u>	VORTEC	TBI	2900
6	1993-1995	<u>4.3</u>	VORTEC	TBI	2900

WEIGHT – CONT.**FORD / MAZDA**

Cyl.	Year	Displac.	Name	Fuel	Weight
6	1982-1985	2.9	COLOGNE	TBI	2550
6	1987-1992	4.0	COLOGNE	TBI	2900
6	1993-1995	3.0	VULCAN	TBI	2600

NISSAN

Cyl.	Year	Displac.	Name	Fuel	Weight
6	1990-1995	3.0	VG30E	MPI	2750

DODGE

Cyl.	Year	Displac.	Name	Fuel	Weight
6	1992-1995	3.9	MAGNUM	TBI	2900

OIL PAN AND LUBRICATION

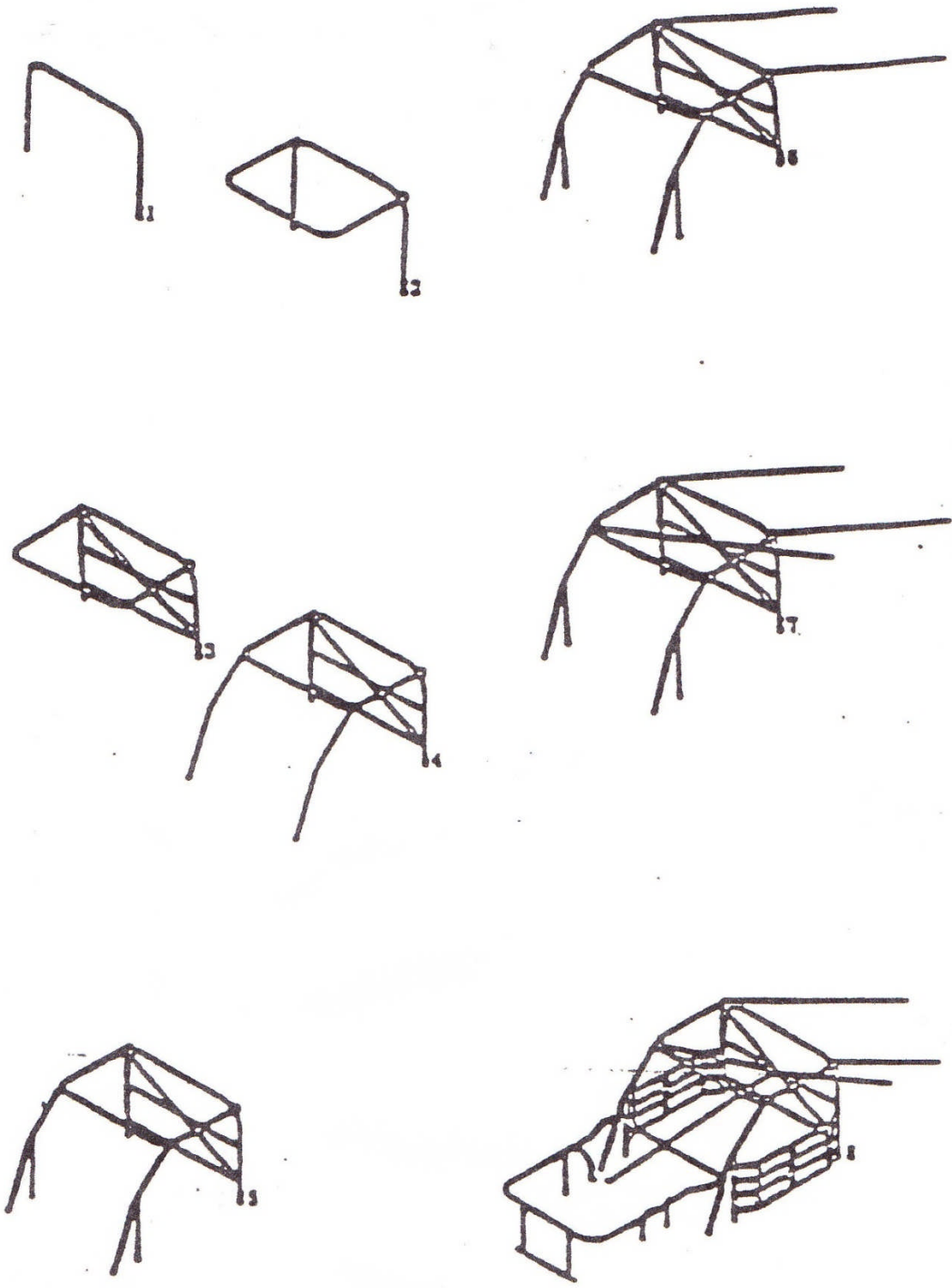
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PISTONS

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

NOTES

BUILDING A ROLL CAGE IN STEP-BY-STEP DIAGRAMS



- Roll Cage Diagram -