

DISCLAIMER

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. The rules shall govern the conditions of all events, and by participating in these events all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended as a guide for the conduct of the sport and in no way are a guarantee against injury or death to a participant, spectator or official.

The race director (tech inspector) shall be empowered to permit **minor** deviations from any of the specifications in this guide or impose further restrictions that in his opinion do not alter the minimum acceptable requirements.

The driver is the sole spokesman for his/her car owner and pit crew in any and all matters.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OR COMPLIANCE WITH THESE RULES AND REGULATIONS.

WE ARE IN THE ENTERTAINMENT BUSINESS. WITHOUT OUR FANS AND SPONSORS THERE WOULD BE NO RACING. OUR GOAL MUST BE HIGHLY COMPETITIVE, CLOSE RACES. IN OTHER WORDS, PUT ON AN EXCITING SHOW FOR THE SPECTATORS!

TO PARTICIPATE IN ANY SASK. PRO IV EVENT, CURRENT PAID MEMBERSHIP IS REQUIRED.

H. If multiple cars drop out on the same lap, points for the positions shall be averaged and those cars will receive the average points rounded down.

I. Drivers may self-sanction a race at a non-sanctioned track by filing a \$10.00 Cdn. fee for the race with Sask. Pro IV. All Sask. Pro IV rules apply to these races. The \$10.00 Cdn. fee must accompany the report from the track and must include the name and phone number of a track official so that we can verify the results.

J. Points for heats and feature are shown below:

Points Schedule

<u>Heat Races</u>		<u>Feature Races</u>	
1st	10	1st	20
2nd	9	2nd	18
3rd	8	3rd	16
4th	7	4th	14
5th	6	5th	12
6th	5	6th	10
7th	4	7th	10
8th	3	8th	10
9th	2	9th	10
All places below 9th receive 2 points.		All places below 6th receive 10 points.	

GLOSSARY

Various terms are used in this guide which are defined as follows. Unless otherwise specified, this is the only definition used.

Pony Car - the following are the only ones considered Pony Cars:

General	Ford/	
<u>Motors</u>	<u>Mercury</u>	<u>AMC</u>
-		
Monza	Bobcat	Spirit
Vega	Capri	
Chevette	Mustang II	
Astra	Pinto	
Skyhawk	1979 Mustang	
Starfire		
Sunbird		

Stock - any production car part

Race Approved - approved by race sanctioning body or tech. inspector

OEM - original equipment manufacturer

OD - outside diameter

DOT - Department of Transportation

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C. The top 3 to 5 finishing cars in the feature are required to report to a designated inspection area for inspection immediately after the feature. Any or all of these cars will be inspected at the discretion of the race director.

D. During a 2 day, 1 program race, the top 3 to 5 finishers in the heats may also be subject to the above inspection.

E. Any car not reporting directly to the inspection area will be disqualified.

F. Five days written notice must be given before you can change your number to a different car. The new car must be inspected before racing.

G. Any car from another club must have at least a safety inspection before racing.

PROTEST

A. Any protest must be made within 5 minutes of the end of the feature race to the designated track official. It is expected that protests will be reasonable, logical and based on sound evidence, thus, well-founded. If a protest is judged to be not well founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the track official that the protester has brought the protest in bad faith, or in a harassing manner, he shall be deemed guilty of acting in an unsportsmanlike manner and may be penalized

B. Protests may be made only by a Sask. Pro IV registered driver.

C. Both the protesting and protested drivers must have taken the checkered flag in the feature race. The protested driver must have finished in the top five of the feature race. The protesting driver must have finished the feature race on the same lap as the fifth place car.

D. A protest may be one of two types: A \$100.00 Cdn. engine protest that will consist of both an upper and lower end inspection or a \$25.00 Cdn. clutch assembly inspection.

E. If found illegal on inspection, the illegal parts will be confiscated by the tech inspector and delivered to and become the property of Sask. Pro IV, a \$200.00 Cdn. fine will be paid to Sask. Pro IV. All Sask. Pro IV and track points earned up to that point will be forfeited.

F. If found illegal on inspection, the protested car and driver are suspended until the fine is paid or the fine is vacated upon appeal.

G. If found illegal on inspection, the protest fee will be returned to the protester. If found legal, the fee goes to the protested driver.

H. If a protest is refused, a \$1,000.00 Cdn. fine and a 30 day suspension shall be levied against the protested car and driver.

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K. Crankshaft and connecting rods must be OEM to block with no lightening, grinding, or polishing of any type. No marine parts. Absolutely no strokers. Balancing is allowed.

L. Camshaft may be performance type, but absolutely no roller cams, roller followers, roller rockers or roller lifters. Valve lift shall be no more than .525 inches at the valve.

M. No grinding, porting or polishing of any kind is allowed on heads and intake manifolds, including no matching of gaskets. Head may be milled. Unused external fittings etc. may be plugged or removed.

N. Valve diameter must be stock for engine. Intake and exhaust measurements must be:

	<u>Intake</u>	<u>Exhaust</u>
Ford 2000	1.653	1.418
Ford 2300	1.729	1.500

O. No dry sump oiling. Oil pan may be modified.

P. No externally driven oil pumps.

Q. All engines must have crankcase breather overflow catch container.

R. No dual camshaft heads.

S. No D-port heads, D-port intake manifolds, or turbo intake manifolds.

T. Oval port turbo head may only be used after inspection by tech.

RADIATOR

A. One radiator only, which must be mounted in front of engine and not protrude from the car.

B. No reverse cooling.

C. A coolant overflow catch container is mandatory.

TRANSMISSION & CLUTCH

A. Only Pony Car transmissions are allowed.

- B. The car must have a working clutch that is functional. The clutch assembly must be OEM or standard replacement.
- C. No aluminum flywheels or drive shafts.
- D. Hydraulic throw out bearing not allowed.
- E. No automatic transmissions or a/t flex plates.
- F. ***No 5 speed transmissions.***
- G. No button, or ram couplers.
- H. A 1½" inspection hole shall be drilled in the bell housing which must be accessible for the tech inspector to see the clutch, flywheel, pressure plate, etc.

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BODY

- A. The minimum roof height is 42" measured from the ground.
- B. From the center line of rear axle housing to rear of body must be a minimum of 20" and a maximum of 34".
- C. The door height must be a minimum of 22" and maximum of 27". The door height must be the same on both sides of the car.
- D. The door panels must be parallel to the frame rails.
- E. The rear deck may be no higher than the body side panels.
- F. The deck may be no more than 3" below the door panels at any point.
- G. The spoiler height may be maximum of 2" above the deck.
- H. If no spoiler is used then there may be a 2" maximum rake from behind the roll cage.
- I. A 1" to 24" rake allowed on roof.
- J. One or two digit numbers only (letters will not be considered part of the car number) at least 18" high and of contrasting color to background must be painted neatly

on both sides and top of the car. A 6" by 6" number on a contrasting color must be on back of car. No dark, hard to see colored cars. Any car not meeting these specifications waives any right to protest scoring procedures.

- K. Track officials have the right to temporarily change number to avoid duplication.
- L. Window opening must be the same on both sides of the car.
- M. Side windows must be open.
- N. Must have screen or bars in front of driver.
- O. Lexan quarter windows allowed.
- P. The rear of the hood must be enclosed.
- Q. The sides of the engine must not be covered with body panels and must be exposed at all times.
- R. Minimum right side body width must be within 3" of inside of right rear tire.
- S. Sheet metal must be on the exterior of footwell.

TIRES AND WHEELS

- A. Tires must be 13" 70 series maximum, or 14" 75 series maximum.
- B. No studded tires or snow grip lug-type tires.
- C. All wheels must be constructed of steel.
- D. Maximum rim width is 6".
- E. 1" wheel nuts are mandatory.
- F. No bead lock wheels.
- G. No tire compound altering substances will be allowed.
- H. DOT tires only - no recaps.

- J. There must be foot/leg protective bars incorporated into the roll cage.
- K. A bar diagonally across the top of the roll cage is mandatory.
- L. There must be a 3/16" inspection hole in a non-critical area of the roll cage to be drilled by a tech inspector.
- M. Floor panels and right side footwell panels must be constructed of minimum 18 gauge (.050") steel or 1/16" thick aluminum.
- N. Engine offset must remain inside frame rails.
- O. Engine setback shall be a minimum 60" from center line of axle housing to the back of the bell housing flange
- P. Wheel base must be a minimum of 90" and a maximum of 97" measured from the center of lower ball joint to center line of rear axle housing.
- Q. Front end must be OEM, a clip from a Pony Car. Front end must retain all rubber bushings.
- R. Front end width as measured at cross member may not be altered.
- S. One 360 degree steel drive shaft hoop of sufficient strength to contain the driveshaft is required.
- T. A fire wall separating the driver's compartment from the fuel tank, engine, radiator and battery is mandatory.
- U. A-Arms, spindles and lower control arms cannot be lightened.
- V. Front sway bars are allowed. Must be stock OEM rubber to frame mounting, no hiem joints. Can be mounted front or rear of cross member.

SUSPENSION

- A. No fiberglass spring leaves.
- B. Only one shock absorber per wheel.
- C. Rear shocks must be attached to rear end and chassis (no linkages).
- D. No aluminum body shocks.

- E. No cockpit adjustable shocks.
- F. Rear weight jacks allowed.
- G. No cockpit adjustable rear weight jacks.
- H. Rear end must retain stock Pony car linkage, including panhard bars, etc., panhard brackets may be fabricated, panhard or lift bar may be modified to fit chassis but must retain rubber bushings; sliders are allowed for leaf spring mounting.
- I. No coil over unit or torque absorbing device on third link or lift bar other than rubber bushings.
- J. Mounting brackets and control arms may be interchanged between different make differentials. Rear end mounting brackets may be relocated or fabricated.

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- K. No mixing of coil and leaf springs. Coil springs must be 4½" min. OD.
- L. No floating suspension components or bird cages.
- M. No front weight jacks.
- N. No adjustable spring shims on front suspension.
- O. Strut rods must be mounted in rubber in stock configuration.
- P. Front shock absorber lower ends must be mounted in stock location and configuration.

STEERING

- A. In cockpit steering may be modified to suit driver's taste, but must be kept on the left side of the cockpit. No center steering.
- B. Solid steering joint recommended.
- C. No boxing in of steering column.
- D. A quick release steering wheel is required.

- E. A steering quickener is recommended and it must pass safety inspection.
- F. Steering wheel must be 13" minimum diameter.
- G. Footwell must provide protection for and from steering shaft.

BRAKES

- A. One master cylinder only, may be after market model.
- B. One stock single or double acting piston per wheel.
- C. One adjustable brake bias control, outside drivers reach.
- D. Must be capable of locking 4 wheels on track surface.
- E. Rear disk brakes allowed.
- F. No brake floaters.

FUEL SYSTEM

- A. A race approved fuel cell is required.
- B. Fuel cells other than metal must be enclosed in a minimum 20 gauge steel container.
- C. Fuel cell must be securely mounted.
- D. A fuel cell hoop of minimum 1 ¼" x 14 gauge in the back and extending down below the fuel cell is required.
- E. Legal fuels are pump gas, aviation fuel or commercially sold race fuel.
- F. ***No additives.*** No alcohol, nitro, or methane.
- G. Fuel cell vent must have a roll-over check valve.
- H. ***Electric fuel pumps must have an automatic roll-over shut off switch.***

BUMPERS AND NERF BARS

- A. Bumpers and Nerf Bars may not have sharp corners.
- B. Front bumper:
1. Must be constructed of minimum 1" OD x 13 gauge (.0937") tubing.
 2. Must be double tube type with a minimum of 5" separation outside to outside.
 3. Horizontal tubes must be parallel, both in the horizontal & vertical planes.
 4. Must be a maximum 30" width outside measurement.
 5. Must be attached to frame.
 6. Lower tube must be a minimum of 13" from ground, outside measurement.
 7. Upper tube must be a maximum of 22" from ground, outside measurement.
 8. Can not be more that 30" from ball joint to outside of bumper.
 9. Can not be more than 12" from end of nose piece measured at frame height (see drawing)
- C. Rear bumper:
1. Must be constructed of minimum 1" OD x 13 gauge (.0937") round or 1" x 1" x 13 gauge (.0937") square tubing.
 2. Rear bumper can not extend beyond the sides of rear tires.
 3. Must be a minimum of 16" from ground, outside measurement.
 4. Must be a maximum of 19" from ground, outside measurement.
 5. ***Recommended: 2 bar with 4" min. separation, 19" max. height, 12" min. height.***
- D. Nerf Bars:
1. A nerf bar on the right side is mandatory. If left rear tire protrudes ½ tread width or more from body, a nerf bar on the left is also mandatory.

2. Nerf bars must be constructed of minimum 1" OD x 13 gauge (.0937") wall round or 1" x 1" x 13 gauge (.0937") square tubing.
3. Nerf bars shall extend away from the car to protect at least half of the rear tire width but not protrude beyond the outer edge of the rear tire.
4. If left tire does not protrude from body, left rub/nerf bar may be no more than 2" from body.
5. Right side nerf bar shall be of 2 bar construction with 1 rounded front and 2 rounded back contact points to the frame or cage. One stringer between bars is required, two are recommended.

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H. An explosion proof bell housing or steel scatter shield ¼" thick x 6" wide is mandatory. Scatter shield must be designed to contain flywheel/clutch assembly or direct it into the ground and must extend to frame rail top height on both sides, with four point mounting.

I. Holes may not be drilled in scatter shields.

DIFFERENTIAL

- A. Differential assembly must be from American made Pony Cars.
- B. Rear wheel drive only.
- C. Rear end gears may be locked (welded).
- D. No quick change rear ends or floaters allowed.
- E. Rear ends may not be narrowed.
- F. No 9" Ford center section.
- G. No aluminum rear end parts unless O.E.M.
- H. No ratios deeper than 4.00:1.
- I. No torque sensing devices.

FRAME & ROLL CAGE

- A. The minimum weight of the car with driver after the race must be 1600 pounds.
- B. No frame or body part other than side skirts shall be lower than 3 ½". This will be checked by driving over a 2 x 4 on edge on the track.
- C. The frame is defined as the center of the front ball joint to the rear of the roll cage *main hoop mount*. Brackets for front of leaf springs or front of lower control arms must attach to the frame.
- D. Frame components must be a minimum of 14 gauge (.078"), 2" x 2" square tubing or 14 gauge (.078"), 1" x 2½" rectangular tubing. No round tubing may be used in the frame.
- E. All frame welds must be reinforced on each side with a minimum 1¾" (outside diameter) washer or equivalent.
- F. A 6 point type roll cage (including two 1¼" OD min. bars from the top of the roll cage to the rear portion of the chassis) with 3 - 1½" OD min. hip bars on the left side are required. The top hip bar should be the same height as the top of the door panel and may be 1¼" OD as per diagram, but 1½" recommended.
- G. The main four points of the roll cage must be constructed of minimum 1 ½" OD x 13 gauge (.0937") wall round tubing. (see drawing)
- H. The side openings must be a minimum of 12" high and a maximum of 18" high measured vertically.
- I. All T-welds in driver's compartments must be gusseted.

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- I. No racing style tires are allowed.
- J. Tire rules are subject to change if an advertising agreement is reached with a tire manufacturer.

SAFETY

- A. A window net or race approved arm restraints are required. Some tracks require both.
- B. Race approved lap and shoulder harnesses and crotch strap (submarine belt) are mandatory. Lap and shoulder harnesses MUST HAVE A TAG designating them as race approved.
- C. A SNELL 90 approved, or newer helmet is required and must be the full face design. The helmet must be worn at all times the car is on the track, and while on the track, it must have a face shield or other form of eye protection. The helmet must also accompany the driver and car at any inspection.
- D. A driving suit of flame retardant nature must be worn by all competitors. If the suit is two piece, both the top and bottom must be worn.
- E. Fireproof boots and gloves are recommended. Some tracks require one or both.
- F. A race approved seat is mandatory. A metal seat is recommended because some tracks do not allow fiberglass seats.
- G. Drive shafts must be painted white.
- H. The battery must be located outside the driver's compartment and be securely fastened.
- I. All switches, including ignition switch, electric fuel pump, etc. must be clearly labeled. A master switch on right exterior is mandatory.
- J. A red tail light and amber front running light are mandatory.
- K. No 2 way radios, no horns and no mirrors.
- L. Minimum 2½ lb. fire extinguisher securely mounted in car and 5 lb. extinguisher in pit.
- M. Ballast weight(s) must be painted white and have car number on it.

INSPECTION

- A. The technical inspector has the right to inspect cars at any time before, during or after the races without a protest fee.
- B. The ruling of the tech inspector will stand for the event, but may be appealed in writing within 72 hours of the event to The President, SASK. PRO IV ASSOCIATION,

P.O. Box 386, White City, Saskatchewan, S0G 5B0 stating the date of the event, the decision made and the reason for the appeal. The subject car will not run in any Sask. Pro IV events until the appeal has been resolved.

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ENGINE

- A. Stock configuration Ford 2000 or 2300 engines.
- B. Bore, stroke and rod length shall be:

	<u>Bore</u>		<u>Stroke</u>	<u>Rod</u>
Ford 2000	(122 ci)	3.570"	3.030"	5.000"
Ford 2300	(140 ci)	3.781"	3.126"	5.200"

Cylinders may be bored to a maximum of .060 over stock.

- C. Exhaust systems must be mounted in such a way as to direct gasses down and/or back from the cockpit and away from area of possible fuel spillage. A noise suppresser to meet 100 db. at 100 feet is required at some tracks.
- D. Single Holley/Motorcraft 5200 series, or Weber 32/36 DF/DG series carburetor or carburetor with the words "manufactured by Holley under license from Weber Italy" cast in the fuel bowl. EGR plate OEM to engine, if used, must be bolted, not welded, to manifold. On GM 151 CID engines, the use of a re-drilled EGR plate bolted, not welded, to the manifold is the only acceptable mounting. Choke plates may be removed. NO milling or grinding on choke tower, top of the carburetor or intake manifold.
- E. Bottom of carburetor can be no more than 1" above the EGR plate (or intake manifold if no EGR plate is used.) No spacer between EGR plate and manifold may be used.
- F. Carburetor throttle plate & bore must be stock: primary throttle bore 32.0 mm, secondary throttle bore 36.0 mm, primary venturi 26.0 mm, secondary venturi diameter 27.0 mm for the carburetor using the pictured gasket and primary throttle bore 32.0 mm, secondary throttle bore 36.0 mm, primary venturi diameter 22.0 mm, secondary venturi diameter 27.0 mm for the Holley/Weber carburetor.
- G. No blowers or turbo chargers.

H. Stock OEM to engine, 2 barrel intake manifold only. PCV port on inside of 2300 EGR plate may be filled and smoothed.

I. Distributor must be stock. Ford 2000 may use Ford 2300 distributor.

J. Flat top, valve relief or dished pistons only. Pistons must be three ring, full skirt type. Floating wristpins are allowed. No lightening allowed.

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I. The ruling of the tech inspector will stand for the event, but may be appealed in writing within 72 hours of the event to The President, SASK. PRO IV ASSOCIATION, P.O. Box 240, Regina Beach, Saskatchewan, S0G 4C0 stating the date of the event, the decision made and the reason for appeal. The subject car will not run any Sask. Pro IV events until the appeal has been resolved.

CONDUCT

A. No alcoholic beverages will be allowed in the pit area until the entire evening's program for all divisions is completed. If a driver or pit crew member is caught drinking, they will be immediately ejected from the racing premises and shall be subject to a mandatory fine of not less than \$25 Cdn. and not more than \$500 Cdn. and suspension. No mood altering drugs allowed in racing premises at any time or fine and suspension may be imposed.

B. Any participant who fights in the pits, on track or race premises may be suspended from all Sask. Pro IV events for two weeks and may be fined up to \$500 Cdn., forfeit all Sask. Pro IV points to date and prize money for the event. No member or crew member shall subject any official to abusive or improper language at any time. Any participant who gets out of his car and assaults or threatens any official may be suspended and fined. The driver is responsible for the actions of his crew in every respect.

C. The driver is the sole spokesman for his/her car owner and pit crew in any and all matters.

POINTS - AS PER TRACK RULES OR:

- A. Points will be given in heat and feature races only. No points will be given for Trophy dashes, consolations or "Dash for Cash".
- B. Cars must take the green flag and finish at least half of the laps in a race to receive points.
- C. To receive Sask. Pro IV points, the race must consist of Sask. Pro IV cars only.
- D. A minimum of 5 cars must be registered for a program for any Sask. Pro IV points to be awarded and must be a scheduled Sask. Pro IV event.
- E. Show points (10) will be awarded for cars who are registered and are signed in at the track gate.
- F. The top 25 shows only will be used for Sask. Pro IV end of season standings. The rule is subject to change if Sask. Pro IV establishes a sponsored points fund.
- G. All points awarded belong to the car, not the driver.

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OVERALL VIEW FOUR CYLINDER MODIFIED RACING

These rules governing construction and racing of four cylinder modified race cars are based on four goals:

1. To encourage the highest degree of safety for the participants and spectators alike, commensurate with the practical limitations of cost and normal risk inherent to auto racing;
2. To approach auto racing as an enjoyable recreation, not a business, keeping the cost generally equal to other recreational activities;
3. To create rules that protect the integrity of auto racing and make possible equally competitive cars through the use of imagination and skill rather than money;
4. To recognize the growing impact to auto racing of public and governmental concern regarding environmental pollution and energy conservation.

Due to the many different car configurations that can be expected, these rules can not cover each specific situation that may occur. Accordingly, the Tech Inspector is given discretion to interpret and rule on specific situations not covered. His interpretations and rulings will be governed by the intent of the rules and goals outlined herein, i.e.; safety, cost and equally competitive racing. The Board of Directors reserves the right to change these rules during the course of the racing season should it be discovered that something has been overlooked giving unfair advantage to a specific car or type of car that is not within the intent of the rules or that an unsafe condition has developed.

Efforts by a builder to find and take advantage of loopholes in these rules and guidelines will not be tolerated. If a car is not within the rules, guidelines and intent herein, it will not race.

Unsportsmanlike conduct or behavior that brings discredit to this association will not be tolerated. Such behavior by a driver or member of his crew may cause the levy of fines, penalties and/or exclusion from racing by either the Association or race track involved.

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CONTACTS

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