



2026

OFFICIAL RULES & REGULATIONS
RENEGADE

NOTE: CHANGES FROM PREVIOUS YEAR *WRITTEN IN RED*

All cars MUST be equipped with a working RACEceiver-type, one-way scanner unit and a working MYLAPS/AMB timing transponder.

Airborne Park Speedway
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Section 1. Renegade Specifications

The Renegade division is meant to provide an enjoyable class of auto racing on a recreational level. These rules were created to protect the integrity of "traditional" stock car racing and make possible equal competition, and to encourage builders to use their imagination and skill—not just money—in their efforts to build a winning race car.

Due to the many types of automobiles that can be built under these rules, it is impossible for these rules to provide for every situation that might occur. Accordingly, track management has the discretion, following the intent of the above goals, to rule on any matter not covered specifically in these guidelines.

Airborne Park Speedway reserves the right to make changes in these rules at any time, with or without notice, should changes become necessary to ensure greater safety or more equal competition.

All cars that fit the general scope of the rulebook are welcome to race but be advised that in the interest of fairness some changes may be made to individual cars based on performance, particularly with cars that dominate competition on a regular basis.

Section 2. General Rules

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, understood, and complied with these rules.
2. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury and/or death to a participant, spectator, or official.
3. The interpretation and invoking of the rules published herein shall be determined by the track officials at their professional discretion.
4. It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate. The driver is as responsible as the owner, and it shall be the responsibility of both to know what parts are used in the racecar that he/she owns and/or may be driving.
5. Any item not covered in these rules must remain stock or be approved in writing by Airborne Park Speedway management. If any item being considered by a competitor is not addressed in these rules, the competitor is required to contact Airborne Park Speedway management for a judgment as to its acceptability.
6. The Technical Director and/or Track Management will have final say on all rules, procedures, regulations, and/or technical authorities.
7. The safety of all drivers is paramount. A driver must display the ability to control his or her car and keep pace with the field. All rookie and/or novice drivers will be evaluated on a case-by-case basis. Any driver that cannot keep pace with the field may be assigned a starting position at the rear of the field until he or she can display enough control and speed to compete and maintain a regular handicapped position.
8. All cars MUST be equipped with a working RACEceiver type one way scanner unit and working MYLAPS/AMB timing transponder at all times.
9. Management reserves the right to add weight and/or change percentages or add a carburetor restrictor plate to any car at any time to ensure a level playing field.
10. Traction control of any type is not permitted.

Section 3. Chassis Specifications

1. 1978-1988 Metric Chassis.
2. Johnson XYG Metric chassis allowed. Must be direct replacement for GM Metric Chassis. Mounting points must be in stock locations unless otherwise noted. This chassis was intended to replace a classic stock frame getting harder to find, but not to enhance performance in any manner. Officials will be checking the specifications of all non-General Motors frames.
3. Engine must be mounted with #1 spark plug in line with center of ball joint, or any point forward, or car will be subject to weight penalties. Wheelbase maximum 108.1". (Min Wheelbase 108")
4. At start of race the body, hood, and trunk must be securely in place. Rear frame may be plated if stock configuration is maintained or replaced with 2" x 3" (only) .083 Minimum square tubing from center of rear end to rear of frame.

5. Frames may be “X” braced. Boxing of frame recommended.
6. Stock hood and trunk latches must be removed with pins installed. (4) pins in front of hood and two (2) in rear of trunk. Handle on front of hood strongly recommended for fire/safety crew to easily grasp.
7. All bodies must appear stock—steel, aluminum and fiberglass body parts and plastic nose/tail allowed. Aftermarket body parts allowed. No downforce noses allowed. Cars must be neat appearing. All sharp edges and torn panels must be repaired. Bodies must be mounted square & symmetrical.
8. All glass, plastic, upholstery, rear seat, lights, and chrome must be removed.
9. All doors must be secured shut and welded. No chains or bolts.
10. **Fenders may be reasonably trimmed for tire clearance only. All inner tin from hood, trunk lid, roof, deck, and front and rear fenders may be removed. Rear tail pieces optional in 2026**
11. No ram air induction.
12. Door skirts are allowed – 6” minimum clearance must be maintained. Nose Height 6” Min..This rule is absolute.
13. Rear spoilers are allowed. Must be made of .090” minimum thickness aluminum or Lexan with maximum width of 60” wide and 5” high. No side enclosure. Spoiler must be flush to vertical surfaces of deck lid and be non-adjustable.
14. Bumpers must be securely fastened to chassis to withstand impact. Bumper ends may not be braced.
15. A tow hook is required at the front and rear of the race car. Minimum 5/16” chain.
16. Passenger side of interior must not be boxed in. Driver must be able to exit passenger side of race car.
17. Firewall must be solid steel or aluminum. Under driver must be plated with 1/8” steel

Section 4. Roll Cage

1. Four-point cage required with door protection bars. Must be securely welded to frame. Roll cages will be inspected. See construction diagram at the rear of this rulebook. Full perimeter-type only, main cage must go all the way outside to frame rail. Drivers’ door bars (Min 4) must be plated with a minimum of 1/8” thick plate steel for safety purposes. If you feel your roll cage may be in violation in any manner, please call a tech official before competing.
2. No mirrors allowed.
3. Roll cage must be made of 1-3/4” diameter x .095” minimum wall round steel tubing. The 1 3/4” x .095” is recommended, although 1-1/2” diameter x .120” minimum wall round steel tubing is allowed. No square tubing or galvanized pipe allowed. If unibody is used, roll cage must be welded to a flat plate that is welded AND bolted to the floor.
4. A horizontal bar is required behind driver’s seat to prevent seat from collapsing backward. Support for headrest and/or seatback extending up to support back of head is mandatory.
5. Minimum roll cage clearance 3” around driver’s head.
6. A single front hoop within confines of body and no wider than stock frame rails may be attached to the main roll cage. It is to be parallel to the frame and have a maximum of four (4) uprights.
7. Fuel tank protection bar is mandatory, mounted frame rail to frame rail, no higher than the fuel cell and inside the trunk area. Bottom of fuel cell must be no lower than 14” from the ground. Fuel protection bar must go straight down (see diagram).

Section 5. Safety

1. All cars must have an aluminum racing seat (full containment seat strongly recommended), that must be fastened to roll cage, NOT bolted to the floorboard. Seat must be bolted in a minimum of six (6) spots to the roll cage using no less than six (6) 3/8” Grade 5 bolts. No fiberglass seats allowed.
2. SFI approved seat belts required. Belts must be in good condition and not more than three (3) years old. Stock passenger seat belts NOT permitted. Seat belts must be bolted (not welded) to roll cage (see diagram). Only approved latch-type lock seat belts allowed.
3. Snell approved 2015 or 2020 helmet is mandatory. SFI approved one- or two-piece fire suit and racing gloves are mandatory.
4. Approved window net mandatory, 1” webbing minimum. Must be mounted on 3/8” steel rod, top and bottom. Must be attached at top front or bottom front by quick-release latch or seat belt type latching device. Net must be tight when latched in place. Window net must be in good condition and will be inspected. No more than 3 years old.

5. Fully charged fire extinguisher with working gauge recommended. Must be securely mounted and must be in driver's reach while driver is strapped in. No bigger than a three-pound extinguisher. All teams are recommended to have a fire extinguisher in their pit area.
6. Safety cutoff switch required on crossbar on driver's right side, within reach of driver and accessible to safety crew from both left and right-side windows. Fire Ext bracket must be bolted and metal not plastic.
7. Battery must be securely mounted and totally encased to prevent terminals from shorting out. Battery may be mounted under the hood or behind the driver's seat. Battery cables must be clearly labeled "positive +" and "negative -".
8. Fuel cell mandatory, mounted in trunk, 22 gallon maximum. Fuel cell MUST be mounted in center of the chassis and must be enclosed with steel enclosure. Must have rollover check valve and/or flapper installed. This is mandatory with no exceptions.
9. No plastic or glass fuel filters allowed. Fuel line must be in steel conduit painted red with shutoff valve
10. Driveshaft must be steel only and painted white. No aluminum driveshaft allowed.
11. Two 360° driveshaft loops are required. Must be constructed of at least ¼" by 2" steel.

Section 6. Engine

1. The only crate engine approved for use in the Renegade division at Airborne Park Speedway is the General Motors "602" crate engine (Part ## 88958602) and (Part # 19258602) second generation with approved seals. GM replacement stock valve springs ONLY. Part # 19154761.
2. The following are approved engine sealers/inspectors:
 - RPM Racing Engines, 331 Carpenter Hill Road, Georgia, VT 05748 (Phone 802-524-7406)
 - DMO Motors, 83 Bridge Street, Plattsburgh, NY 12901 (Phone 518-563-2749)
3. Only engines that have been logged into service and inspected by approved engine builders will be eligible for competition. All engine work MUST be performed by approved engine builders listed above. The intention for these approved facilities is to fix damaged motors if cost effective, not to rebuild them as to enhance their performance. All repairs for motors must get approval from track on repair and provide copy of paperwork. NO REBUILT CRATE ENGINES ALLOWED, NO MACHINING ALLOWED.
4. Only GM and listed DIRTcar approved repair facility seals allowed.
5. REGISTRATION: all teams are required to complete and submit an official Engine Registration Form prior to competition. It is the responsibility of the driver and/or car owner to report any subsequent engine changes prior to competition. It is also the responsibility of the driver and/or car owner to report any engines or seals not already approved prior to competing.
6. PENALTIES: Violation of these rules may result in the following penalties to be determined by track management:
 - a. Failure to report an engine or engine part change prior to competition—Minimum penalty: disqualification from event; \$500 fine; driver suspended from competition until fine is paid.
 - b. Tampering with "spec" engine or seal. Minimum penalties may be imposed: disqualification from event, \$1,000 fine, driver and/or owner may lose all points accumulated in current season or for that event, driver and/or car owner may be suspended up to one calendar year. Engine or illegal parts may be confiscated.
 - c. Upon second offense driver and/or owner will be suspended for minimum of one calendar year and fined \$2,000.
 - d. Multi-time violators will be suspended indefinitely.
7. All teams must be prepared at any time to remove engines to be inspected and/or Dynamometer checked at an independent site designated by track officials. Refusal to do so will result in disqualification and other penalties assessed with tampering with or having an unapproved motor.
8. Any parts not listed in these rules must be factory stock unless approved by track officials.
9. Cars with crate engines not sealed by an approved builder must be approved for competition and add a minimum of 100 lbs. There will be a three (3) event MAXIMUM grandfather clause for these engines before they must be resealed by an approved builder. This option may not be allowed for special events.

Section 7. Carburetor

1. Two-barrel carburetors only. Must be stock Holley inside and out. No modified metering plates.
2. No Demon carburetors allowed. No Holley Ultra HP carburetors allowed.
3. Stock Holley 4412: No polishing anywhere. Choke horn cannot be removed. Venturi area must not be altered in any way. Stock butterflies and screws only. Idle holes may be drilled out to .125".

4. Throttle shaft must remain stock and may not be thinned in any way. Maximum spacer height is 1-1/4" including gaskets between carburetor and intake. Must have two return springs on throttle.
5. No holes in hood. No front ram air induction. Must be able to remove hood and air cleaner separately.
6. Five Star cold air box types allowed. No additional air deflectors, sheet metal, hoses, tubes, or inductors allowed unless approved by technical director(s).
7. Max Air Cleaner 14"x 4" tall. Hood may be cut with 1" larger hole with max deflector no higher than air cleaner. BRP377 spacer only - No other Spacers allowed.

Section 8. Fuel

1. Maximum Octane 98 or pump gas allowed. No fuel additives or oxygenated or other fuels allowed. No E85 allowed. Fuel may be tested for oxygen or other additives and if deemed by officials to be not stock pump gas. Violations will result in fines and/or disqualification.

Section 9. Exhaust

1. Muffler and exhaust systems are required. All cars must register under 95 decibels. Schoenfeld Muffler #112535 is recommended as it meets the decibel requirement.
2. No "Y" pipes or crossover pipes allowed.
3. Maximum exhaust pipe diameter is 3".
4. Primary pipes must maintain a 1-5/8" diameter from flange to collector. Crossover headers (not 180° headers) are allowed with primary pipes that maintain a 1-5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8".
5. Tri-Y, 180° headers, step headers, stainless steel, coated, ceramic and/or otherwise, and/or merge collectors are not permitted. No plates inside of collector, muffler, or exhaust pipe. No exotic type headers.
6. No exhaust pieces may be welded. All pieces must be removable and able to be inspected.

Section 10. Ignition

1. Stock HEI ignition coil only. No dual point ignition.
2. GM factory distributor only. (GM Part #93440806). Removal of vacuum adjustment is allowed.
3. The distributor advance can be locked out.
4. All cars will run MSD Circle Track Soft Touch HEI Rev Limiter Part #8727CT and will be set at 6,000 rpms. Power must come from a 2-terminal single pole switch and an exclusive ground to intake manifold (see diagram).

Section 11. Cooling System

1. Any stock passenger car type radiator. Aluminum radiator allowed but must be stock passenger car type.
2. Overflow tubes must be directed to the lower right corner of windshield or windscreen.
3. Conventional and electric fans are allowed. Cast or aluminum water pumps only
4. No closed cooling systems allowed

Section 12. Transmission

1. Transmission cross member not required; however, rubber or solid mount for transmission is required.
2. Automatic transmission allowed.
 - a. Stock three speed must remain OEM stock. Turbo 350 and C4 only. No Turbo 400, C6, 727, or any other model. No Powerglide allowed.
 - b. No four-speed or special racing automatics, to be determined by track officials.
 - c. Stock torque converter only. No small diameter or high stall speed converters.
3. 3-Speed Manual transmission allowed.
 - a. Must be stock type transmission. No lightening of case or internal parts.
 - b. No aluminum manual transmissions.
 - c. **No aluminum Flywheels. Must have at least a 2" inspection hole in bell housing.**
 - d. Must be GM OEM disc-type clutch. No couplings or multi-disc clutches allowed. No aluminum pressure plate. Must have approved scatter shield.
 - e. 15 lbs. minimum flywheel weight. No lightening of flywheel.
 - f. No lightweight transmissions and all gears must be in place and must work.
4. All transmissions must have reverse and first gear. OEM shifters and Lightning rods allowed
5. All steel drivelines. No aluminum or other materials.

Section 13. Rear End

1. Stock-type rears allowed. Welded rears allowed. No Detroit lockers. No limited slips
2. Trailing arms must be one-piece non-adjustable steel. Stock length and stock OEM trailing arms. Monoballs allowed but must remain centered in the arms. No offset bushings. May be made of square or rectangular tubing and must be approved.
3. Aftermarket axles required in 7.5 GM; floating type hubs recommended on all rears.
4. Ford 9" rear end allowed. Factory 3" axle tubes must remain in place on both sides. Upper control arm mounts may be no more than 7" off the centerline of rear end housing and must be the same measurement on both sides of the housing.
5. Mini spool allowed. No Alu Spools or Alu yokes allowed. (Steel Only)
6. Maximum tread width measured from outer bead of wheels is 70".
7. Rear axle trailing lower mount bracket can have adjustable holes. No control arms shall be mounted more than 4" from bottom of rear housing to center of bolt hole. No adjustable brackets to change lead in the rear. No weight allowed attached to the rear in any manner. (Contact Airborne Park Speedway tech inspectors if you have any questions.)

Section 14. Suspension

1. Must be stock GM OEM suspension with all stock type ball joints and suspension components.
2. Maximum tread width 70" for all cars - no tolerance. Measured from outer bead of wheels.
3. Minimum frame height of 6"- Maximum Frame Height 9" strapped in and race ready. (May be Adjusted)
4. A maximum 1-1/4" front anti-roll (sway) bar is allowed. Use of threaded rod to connect sway bar A arms is permitted. (NO Rear sway bar allowed).
5. Aftermarket front and rear springs allowed, mounted in stock factory location. Springs may be cut. Must fit in factory spring cups. No less than 4" diameter. Minimum front spring height 9.5", min rear spring 11"
6. Aftermarket tubular upper A arms allowed but must be approved by track officials. Must be one-piece steel, non-adjustable. Cross shaft must be steel only. Stock type ball joint only. No Monoballs allowed on A-arms.
7. Jacking bolts allowed. Track officials must approve all suspension parts.
8. **All shocks must be mounted in a fixed position, no screw adjusters. All Shocks may be stock type or welded bearing. All shocks must be steel, non-rebuildable and non-adjustable without a Schrader valve. One shock per wheel. Price limit is \$200 list price per shock. Digressive shocks only. (No Linear shocks)**
9. All steering components must remain stock. Steering quickeners are allowed. Stock drag link only allowed. Metric mid-size improved drag link allowed. No capsule type mounts allowed of any sort.
10. Spindles must be stock GM only. Number 2 spindles allowed. No drop or modified spindles. Cars that use existing metric midsize spindle that was used in 2024 may use up to one (1) 1/2" wheel spacer per wheel to extend tread width.
 - No steel bushings allowed. (1) spring rubber per corner allowed. (No bumping or coil bind)
11. Adjustable spring spacers or jacking bolts allowed.
12. No Monoballs allowed in A arms.
13. Rear axle trailing lower mount bracket can have multiple holes and be adjustable up and down only. Maximum 4" below bottom of axle tube. Right side and left side trailing arms need to be mounted within 1" of each other below axle. No adjustable brackets to allow lead in the rear. Contact Airborne Tech Inspectors if you have any questions.

Section 15. Brakes

1. Brakes on all four wheels must work at all times. Brakes will be checked.
2. Rear disc brakes allowed.
3. Brake adjusters allowed.
4. All calipers must be steel.
5. Minimum thickness .810" on all rotors.

Section 16. Tires & Wheels

1. Any size 15" DOT street tire. No racing tires. Cooper tires will be allowed. Tires not to exceed \$170 each retail. Check with tech before buying tires. Stock tread only, no recaps. Minimum treadwear rating of 320, no exceptions. No winter, mud, or snow tires allowed. Maximum tire size no greater than 255/60/15.

2. Racing wheels only. Must be 15" x 7" or 15" x 8" only (3" offset only – ¼" tolerance) and each wheel must weigh minimum 21 lbs. Both wheel sizes may be used together but 7" wheels must be 3.5" backspace. Up to ½" wheel spacers will be allowed in 2024 for cars that use 7" wheels. ½" wheel spacers also allowed on cars that keep existing metric midsize spindles used in 2023 season at Airborne.
3. 1" lug nut mandatory on all studs. No exceptions.
4. Chemical treating of tires will not be allowed. No shaving, siping, or grooving of any tires. Tires will be tested. Handheld grinders may be used to clean tires between races.
5. No form of any liquid allowed to clean tires.
6. Questionable tires, or tires not meeting all criteria as determined by track officials, may be confiscated. Tire samples may be sent to lab by track officials for testing and could result in disqualification and/or other penalties.
7. Bead locks allowed.

Section 17. Windows

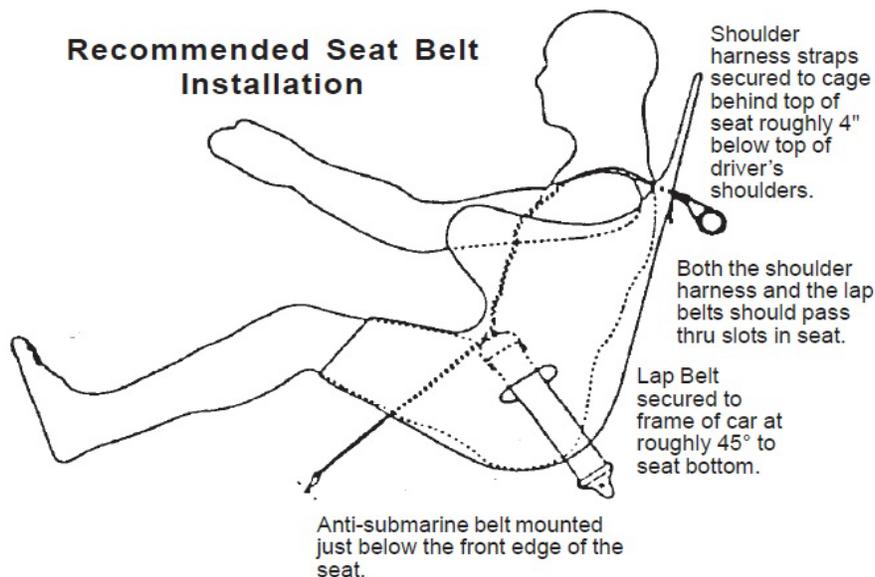
1. Maximum 1" heavy gauge screen must cover the complete windshield area and must be reinforced. Two vertical bars connecting top of roll cage to dash are required.
2. Maximum 7" inch drop (visor) at top of windshield allowed.
3. No Plexiglas allowed. Lexan only.

Section 18. Weight

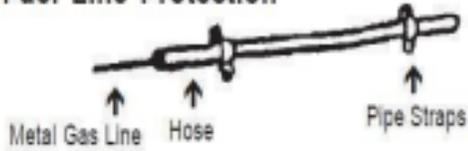
1. Management reserves the right to change weight rules for any car at any time in the interest of competition and parity. 52% max rear weight (this may be adjusted as needed)
2. Minimum total weight 3,200 pounds with driver in seat, race ready.
3. All cars with non-sealed engines must add 100 lbs. minimum.
4. All added ballast must be made of lead—no other materials permitted.
5. Ballast must be painted white with car number highly visible on ballast in black. Cars found in violation will be disqualified.
7. Ballast must be five (5) pounds minimum, bolted securely to frame rails and in plain view. No ballast may be hung beyond width of original factory frame rails, or below frame. No ballast may be mounted inside the cockpit. Two (2) ½" diameter bolts for every 50 pounds. Minimum Grade 5 hardware. No threaded rods allowed. All lead must have (2) bolts securing lead.

Section 19. Transponder/Raciever

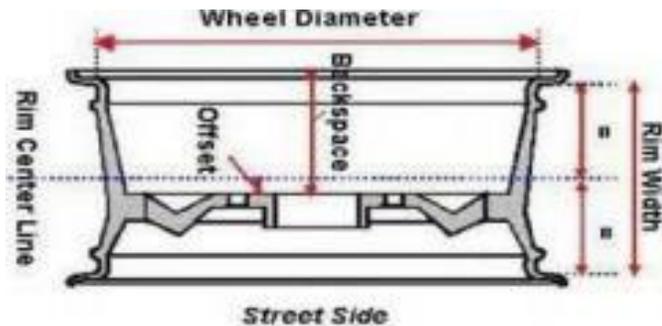
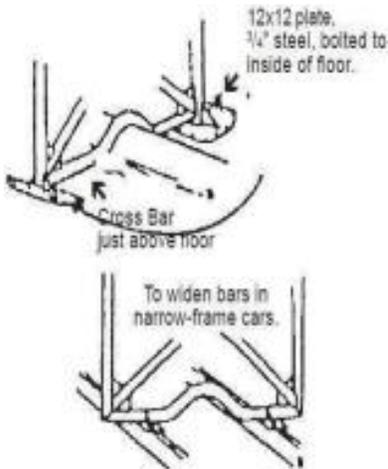
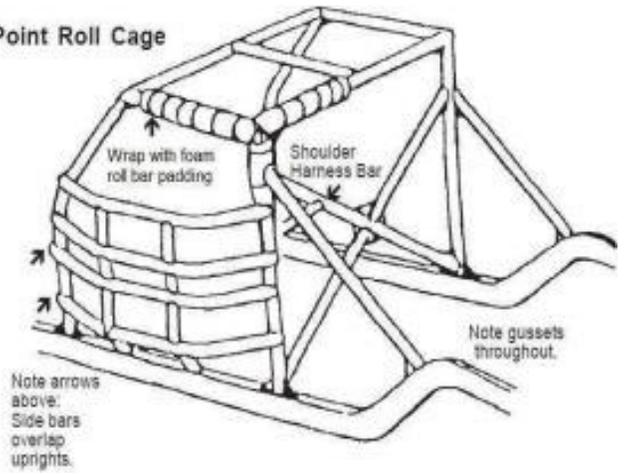
1. All cars must be equipped with a working MYLAPS/AMB timing transponder.
2. Transponder must be mounted 12" from the centerline of the rear axle toward the rear of the car. Must be securely mounted at 12-18" height. Raciever must be working at all times.



Fuel Line Protection

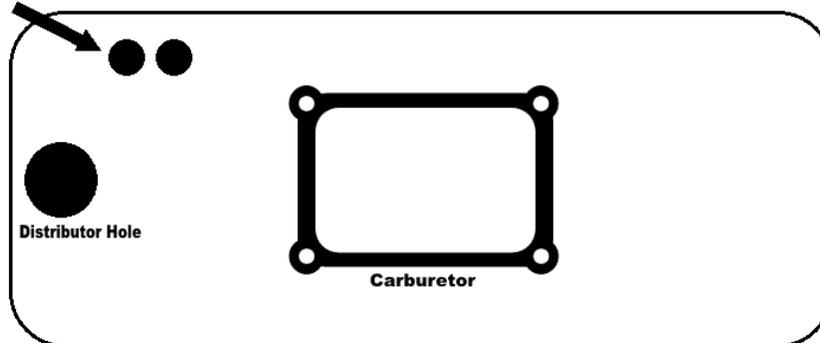


4-Point Roll Cage



REV BOX WIRE DIAGRAM

Must mount ground wire to rear hole here



IF QUESTIONS, CONTACT:

Mike Bruno, Promoter – (802) 236-9141 – Text Message Preferred
 ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. "EIRI" 1/28/2025
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