



2012 Rules and Regulations



Street Stock 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.

Street stock Rules

General

1. **Cars MUST** be North American two door cars of all metal construction. Minimum wheelbase of 101 inches and a maximum of 116 inches. No trucks or convertibles. No independent rear suspension cars. Any modification of wheelbase is not permitted.
2. All parts **MUST** be in family line. A body from one manufacturer may be put on a frame of the same manufacturer provided there are no modifications to the original dimensions of the frame. Steel aftermarket bodies may be used, rubber or fiberglass nose cones may be used providing that it matches the style of car. Rubber mounts may be removed.
3. All bodies and body panels **MUST** meet factory dimensions and appearance for year and model, with the exception of minor modifications necessary with a body swap so rule #4 is met. **Wheel wells may be radiused to a maximum of 5 inches from the outside circumference of the tire.** 100% of body parts **MUST** be run each race day. **MUST** use stock appearing bumpers in the front and rear. Fender edges **MUST** be rolled inward resulting in no sharp edges. Single skin steel bumper or can run maximum of .095" 1 3/4" mild steel tubing for mounting purposes, **MUST** follow Diagram B2. Rubber bumper covers can also run .095" 1 3/4" mild steel tubing behind cover in place of original bumper, **MUST** follow Diagram B2. Tubing **MUST** be hidden behind bumper or cover, and not stick out past ends.
4. **Full Frame** cars **MUST** be of stock dimensions. Boxing of frames allowed. No modification(s) for power train or suspension clearance allowed. **Unibody** cars must be of stock dimensions. Sub-frame connectors are required of no less than 2"x2"x1/8" wall square tubing. Sub-frame connectors to be welded to floorboards and sub-frames.
5. **Engine MUST** be in stock location to frame for model and year of car, including engine height.
6. **Floor boards and front firewall MUST** remain stock and intact in stock location, OEM tin kits or 22 gauge sheet metal may be used to replace rusted floor boards but must remain in stock location. No sheet metal screws or galvanized material are to be used anywhere in the construction of car.
7. No interiors with sub-floors or cockpit style interiors.
8. **Windshields MUST** be full width safety glass or minimum 1/8" thick Lexan. All other glass **MUST** be removed. Glass windshields **MUST** have a minimum of 4 safety clips composed of at least 1/8" X 1" X 6" steel. Lexan **MUST** be securely fastened with 3/16" diameter pop rivets with 1/2" heads spaced a maximum of 8" apart. All windshields **MUST** have a minimum of 2 safety rods on the inside of the windshield, 1/2" diameter rods or 3/8" black pipe spaced a minimum of 10" apart. Drivers' side deflector is recommended, maximum length of a vertical line from the top of the windshield to the top of the door. Deflector **MUST** not flare outside the top edge of door. Lexan only.
9. **All burnables**, chrome strips, door handles, lights, trailer hitches, and white metal **MUST** be removed.
10. a) A **fuel cell** is mandatory. Fuel cell must be boxed in a 20 gauge steel container. Fuel cell minimum mounting **MUST** use 1" x 1" x 1/8" steel tubing (schedule 40 pipe acceptable). Mounting rails to go side to side to the frame along the cell container and front to back along the cell container, to the mount rails boxing the container. Fuel cell ground clearance to be seven inches minimum. Aluminum fuel tanks are not permitted. Any variations are subject to approval of the technical committee.

- b) Rear **fuel cell guard bar** mandatory. This bar drops down from the rear most cross member even with the lower surface of the fuel cell, running side to side, the width of the fuel cell to protect from impact damage.
11. **Front and rear driveshaft hoops** of 360 degrees mandatory. Front hoop to be 1 ½" X 3/16" steel minimum, bolted to the floorboards with minimum grade 5 bolts and located within 12" of the front joint. Rear hoop may be 5/16" chain.
 12. Battery **must** be located outside of the driver's compartment but within the wheelbase of the car and securely fastened. If located in the front or rear firewall, battery **must be completely sealed from the driver's compartment** and accessible only from outside the vehicle. Battery fasteners **must** be 1/8" X 1" steel strap or 3/8" rod minimum. AGM batteries recommended
 13. **MUST** have **master kill switch** for battery. **MUST** be **centrally** mounted for ease of access by driver and safety crew.
 14. **Starter MUST** be **operational** at all times.
 15. **Lights:** see General Safety Rules.
 16. **Seatbelts:** see General Safety Rules.
 17. **Fire extinguisher:** see General Safety Rules.
 18. Mass produced **head and neck restraint mandatory**.
 19. **Window net:** see General Safety Rules.
 20. **Steering column MUST** be collapsible. Quick release steering wheel mandatory.
 21. **Brake pedal** and mounting point **MUST** be in original factory location for that make, model and year of chassis. Brake mechanisms on all 4 wheels **MUST** be working at all times and are subject to spot checks. No adjustable proportioning valve(s).
 22. Unkempt cars may be disqualified.
 23. **Minimum Weight:** All cars **MUST** have a minimum weight of 3200 pounds at all times. Maximum left side weight is 55.0% measured at any time. Weights **MUST** be taken with driver seated in seat holding steering wheel. All ballast **MUST** be securely fastened and painted white with the car number on it.

Suspension, Wheels and Tires

1. **Front:** Any stock suspension parts in the family line may be used and **MUST** fit without any modifications to any parts. **MUST** have stock mounts in stock location. Shock access hole allowed in right front upper control arm only. No modifying of stock mounts allowed. Slotting of camber adjusting holes is allowed on AMC, Chrysler, and Ford. On strut or Macpherson strut style cars, camber/caster may be adjusted by the use of eccentric bolts and slotting of the bolt holes at the spindle to strut mounting points, eccentric bushings in the lower control arms and/or by the use aftermarket camber/caster plates at the strut [top] to body mount top, upper strut mounting may be slotted or relocated.
Rear: leaf spring car - stock front leaf mounts **MUST** be used. Mount to be in stock location with original stock floorboards. Adjustable differential lowering blocks allowed. Any steel aftermarket spring allowed but must mount in stock location. No composite springs allowed.
Rear: Coil spring car – Stock mount to frame **MUST** be used. Drilling of holes is permitted. Stock differential brackets with adjustment holes allowed. Rear lower control arms **MUST** be stock to the chassis. Boxing of rear control arms is allowed.
All suspension mount bushings **MUST** be OEM rubber or urethane replacement. No adjustable ball joints allowed, only stock appearing greasable ball joints.
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2. Working **shock absorbers** in stock location with stock mounts to chassis **MUST** be used. No adjustable shocks of any kind. Shock extensions allowed but **MUST** retain original mounting location and geometry. On Macpherson strut style cars, where the strut [shock]

serves to locate the suspension spring, the spring mount may be altered to accept standard size racing springs. (5 or 5.5 inches)

3. **No adjustable weight jacks allowed.** Threaded adjustable spring spacers are allowed on the front suspension only. No threaded adjustable spring spacers are allowed on the rear suspension coil springs.
4. **Differential housing MUST** be in family line. No floaters. Tires may not extend 3" or more past the body. Stock gear ratios not exceeding 4.88 mandatory (all makes). C-clip eliminator kit optional. Hardened after market axles recommended. Only welded spider gears or mini spools allowed, No full spools, no positraction units, no lockers and no exotic type differentials. No independent rear suspensions.
5. The **minimum ride height of 5.0"** is measured from the lowest point of the frame side rail with the driver in the car as raced. Sub frame connectors are not considered part of the frame in this measurement
6. No chaining down of suspension.
7. **Tires:**
 - a) **Only Cooper Cobra G/T radial passenger tires will be eligible for branding.** Tires **MUST** have a maximum width of P235 and a minimum of 70 series sidewall. Radial or bias ply street tire only may be used. Maximum speed rating of T. No ground grip, studded or recap tires allowed. **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 2012.** 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 car 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
 - e) Out of town cars will be required to run a street legal DOT tire. Tires **MUST** have a maximum width of P235 and a minimum of 70 series sidewall. **No Racing Tires**
8. **Steel wheels** or aftermarket steel wheels with a 3/16" center minimum, welded 360 degrees mandatory. Maximum 8" width allowed.
9. **1 inch nuts** mandatory on all wheels. 5/8 inch wheel studs recommended.

Roll Cage

1. **Six point roll cages** made from 1 ½" schedule 40 pipe minimum. Kit cages constructed of 0.095", 1¾" mild steel tubing conforming to Super Late Model minimums strongly recommended. All welds **MUST** be 360 degrees and gusseted. No galvanized pipe, threaded or cast joints. **MUST** have a dash bar and a cross bar behind the driver. Front hoop allowed with a maximum of 3 support bars per side. Minimum of 3 driver's door bars and 2 passenger side door bars with 2 rows of vertical connecting bars on the driver's side extending to the frame or rocker panel. Unibody or X-framed cars with a roll cage mounted to the floorboards **MUST** have the roll cage welded to a 6" square X ¼" plate that is bolted through the floorboards to a like plate with four ½ inch diameter bolts. Cage **MUST** have a bar from the top of the door bar to the window pillar. Main cage halo dimensions: Maximum 12" from the right edge of stock roof skin. Maximum 3" down from roof skin. Modifying roof skin is not allowed. Roll cage padding - see Safety Rules.

2. **Aluminum oval track racing bucket seat** with head support, properly mounted to the roll cage is mandatory. Minimum distance of 36" from rear of seat to center of differential is required.
3. Only one **front bar**, maximum 2" OD. and no wider than the frame rails, mounted behind bumper is allowed.
4. **Radiator** may be re-mounted, **MUST** remain in its basic location, no coolers of any kind in the driver's compartment. Overflow can minimum 1 liter securely mounted mandatory.

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 cars as required to ensure an equal and competitive division is maintained.

1. Absolutely stock! 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	CID 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

2. **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".
3. **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.
4. **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 351 Windsor – 56 lbs, Ford 302 - 38 lbs. Ford Cleveland - 55.8 lbs.**). Absolutely no aftermarket forged, race type or exotic crankshafts allowed.
5. **Piston and Connecting Rod:** Flat top or dished only, weighing a minimum of 1200 grams each with the wristpin, rings and bearings. All pistons **MUST** have two compression rings and an oil ring.
6. **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.

7. **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 inch intake valve diameter and 1.5 inch exhaust valve diameter. All other engines **MUST** be stock for year and engine model used. Guide plates are permitted. The maximum Chevrolet valve spring diameter permitted is .1266 inches. Composition head gaskets of no less than .026 inch compressed thickness for Chevrolet only, all other makes is .039 inch. Chevrolet Vortec, Dodge Magnum, early Ford GT-40 or 4bbl Cleveland heads not allowed.
8. **Distributor:** Only stock distributor and stock coil allowed. No external modules (except Ford) or external modifications. No modifications to stock mounting of module. GM HEI style allowed.
9. **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.
10. **Water pump:** Stock OEM cast iron water pumps only for GM engines. Ford and Chrysler engines may use stock OEM aluminum water pumps.
11. **Oil pan:** Any steel oil pan that fits with no modifications to frame is permitted. Oil filter **MUST** be OEM style for block and mount in OEM location.
12. **Fuel pump:** Stock mechanical pump only. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No “Cool Cans”. **The only fuel allowed is gas that is available at local consumer (NO commercial) outlets. NO ADDITIVES, NO OXYGENATION, NO AVIATION FUEL, NO RACE FUEL.**
13. **a). 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 or 19258602
 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**.
 Aftermarket drop-type air cleaner base may be used to allowed hood closing clearance.
 Mandatory Water pump: Stock OEM cast iron only.
b) BluePrint Engine Ford part # BP3472CT allowed. Engine must be dyno tested on a local approved engine dyno. A member of the Competition committee must be present to verify complying engine specs, the engine will then be sealed before leaving the dyno facility. Any engine seal which is altered or tampered with in any way will deem the engine illegal.
14. **Transmission:** Any stock automatic transmission with a working mating stock torque converter or manual transmission of five speeds or less. No aftermarket torque converters allowed. All transmissions **MUST** have all gears working. Transmission adapter plates are not permitted. Stock clutch disk, pressure plate and flywheel. 10 inch minimum diameter clutch disk is required. Aluminum clutch parts and aluminum flywheels are not permitted. A scatter shield or minimum 1/8 inch thick steel plate, 180 degree safety shield mounted over the bell housing bolted to the floor is mandatory for manual transmissions.
15. **Exhaust: Mufflers mandatory.** Stock OEM production cast iron manifolds: No modifications allowed. No adapter plates allowed. All manifold mounting bolts and holes **MUST** be used.

Maximum exhaust pipe size is 2 ½ inches OD from the manifold to the muffler and 2 ½ inches max OD from the muffler to the exit. One “H” pipe is allowed, minimum length 4 inches, maximum diameter 2 ½ inches. Exhaust must exit under car, below and behind driver with the tips pointed downward and slightly toward the centre of the car or exit the body behind the drivers compartment ahead of the rear wheel no more than 12” above the ground. A maximum of 8 inches of steel braided flex pipe allowed per side close to exhaust manifolds. Full length or “shorty” headers allowed (no cross over headers) . Maximum header tube 1 5/8” diameter tube size.

16. **Plastic fans** are mandatory. Fan **MUST** be driven by water pump. Electric fans are permitted

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.**