



## 2010 Rules and Regulations



## Sport Compact Mini 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 Behaviour

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.

## Sport Compact Mini Stock Rules

Sport compact mini stock racing is designed for the amateur individual participating in racing as a hobby. The rules and restrictions are designed to allow an amateur to enter and gain the experience of competitive racing using the style of car driven and modifications performed by sport compact enthusiasts. Due to the unit body construction and size of sport compact cars, there is less crush area and strength to absorb impacts. Structural reinforcement of bumper mounts, suspension mounting points and other heavily loaded areas is allowed at the discretion of the technical director. The suspension and tire modifications listed below are allowed to produce a more "in control" race car, and to improve parts availability and competitiveness of older cars. Gentlemanly conduct is strongly recommended.

Dominating cars may be handicapped. Since this division is intended to appeal to younger fans of newer front drive cars, if rear wheel drive cars display a significant advantage, they may be handicapped.

**Handicap System:** A new handicapping system for the Mini Stock Division is being developed for 2010. This may include the use of wicker bills or similar devices to even the competition between cars. Experimentation will take place at the track prior to the start of the season, with procedures in place prior to the first race meet.

### Body

1. **Styles allowed:** Any mass produced front or rear wheel drive compact or subcompact car, maximum wheelbase 106 inches. No all wheel drive, convertibles, vans, sport utilities or pickup trucks. No T top cars, sunroofs **MUST** be replaced with permanently mounted steel panels. Removable hard-top roofs must be securely welded in place.
2. **Appearance:** All bodies and body panels **MUST** meet factory dimensions and appearance for year and model. 100% of body parts **MUST** be run each race day. Inner body panels **MUST** remain except as provided in rule #4 of this section. Fender edges **MUST** be rolled inward resulting in no sharp edges. Burnables, chrome, hitches, white metal, glass, and plastic **MUST** be removed. Door handles may be removed and the openings filled with sheet metal. No sheet metal screws allowed. Headlamps and tail lights must be removed. License plates **MUST** be removed during competition. Body may be dressed to the competitors liking. Size and design of car numbers at the discretion of Competition Committee. Numbers must be large enough to read from Main Tower while car is on backstretch.
3. **Bumpers; MUST** be stock appearing. Metal guards of 20 gauge sheet metal extending from bumper ends to the body should be riveted in place to prevent gouging. Stock bumpers may be reinforced with .095 1 ½" round tubing.
4. **Doors** may be welded front and rear using three 2 inch welds top center and bottom. No skinning of body parts except for driver's door to allow cage tubing. Door skins may be replaced with 22 gauge sheet metal **MUST** be stock appearing. Un-welded doors must be bolted, chained or pinned during competition.
5. **Firewall MUST** be stock steel in the original stock location. Holes **MUST** be filled with sheet metal welded or riveted. If any fuel filler piping is inside the trunk or hatch area a 20 gauge sheet metal firewall is required in the rear, at the rear seat back area of a sedan, or flat at side window level in a hatch back, extended down to the floor at rear seat back position
6. **Floor**, including trunk pan **MUST** be stock in original stock position. Holes **MUST** be filled with min. 22 gauge sheet metal. No ground visible from inside
7. **Frame MUST** be stock with sub-frame connectors recommended, one per side, similar size and material to the stock rails. Front and rear strut braces allowed.

8. **Hood and trunk** lid, if hinged, require two hood pins each. If removable, four pins each are required.
9. **Lights:** see General Safety Rules.
10. **Ride Height minimum 4 inch ground clearance** without driver excluding exhaust, skid plates, fuel and brake line shielding and ground effects. No adjustable ride height mechanism(s) allowed.
11. **Seats:** An aluminum oval track racing seat is mandatory. Seat and seat belts **MUST** be mounted solidly to the roll cage. A seat back brace tied to the roll cage **MUST** be in place for all seats. Seats may be adjustable, including the back brace. Mounting **MUST** be of high quality, subject to technical director's approval.
12. **Steering wheel:** Collapsible steering column and quick release steering wheel with minimum 2" padding in center is **mandatory**.
13. **Windshield and windows:** Rear and side glass **MUST** be removed or coated with window retainer film. Front windshield **MUST** be retained with minimum 1"x 6" x 1/8 steel riveted or bolted to body, two top and two bottom. Drivers door opening may be enlarged for driver entry, but **MUST** be kept to a minimum - opening cannot be lower than the top horizontal door bar. Two windshield supports required.
14. **Weight:** 2 and 3 valve engines 1 pound per cc, 4 valve engines 1.15 pounds per cc. Cam in block engines 0.9 pound per cc. **Minimum weight 1800 lbs.** All weights will be measured without driver. Weight will be added first as additional roll cage bracing then as weight bolted to the floor.
15. **All burnables MUST** be removed from the interior with the exception of the dashboard and gauges, which may be retained.

## Powertrain

1. **Engine:** Only four cylinder, 2 and 3 valve engines maximum 2.5 l displacement. 4 valve engines max 2.0 l. Engines may be rebuilt using stock replacement parts. Max overbore .040, piston may not protrude above deck at TDC, (zero deck height) max cylinder head plane .010 inch. No lightening, stroking, destroking, porting, gasket matching, deburring of ports, acid etching, extrude honing, mismatching of components, or anything else you can think of. Stock means stock. Engine **MUST** have originally been available in that body. Swaps are allowed at the discretion of the technical director. Maximum factory redline 7500 rpm, maximum factory horsepower rating 150 hp. No turbo or superchargers, no nitrous oxide. No hybrid power systems.
2. **Fuel metering:** Stock fuel injection for engine used. No reflashed or rechipped computers. Stock carburetor for engine used, or any single carburetor, unless factory fit, of any size. Maximum 1" thick adapter plate allowed, No grinding of stock manifold allowed. Two throttle return springs required. Fuel injected engines may backdate to allowed carburetors.
3. **Ignition MUST** be stock for engine used. No msd boxes. Only factory rev limiter allowed, no traction control. May backdate to mechanically/vacuum controlled distributors. May replace points with electronic trigger.
4. **Fuel tank** relocation required for cars with the tank mounted within 12 inches of the rear of the body, measured at the bumpers body mount. Centrally mounted, under floor, stock tanks allowed, skid plate recommended. Any fuel filler visible inside the trunk or passenger compartment **MUST** be shielded by a firewall. (see body) Replacement fuel cells recommended and **MUST** be located as far ahead in the trunk area as practical, with a full, tight fitting firewall required. Max tank size 60 liters.
5. **Fuel lines, filters and pumps MUST** be mounted, routed and shielded in as safe a manner as possible. Steel line **MUST** be used, with a minimum length of high pressure rubber hose for connections. Electric fuel pumps **MUST** shut off with the key on, engine off as per factory wiring. Inertia shutoff switch required in power supply wire to pump in easy reach of driver.

**Regular or premium pump gas only.** No race fuel, no additives, no aviation fuel, no alcohol.

7. **Exhaust:** headers allowed, maximum 2 1/2" pipe, muffler required. Exhaust **MUST** exit behind and below the driver with the exhaust tips pointed toward the ground and slightly towards the centre of the vehicle. **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.**
8. **Battery MUST** be located in the stock location or boxed into the firewall. It **MUST** be securely fastened with 1/8" x 1" steel strap and 3/8" rod holdowns. Firewall **MUST** shield driver from battery completely. AGM batteries are highly recommended.
9. **Air cleaner MUST** be mounted in engine compartment. Cold air induction allowed, no ram air allowed.
10. **Transmission MUST** be stock manual or automatic and **MUST** bolt to engine without use of an adapter plate. External clutch safety shielding recommended.
11. **Differential MUST** be stock to vehicle, any gear ratio. No locked differentials allowed, limited slip only if equipped from factory.
12. **Driveshaft safety loops** required front and rear. Minimum 1 1/2" x 1/8" steel bolted to floor with min 3/8" bolts, 4 per loop. Driveshaft **MUST** be painted white.

## **Suspension**

1. **MUST** be same type as vehicle was produced with- no 4 link in place of leaf springs, etc.
2. Any **stock** type **shock** or **strut** allowed, no adjustable shocks, **MUST** mount to stock locations. No coil over suspensions.
3. Any **OEM style anti roll bar** allowed, **MUST** mount to body at stock location, suspension end may be modified. A **rear anti roll bar** may be added. Two stock bars may be stacked.
4. **Spring:** Any OEM style springs allowed. Spring must fit in the OEM spring pocket. No spacers allowed. No adjustable ride height. Rubber spring helpers allowed. Springs may be cut to alter ride height.
5. **Camber adjustment** on front wheels may be achieved by strut camber plates, eccentric adjusters, crash bolts, relocation of the strut tower, lengthening of the lower control arm, or addition of adjustable heim joints on the pivot of the lower control arm. All welding, fabrication and parts used **MUST** be of the highest quality, any pivot bolt changes should use a larger diameter bolt if possible. Consult with the tech director for any unusual design. The right front wheel may be set at a maximum of 10 degrees negative camber. The other three wheels may be set at a maximum of eight degrees camber.
6. **Steel or aluminum wheels. No wheel spacers allowed.** No unilug or multiple bolt pattern wheels. Studs **MUST** engage the nuts by at least the diameter of the stud. Maximum 15" x 7" wheels, unless the car was originally produced with larger. Oversize nuts are recommended. Wheels **MUST** be the same size and offset (back space) side to side. Maximum wheel offset is zero. Wheel mount flange and brake rotor face is in the middle of the rim section.
7. **Tires:** any radial passenger car tire, 13 , 14 or 15 inch diameter. Maximum 195mm section width, minimum 60 series aspect ratio. Maximum 205mm section width, minimum 60 series aspect ratio for 13 inch diameter tires. Minimum DOT tread wear rating 320. No directional tires, race tires, asymmetrical tires or R-compound tires. No ground grip, studded or re-cap tires allowed. No altering of tires by softening agents etc. Tires may be checked with a durometer. All four tires on the car **MUST** be the same size, section width and aspect ratio.
8. **Brakes:** 4 wheel hydraulic brakes, **MUST** be functioning at all times. Rotors **MUST** be original diameter to car, no drilled or slotted rotors. Calipers **MUST** be original family (e.g. Datsun to Datsun) and **MUST** bolt to original mount, may be updated to a newer OEM style.

No aftermarket calipers allowed. No driver adjustable brake proportioning valve(s). No antilock or A.B.S. brakes.

## Safety

1. **Roll cage:** Six point mild steel roll cage constructed of no less than 1 1/2' OD x .095 wall mild steel tubing securely welded to frame or unibody. Gussets **MUST** be present on all adjoining pipes on the main cage, bends **MUST** be smooth and flowing, not crimped or excessively ovalled. Main hoop **MUST** be within 12 inches of driver. One dash bar, X brace in main hoop behind driver, one cross pipe at shoulder level for seatbelt mounting to X brace and main hoop, roof halo bar, one bar running from the main hoop to the windshield bar as roof support, two rear support braces joining the main hoop no more than 6 inches from the top which may run straight back or form an X, Minimum three door bars bent as close to the outer skin of the door as practical on drivers side, ( no straight bars on drivers side), 2 straight bars on passengers side, two vertical connectors joining door bars and running down to sill(rocker panel)on drivers side. The right side door may be skinned provided a minimum two bars on passenger side of roll cage are bent to carry into the door cavity as close as possible to the outer skin of the door. Bars mounting to body **MUST** weld to minimum 4" square 1/8" steel plates welded to floor. Floor plates should also be welded to sill or bulkhead reinforcement and may be bent to join higher up the sill. Cage should be tabbed into the body wherever possible. Bolted cages **MUST** have the mounting plate bolted by 4-3/8" bolts to a similar plate under the floor. 1/8" steel plate to be welded to the outer side of the door bars to completely cover the area beside the driver from front door post to main hoop and from top door bar to kick (sill) plate (see General Safety rules). Any bars which can come in contact with the driver **MUST** be covered with approved roll bar padding. No chrome moly, aluminum, magnesium, square tube, angle iron or channel to be used in the main cage. No flush grinding of welds. Approved kit cages recommended-not all kits are recommended. All welding **MUST** be of the highest possible quality, with full penetration and preferably using a gas shielded arc (mig). Although good external appearance of a weld does not guarantee its quality, a poor looking weld is never a sign of good workmanship.
2. **Seats: Aluminum oval track racing bucket seat** with head support, properly mounted to the roll cage is mandatory. Seats may be adjustable, including the back brace. Mounting **MUST** be of high quality, subject to technical director's approval.
3. **Window net** required on driver's side, as per General Safety Rules. An additional **passenger side window protection is mandatory**. Device must be a quick release similar to driver's side window net for accessibility by safety crew. May use push button type release on passenger side. Push button release will be at Competition Committee's discretion.
4. **Seat belts:** See General Safety Rules.
5. **Helmet MUST** conform to General Safety Rules.
6. **Fire retardant driving suit required. MUST** have elastic cuffs at wrists and ankles.
7. **Fire retardant shoes or leather boots and balaclava recommended.**
8. **Eye protection** and fire retardant gloves required.
9. **Mass produced Head and Neck Restraint System is mandatory.**

# 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 Elite    | <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.**