

2024 RULES AND REGULATIONS

STREET STOCK DIVISION

Saskatoon Stock Car Racing Association
(S.S.C.R.A)
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Effective January 2024

MISSION STATEMENT:

“To provide members a motor sports and entertainment facility to showcase their talents and abilities, while providing our fans, corporate partners, sponsors and media a valuable entertainment experience.”

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 Competition Director together with Competition Committee, on behalf of S.S.C.R.A., 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.)

Lines highlighted in RED are rules that have been removed.

Lines highlighted in YELLOW are rules that have been added this year.

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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.

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 and/or documented.
3. Wheel base dimensions.
4. Rear spoiler.
5. Engine set back, height, and center line location
6. Crate engine seals.
7. Ride height

Inspected with driver in car and full of fuel:

1. Weights and percentages.
2. Fuel cell to ground clearance.
3. Crankshaft center height.

Post-Race inspection

1. Weights and Percentages with driver in the seat and both hands on the steering wheel with helmet.
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.

2. Body

- a) Cars **MUST** be North American cars of all metal construction.
- b) Wheelbase must be a minimum of 108".
- 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.
- i) Rubber or fiberglass nose cones may be used providing that it matches the style of car.
- j) 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.
- k) Windshields **MUST** be full width safety glass or minimum 1/8" thick Lexan. All other glass **MUST** be removed.
- l) Glass windshields **MUST** have a minimum of four (4) safety clips composed of at least 1/8"x1"x6" steel.
- m) Lexan **MUST** be securely fastened with 3/16" diameter pop rivets with 1/2" heads spaced a maximum of 8" apart.
- n) 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.
- o) 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. May be stock or aftermarket.
- b) Single skin steel bumper or maximum of 1.75" x 0.095 mild steel tubing for mounting purposes mandatory. **MUST** follow **Diagram B2 see General Rules**
- c) Front rubber or plastic bumper covers can also run a maximum of two 1.75" x 0.095 mild steel tubing behind cover in place of original bumper mandatory. 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) No modification(s) for powertrain or suspension clearance allowed. Notching frame for spring accessibility is not allowed. No removal of material to lighten frame.
- b) Full Unibody cars **MUST** have welded sub-frame connectors no less than 3" x 2" x 1/8" wall square tubing.
- c) Boxing of frame permitted.
- d) Only one **front bar**, maximum of 1.75" x 0.095, and no wider than the frame rails, mounted behind bumper between frame rails is allowed.
- e) **Minimum ride height:** 5" at lowest point of frame with driver (excludes sub-frame connectors)
- f) Main frame rail may be replaced by 2"x3"x0.100" steel tubing. Rear subframe can be replaced by 2"x3"x0.100" steel tubing. Must retain 24" of stock subframe rearward of front tire center line.
- g) Lower control arm must be in stock location. Hole may be reinforced.
- h) 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.
- i) Full frame cars must retain factory spring perches, upper control arm brackets and its original cross member on rear of car.
- j) 1980 or newer Ford two door unibody may be installed on 1978-1987 GM full frame or Ford full frame (shortened to minimum 107.5" wheelbase)

5. **Roll Cage**

- a) Six-point roll cage of mild steel, gusseted, fully welded construction only. All welds must be 360 degrees.
 - i) <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 or an X in the door area. Must include a horizontal top tube. Must have a sufficient right side rub rail. 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 on left side. (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). 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

6. Interior

- a) Applies to all 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) Vertical portion of front fire wall must be a maximum of 27" from front spindle center line.
- j) **Aluminum oval track racing bucket seat** with right-side head support, properly mounted to the roll cage is mandatory. Minimum distance of 30" from rear of seat to center of differential. Full containment head rest recommended. <See Diagram 6B General Rules>.

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, except noted items below. **MUST** have stock mounts in stock location.
- ii) No monoball spacer adjustable ball joints; only stock appearing greaseable ball joints allowed. Stock or screw in ball joints permitted.
- iii) No eccentric bushings. Stock, steel, polyurethane, bearing type and monoball bushings may be used.
- iv) Tubular upper control arms with steel, monoball, or stock type bushings allowed, with mounting holes and pivot locations on the same axis plane. Must use steel cross shafts. Cross shafts may be slotted for caster adjustment.
- v) No three-piece sway bars. No screw adjustable mounts on frame. Must run a one-piece bar. May be adjustable at one or both ends. Must be magnetic steel.
- vi) Shock access hole allowed in stock upper control arm.
- vii) Slotting of camber adjusting holes is allowed on AMC, Chrysler and Ford.
- viii) 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 of aftermarket camber/caster plates at the strut [top] to body mount top, upper strut mounting may be slotted or relocated.
- ix) 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").
- x) Aftermarket steel hub may be used on the right and left front suspension. Strongly recommended.

g) **Rear**

- i) **Leaf spring car** - Front leaf spring mounting holes may be relocated.
- ii) Adjustable differential lowering blocks allowed. **Coil spring car** –stock lower control arm 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. Aftermarket upper and lower control arms allowed. Lower must be stock length. Length may not be adjustable. Upper control arms may be length adjustable but must be welded to prevent adjustment on race day.
- 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 type to car, in stock location. No welding of parts.
- b) Centre link to be stock OEM or OEM replacement.
- c) Pitman arm and idler arms must be OEM or OEM replacement.

- d) Tie rods must be stock appearing, greaseable steel and must incorporate a pinch clamp tie rod adjuster for toe adjustment.
- e) Spindles may be stock or aftermarket. Must be cast or forged. Must be magnetic steel.
- f) Steering column **MUST** be collapsible. Quick release steering wheel mandatory. No factory rag joints allowed.

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.**
- k) **Only pump fuel available at your local consumer outlets will be permitted. No oxygenation, aviation fuel or race fuel will be permitted. Octane boost is permitted.**

10. Engine

- a) Engine **MUST** be in stock location to frame for model and year of car, including engine height. Minimum crankshaft height is 11.5" from ground. Must be located within 0.5" of frame rail center line.
- b) **Fuel pump:** Mechanical pump only. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No "Cool Cans".
- c) **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
- d) **Harmonic balancer: MUST** be OEM style.
- e) **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 cid64cc
GM 350	0.060"	360 cid67cc
Dodge 3600.060"		370 cid64cc
Ford 302	0.060"	307 cid54cc
Ford 351w 0.060"		362 cid57cc w/-13 cc dished piston
Ford 351w 0.060"		362 cid64cc w/ flat top piston
Ford 351c 0.060"		362 cid64cc
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. 350 Chevrolet Vortec engines must run no less than 0.039" head gasket. 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. GM Vortec engines are permitted to use the GM PP602 crate engine manifold. No grinding or coating of any kind permitted, internally or externally. No marine intakes.
- f) **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) 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 1⅝” OD primary tube.
- c) Maximum exhaust pipe size is 2½” OD from the header collector to the muffler and 2½” max OD from the muffler to the exit.
- d) Exhaust must have a maximum of two 2 ½” OD one from each header. May have one H pipe or X pipe in front of two separate mufflers. Must have two 2 ½ “ OD exit pipes.
- e) Exhaust must exit under car, below and behind driver with the tips pointed downward and slightly toward the outside of the car or exit the body behind the driver’s compartment ahead of the rear wheel no more than 12” above the ground.

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. No Lithium batteries.**
- 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 1/8"x1" steel strap or 3/8" rod minimum.
- d) **Starter MUST** be **operational** at all times. Must have a neutral safety switch. It may be routed through the brake light switch. See General Safety Rules #5.

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) Floating hubs permitted. Hubs and axles must be solid steel.
- 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. All components must be steel.

19. Brakes

- a) Must use stock type single push rod master cylinder. May be stock or aftermarket. May use aftermarket single push rod pedal assembly.
- 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. Aftermarket solid or slotted magnetic steel or iron rotors allowed. 0.800" minimum

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. **A total tire use rule will be implemented in 2023.**
- b) **Steel wheels** or aftermarket steel wheels with a 3/16" center minimum, welded 360° mandatory. Maximum 8" width allowed
- c) **1" nuts** mandatory on all wheels.
- d) 5/8" wheel studs recommended.
- e) Tires may not extend 3" or more past the body.
- f) Wheel balancing weights not allowed.
- g) **Maximum track width 80 inches**
- h) **All tires must have their serial numbers registered on the declaration form prior to competing with any tire.**
- i) **Total allotment for the 2024 season is a maximum of 12 tires for the regular events based on participation.**
- j) **Teams that participate in the first schedule race event for that class will be allowed 6 tires on that day. Teams that fail to attend the first schedule race event will be allowed to use 4 tires at their first event. All teams will be allowed 1 additional tire for every regular race event that they participate in after that.**
- k) **4 tires will be allotted for special events (teams MUST qualify and race on these tires during that event to make these tires eligible to be used in your 2024 tire allotment after that special event.)**

l) Tire cheating penalty: 30 points per tire.

21. Ballast

- a) All ballast **MUST** be securely fastened; minimum of two, ½” 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.**

23. Electronics

- a) No traction control.
- b) No electronic data logging that records any driver performance or chassis dynamics.
- c) No go pros or sport cameras may be used to record any driver performance or chassis dynamics.
- d) Any exotic or unapproved electronics must be submitted for approval 30 days prior to use.
- e) Cell phone use must be approved prior to use.
- f) Radios are optional.