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2012 STREET STOCK RULES

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1. COMPETING MODELS:

- a. Open to most American passenger cars 1970 to present with a minimum wheelbase of 105 inches and a full frame.
- b. NO tube chassis
- c. NO corvettes
- d. NO trucks of any kind.
- e. Ford and Chrysler products are allowed as long as they have a full frame and a minimum wheelbase of 105 inches.

2. TRACK COMMUNICATION:

RACEceivers and AMB transponders are mandatory

3. BODY SPECS:

- a. Bodies are to be no wider than 75 inches (within the wheelbase)
- b. Deck width is to be no wider than 75 inches
- c. Deck height is to be no higher than 41 inches
- d. Total width of nose including ears will be 85 inches
- e. Nose piece must be trimmed to be tight with the body and have no protruding edges.
- f. Roof is a maximum of 60x60 with no more than 2-inch rake measured off of a level and must be centered on halo of roll cage
- g. Sail panels: will be a maximum of 41 inches at the bottom and will be tapered toward the top. They will have a maximum of a 2 inch outward bow and both will be the same size
- h. Rear panels are optional
- i. Open air cleaners are permitted, but NO forced air system
- j. CRATE ENGINE ONLY:
Spoilers 72" x 6" with maximum 3 spoiler supports and 6" x 24" spill board on front end
- k. NON-CRATE ENGINE CARS:
NO spoiler and NO aerodynamic lips

4. CHASSIS SPECS:

- a. Adjustable tubular trailing arms will be allowed
- b. NO spring-loaded trailing arms
- c. NO leaf spring or torsion bar chassis – Coil cars only!
- d. Shocks will be steel non-adjustable and one per wheel - \$125.00 claim per shock
- e. No cockpit adjustable weight jacks
- f. Non-adjustable tubular upper and lower A frames are permitted
- g. Stock spindles must be used – (GM-GM) (Ford-Ford) (Chrysler-Chrysler)
- h. ALL suspension mounting points on frame must remain in stock location
- i. NO quick-change rear ends
- j. Rear ends must be locked
- k. Engine must remain in stock location in chassis, left and right. Engine setback will be at its maximum and verified when the center of the number one spark plug hole (furthest cylinder forward), on all make engines, is in line with the center of the top ball joint.

5. WHEELS and TIRES:

- a. Maximum 10” wheels
- b. Maximum tread width 14” flat surface
- c. Grooving and/or sipping is allowed
- d. Softening rear tires by any means is ILLEGAL
- e. 8” tread width race tire or smaller will get a 100 lb. weight break

6. ENGINES:

- a. GM 602 (approximately \$3,150). Will follow FASTRAK Late Model rules including protest and claims.
- b. 358 Non Roller – Option 1 (see below)
- c. 358 Roller and 368-408 Open – Option 2 (see below)
- d. Engine setback is same for all competing models
- e. Headers:
No 180 degree merge, no merge collectors, coatings are allowed, cross over headers are allowed
- f. Ignition:
HEI only – coil must remain in the cap

7. GM 602 Crate Engine:

- a. ALL seals must be in place
- b. ALL parts have specific number and MUST be in place
- c. ANY single 4-barrel carburetor with a maximum 2” spacer (NO TOLERANCE)
- d. Any transmission or clutch
- e. 2,800 lbs.

8. 358 Non Roller Engine – Option 1:

- a. NO aluminum heads or blocks
- b. Ported heads, dome pistons allowed
- c. Box stock “Holley” 3310 (no down leg boosters), Box stock “Holley” 4412 or Q-Jet carbs ONLY
- d. 1-inch carb spacer (NO TOLERANCE)
- e. 2,900 lbs with STOCK flywheel, clutch and pressure plate
- f. 3,000 lbs with lightweight clutch or racing transmission

9. 358 Roller or 360-408 CID Engine – Option 2:

- a. NO aluminum heads or blocks
- b. Ported heads, dome pistons allowed
- c. Roller camshafts allowed
- d. Box stock “Holley” 3310 (no down leg boosters), Box stock “Holley” 4412 or Q-Jet carbs ONLY
- e. NO carb spacer permitted
- f. 3,000 lbs with STOCK flywheel, clutch and pressure plate
- g. 3,100 lbs with lightweight clutch or racing transmission

10. Additional Info:

- a. Standard carb modifications are permitted to all carbs (choke plate removal, drilling of butterflies for idle quality, welding of throttle shafts). No milling or screw-in air bleeds.
- b. No aftermarket parts for spec. carbs.
- c. Any car using stock clutch must have a blow-proof bell housing and **MUST** have an inspection hole in the TOP of the bell housing.
- d. A automatic transmission without a torque convertor is considered a racing transmission and must have an inspection hole in the bell housing.

11. SAFETY:

- a. The following rules are mandatory and will be strictly enforced.
- b. All cars are subject to inspection at anytime, and must be free from mechanical defects and be in safe racing condition. **OFFICIAL'S DECISION WILL BE FINAL!**
- c. It is highly recommended that all crews carry an operable fire extinguisher capable of extinguishing gas and oil fires.

12. ROLL CAGE:

- a. Must be minimum 1 ½" outside diameter (1/8" wall thickness highly recommended), no soft metals (aluminum, etc.) allowed.
- b. Mandatory six-point cage must surround the driver w/uprights mounted on the right and left sides of the frame behind the driver, one on each side. There are several allowable variations to this basic design, which are subject to the discretion of the technical inspector. His decision is final.
- c. Four bars joining the four uprights in a horizontal plane and one (1) horizontal cross support above the driver's head must be at least two inches above helmet height of the driver when strapped in the car.
- d. Front down tubes must extend to the front of the top roll cage.
- e. There must be at least three horizontal bars on both sides of the car connecting the uprights on the driver's side of the car in the door cavity and at least one bar must be extended to the outer door skin for added driver protection. These bars must have at least one set of vertical supports between the uprights.
- f. There must be at least three horizontal bars connecting the uprights on the passenger side of the car w/vertical supports between the uprights.
- g. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height.
- h. Additional diagonal support bar on left side of chassis from top front of cage down to side. These are minimum allowable bar requirements and of course more are preferred.
- i. All junctions of two or more tubes in the cage must be gusseted for additional strength with at least 1/8" plate steel gussets.
- j. Threaded pipe, pipe fittings, lap weld pipe, soft metals like aluminum, angle or channel iron, and flush grinding of welds are not permitted.

13. SEATS:

- a. All cars must be equipped with a safe racing seat, high back type recommended.
- b. Seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six 3/8 bolts.

- c. Four (4) on the bottom and two (2) on the seat back. "NO FLOORBOARD INSTALLATIONS."
- d. The seat must be positioned completely to the left of the centerline of the car (no center steering) on the driver's side.
- e. A functional padded headrest must be in line with center of driver's head if not built into seat.
- f. NO FIBERGLASS SEATS.

14. WINDOW SCREEN:

- a. All cars must have a steel wind screen of substantial material with a maximum opening on individual holes at 1 x 1 (minimum 16 gauge material) (no chicken wire or aluminum) and be reinforced by a minimum of three (3) steel bars connected to the roll cage on top and the dash support bar on the bottom (cold roll).
- b. Screen must cover 1/2 windshield area left to right across the cage and from top of cage down to hood or cowl. Side window net is mandatory.

15. BATTERY:

- a. Battery may be located in any position. Securely fastened to the car with at least two (2) straps securing the box to the cage or frame - "NOT to floorboards".
- b. Recommend battery master shut off switch that is mounted, marked, and easily accessible to the safety crew.

16. SWITCHES:

- a. All cars must have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with bright colored paint for safety crew to recognize
- b. FUEL SHUT-OFF VALVE (recommended within easy reach of driver) shall be labeled ON/OFF with a bright colored paint for the safety crew to recognize.

17. FUEL / POWER STEERING LINES:

- a. All lines and fittings running through the driver's compartment must be of approved type.
- b. Any non-steel braided line must be enclosed in steel tubing.
- c. NO plastic or glass fuel filters allowed.

18. WHEELS:

- a. Minimum five (5) oversized lug nuts, wheels must be reinforced, "Steel only".
- b. Recommended racing wheels and oversized studs. Maximum width 10"
- c. Bead lock rims permitted.
- d. No wide 5 patterns.
- e. Must be stock car type.

19. EXHAUST:

- a. Stock manifolds or headers.
- b. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.

20. THROTTLE SPRINGS:

Minimum two (2) required.

NOTE:

All preceding rules are subject to change. The official(s) in charge reserve the right to make decisions and judge accordingly, with the interest of safety and in the spirit of competition for this division, without recourse. Anything not covered in these rules is up to the discretion of the official(s).

Tech Inspector: Larry Riffe (724) 854-0814

RULE BOOK DISCLAIMER

- a. The rules and/or regulations set forth herein 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.
- b. **No expressed or implied warranty of 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.
- c. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.
- d. **No expressed or implied warranty of safety shall result from such alterations of specifications.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. On occasion when situations arise that are not covered by written rules, the track officials may put special rulings into effect. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

The Management of MERCER RACEWAY PARK