



2018 RULES AND REGULATIONS

STREET STOCK DIVISION

Saskatoon Stock Car Racing Association

(S.S.C.R.A)

P.O. Box 169

Saskatoon, Saskatchewan

S7K 3K4

(306) 651-FAST (3278)

www.wyantgroupraceway.ca



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RACE DAY PROCEDURES

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: No Composite materials allowed. 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

Items inspected at this time without driver:

1. Safety Equipment.
2. Tires – all tires **MUST** be scanned.
3. Wheel base dimensions.
4. Rear spoiler.
5. Engine set back, and center line location
6. Crate engine seals.

Inspected with driver in car and full of fuel:

1. Weights and percentages.
2. Roof height, skirt height, nose height.
3. Fuel cell to ground clearance.
4. Crankshaft center height.

Post-Race inspection

1. Weights and Percentages with driver in the seat and both hands on the steering wheel with helmet. Allowance of weight reduction will be set determined by length of race.
2. Carburetors
3. Shocks
4. Clutch
5. Transmission
6. Suspension
7. Check Tire Scans
8. Engine seals and rocker arms
9. Rear end

NOTE:

1. Top 5 **MUST** go to tech line or disqualification will be automatic.
2. Anyone waved to tech line after race, **MUST** go directly to the tech area, or disqualification will be automatic.

Street Stock Rules

The Street Stock Division is one of the most common divisions in North America with almost every track having some version of a Street Stock based originally on domestic cars, Street Stocks are limited in chassis to what was originally offered with the car from the factory and limited in suspension to family line (GM to GM etc.) components that fit without modifications. While these cars originally started life as a street driven automobile, they are lightened by cutting away all of the inner body structures and have enough adjustments to make them handle very well.

The rules in this document must be used in combination with Saskatoon Stock Car Racing Association 'General Rules and Safety Rules'. Any variations are subject to approval of the technical committee. Any violations found are to be corrected by next race meet. Further disciplinary actions to be determined by the competition committee when warranted.

1. Build Guidelines

- a) **Minimum Weight:** All cars must have a minimum weight of 3,200 lbs. at any time. Maximum left side weight is 55.0% measured at any time. Weights **MUST** be taken with driver in seat with helmet.
- b) **Minimum ride height:** 5" at lowest point of frame with driver (excludes sub-frame connectors)

2. Body

- a) Cars **MUST** be North American cars of all metal construction.
- b) Wheelbase must be a minimum of 101".
- c) No trucks or convertibles. No independent rear suspension cars.
- d) No modifications to wheelbase permitted.
- e) All bodies and body panels **MUST** meet factory dimensions and appearance for year and model.
- f) 100% of body parts **MUST** be run each race day.
- g) All burnables, exterior trim, door handles, lights, trailer hitches and white metal **MUST** be removed.
- h) Aftermarket all-steel bodies may be used. (Performance bodies: Monte Carlo / Camaro). (Rayline bodies: Camaro / Malibu / Monte Carlo / Regal). (Maximum Downforce: Monte Carlo).
- i) 1980 or newer Ford two door unibody may be installed on 1978-1987 GM full frame OR Ford full ram (shortened to minimum 107.5 inch wheelbase). Chrysler engine may be put in 1978-1987 GM full frame. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with 0.095 inch wall thickness. May use 1988-to present GM front wheel drive, two door body, on 1978-1987 GM 108 inch wheelbase full frame.
- j) Rubber or fiberglass nose cones may be used providing that it matches the style of car.
- k) Wheel wells may be radiused to a maximum of 5" from the outside circumference of the tire. Fender edges **MUST** be rolled inward resulting in no sharp edges.
- l) Windshields **MUST** be full width safety glass or minimum 1/8" thick Lexan. All other glass **MUST** be removed.
- m) Glass windshields **MUST** have a minimum of four (4) safety clips composed of at least 1/8"x1"x6" steel.
- n) Lexan **MUST** be securely fastened with 3/16" diameter pop rivets with 1/2" heads spaced a maximum of 8" apart.
- o) All windshields **MUST** have a minimum of two (2) safety rods on the inside of the windshield, 1/2" diameter rods or 3/8" black pipe spaced a minimum of 10" apart.
- p) Factory spoilers or fabricated flat straight spoilers may be used. Fabricated spoilers must be non adjustable with max size of 6" tall measured along the face x 60" wide. No additional side wings or parts may be added.

3. Bumpers & Tow Straps

- a) **MUST** use stock appearing bumpers in the front and rear.

- b) Single skin steel bumper or maximum of 1.75" x 0.095 mild steel tubing for mounting purposes. **MUST** follow **Diagram B2**.
- c) Rubber bumper covers can also run a maximum of 1.75" x 0.095 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.
- d) **Tow** straps are mandatory on the front and rear of each car. Four (4) Tow Straps mandatory.
- e) Plastic Decal Saver allowed.

4. Frame

- a) Full frame and unibody cars must be of stock dimensions.
- b) No modification(s) for powertrain or suspension clearance allowed. Notching frame for spring accessibility is not allowed. No removal of material to lighten frame.
- c) Full Unibody cars **MUST** have welded sub-frame connectors no less than 3" x 2" x 1/8" wall square tubing.
- d) Boxing of frame permitted.
- e) Only one **front bar**, maximum of 1.75" x 0.095, and no wider than the frame rails, mounted behind bumper is allowed.

5. Roll Cage

- a) Six-point roll cage of mild steel, gusseted, fully welded construction only. All welds must be 360 degrees.
 - i) Kit Cage CSC-RCK501-4 (*suggested*)
 - ii) <See General Rules Diagram 1a>
- b) Minimum roll cage construction is 1.75" x .095 round ERW 1010 mild steel tubing. Kit cages constructed of 0.095", 1 3/4" mild steel tubing strongly recommended. **MUST** have a dash bar and a cross bar behind the driver.
- c) Minimum of three (3) driver door bars with two (2) rows of vertical connecting bars on the driver side extending to the frame or rocker panel and two (2) passenger side door bars. The entire **driver's door area**, which includes the area from the "A" pillar post to the "B" pillar post and from the top door bar to the frame, **MUST** be filled with 1/8" steel plate in such a manner that nothing can pierce the drivers' compartment. If there is no factory kick plate, a steel plate shall replace it. Pieces **MUST** be securely welded on the outside of the door bars.
- d) Full Unibody or X-framed cars with a roll cage mounted to the floorboards **MUST** have the roll cage welded to 3"x 2"x 1/8" sub-frame connector.
- e) Cage **MUST** have a bar from the top of the door bar to the window pillar. (See General Rules Diagram 2A.)
- f) Main cage halo dimensions: Maximum 12" from the right edge of stock roof skin. Maximum 3" down from roof skin.
- g) As of January 2015, all NEW cars being built, the roll cage must include the Earnhardt bar (a vertical bar that extends from the horizontal dash bar to the halo). Or may be installed on front to back on top of the halo diagonally or straight across to prevent collapse from impact on rollover, but still must allow for extraction of the driver through the roof.. This bar must be constructed of 1.75" x 0.095. See diagram 2a under General Rules.

- h) Front hoop allowed with a maximum of three (3) support bars per side.
- i) **Aluminum oval track racing bucket seat** with right-side head support, properly mounted to the roll cage is mandatory. Minimum distance of 36" from rear of seat to center of differential. Full containment head rest recommended. **<See Diagram 6B General Rules>**.
- j) (See General Rules Diagram 6B)

6. Interior

- a) Applies only to cars with sub-frame connectors or full frame cars.
- b) Steel fabricated interior allowed 22 gauge steel minimum.
- c) Interior must be sealed from the engine compartment and undercarriage area.
- d) Passenger floor may be constructed from the top of the drive shaft tunnel and go horizontally to the right to the inside of the passenger 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 the right side.
- e) Maximum drive shaft tunnel height is 12" from the top of the frame.
- f) No bathtub style interiors allowed.
- g) Must allow right side access for safety personnel.
- h) Factory floor pan may be used if desired.
- i) Floorboards and front firewall must be in stock location to the frame being used.

7. Suspension

- a) Any steel aftermarket spring allowed but must mount in stock location. No composite springs allowed.
- b) Shocks must run as produced and provided by manufacturer.
- c) Working non-adjustable **shock absorbers** in stock location with stock mounts to chassis **MUST** be used.
- d) Shock extensions allowed but **MUST** retain original mounting location and geometry.
- e) **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.
- f) **Front**
 - i) Any stock suspension parts in the family line may be used provided they fit without any modification. **MUST** have stock mounts in stock location.
 - ii) No adjustable ball joints; only stock appearing greasable ball joints allowed.
 - iii) No eccentric bushings. Stock, steel or polyurethane bushings may be used.
 - iv) Non-adjustable tubular upper control arms with solid bushings allowed, with mounting holes and pivot locations on the same axis plane.
 - v) Shock access hole allowed in right front upper control arm only.
 - vi) Slotting of camber adjusting holes is allowed on AMC, Chrysler and Ford.
 - vii) 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.

- viii) 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 5½").
- ix) Coleman hub assembly may be used on the right and left front suspension.

g) Rear

- i) **Leaf spring car** - stock front leaf mounts **MUST** be used. Mount to be in stock location with original stock floorboards.
- ii) Adjustable differential lowering blocks allowed. **Coil spring car** –stock mount to frame **MUST** be used. Drilling of holes is permitted.
- iii) Rear lower control arms **MUST** be stock to the chassis. Boxing of rear control arms is allowed.
- iv) Stock differential brackets with adjustment holes allowed.
- v) No eccentric bushings. Stock, steel or polyurethane bushings may be used.

8. Steering

- a) All steering components must be stock to car, in stock location. No welding of parts.
- b) Centre link to be stock OEM or OEM replacement.
- c) Steering column **MUST** be collapsible. Quick release steering wheel mandatory.

9. Fuel System

- a) A fuel cell is **mandatory**, must consist of a plastic or rubber bladder.
- b) Fuel cell must be boxed in a 20 gauge steel container.
- c) Must be mounted behind the differential, between the frame rails as forward as possible.
- d) Fuel cell minimum mounting **MUST** use a minimum 1"x1"x1/8" square tube structure two horizontal tubes and 2 fore and aft tubes closely fitting the outside of the steel container.
- e) **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.
- f) All fuel cells must be grounded and caps tethered.
- g) Remote filler securely mounted under the deck lid; optional.
- h) Fuel cell ground clearance to be 7" minimum.
- i) Any variations are subject to approval of the technical committee.
- j) **Fuel:** Only pump fuel available at local consumer outlets with a maximum octane rating of 94 is allowed. No additives, oxygenation, aviation fuel or race fuel.

10. Engine

- a) Engine **MUST** be in stock location to frame for model and year of car, including engine height.
- b) **Water Pump:** Stock OEM cast iron water pumps only for GM engines. Ford and Chrysler engines may use stock OEM aluminum water pumps.

- c) **Fuel pump:** Stock mechanical pump only. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No “Cool Cans”.
- d) **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. Rev limiters allowed for ignition systems. Traction devices, not allowed. Rev limiter will be mandatory for 2019. RPM to be determined. MSD part # 8727CT.
- e) **Harmonic balancer:** **MUST** be OEM style.

f) **OPEN Engine**

- i) **Engine Block:** **MUST** be a cast iron OEM block with exception of permissible overbore. An OEM lifter bore **MUST** be maintained. De-burring of block and parts permitted. Block **MUST** maintain -0.015” deck height (GM).

ii) Make	Max Overbore	Max CID	Head CC
GM 305	0.060”	315 cid	58cc
GM 327	0.060”	337 cid	64cc
GM 350	0.060”	360 cid	67cc
Dodge 360	0.060”	370 cid	64cc
Ford 302	0.060”	307 cid	54cc
Ford 351w	0.060”	362 cid	57cc w/-13 cc dished piston
Ford 351w	0.060”	362 cid	64cc w/ flat top piston
Ford 351c	0.060”	362 cid	64cc
Indy 360 LA-X	0.060”		62cc w/ 18cc dished piston

- iii) **Crankshaft:** **MUST** be OEM. Aftermarket cast steel crankshaft allowed. **MUST** weigh within 3% of OEM crankshaft (OEM weights GM – 51lbs., Dodge – 56lbs., Ford 351 Windsor – 56lbs., Ford 302 – 38lbs. Ford Cleveland - 55.8 lbs.). Absolutely no aftermarket forged, race type or exotic crankshafts allowed.
- iv) **Connecting Rods:** Aftermarket connecting rods allowed. De-burring of stock rods is permissible. Stock rod length to the OEM block being used.
- v) **Pistons:** Flat top or dished only, weighing a minimum of 1,200 g each with the wristpin, rings and bearings. All pistons **MUST** have two (2) compression rings and an oil ring.
- vi) **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.
- vii) **Cylinder Heads:** Only stock cast iron OEM castings permitted or the following stock replacement heads: **GM** - Dart 10024361 or 10024361A, World Products 043600-S/R (76cc), 043610-S/R (67cc), 042650-S/R, 87 and newer 042750-S/R (58cc). **Ford** - World Products Windsor JR. 053030 (58cc), **Dodge** – Indy 360-LAX cylinder head allowed. If used, the pistons must have a minimum of an 18CC dish. Absolutely no de-burring, grinding or polishing of intake or exhaust ports permitted. Chevrolet engines are restricted to 1.94” intake valve diameter and 1½” exhaust valve diameter. All other engines **MUST** be stock for year and engine model used. Guide plates are permitted. Composition head

- gaskets of no less than .026" compressed thickness for Chevrolet only. All other makes is .039". Chevrolet Vortec and Dodge Magnum allowed. Early Ford GT-40 or 4bbl Cleveland not allowed. Non-metallic valve train parts not allowed.
- viii) **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.
- ix) **Intake Manifold:** Only stock OEM cast iron 2BBL intakes or *Edelbrock RPM Performer* dual plane high rise aluminum intake (GM - #7101, Ford 351-W - #7181, Ford 302-W - #7121, Ford 351-C #2750 Performer, Chrysler - #7176) or *Weiland Products* dual plane high rise aluminum intake (GM – Stealth #8150, Ford 351-W - Action+ #8010 and Stealth #8023, Ford 302 - Stealth #8020, Chrysler – Stealth #8022) allowed. No grinding or coating of any kind permitted, internally or externally. No marine intakes.

g) Sealed CRATE Engine

- i) **GM** 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. Rocker Arm ratio of 1.5:1 and valve springs must be stock. 0.030 shim under valve spring is allowed.
- ii) **Ford Blue Print Engine #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.
- iii) Any engine seal which is altered or tampered with in any way will deem the engine illegal.
- iv) All crate engines must be registered with SSCRA; please see General Rules for Crate Engine Registration form.

11. Carburetor

- a) Stock OEM production 2 bbl carburetor or Quick Fuel 4412 500 CFM 2 bbl allowed or 4412CT Holley 500 CFM 2 bbl carburetor allowed.
- b) If Holley 4412 carburetor is used, Canton Racing Products 85-050 (2 bbl manifold) or 85-060 (4 bbl manifold) adapter must be used.
- c) Space between top of manifold and bottom of carburetor including adapter plate and gaskets shall not exceed 1¼".
- d) Two (2) throttle return springs are mandatory.
- e) Removal of choke parts and changing of jets and power valve is allowed. Accelerator pump cam and nozzles may be changed.
- f) Metering blocks must be cast only, non-adjustable emulsion holes.
- g) No modifications or alterations to main body, throttle shafts or plates
- h) No billet carburetor parts allowed.

12. Air Intake

- a) Aftermarket drop type air cleaner base may be used to allow hood closing clearance.
- b) Cold air induction is permitted.
- c) **R2CAC1851059 air cleaner base allowed.**

- d) K&N sub-stacks not permitted.

13. Exhaust

- a) **Mufflers mandatory** (maximum noise level of 98 decibels)
- b) Full length down tube, mid-tube or shorty headers allowed (no cross over headers). Maximum 1 $\frac{5}{8}$ " OD primary tube.
- c) Maximum exhaust pipe size is 2 $\frac{1}{2}$ " OD from the header collector to the muffler and 2 $\frac{1}{2}$ " max OD from the muffler to the exit.
- d) One connector pipe is allowed, maximum diameter 2 $\frac{1}{2}$ ".
- e) 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 driver's compartment ahead of the rear wheel no more than 12" above the ground.
- f) Cars that fail to meet the maximum noise level will be required to install a spec muffler prior the next event. Part number to be determined.
- g) All cars will be required to run spec mufflers in 2019.

14. Cooling System

- a) **Radiator** may be re-mounted but **MUST** remain in its basic location.
- b) Overflow can **mandatory** minimum 1 litre, securely mounted.
- c) No coolers of any kind in the driver's compartment.
- d) Mechanical or electric fans permitted, **MUST** be plastic.
- e) NO ANTIFREEZE! Water wetter allowed.

15. Electrical

- a) **Battery MUST** have **master kill switch**. Switch **MUST** be **centrally** mounted for ease of access by driver and safety crew and must be clearly labelled ON/OFF. **MUST** kill motor and all power.
- b) **AGM batteries REQUIRED**
- c) Battery **MUST** be located outside of the driver's compartment but within the wheelbase of the car. 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 $\frac{1}{8}$ "x1" steel strap or $\frac{3}{8}$ " rod minimum.
- d) **Starter MUST** be **operational** at all times.

16. Transmission

- a) Any stock automatic transmission with a working stock torque converter.
- b) Any stock manual transmission of five speeds or less.
- c) Transmission adapter plates are not permitted.
- d) All transmissions **MUST** have all gears working.
- e) Stock clutch disc, pressure plate and flywheel. 10" minimum diameter clutch disc is required. Aluminum clutch parts and aluminum flywheels are not permitted.

- f) No lightening of flywheels. Minimum weight 13 lbs.
- g) A scatter shield or minimum 1/8" thick steel plate, 180° safety shield mounted over the bell housing bolted to the floor is mandatory for manual transmissions. Aftermarket safety bell housing is recommended.

17. Driveshaft

- a) Front and rear driveshaft hoops of 360 degrees mandatory.
- b) Front hoop to be within 6" of front U-joint, 1/4 x 2" steel minimum, no further than 3" away from the driveshaft circumference, bolted to the floor pan with minimum Grade 5, 3/8" bolts.
- c) Rear hoop mounted behind the driver's seating location to protect the driver in case of a failure. 5/16" chain may be used.
- d) All drive shafts must be painted white.
- e) Stock type steel drive shafts only.
- f) No lightweight, aluminum, chrome moly or carbon fiber drive shafts allowed.

18. Differential

- a) Ford 9" optional. Suspension mounts in stock location
- b) No floaters.
- c) Hardened after-market axles recommended.
- d) Only welded spider gears, full spools, mini spools allowed. No posi-traction units, no lockers and no exotic type differentials.

19. Brakes

- a) Brake pedal and mounting point **MUST** be in original factory location for that make, model and year of chassis.
- b) Brake mechanisms on all four wheels **MUST** be working at all times and are subject to spot checks.
- c) Adjustable brake proportioning valve may be used but cannot be accessible from within the car.
- d) OEM drilled or slotted rotors allowed.

20. Wheels and Tires

- a) **American Racer P/N AR970 (864 compound) on left side. Right Side Tire will be one compound harder than AR970.** Part # and compound # TBA. No tire shaving or tire softening agents allowed.
- b) **Maximum of 12 tires per season; combined total for left and right side.**
- c) Any tire that is damaged and needs to be replaced must be taken to and approved by the Tech Advisor.
- d) **Steel wheels** or aftermarket steel wheels with a 3/16" center minimum, welded 360° mandatory. Maximum 8" width allowed

- e) **1" nuts** mandatory on all wheels.
- f) $\frac{5}{8}$ " wheel studs recommended.
- g) Tires may not extend 3" or more past the body.
- h) Wheel balancing weights not allowed.

21. Ballast

- a) All ballast **MUST** be securely fastened; minimum of two, $\frac{1}{2}$ " bolts for every 12 inches of ballast.
- b) Ballast **MUST** painted white with the car number on it.
- c) All ballast must be mounted no lower than bottom side of frame rail. No ballast behind the rear wheels lower than the fuel cell.

22. Safety

- a) **See General Safety Rules.**