



## 2012 Rules and Regulations



## Super Late Model Division

Saskatoon Stock Car Racing Association  
(S.S.C.R.A)  
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Effective February 1, 2012

## **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.

## Super Late Model Rules

### Bodies and Frames

1. **Body:** Open to Canadian and American built passenger car body styles including Chrysler, Ford, GM and Toyota, of the last ten years. 102 inch minimum wheelbase. The manufactured factory wheelbase of the make/model and the chassis may vary. Body's **MUST** closely resemble the intended make/model. (No wedge or down-force bodies). In the interest of keeping the division marketable to sponsors, new looking or new body styles are highly recommended.  
**Maximum Tread Centerline:**  
**101** inch to 104 inch wheelbase cars – maximum 64 inch tread centerline  
104.1 inch to 107 inch wheelbase cars – maximum 67 inch tread centerline  
107.1 inch and longer stock clip only – maximum 69 inch tread centerline
2. Any equipment that officials consider exotic or not in the intent of the rules will be considered illegal. (e.g.: traction control devices)
3. **Frame:** Car may be fully fabricated tube chassis or stock frame clips of either perimeter or offset design. Fabricated frame rails **MUST** be made of no less than 2 ½" X 2 ½" X .095" or 2" X 3" X .095" steel tubing on the left side and no less than 2 ½" X 2 ½" X .083" or 2" X 3" X .083" steel tubing on the right side.
4. **Body Panels:** All cars **MUST** run 100% of original body parts each race day (hood, fenders, doors etc.). All body parts **MUST** be securely fastened to the chassis. Rear panel of the body **MUST** be completely sealed with a solid panel. (No screen or mesh).
5. **Spoilers:** Spoilers are allowed. Front **MUST** have 3 inches ground clearance at the front edge. Front edge considered to be equal to tread center width. **Nose to be cut 90 degrees to the ground from fender line wheel opening down.** Rear with a maximum height from deck lid of 6 ½" inches and maximum width of 60 inches measured along the face of the spoiler. The rear spoiler **MUST** be made of clear Lexan.
6. **Side Panel** of body **MUST** have 2" minimum ground clearance. Measured **before** race
7. **Height:** Minimum height of 42 inches from the bottom of side frame rail to roof plane, measured 12 inches back from the top of the windshield at the roof centerline.
8. **Floor Boards:** Full metal floorboards from firewall to firewall, minimum **1/8" steel** under driver. **The vertical section of driveshaft tunnel just right of the driver seat to be a minimum 1/8" x 8" high steel from back plate to transmission end.** It is recommended a 1/8 inch thick steel **back** plate be installed vertically behind the seat to protect the driver from the rear lower control arm being driven through the rear firewall. Driver needs to be surrounded by 22-gauge **metal** including foot booth, drive shaft tunnel, and behind driver's seat. To the right of the driver maybe sloped from the top of the driveshaft tunnel to the passenger side window ledge (not straight across at shoulder level) and **MUST** allow access for safety personnel. Rear area of interior may be paneled straight across from the lower edge of the window openings.
9. **Wheel Wells** may be enlarged to a maximum 5" from tire. Tire **MUST** be no further than 3" outside the body measured at the axle line square to the body (3:00 or 9:00).
10. **Windshield:** Lexan material mandatory, with three vertical interior supports of a minimum ½" diameter attached to the role cage at each end. If an Earnhardt bar of 1 ¾" x .095" roll cage material is used, the interior windshield supports are not necessary. Vent style deflector is permitted to a vertical line meeting the top edge of the windshield on the driver's side only. Plexi-glass is unacceptable in race car construction.

## Suspension and Wheels

1. Heavy duty or racing hubs, spindles and stabilizer bars **MUST** be used. A tubular upper control arm with modified mounting is subject to Technical committee approval. Weight jacks are allowed. Coil over suspension and tubular lower control arms are allowed. Weight jacks, sway bars and track bars are not allowed to be adjustable from the cockpit.
2. Reinforcing of stock components is permitted.
3. **Shock Absorbers:** Rated racing shock absorbers are allowed. Shocks with Schrader valves allowed. Tie down/high rebound type shocks allowed. No remote or piggy back reservoirs. Manufacturer's suggested retail price available to anyone at a **MAXIMUM of \$600.00 each**.
  - a) Steel non adjustable shocks on all **4 CORNERS** receive maximum weight break.
  - b) Single or double adjustable steel or aluminum shocks permitted with a 50lb weight penalty.
4. **Wheels:** 10" maximum width, manufactured heavy duty steel racing wheels mandatory. Wheel nuts:  
Minimum 1" hex mandatory.
5. **Tires:** Goodyear Eagle Racing tires only (2772 may be used on the left side of the car ONLY and 2902 must be used on the right but may be used all around if desired). Tires are purchased through *Auto Clearing All Makes and Performance Parts* in Saskatoon. No tire softeners permitted.
  - a) Teams will be allowed new tires based on the following formula: Four tires for the first race day plus one tire for each regular race date. i.e., for a race season with seven regular race dates, teams will be allowed  $4 + 7 = 11$  tires. For a six race date season, teams would be allowed  $4 + 6 = 10$  tires.
  - b) All tires **MUST** be branded by *Auto Clearing All Makes and Performance Parts* with your car number and current year. Tire brands **MUST** be visible to the tech official on the outer side of the wheel.
  - c) Out of town cars that are not members will be allowed 2 new tires for each race event with a maximum of 10 for the 7 race season. All used tires **MUST** to be 5/32 or under in tread depth for each race event. Weight and balance rules for either the open or crate motor apply for all out of town cars.
  - d) Used tires **MUST** be branded by tech official before being used in competition.
  - e) Used tires **MUST** be 5/32 of an inch tread depth or less to qualify as "USED".
  - f) If a new tire is cut, it **MUST** be presented to tech immediately to be certified for a replacement, it **MUST** have 6/32 of an inch or more tread depth.
  - g) Tire cheating penalty: Race Day points plus 15% of year end points total.
  - h) Tire tread depth will be measured at a maximum pressure of 30psi for right side and 20psi for left side.
6. **Steering:** Type optional, with the Technical committee approval.
7. **Rear Suspension:** No independent rear suspension.
8. **Differential:** Full floating axle assembly mandatory. No cambering allowed.
9. **Brake Mechanisms** on all four wheels **MUST** be in working condition. Subject to spot checks. Brake rotors **MUST** be cast iron or steel.

## Safety Specifications

1. **Roll Cage:** Constructed from a minimum of 1 3/4" x .095" round steel tubing. Rear down bars and support bars must be constructed of a minimum .065" tubing. Joints in major locations (e.g.: door bars, dash bar and roof bars) **MUST** be gusseted. Driver side door **MUST** have four horizontal bars with two vertical bars connecting all four horizontal bars to the frame structure evenly spaced. 1/8" steel door plate on driver's door area and foot box area is mandatory; may be one solid plate or sectioned into the spaces between the door bars to seal all openings. Foot box 1/8" plate to be a minimum 6" in height from the top of

the frame rail and to extend forward to the end of the foot box. Right side door **MUST** have a minimum of three bar horizontal and two vertical or an X structure with an outrigger rub rail against the inside of the body. Outrigger to be minimum 1 1/2" X .065" (1010) mild steel tubing braced with 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. Bars to extend back past the centerline of the differential housing. See Diagrams A1, A2, A3, A4. All roll cages are to be approved by the technical committee.

2. **Drive Shaft Hoops:** 1/4" x 2" steel, mounted to the chassis within 6" of the front U-joint and no further than 3" away from the drive shafts circumference. Rear drive-shaft hoop mounted as to protect the driver in case of drive shaft failure.
3. **Throttle Assembly:** **MUST** have a "toe hook" to retrieve the accelerator.
4. **Seat:** Approved aluminum or carbon fiber oval track racing seat mounted to the roll cage, left of the centerline of the car and to the right of the left frame rail. See mounting diagrams C1, C2, C3, C4 and C5. Headrest is mandatory (for rear impact support).
5. **Safety Belts:** Approved seat belts with one common release, minimum 5-point mounting "H" type, mounted to the roll cage, 2" minimum width mandatory. Shoulder belts are to be mounted level with the shoulders to four inches below shoulders and in accordance with the manufacturer's instructions for the head and neck restraint system used. Belts **MUST** be no older than four years and SFI rated. See mounting diagrams C1, C2, C3, C4 and C5.
6. **Window Net:** Every car **MUST** be equipped with a S.F.I. 27.1 rated driver's side window net. Net **MUST** be web or mesh style and quick opening, complete with mounting rods composed of minimum 3/8" diameter rod. Attaching points **MUST** be of equivalent strength and mounted to roll cage. **MUST** be NASCAR-style quick release. Nets exhibiting wear, deterioration or fraying must be replaced. No push button permitted. Window nets must be changed 4 years from date of manufacturing.
7. **Fire Extinguisher:** Optional: Minimum 2.5 lb. with a recharge slip dating back no later than 12 months. Metal quick release mechanisms and discharge levers **MUST** be within reach of the driver with belts done up. Halon type showing full pressure may be used.
8. **Helmets:** **MUST** meet Snell-SA2000 specifications or equivalent. It is recommended that if purchasing a new helmet, Snell-SA2010 be purchased. Full face Snell "SA" design helmets are mandatory. Half-shell helmets are not permitted.
9. **Racing Suit:** Super Late Model drivers **MUST** wear a two-layer certified racing suit. A single layer certified racing suit with full Nomex underwear is acceptable as two layers. Two layer driving gloves and fire rated boots are mandatory.
10. **Head and Neck Restraint:** Any type of mass produced head & neck restraint(s) is mandatory, A SFI 38.1 rated or higher.

## Engine and Driveline Components

1. **The following sealed crate engines will be allowed:**
  - GM sealed Late Model Circle Track Engine P/N 88958604
  - Ford sealed crate engine P/N M-6007-D347SR
  - Dodge sealed crate engine P/N P5007958
  - Stanton Dodge sealed crate engine P/N ASALMS 75360No other engines will be allowed.

Existing Ford or Dodge crate engines running at ACMS prior to 2011 allowed. Because of the inconsistent use of parts and lack of detailed parts list, FUTURE Ford or Dodge crate motors will be dyno'd and may require a restrictor plate or and/or rev limiter chip to ensure same HP range as the GM 604 crate motor.

Any engine seal, which is altered or tampered with in any way from the original purchase, will be deemed illegal. The **ONLY** changes that will be permitted are as follows:

**Oil Filter:** Any single production type oil filter may be used. It may be remotely mounted, but **MUST** be located in the engine compartment.

**Ignition System:** Stock type HEI and MSD distributors will be allowed. No magnetos. Rev limiter recommended.

**Bodies:** Any of the above crate engines may be used in any Super Late Model car and are not subject to a family line/motor rule.

**Harmonic Balancers:** Any harmonic balancer may be used (e.g. 6 ¼" fluid dampers permitted).

**Fuel:** Only premium pump fuel with a maximum octane rating of 93 allowed. No racing fuel, oxygenators, or additives allowed.

**Ringear:** Ring gear flex plate to be SFI approved.

2. **OEM Definition:** The original equipment manufacturer is the manufacturer of a mass produced component as intended for sale to the public in a complete automobile.
3. **Flywheel:** No "lightening" of the stock flywheel. Aluminum flywheels are allowed.
4. **Scatter shield:** A 360° SEMA approved shield mandatory with clutch using nodular iron components (stock flywheel and pressure plate styles). Approved multi-disk units may use aluminum bell housing. An approved safety shield or blanket is mandatory when using an automatic transmission.
5. **Clutch:** **MUST** be in working condition. **MUST** be located in the bell housing (e.g.: no Bert or Brinn style transmissions).
6. **Transmission:** Any manual transmission or automatic transmission with a minimum 2 forward gears and 1 reverse gear. Rear wheel drive only.
7. **Engine Location:** The engine **MUST** be located within 2" of the centerline of the car measured from the center of the tires, measured at water pump shaft height on the block.  
**Fore/Aft position:** The engine may be no further than 3" rearward in the vehicle. Measured from the center of the lower ball joints and the centerline of the furthest forward spark plug hole.  
**Vertical Location:** The center of the crankshaft snout **MUST** be a minimum of 10" from the ground.  
**Exception to the motor centre rule** for older stock clip cars or perimeter style cars that are unable to maximize the 59% left rule. These cars will be allowed to move the engine left within reason. No ballast weights will be allowed on the right side of a car if a car exercises this motor centre rule exception.

## Weights and Balances – Crate Motor

- a) Total minimum weight for cars with steel non adjustable shocks 2725 lbs.  
Add 50 Lbs for cars with 1 or more steel or aluminum adjustable shocks 2775 lbs.
- b) Left side of the car shall be no more than 59% of the total weight of the car.
- c) All total weights and left side percentages will be calculated with a full tank of fuel and the driver in car.
- d) All removable ballast **MUST** be securely fastened and painted white with the car number marked on each piece of ballast.

## Weights and Balances – Open Motor (visiting cars only)

- a) Total weight, 2950 lbs minimum.
- b) Left side of the car shall be no more than 58% of the total weight of the car.
- c) All total weights and left side percentages will be calculated with a full tank of fuel and the driver in car.

- d) All removable ballast **MUST** be securely fastened and painted white with the car number marked on each piece of ballast.

## Electrical, Fuel, Cooling and Exhaust

1. **Battery:** **MUST** be located outside driver's compartment and securely fastened. AGM style is recommended.
2. **Starter:** **MUST** be in working condition at all times.
3. **Distributor:** Stock type (HEI & MSD) will be allowed. No magnetos.
4. **Fuel Pump:** Mechanical driven only.
5. **Fuel Filter And Lines:** Metal cased fuel filters only. Fuel lines **MUST** be Metal or braided lines only.
6. **Carburetion:** Maximum of 650 cfm. One carburetor, 2 or 4 venturis (e.g. Holley 4777 or Holley 650 CFM 4150 HP Series, P/N 0-80541-1). On the Holley 4777, the choke plate may be removed; choke tower may be milled off. Any modification to the airflow characteristics will disqualify carburetor. Stub stacks are allowed. Carburetor **MUST** be equipped with an air filter to act as a flame arrester. Throttle assembly **MUST** be equipped with two throttle return springs. Carburetor adapter/spacer plate maximum thickness of 1".
7. **Fuel Cell:**
  - a) 22 U.S. gallons maximum capacity (NASCAR-style recommended).
  - b) **Mandatory Construction:** Fuel cell **MUST** have a bladder, filled with foam, with tip over valves and be contained in a 20-gauge steel box.
  - c) **Minimum Fuel cell mounting requirements:** **MUST** be mounted to the frame rails behind the rear axle housing, with two steel cross tubes of 1" x 1" x.095" minimum, having two steel straps 2"x 0.100" thickness, from cross tube to cross tube under the cell to saddle the container. Saddle straps to be spaced evenly side to side from the fuel cell center line (10" spacing minimum recommended). Steel fuel cell container to be mounted to the cross tubes with a minimum of ¼" bolts at 6" spacing.
  - d) Minimum 8" ground clearance.
  - e) Rear fuel cell guard bar recommended, 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.
8. **Cooling System:** Front mounted cooling system only. **MUST** include an over flow container with a minimum 1 liter capacity. Antifreeze is not allowed; will be tested with a hydrometer to a maximum of -10°C, because some cooling agents may lower the freezing point of water. Plastic fans are mandatory.
9. No cooling or lubrication components allowed in driver's area. All oil lines **MUST** be steel reinforced.
10. **Exhaust:** Mufflers are mandatory. Maximum noise level is 98 decibels. Exhaust **MUST** exit under car behind the driver no more than 12" above the ground. Exhaust tips are to be pointed toward the ground and slightly toward the centre of the car or exit the body behind the drivers compartment and ahead of the rear wheel no more than 12" above the ground. **Exhaust tips exiting door area must have a sliding protector riveted to the door with no jagged edges to prevent exhaust from cutting tires (e.g. Schoenfeld tail pipe saver).** 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.**
11. **Ignition Switch:** To be mounted within reach of the driver when seated and safety belts fastened. **MUST** be labeled in the "OFF" position. The ignition switch must be easily accessible from outside the driver's side of the car. If a main power switch is used; it too

**MUST** be labeled in the “OFF” position. It is recommended that the main power switch be mounted in the centre of the car.

12. **Communications:** Radio communications between the driver and the crew are permitted.

## **Policies and Statements as Related To Competition**

1. These rules are designed with the intent to create fair competition. However, interpretation may require alterations of the written rule to clarify the intended. S.S.C.R.A. Officials have the right to make minor amendments to the rules as required for clarification in the interest of safety and fair competition.
2. Protest Procedure: Any infraction requiring protest **MUST** be acknowledged in writing and submitted to the Race/Technical Director within 15 minutes of the completion of the main/feature event.
3. **Composite Materials:** Allowed with technical committee approval. Titanium in the valve train only. No carbon-carbon or carbon fiber components allowed except the air box.

### **Non-Competition Items that have to be corrected for the next race meet.**

1. Roll Cage
2. Chassis (non-competitive modifications)
3. Any item on a car that isn't perceived to give a competitive advantage.

## **Competition Related Technical Procedures**

### **Pre-Race Inspection**

1. Items inspected at this time without driver:
  - a) Safety Equipment.
  - b) Tires – all tires **MUST** be branded.
  - c) Wheel base dimensions.
  - d) Rear spoiler.
  - e) Engine set back, and center line location.
  - f) Crate engine seals.
2. Inspected with driver in car and full of fuel:
  - a) Weights and percentages.
  - b) Roof height, skirt height, nose height. **5 minute shock extension recovery allowed for height checks if required**
  - c) Fuel cell to ground clearance.
  - d) Crankshaft center height.

### **Post Race inspection**

1.
  - a) Weights and Percentages with driver in the seat and both hands on the steering wheel. **Allowance of weight reduction will be set determined by length of race.**
  - b) Carburetors
  - c) Shocks
  - d) Clutch
  - e) Transmission
  - f) Suspension
  - g) Tire Brands

- h) Engine seals and Rocker arms
- i) Rearend

**NOTE:**

- a) Top 5 must go to tech line or disqualification will be automatic
- b) Anyone waved to tech line after race, **MUST** go directly to the tech area, or disqualification will be automatic.
- c) Super Late Model special event race day results/points will be included in the local championship points system. Points will be awarded based on finishing order of local cars only, exclusive of non-local cars.

# 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     |

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**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:** \_\_\_\_\_

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**Cash Collected By:** \_\_\_\_\_

**Technical Inspector/**

**Race Director Signature:** \_\_\_\_\_

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**Protest Results:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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⇒ **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.**