



2011 Rules and Regulations

SKL TRAILERS

Pro Truck Division

Saskatoon Stock Car Racing Association
(S.S.C.R.A)
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RULEBOOK DISCLAIMER

The rules and/or regulations set forth in this book 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 complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM THE 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 or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation of, or deviation(s) from these rules shall be left to the discretion of the officials. Their decision is final.

Saskatoon Stock Car Racing Association
(S.S.C.R.A.)

CODE OF ETHICS

Purpose

To act in a professional manner so as to bring a positive image to the public and fellow members of the sport of stock car racing and to realize the need for a reasonable and responsible personal code of 'unwritten laws' since laws cannot cover all situations.

Expectations

1. Respect MUST be had for all traffic laws and criminal codes, such as not drinking and driving.
2. No alcohol, drugs, or stimulants allowed in association with your car or team when in the public eye.
3. No verbal or physical abuse towards any person when connected with a stock car event, display or promotion.
4. When dealing with the public, courtesy and cooperation should be shown to promote the sport in a positive light at all times. For example, do not approach another person's sponsor(s).
5. All members should be clean and presentable when in any public situation.

Definition of Behavior

Anyone who, by word or deed, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program - or - anyone who commits, or causes to be committed, any detriments to stock car racing, the S.S.C.R.A. will consider that person(s) to have abused the privileges of membership, entry and/or admission granted by the S.S.C.R.A. and that they may be subject to the revoking of those privileges and/or disqualification as deemed proper by the Executive or designated official. Drivers are responsible for the sportsmanlike conduct of anyone in their crew and penalties incurred by a crewmember may affect the driver.

Pro Truck Rules

The Pro Truck Division is designed to fill the void between Street Stock and Sportsman.

General

1. Chassis/Frame must be a 1979-1988, **108 inch wheelbase GM metric "G" Body metric unit**, with all the control arm mounting locations remaining in the factory locations, Must remain square to OEM specification and measurements.
Allowable Modifications: are boxing of side rails, Xing of the center bay and/or cross bracing. Front frame horn replacement allowed no further than 16" forward of the "K" member **front surface**. Notching of the front spring pockets for shock clearance **allowed**. Replacement of the rear section from the center line of the rear axle rearwards to the aft side of the original Chassis/Frame **allowed**, must maintain a minimum ground clearance/height of 12". Chassis/Frame replacement minimum acceptable materials 2"X3"X.125" rectangular steel tubing. OEM rear springs and shock perch/mounts must remain in its entirety in OEM location and configuration. Rear shock mounts must remain in OEM location, tabs may be added to the frame mount for mounting of rod end style shock.
2. **All Pro Truck bodies MUST** be aftermarket. Suggest Performance Fiberglass Chevrolet, Ford, Dodge or Toyota Extended Cab. Body location must be centered left to right **within 1"** of chassis/frame **centerline** Front to rear no more that 86" from the grease fitting on the lower control arm at ride height to the rear of the main hoop ("B" Pillar) rear edge of the tube. Minimum overall height of 55" from the ground measured 12" rearward from the top edge of the windshield on the centerline of the roof. Maximum overall width of 78" measured from the outside of the body material along the sides of the truck. Maximum overall length of 198" and minimum overall length of 190" measured from center of nose cone to center of rear bumper. Unkempt trucks may not be allowed to race. Box cover **MUST** be minimum 22 gauge sheet steel, aluminum or fiberglass. Polycarbonate **side** Rub Rails between front and rear wheel wells allowed. Rub rails must be cut at an angle on each end to remove sharp edges. All body styles may run GM crate circle track engine part number PN 89958602
3. **Identification and lettering:** per SSCRA General Rules
4. **The maximum rear spoiler material** size is 6 inches tall measured along its face x 60 inches wide. **Minimum 0.125 inch thick**. The bottom of the spoiler, at the bend, may not extend past the rear of the body. No "Gurney Lip, Wicker Bill," or any additional parts may be added to the spoiler to enhance effectiveness or performance. The spoiler **MUST** remain straight, no curved or adjustable spoilers. No side wings. All sharp edges **MUST** be removed from the spoiler surfaces.
5. **Steel fabricated cockpit style interior allowed**. 22 gauge steel minimum. Interior **MUST** be sealed from engine compartment and undercarriage area. **Passenger side floor following the factory shape through to the rocker panel area meeting the body panel**. Alternative passenger floor may be constructed from the top of the driveshaft tunnel and go horizontally to the right to the inside of the passenger **side front and rear main hoop cage tubes**. **The remaining gap to the door can be filled with a vertical panel going up to the top of the door and be attached to the door with a filler. across to right side**. Maximum driveshaft tunnel height is 12 inches from the top of the frame. No bathtub style interiors allowed. **MUST** allow right side access of safety personnel.
6. **Track width**. **Maximum** track width is 75 inches, measured to the outside of the tires at 3:00 **o'clock** and 9:00 **o'clock of the tire side wall**. **Tires MUST** stay within confines of the body at 3:00/9:00 **o'clock** and above.

7. **Minimum weight** at all times, before and after any event, is 3000 lbs. **Maximum** left side weight is 55% of the total weight. Minimum front weight is 52% of the total weight. No tolerance will be given on weight. No fuel, oil, or other fluids or dislodged parts of any kind may be added to the truck for inspection. All weights will be checked with driver in the seat, helmet on the head, both hands on the steering wheel, feet on the pedals, and the driver in the upright position. All ballast **MUST** be securely fastened and painted white with the truck number on it. The Competition Committee reserves the right to increase or decrease the weight of a race truck model to equal competition if necessary.
8. **Windshields** and Ext Cab opening **MUST** be minimum 1/8" Lexan or similar. All 'windows' **MUST** be securely fastened with fasteners spaced a maximum of 6" apart. All windshields **MUST** have a minimum of 2 safety rods or braces inside windshield spaced 10" – 12" apart. No door opening window covers allowed.
9. **Fuel cell is mandatory**, must consist of a plastic or rubber bladder encased in a 20 gauge steel container. Maximum fuel capacity of 20 US gallons It **MUST** be mounted behind the differential, between the rear frame rails as far forward as possible. Fuel cells may be mounted no lower than 4" from the bottom of the rear frame rails. The steel container must be fastened to a minimum 1"x1" x 1/8" thick square tube structure two horizontal tubes and 2 fore and aft tubes closely fitting the outside of steel container. Filler cap assemblies **MUST** be grounded to the chassis to prevent static build-up. Any other variations are subject to technical committee approval. Rear fuel cell guard bar is mandatory. (see fuel cell mounting diagram at end of rules).
10. **Two driveshaft loops MUST** be installed. 1/4" x 2" steel, surrounding drive shaft mounted to the chassis. Front drive shaft loop must be located within 6" of the front u-joint and no further than 3" away from the driveshaft circumference. Rear driveshaft loop mounted behind drivers seating location to protect driver in case of driveshaft failure. (see drive shaft loop diagram at end of rules).
11. **Aluminum racing seat** with rear and right side head support, properly mounted to the roll cage is mandatory. Minimum distance of 36" from rear of seat bottom to center of differential is required.
12. **Bumpers:** Only one front bumper bar, 1 3/4" x .095" allowed. Rear bumper the same. Bumper bars **MUST** be formed to fit contour of nose and tail cone. Maximum 1 3/4" x .095" grill bar, mounted behind the grill is allowed. Upper (grill) and lower (bumper) bars must be independent.

Suspension, Wheels and Tires

1. All GM "G" metric chassis stock suspension mounting locations must be used. Only GM "G" metric lower control arms, **factory length lower ball joints**, spindles, hubs and brake callipers to be used and must fit without any modifications to any parts. Stock rubber or polyurethane bushings must be used. No eccentric bushings. No adjustable ball joints, only stock appearing greasable ball joints. After market tubular upper control arms with solid bushings allowed with mounting holes and pivot locations on the same axes plane. Rear OEM control arms may be boxed with 1/8 inch flat metal on the underside. One 1/2 inch SAE flat washer may be welded to diff end of the upper control arms to strengthen original mounting holes. OEM rear upper and lower control arms must be original length. After market rear control arm option allowed: part number 91634057 (78 to 88 GM "G" body rear control arms with polyurethane bushing by Speedway Motors, upper arm length of 11 1/4 inches, lower arm length of 19 3/4 inches). No mixing of stock and after market control arms.
2. **Adjustable weight jacks** allowed. Threaded adjustable spring spacers allowed. Spring pockets **MUST** remain in stock location.

3. **Ride height: The chassis MUST maintain a five inch minimum ground clearance measured at the lowest point on the frame side rails. Body ground clearance will be a Minimum four inches, measured at the center most point on the nose of the truck between the headlights. Both measurements will be with the driver in the truck.**
4. No chaining down of suspension. A lifting chain with a minimum of three inches of slack will be allowed.
5. **Tires:**
 - a) **Only Cooper Cobra G/T radial passenger tires will be eligible for branding. Tires MUST have a maximum width of P275 and a minimum of 60 series sidewall. No tire softening agents allowed.**
 - b) Tires must be presented to Tech Officials for branding prior to the start of racing. Tires will be branded with the year and car number. **A maximum of eight tires per car will be eligible for branding in 2011.** Tire brands **MUST** be visible to Tech Officials on the outer face of the tire when mounted on the car. **Used tires from the previous year will be required to be branded and considered part of the total allotment.**
 - c) If a tire is cut, it must be presented to Tech Officials immediately to be certified for replacement, and must have no cords visible. The Competition Committee will reserve the right to reject tires for replacement that are shaven beyond "normal standards".
 - d) Any truck caught running a tire that has not been approved and branded by Tech Officials will be subject to an automatic penalty of all race points earned on that day plus 15% of year end points
6. **15" steel wheels ONLY**, with a 3/16" center minimum. Wheel center welded 360 degrees mandatory. Maximum 8 inch width allowed.
7. **1 inch wheel nuts mandatory** on all wheels. 5/8 inch studs highly recommended.
8. Fixed bearing steel **shock absorbers** may be used. Front shock mounts may be relocated. Rear shock mounts **MUST** remain in stock location. NO adjustable shocks of any kind. Shock extensions allowed. Examples of approved shocks: Monroe SSF & SSC, Pro WB series, Afco 1200 series, Carrera/QA1 21 series. Any other shock **MUST** be taken to the tech advisor for approval.
9. **Any GM sway bar** that mounts in the stock location, without alteration, may be used. No hollow or racing sway bars allowed. No heim joints allowed on the sway bar linkages. Sway bars may be adjustable only at the link end. Stock mount location must be used. No rear sway bar allowed.
10. **GM "G" body Metric Differential only.** GM Metric Diff. "C Clip" Eliminator is highly recommended. All Diff. mounts **MUST** be maintained in factory location. Mini-spools okay. No full spools, no posi-traction units, no lockers or no exotic type differentials allowed. No full floating hubs allowed.
11. **The brake system MUST** use OEM calipers, spindles, hubs, and rotors on the front; drums on the rear. Brake pedal must be hanging style. Master cylinder must be OEM, mounted outside of firewall in engine compartment. No lightweight components allowed. Brake hose and pad material optional. Adjustable brake proportioning valves may be used on rear brakes only. No shut-off valves or **such** devices allowed. Metal/non-burnable air ducts (no fabric or plastic), no larger than 4" in diameter, may be used to cool the brakes.

Optionally, the rear drum brakes may be replaced with a "GM Deluxe Metric .810 Rear Disc Brake Kit" consisting of:

- (2) RB-2500 Rotor Bolt Kit
- (2) CB-1150 Weld-on caliper brackets
- (2) BH-3500 Brake rotor hats
- (2) BR-160-0471 .810 rotors
- (4) GM-230-0542 Caliper bolts

- (1) US-7241-9003 Metric caliper
- (1) US-7241-9004 Metric caliper
- Brake pad set of choice

Roll Cage

1. **Roll Cage** All pro trucks **MUST** have a minimum of a six point roll cage. Minimum tubing to be used in the cage construction is 1.75" X .095 round ERW 1010 mild steel. Roll bars must be within 3" of the roof panel of body. Rear hoop (B Pillar) no more than 86" rearward from the lower ball joint grease fitting at ride height to the rear of the roll bar. Cages must mount to the frame rails (left and right) and extend upwards plumb to the chassis for at least 20". All welds must be 360 degrees on all joints and must be gusseted at major locations, halo, frame, dash bar, and rear cross bar. Driver door must have three horizontal bars extending away from the driver towards the inside of the body panel with two vertical bars connecting all three horizontal bars to the frame vertical structure all evenly spaced. 1/8" steel door plate on driver's door area, may be one solid plate or sectioned into the spaces between the door bars to seal all openings. Must have a vertical bar connecting the top door bar on the driver's side to the "A" pillar bar that supports the Halo. "Halo" bars above the driver's head must be a minimum of 1 inch clearance above the drivers head with helmet when belted in. Passenger door must have a minimum of two horizontal bars extending away from the driver towards the inside of the body panel and two vertical bars connecting both horizontal bars to the frame all evenly spaced or an X structure with an outrigger tube rail against the inside of the body. Outrigger to be minimum of 1 1/2" X .065" (1010) Mild stell tubing braced with a minimum 1" X .095" mild steel tubing to the main cage. Cage must be connected at all four corners of the roof and window levels. Dash bar must run level from side to side, and connect to the top of the door bar area. Rear hoop must have two rearward diagonal bars from the top of the hoop to the frame. Rear diagonal bars to extend back past the centerline of the differential housing.

See diagram A1, A2, A3, and A4

Roll cages built to Super Late Model minimum recommended.

All cages to be approved by Competition Committee.

Engine

Engines must conform to the specifications detailed in items 1 through 12 of this section, or optionally, the GM sealed crate engine specified in item 13 may be used. A weight penalty or allowance may be made for crate engine trucks as required to ensure an equal and competitive division is maintained.

1. No interchange of engine between makes. MUST be a Ford engine in a Ford, Chevrolet in a Chevrolet, etc. Marine parts are not permitted.

Make of Engine	Max Overbore	Max Displacement	Head CC
Chevrolet 305	0.060	315cid	58cc
Chevrolet 327	0.060	334cid	67cc
Chevrolet 350	0.060	360cid	73cc
Dodge 360	0.060	370cid	64cc
Ford 302	0.060	307cid	54cc
Ford 351W	0.060	362 cid	57cc w/-13cc dished piston
Ford 351W	0.060	362 cid	64cc w/ flat top piston
Ford 351C	0.060	362 cid	64cc

Engine manufacturer must match body make, i.e. Chevrolet body – Chevrolet engine, Dodge body – Dodge engine, Ford body – Ford engine, Toyota body – unidentified Chevrolet

2. **Engine location:** is measured from the forward most sparkplug hole centerline (cylinder #1), to the front of the cross member (where cross member is welded to the frame rail).
Chevrolet: no more than 0.25 inch behind the front of the cross member.
Dodge: no more than 4.50 inch behind the front of the cross member.
Ford: no more than 4.50 inch behind the front of the cross member.
Note: all engine locations measurements plus or minus 0.25 inch
3. **Carburetion:** one stock OEM production 2 bbl carburetor or 4412C Holley 500 CFM 2 bbl carburetor allowed. If Holley 4412 carburetor is used, a Canton Racing Products 85-050 adapter must be used. Space between top of manifold and bottom of carburetor including adapter plate, and gaskets shall not exceed 1.25 inches. No double end loader or other large cfm accessory carburetors. Two throttle return springs are mandatory. Removal of choke parts and changing of jets **and power valve** is allowed. **Accelerator pump cam and nozzles may be changed.** No other modifications or alterations to main body, metering blocks must be cast only, no billet carburetor parts allowed. Maximum distance between top of intake manifold and bottom of carburetor not to exceed 1 1/4".
4. **Air cleaner:** Airflow modifying pieces (element inward) are not permitted. Cold air induction is permitted. Aftermarket drop-style air cleaner base may be used to allow hood closing clearance.
5. **Cylinder block MUST** be a cast iron OEM block with exception of permissible overbore. An OEM lifter bore **MUST** be maintained. Deburring of block and parts permitted. Block **MUST** maintain +0.015" deck height (GM). After market connecting rods allowed. Deburring of stock rods is permissible. Stock rod length to the OEM block being used. Harmonic balancer **MUST** be OEM style. Crankshaft **MUST** be OEM. After market cast steel crankshaft allowed. **MUST** weigh within 3% of OEM crankshaft (OEM weights GM – 51lbs, Dodge – 56lbs, Ford – 53lbs). Absolutely no aftermarket forged, race type or exotic crankshafts allowed.
6. **Piston and Connecting Rod:** Flat top or dished only, weighing a minimum of 1200 grams each with the wristpin, **with rings and bearings.** All pistons **MUST** have two compression rings and an oil ring. Ford 351W are allowed to run a dished piston only
7. **Camshaft:** flat tappet hydraulic cam and lifters only. Stock OEM style push rods. No roller lifters allowed. Roller rockers are not permitted. NO gear drive or belt drive.
8. **Cylinder Heads:** Only stock cast iron OEM castings permitted **or the following stock replacement heads: Chevrolet - World Products 043600-S/R (76cc), 043610-S/R (67cc), 042650-S/R or 87 and newer 042750-S/R (58cc). Ford - World Products Windsor JR. 053030 (58cc), Dodge – TBD.** Absolutely no deburring, grinding or polishing of intake or exhaust ports permitted. Chevrolet engines are restricted to 1.94" intake valve diameter & 1.5 exhaust valve diameter. All other engines **MUST** be stock for year and engine model used. The max. Chevrolet valve spring diameter permitted is. 1.266". Composition head gaskets of no less than .026 compressed thickness for Chevrolet only, all other makes is .039". Chevrolet Vortec, Dodge Magnum, early Ford GT- 40 or 4bbl Cleveland heads not allowed.
9. **Distributor:** Only stock style distributor & stock coil allowed. Ignition system **MUST** be stock. No dual point ignitions. No external modules on Chevrolet. No external modifications. No modification of stock mounting of module on Chevrolet. **Aftermarket** GM HEI style distributors allowed **in all makes.**
10. **Intake Manifold:** Only stock OEM cast iron 2BBL intakes or Edelbrock RPM Performer dual plane high rise aluminum intake (GM - #7101, Ford - #7181/7183, Chrysler - #7176) or Weiland Products dual plane high rise aluminum intake (GM – Stealth #8150, Ford – Action+ #8010 and Stealth #8023, Chrysler – Stealth #8022) allowed. No grinding or coating of any

kind permitted, internally or externally. No marine intakes. With high rise intake, Canton Racing Products 85-060 adapter must be used. Maximum distance between top of manifold and bottom of carburetor, including adapter plate and gaskets not to exceed 1.25 inches.

11. Stock OEM **water pumps** only. Chevrolet. **MUST** use cast iron. Dodge & Ford may use aluminum.
12. **Oil Pan:** Any wet sump steel oil pan is okay. Windage tray may be used. Oil filter **MUST** mount directly to block in stock location.

13. Optional GM Sealed Crate Engine

The following cast iron head sealed crate engine will be allowed:

GM sealed Circle Track 350 Engine P/N 88958602

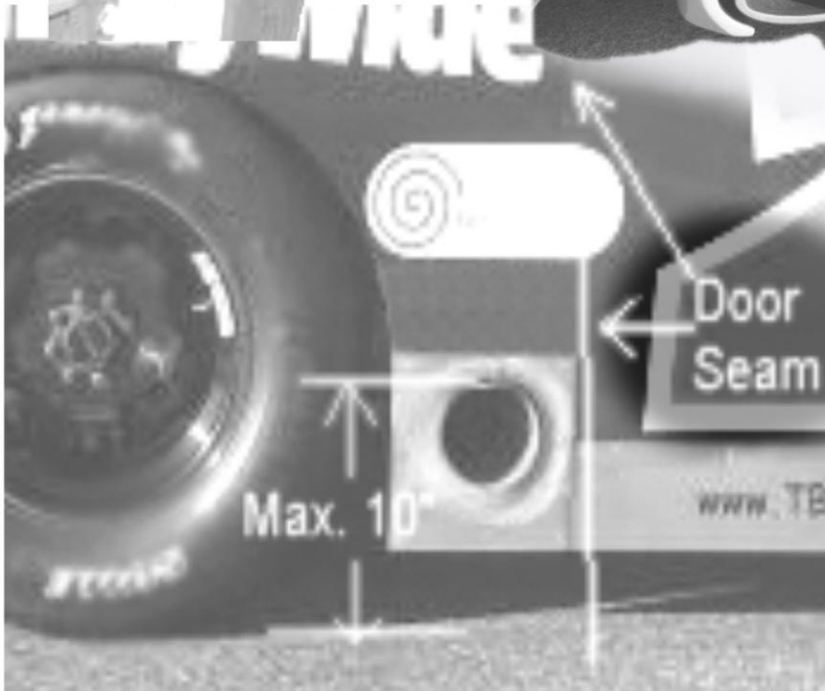
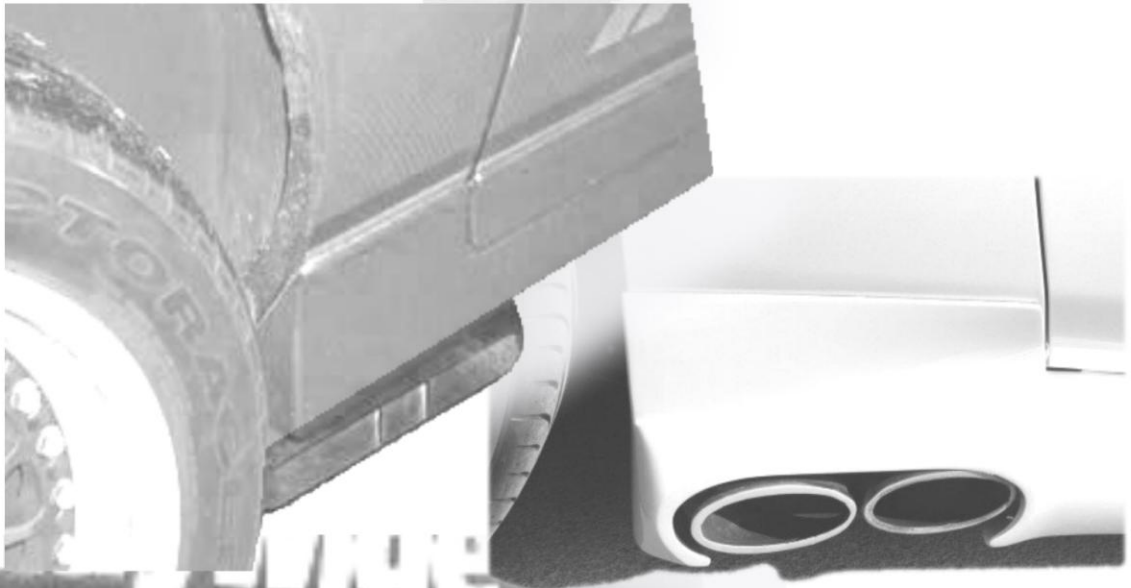
Any engine seal, which is altered or tampered with in any way from the original purchase, will be deemed illegal.

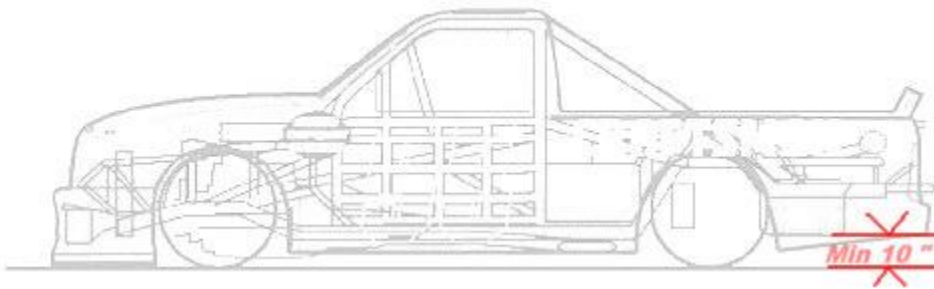
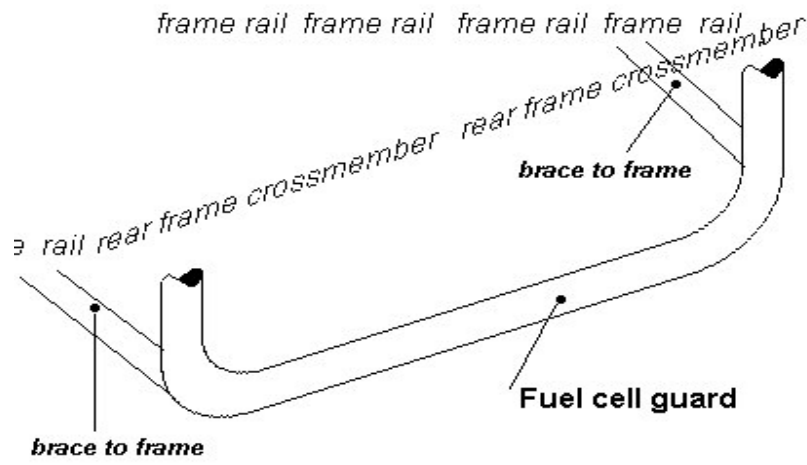
Mandatory Carburetor: Holley 500 CFM Two Barrel carburetor, P/N 0-4412. Canton Racing Products 85-060 adapter must be used. **For spacer height and carburetor information see Carburetion.**

Mandatory Water pump: Stock OEM cast iron only

14. **Fuel Pump:** Stock mechanical fuel pumps only. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No "Cool Cans". The only fuel allowed is gas that is bought at local consumer (no commercial) outlets. No additives, No Oxygenation, No aviation fuel or race fuel.
15. **Transmission:** Any stock automatic transmission with working mating torque converter or 3, 4 **or** 5 speed manual transmissions. All transmissions **MUST** have all gears working. Transmission adaptor plates for automatic not permitted. Stock clutch disc, pressure plate & flywheel. No lightening of flywheel. 10" minimum clutch disc is required. No aluminum clutch parts or flywheels. Aftermarket safety bell housings are **recommended**. If using stock bell housing, a scatter shield or minimum 1/8" thick steel plate 180 degree safety shield is mandatory.
16. **Exhaust:** Mufflers mandatory. Stock OEM production cast iron manifolds or headers allowed (no crossover headers) maximum header tube 1 5/8" diameter tube size. Maximum exhaust pipe size is 2 1/2" O.D. from the manifold to the **muffler exit**. One "H" or "X" pipe is allowed. **Exhaust must exit behind cab rear door seam/drivers compartment no higher than 10" from the ground to the top of the pipe/outlet. Exhaust outlet maybe configured in any format but must be finished in such a manor not to damage tires if side contact is made (see exhaust outlet examples diagrams at end of rules).** A maximum of 8 inches of steel braided flex pipe allowed per side close to exhaust manifolds as possible. Any muffler may be used providing it reduces the exhaust noise below club standards. **Every car will be tested according to club procedures and any car not meeting the maximum limit of 98 decibels must meet the limit by their next race date.**
17. **Radiator** may be remounted but **MUST** remain ahead of engine between frame rails. No coolers of any kind to be mounted in driver's compartment. Aluminum radiators allowed.
18. **Plastic cooling fans are mandatory.** Electric fans may be used.
19. **Driveshaft:** All drive shafts **MUST** be painted white. Stock type steel drive shafts only. No lightweight, aluminum, chrome moly or carbon fiber drive shafts will be allowed.
20. Only one **battery** is permitted and **MUST** be safely & securely mounted outside the driver's compartment. AGM battery recommended
21. **Starter MUST** work at all times & **MUST** be mounted in stock position.

22. **A main battery power switch MUST** be mounted in the truck so that it is easily accessible to the driver. All main power switches **MUST** be clearly marked ON / OFF. The main power switch **MUST** kill all electrical power and stop a running engine.





Saskatoon Stock Car Racing Association Protest Form



Race Date: _____

Division:

- | | |
|--|--|
| <input type="checkbox"/> Super Late Model | <input type="checkbox"/> Thunder Stock |
| <input type="checkbox"/> Western Sportsman | <input type="checkbox"/> Mini Stock |
| <input type="checkbox"/> Street Stock | <input type="checkbox"/> Pro Truck |

Protest Against (Name): _____

Protest For: _____

Reason for Complaint: _____

Protest Fee:

- \$100 – chassis and suspension inspection or, cylinder head, intake, camshaft, exhaust and carburetor (top end) inspection or, transmission and differential ratio inspection.
- \$200 – cylinder head, intake, camshaft, exhaust, carburetor, oil pan, one connecting rod, one piston and crankshaft
- \$250 – Dyno testing of sealed crate engine for horse power rating only

Protester's Name: _____

Protester's Signature: _____

Cash Collected By: _____

**Technical Inspector/
Race Director Signature:** _____

Protest Results: _____

⇒ **Protest forms must be turned in to the Technical Inspector or Race Director 15 minutes after the conclusion of the final race.**

⇒ **All teardowns will be arranged with all parties.**