CLASS AND TITLE SPONSORS:

ISLAND STREET STOCK RULES

January 28, 2025

General

1. Interpretation of these rules is at the discretion of Saratoga Speedway. Their decision is final.
2. These rules are designed to be restrictive. This is a Street Stock/Stock Car class. All interpretations of rules are to be made by Saratoga Speedway. If you are unsure of how to interpret a specific rule, please ask for clarification. Each Racer is responsible for knowing and understanding the rules.
3. If a ruling needs to be made regarding something that isn't specifically covered in these rules, Saratoga Speedway will consult with appropriate experts to determine the way forward and render a decision.

Running Rules

1. Please see Saratoga Speedway General Rules

Transponders & Raceceivers

1. Transponders and Raceceivers are mandatory.
    a. Transponders must be on your car at all times, including all practice sessions.
    b. Any driver found to not have an operational raceceiver is subject to loss of points or being parked.
2. Transponders must be mounted on the right rear frame rail 12" behind the axle centerline with an unobstructed view of the track.

Driver Safety & Eligibility

1. **Safety:**
    a. Head & Neck restraints are mandatory.
    b. Full containments seats are mandatory.

c. Aluminum racing seats are required and must be mounted directly to the roll cage with a minimum of 4 - ⅜" steel bolts with large fender style washers. 2 in the driver seat area, and 2 in the driver shoulder area.
d. Roll cage padding or matting is mandatory on all bars within reach of the driver.
e. A minimum of a five point 3" wide Seat Belt harness is required. Must be manufactured for racing use. Must be properly mounted to the roll cage utilizing manufacturer guidelines.
f. Seat Belt Harnesses must have date tags and cannot be more than 5 years old. Belts without date tags will be considered expired.
g. Window nets are mandatory. Must be properly mounted to the roll cage and fill the window opening appropriately. Latch must be a metal-to-metal harness style seat belt mechanism.
h. Minimum racing suit standard: SF3.2A/5. (example: Zamp ZR-30 Race Suit Black [racedaysafety.com]).
i. Fireproof racing shoes are mandatory.
j. Fireproof racing gloves are mandatory.
k. Steering Wheel pads are mandatory.
l. Snell 2015 or newer full-face helmets are mandatory. No motorcycle helmets.
m. Each Car MUST have a minimum 2 lbs. Dry Chemical Fire Extinguisher mounted with a quick release bracket inside the driver compartment within reach of the driver.

2. **Eligibility:**
    a. All competing Driver's must be registered and in good standing with Saratoga Speedway.
    b. Driver changes during an event night are not allowed, unless approved by Saratoga Speedway.

Championship Eligibility

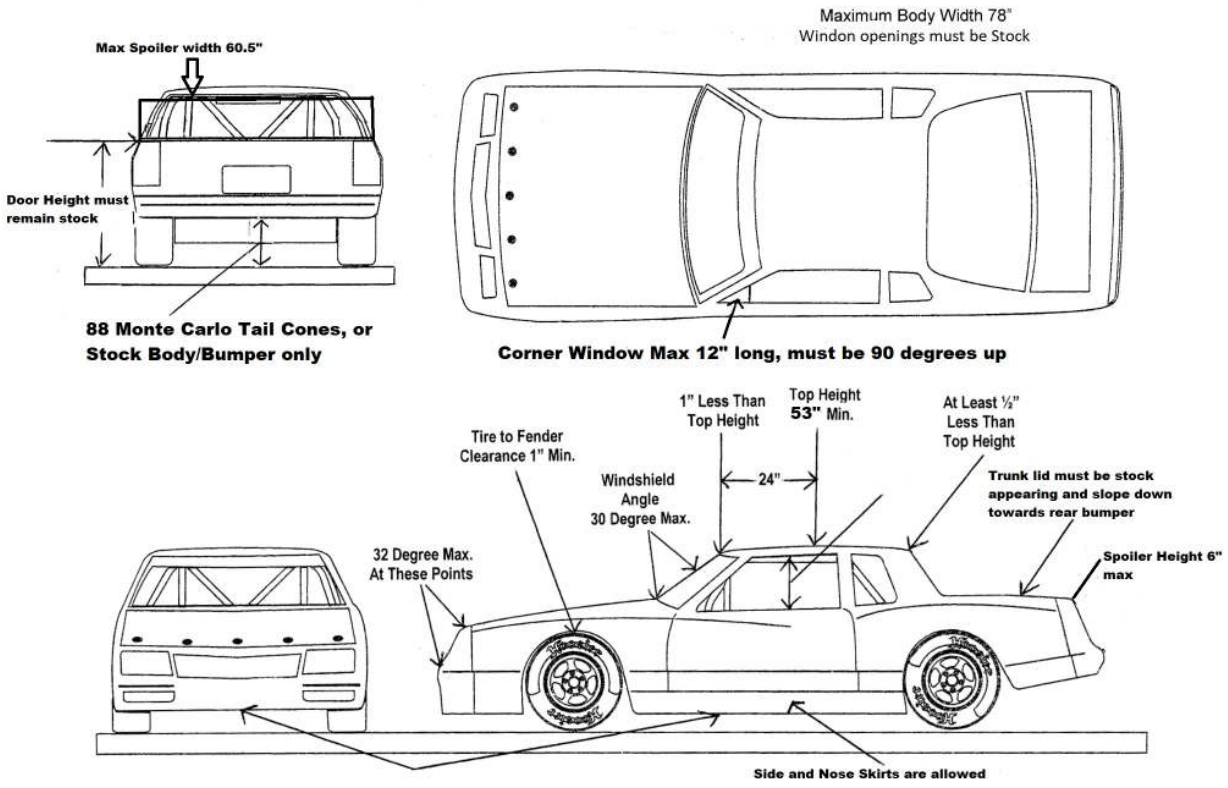
1. Single & Multi Driver teams are allowed.
    a. Single Drivers:
        i. Single Drivers are allowed a maximum of 2 backup drivers per season.
        ii. A valid reason (health, work, financial, family) must be presented and approved by Saratoga Speedway for the use of a backup Driver to be approved.
        iii. All backup Drivers must be approved by Saratoga Speedway
        iv. Extenuating circumstances beyond what is outlined here will be reviewed by Saratoga Speedway & Stock Car Owners/Drivers.
    b. Multi Driver Teams:
        i. Driver Teams will be acknowledged as such. A single driver will not be given credit for accomplishments of a Driver Team.
        ii. Driver Teams must register at the beginning of the season.
        iii. Driver Teams are not allowed backup drivers.
        iv. Extenuating circumstances beyond what is outlined here will be reviewed by Saratoga Speedway & Stock Car Owners/Drivers.

Body

1. North American Stock Production cars only.
2. Camaro's, Firebirds, Trucks, Convertibles, & Station Wagons are not permitted.
3. All body panels must be steel unless specifically indicated in these rules.
4. An aftermarket firewall and cockpit/floor pan may be used. Must be constructed using same gauge steel as stock.

    a. Cars using this option must mount 15lbs block of lead on the chassis A & B post just above the stock frame.
    b. This is not a weight penalty; it is just a mandatory lead location.
    c. See Roll Cage diagram.
5. OEM steel body swaps permitted. Ex.: Gen 5 Camaro on metric chassis.
    - Must use stock OEM steel body panels or steel replacement panels.
    - Fiberglass or composite/plastic fenders & quarter panels are not permitted.
6. All body parts must utilize factory stock or same as stock replacement steel: roof, quarter panels, front fenders, & hood. Skinning of hood & fenders is allowed.
    a. Cars that have a skinned roof and upper quarter panels must mount a 15lbs block of lead on the middle of the bar that spans the main hoop.
    b. This is not a weight penalty; it is just a mandatory lead location.
    c. See Roll Cage diagram.
7. Air cleaner may only protrude through hood if completely enclosed in cowling; no holes permitted.
8. Aftermarket steel doors and trunk lid are allowed.
9. Nose and tail covers can be plastic/composite.
10. Roof height: 53 +/- 1 inch.
11. Body swaps are permitted.
12. Five Star “STREET STOCK” steel body panels/kits are permitted.
13. Fabricated or jobber body panels are permitted, must be steel and must generally conform to model in style and shape (tech director’s discretion).
14. All aspects of the body must be mounted at stock height and location. No chopping, channeling, or altering body from stock appearance.
15. Front & Rear Firewalls, as well as floorboards must be completely sealed for Fire Safety.
16. Stock Windshield or replacement Lexan is required.
17. Quarter Panel windows are allowed.
18. Rear windows are allowed. Must be clear. No tinting.
19. Side windows are allowed, but must be a maximum of 12” long, measured from the intersection of the A-post and door.
20. 1” x 2” Rub Rails are allowed. Each end must be tapered and have a welded cap.
21. Rear spoiler is allowed. Max 6” tall, 60.5” wide.
22. See G-Body Dimension Sheet

Metric Body Dimension Sheet

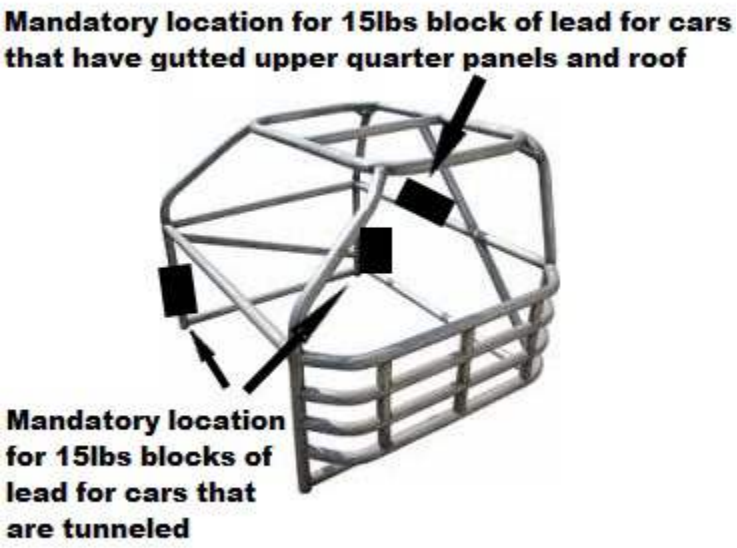


Frame/Chassis

1. Cars must utilize a North American Stock Production frame/chassis (1965 or newer) 108” Minimum wheelbase.
2. Stock unaltered OEM frames with original OEM suspension mounting locations ONLY. Wheelbase must remain Stock unaltered for frame being used.
3. Minimum 6” Frame Height measured from lowest point on main frame with driver seated, (measuring reference points can be marked by tech director on request).
4. All cars must use a stock or fabricated stock style transmission crossmember in stock location with transmission appropriately mounted to crossmember. Notching for exhaust pipe clearance is permitted.
5. Stock C-channel frame extending from front to rear clips on full frame Cars may be boxed or connected from side to side with an “X”.
6. Uni-body cars may install subframe connectors.
7. Fabricated rear clips are allowed on coil spring cars but cannot extend further forward than the axle centerline.
8. Fabricated rear clips are allowed on leaf spring cars. Front and rear spring mounts must remain at stock datum points.
9. Jacking bolts are NOT permitted.

10. Roll Cage Specifications:

a. Roll Cage Diagram



b. Roll cages must be constructed in a similar design to the diagram above.
c. Minimum material diameter is 1.75" round tubing.
d. Minimum wall thickness tubing is 0.095".
e. ERW tubing is acceptable, DOM or equivalent is strongly recommended.
f. Front and rear bay/bracing bars can be designed as you see fit. Using weaker tubing is strongly suggested, to create a crush area in front of and behind the driver to ensure safety.

Suspension

1. All steering components must be stock and maintain stock dimensions to frame being used.
2. All control arms must remain OEM. (Front & Rear) except:

    a. **Replacement "Stock" configured tubular upper control arms permitted. Only the following part numbers are approved**:
    - Metric Upper R/H ALLSTAR 57990
    - Metric Upper L/H ALLSTAR 57992

3. Offset (problem solver) Cross shafts are allowed in upper control arms.
4. Spindles must be OEM to make/model/year and must be same on both sides.
    - GMC spindle from Chevy Camaro 2nd Gen. with 11-inch rotor permitted on any chassis.
    - Drop spindles are not permitted.
    - All non-GMC chassis spindle builds contact Tech Directors for advice and approval.
5. Same as stock replacement Urethane bushings are allowed. No steel bushings.
6. Stock dimensions to frame replacement ball joints are allowed.

7. **Springs:**
    a. Must remain in stock location.
    b. Racing springs are allowed.
    c. Coil springs must be a minimum of 5” diameter.
    d. Adjustable spring spacers are allowed.
    e. Adjustable leaf spring shackles are allowed.
    f. Lowering blocks are allowed.
8. **Shocks:**
    a. Racing shocks are allowed.
    b. Recognized manufacturers will be AFCO, PRO, & INTEGRA
    c. The maximum allowable valving stiffness is a 7.
    d. Maximum 1 shock per wheel.
    e. Steel body only. No remote reservoirs.
    f. Must be a Non-adjustable, Non-rebuildable, sealed shock.
    g. No high-pressure gas shocks.
    h. Relocation of shocks is allowed.
        i. Mounting shocks through the upper control arms is not allowed.
9. **Sway bars:**
    a. Must be stock and mount in stock OEM location with stock style bushings and brackets.
    b. Adjustable sway bar links are allowed.
10. **Jacking Bolts**: Not Permitted.

Brakes

1. Front Calipers must maintain all stock dimensions for spindle being used.
2. One-piece rotors and hubs only, must be OEM or OEM replacement. ⅝” Wheel studs and 1” lug nuts are mandatory. Thread on Studs must completely pass through Lug nuts.
3. Rear brake shoes & drums must remain stock for frame being used on all rearend options.
4. Master cylinder must be OEM to make/model or stock OEM replacement to make/model. Any high-performance MC not permitted.
5. Proportioning valves are allowed.
6. Steel braided flex brake hoses are allowed.
7. No aluminum brake parts are allowed.

Transmissions & Rearends

1. **General:**
    a. All Driveline components must be Stock, or approved stock replacement.
    b. Stock steel driveshafts only. Universals may be changed to work with ford 9” rearend.
2. **Automatic Transmissions:**
    a. Must be a stock production transmission with stock gear ratios.
    b. Functionality must remain stock.
    c. Removal of any gears including reverse is not allowed.
    d. Stock operational torque converters only.
    e. Torque converters must be a minimum of 11” diameter.
    f. Oil coolers are allowed.
3. **Standard Transmissions:**

a. Must be a stock production transmission with stock gear ratios.
b. Functionality must remain stock.
c. Removal of any gears including reverse is not allowed.
d. Clutch:
    i. Must be stock style & weight.
    ii. Flywheel must be stock, unaltered, & a minimum of 10.5” diameter.
    iii. No exotic clutch kits.
    iv. Hydraulic or mechanical release bearings are allowed.
e. Bellhousing must be a Steel scatter-shield.
    i. A fabricated 3/16” steel 180 degree shield around a cast bellhousing will also be allowed.

4. **Stock Rearends:**
    a. Rearend housings must be unaltered stock.
    b. Rearend housing must be stock for frame being used.
    c. Fabricated spring & shock mounts are allowed.
    d. Must use stock style (rubber or urethane) bushings in housing. NO steel.
    e. Rearends must be Open (operational spider gears) or locked.
    f. Mini Spools are allowed.
    g. “C” clip eliminators are allowed.
5. **Ford 9” Rearends:**
    a. The only approved 9” housings are the Quick Performance style G-body replacement, or a locally fabricated 9” housing jigged from a Saratoga Speedway Spec’d Quick Performance housing. These housings are a direct replacement for a GM 10 bolt. They have the exact same pickup points.
    b. Rearend housing must remain as produced. Alterations are not permitted.
    c. 3rd Member Gear set must use a stock steel case & full weight steel spool.
    d. Lightweight axles are not permitted.
    e. Must use stock style (rubber or urethane) bushings in housing. NO steel.
    f. Please contact Saratoga Speedway management technical officials if you wish to use a Ford 9” in a chassis other than a GM G-body.

Weights

1. 3200lbs. Base weight minimum at all times, including after the race with driver (no refueling after the race)
2. Metric Cars with stock firewall, floor pan, metric spindles, automatic transmission, and stock rearend will receive 50lbs. weight break, OR 1% extra rear weight.
3. Races longer than 50 laps will have 1-lb. per lap over 50 laps allowance.
4. 55.0% Maximum left side weight at all times.
5. 47.0% Maximum Rear weight at all times.
6. All added weights must be metallic, appropriately secured, painted white with car numbers clearly identified.

Electrical

1. Batteries must be securely mounted in an angle iron or equivalent base utilizing a bolt on clamp style mount to hold battery in.
2. Marine style battery boxes are mandatory if the battery is mounted in the driver compartment.

3. All cars must have a Battery master disconnect On/Off switch mounted to the right rear side of the main cage/main hoop. It must be clearly marked On/Off. The disconnect MUST be used to break power in the positive battery cable, not the negative.
4. All cars MUST be wired in a manner that if the Battery disconnect switch is turned off the car will not continue running.

Tire & Wheels

1. Tires:
    - Hoosier 970 tires only.
    - Qualifying Tires must be used for all points and paying events throughout the event night.
    - Right side tires must be a 27.0".
    - Left sides can be 26.5" or 27.0".
    - Altering of Tires in any manner to obtain a performance advantage is NOT allowed. NO exceptions.

a) Saratoga Speedway tire sales availability days and times to be posted.
b) All cars arriving at the tech pad for post-race inspection must have only officially recorded tires mounted; any other tire will be deemed illegal and are grounds for DQ or other penalty at the discretion of officials.
c) Tech officials will have discretion regarding what is and what is not a "used" tire, their decision is final.
d) All teams are permitted 2 *new*, and unlimited *used* tires to be recorded to start the season before first race.
e) Teams are permitted to have used tires recorded throughout the season as needed (this permits use of take-offs from other classes).
f) Due to the time it takes to brand and record so many tires, initial recording should be done at one of the season's two opening practice dates in April. Alternative arrangements can be made however time is limited; contact Lead Tech Director Gord Wheeler for more information.
g) Following opening night races, all Island Street Stock Car teams will be permitted one new recorded tire *per race* for the remainder of the season (excluding invitational events).
h) All tires will be recorded at point of sale and checked on the tech pad.
i) All cut-down tires must be replaced with a recorded used tire only, no exceptions.
j) <u>Invitational Events</u>:
- **Off Island cars may run their track rules tire (provided they are similar compound confirmed by tech officials) or may purchase Hoosier 970s from Saratoga Speedway.**
- **Street Stock Cars will be permitted to register a maximum of two-new tires for invitationals (in addition to their normal class allotment) and as many used tires as desired.**
- **All tires must be recorded and marked prior to qualifying.**
- **Cars must run the tires they qualified on for the duration of the event.**

<u>NOTE:</u>
Cut down tires must be replaced with only recorded used tire so that all tires on a post-race tech pad are recorded; any other tire will be deemed illegal.

2. Wheel Rules:
    - Maximum 8" wide steel racing wheels only. No stock or homemade wheels.
    - Wheels must have a Minimum 2" backspace.
    - Bleeder Valves are not allowed.
    - Maximum of ½" wheel spacer per wheel is allowed.

Fuel

1. A commercially manufactured fuel cell is mandatory. Max 22 US gallons
2. Must be specifically designed and manufactured for racing.
3. A minimum 20ga steel fuel cell container is mandatory.
4. Rollover/check valve balls are mandatory on all tank lines.
5. Cell must be mounted between the rear frame rails of the chassis, no lower than 12” from the ground.
6. A square tubing cage, or equivalent angle iron & flat bar mounting system is mandatory.
7. A fuel cell protection bar is mandatory.
8. Pump or Race fuel only. No alcohol or exotic fuels.
9. Any mechanical fuel pump allowed. No electric pumps.

Engine Rules

1. **MSD Rev Limiter:**
    a. All engine packages must utilize a MSD part #8728 rev limiter with a RPM chip.
        i. GM Crate Engine - 5800 RPM
        ii. Built Engine - 6500 RPM
        iii. All wiring for rev limiter must be clearly visible and traceable for tech.
        iv. Must function at all times. No exceptions.

2. **Package A - Built Engines.**
    a. **General:**
        i. Unless specifically identified in these rules all parts must be automotive OEM Stock or OEM replacement for engine being run.
        ii. Marine parts are not acceptable replacements for automotive OEM stock.
        iii. GM, FORD, & CHRYSLER performance racing parts are not acceptable replacements for automotive OEM stock.
        iv. Two side by side Intake Manifold bolts must have pre-drilled heads for Tech to install a seal.
        v. Engine must be Corporation to Corporation with chassis being used and mounted in stock location using OEM or OEM replacement polyurethane mounts.
        vi. Any steel wet sump oil pan is allowed.
    b. **Engine Blocks:**
        i. The cylinder deck may be machined for cleanup and truing only.
        ii. Zero decking is not allowed.
        iii. No lightening or altering of engine blocks.
        iv. Aftermarket steel Main caps are allowed.
        v. Camshaft tunnel must remain of stock dimensions.
        vi. Displacements are as follows: (bore x stroke + overbore = Max Displacement)

1. Chev 350 c.i.	4.00" x 3.48"	+	.060"	=	360 c.i. MAX
2. Ford 351 c.i.	4.00" x 3.50"	+	.060"	=	363 c.i. MAX
3. Chry 340 c.i.	4.04" x 3.313"	+	.060"	=	350 c.i. MAX
4. Chry 360 c.i.	4.00" x 3.578"	+	.030"	=	364 c.i. MAX

        vii. Lifter bores must remain stock size:
            1. Chev 350 = .842"
            2. Ford 351 = .874"
            3. Chry 340 = .904"
            4. Chry 360 = .904"
        viii. Steel timing chain and gears only.

c. Camshafts & Lifters:

i. Hydraulic Camshafts only
ii. Hydraulic lifters only
iii. Anti pump-up lifters are allowed
iv. Lifter diameters must remain stock for engine block being used.

d. Crankshafts:

i. Stock OEM or aftermarket Stock Style replacement crankshaft, minimum weight 48.5 lbs, are allowed.
ii. Stock stroke must be maintained.
iii. No strokers or lightweight cranks allowed.
iv. Recognized part #'s are as follows:
    1. Scat 4-350-3480-5700
    2. Scat 9-10442
    3. Eagle 4305348057sp*
    4. Eagle 435034805700
    5. Eagle 103503480(CM)
v. If you choose to use a crankshaft other than one of the recognized Part #'s provided, it is your responsibility to present it to Saratoga Speedway Management/Tech for approval BEFORE use.

e. Connecting Rods:

i. Stock OEM or aftermarket replacement rods are allowed.
ii. Eligible aftermarket Part #'s:
    1. Eagle SIR5700BBLW
    2. Eagle SIR5700BPLW
    3. SCAT ICR5700P
    4. SCATICR5700
iii. OEM rod length must be maintained at all times.
iv. No lightweight aftermarket rods allowed.
v. Balancing of rotating assemblies is allowed. No removal of serial numbers or manufacturing emblems.

f. Pistons:

i. Flat top or Domed pistons are allowed.
ii. Flat top pistons must be used with cylinder heads having a chamber size less than 76cc
iii. Domed pistons may be used with cylinder heads having a chamber size of 76cc or greater.

g. Cylinder Heads:

i. Unaltered stock cast iron O.E.M. production cylinder heads only. Cylinder heads showing any signs of alteration in any way other than outlined in the rule book, will be deemed illegal.
ii. Machining for screw in studs and guide plates is allowed.
iii. Opening of push rod slots in cylinder heads is allowed.
iv. Steam relief holes may be drilled to a larger size. Multi angle valve job permitted.
v. New valve seats are allowed.
vi. No grinding or blending of bowl into bottom cut of valve job.
vii. No titanium or hollow stem valves.
viii. Maximum Valve Sizes are as follows:
    1. G.M. 1.94" intake 1.60" exhaust
    2. Ford 2.04" intake 1.66" exhaust

3. Chrysler 2.02” intake 1.60” exhaust

ix. Stock diameter replacement valve springs and retainers or Comp valve springs part #26981 with retainer part #787 hardened keepers are allowed.

x. Rocker arms must be unaltered Stock or Stock replacement. No Roller Rockers of any kind.

h. Water Pump & Pulleys:

i. “OEM Replacement” water pump permitted. Can be aluminium.

ii. 30% maximum reduction pullies permitted. Serpentine or “V”-belt only.

iii. Stock or aftermarket pulleys are permitted.

i. Intake Manifold:

i. Stock unaltered Cast iron 2bbl intake manifold only.

ii. Stock high-rise/marine manifolds are not allowed.

j. Distributors:

i. Stock style & functioning HEI distributors only.

ii. MSD part # 8362 is the only aftermarket distributor allowed.

iii. Accel Module part # 35361 is allowed.

iv. Vacuum advance may be disabled or removed.

k. Carburetor:

i. Stock unaltered 2bbl carburetors only.

ii. 1 11/16 inch max throttle bore size.

iii. Carburetor spacers are not allowed.

iv. Carburetor adapters are not allowed.

v. An air cleaner is mandatory.

vi. Air cleaner base must be metal, round, 16” (max) flat or “drop-base style. Base must not be modified.

vii. “Velocity Stack” style, hi performance, ram air induction, fresh air ducting, cowl induction, or modified air cleaner bases are not permitted.

viii. Carburetor linkage may be protected however fabrication must not block or re-direct airflow to front or rear of carb. Contact tech director for advice.

l. Exhaust: (there are significant penalties for repeat-offenders with non-conforming exhaust systems)

i. Side-dump exhaust are permitted; use turn-downs wherever possible.

ii. Stock unaltered cast iron exhaust manifolds or Schoenfeld part# 185 headers only. 1 tube on passenger side is allowed to be altered.

iii. Maximum exhaust pipe size for cars using manifolds is 2.5”.

iv. Mandatory exhaust pipe size for cars using headers is 3”.

v. Dual exhaust with 2 mufflers is mandatory.

vi. No crossovers, or 2 into 1 systems except: “H-Pipe” or “Howe” muffler option is mandatory (see noise mitigation rules for reference)

vii. Cars must be no louder than 95 decibels @ 100ft at all times.

viii. Recommended Mufflers are as follows:

1. 2.5” Hooker part # 21602
2. 3” Hooker part # 21605
3. Howe (see noise mitigation rules for reference)

m. Alternators & Power Steering Pumps:

i. Alternators and power steering pumps are not mandatory.

ii. Any alternator is allowed. Must be driven off the front of the engine.

iii. Stock or aftermarket cast steel power steering pumps are allowed. Must be driven off the front of the engine.

3. **GM Circle Track 602 Crate Engine**
   a. **General:**
      i. The GM 602 part #88958602 or #19258602 are the only crate engines allowed.
      ii. GM part # 14088765 counter balanced flex plate is suggested.
      iii. Maximum 5800 RPM chip **MANDATORY**
      iv. Saratoga Speedway reserves the right to take any crate engine at any time and replace it with a new one.
      v. Crate engines must remain sealed at all times. Rebuilds are not allowed.
   b. **Exhaust: (there are significant penalties for repeat-offenders with non-conforming exhaust systems)**
      i. Side-dump exhaust is permitted; use turn-downs wherever possible.
      ii. Stock unaltered cast iron exhaust manifolds or Schoenfeld part# 185 headers only. 1 tube on the passenger side is allowed to be altered.
      iii. Maximum exhaust pipe size for cars using manifolds is 2.5".
      iv. Mandatory exhaust pipe size for cars using headers is 3".
      v. Dual exhaust with 2 mufflers is mandatory.
      vi. No crossovers, or 2 into 1 systems except: "H-Pipe" or "Howe" muffler option is mandatory (see noise mitigation rules for reference)
      vii. Cars must be no louder than 95 decibels @ 100ft at all times.
      viii. Recommended Mufflers are as follows:
         1. 2.5" Hooker part # 21602
         2. 3" Hooker part # 21605
         3. Howe (see noise mitigation rules for reference)
   c. **Carburetor:**
      i. Holley Part # 01-80541-1 650 CFM Crate engine Carb only.
      ii. A restrictor plate is mandatory.
         1. Spacer size: Maximum 1-inch thick at any point and maximum 1-inch bore size as measured by officials.
         2. At any time and at the official's discretion, restrictor plates can be swapped amongst competitors or be replaced with a same size plate.
      iii. An air cleaner is mandatory.
      iv. Air cleaner base must be round and may not be any bigger than a 16" diameter.
      v. Ram air induction, fresh air ducting, cowl induction, or modified air cleaner bases are not allowed.
   d. **Distributors:**
      i. Stock style & functioning HEI distributors only.
      ii. MSD part # 8362 is the only aftermarket distributor allowed.
      iii. Accel Module part # 35361 is allowed.
      iv. Vacuum advance may be disabled or removed.
   e. **Valve Springs:**
      i. Replacement springs are allowed. Must be one of the following Part #'s:
         1. GM Performance #10212811
         2. Elgin #RV943xs (remove inner springs before use)
   f. **Water Pump & Pulleys:**
      i. "OEM Replacement" water pump permitted. Can be aluminium.
      ii. 30% maximum reduction pullies permitted. Serpentine or "V"-belt only.

iii. Stock or aftermarket pulleys are permitted.

g. Alternators & Power Steering Pumps:

i. Alternators and power steering pumps are not mandatory.

ii. Any alternator is allowed. Must be driven off the front of the engine.

iii. Stock or aftermarket cast steel power steering pumps are allowed. Must be driven off the front of the engine.