

## SECTION 7: RIMS AND TYRES

7.1 Rims

7.2 Wheel Studs, Nuts and Bolts

7.3 Tyres

7.4 Track

## **7.1 RIMS**

- 7.1.1 Double-sided safety rims must be used on Street Rods intended for road use.
- 7.1.2 Wheel rims must be not less than 5" wide.
- 7.1.3 Wheel rims must not be more than 10" wide.
- 7.1.4 Modifications to wheel rims must only be carried out by a competent person.
- 7.1.5 Steel wheels shall not be widened by having inserts welded.
- 7.1.6 Slotted stud type multi-fit wheels must not be used.
- 7.1.7 The front wheel rim width must be at least 60% of the width of the rear wheel rim. For 5" front rims the maximum rear rim width is therefore 8", and if 9" or 10" rear rims are to be fitted, the front rim width must be at least 6".

## **7.2 WHEEL STUDS, BOLTS AND NUTS**

- 7.2.1 Only the correct nut must be used for both the wheel and the stud or bolt size (ie 1/2" studs use 1/2" nuts) and the outer diameter of an alloy rim nut must correspond to the inner diameter of the corresponding hole for the nut in the rim.
- 7.2.2 Only nuts specified for use as wheel nuts must be used.
- 7.2.3 The taper on a wheel nut must correspond to the taper recessed into the wheel for the two faces to create a secure fixing. Taper nuts must not be used on a wheel without taper recesses.
- 7.2.4 The nut or stud or bolt must be neither too short nor too long for the application. The hollow type of nut used in early alloy rims must end no more than 3mm from the inner surface of the wheel.
- 7.2.5 Wheel nuts for alloy rims must be fitted with a steel washer between the wheel and the nut, unless the wheels are designed for a tapered nut.
- 7.2.6 Where rims are sourced from a particular model vehicle, the length of the studs or bolts used must be at least as long as those fitted to the parent vehicle, and all studs or bolts must be fitted with a nut.
- 7.2.7 Bolts and nuts must be tightened so that they clamp onto the wheel and never to the hub face.
- 7.2.8 Studs passing through from the inside of a brake drum, or bolts through the wheel and threaded into the brake drum, must not touch or interfere with the operation or action of any rotating or brake component

## **7.3 TYRES**

- 7.3.1 Tyres manufactured for road use must be fitted to Street Rods used on public roads. Racing tyres and slicks must not be used.
- 7.3.2 Tyres must be fitted to rims in accordance with the Tyre and Rim Association Standards Manual. Guidelines for 5" to 10" rims are included in Appendix 2.  
Note: If in doubt about the proposed rim and tyre combination, consult an Examiner, or refer to the *Tyre and Rim Association Standards Manual*.
- 7.3.3 Tyres must not contact any part of the Street Rod through full suspension and steering travel. No part of any tyre tread shall protrude beyond the body of the Street Rod when viewed from above and the steering wheels are set in the straight ahead position.
- 7.3.4 Radial tyres should be used. For safety reasons, radial tyres must not be mixed with bias construction tyres on the same axle. Tyres should be of similar construction on all wheels.

- 7.3.5 Tyre speed rating must match Street Rod performance. Tyres should have at least a S-rating (180km/h).
- 7.3.6 For safety reasons, dummy or false whitewalls must not be fitted to radial tyres.

#### **7.4 TRACK**

- 7.4.1 Axles may be widened or narrowed providing the change in track remains within the dimensions specified in Clause 7.4.3 and 7.4.4. The track following the axle modifications is called the *revised track*. The *revised track* may be determined by either of the two following methods.
  - (a) Where the original track dimensions of the vehicle are known, add or subtract the amount the axle has been modified from the original track dimension to calculate the *revised track*, or
  - (b) Where either the original track dimension is not known, or by how much the length of the axle has been modified is not known, fit the original manufacturer's wheels to the modified unit and measure the track. This measurement is the *revised track*.
- 7.4.2 A differential may be shortened for the purposes of enabling the tyres to fit inside the Street Rod mudguards. Differentials that have been narrowed for the purpose of accommodating rims wider than 10" must not be used.
- 7.4.3 Suspension unit or axle track measurements may be increased or decreased from the original manufacturer's specified track, or the *revised track* as determined in Clause 7.4.1, by up to 50mm provided the alteration is within the design tolerances of the bearings.
- 7.4.4 The difference between front and rear track must not exceed 75mm.