

2012 Montgomery Motor Speedway Street Stock Rules & Regulations

The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Rules 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.

* Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

GENERAL RULES

1. These rules are intended to produce a fair and competitive field of cars and are subject to change as needed, without notification or justification. MMS Management reserves the right to refuse any competitor without reason or justification. The intent and interpretation of the rules will be the decision of the Race Officials and MMS. If there are any questions regarding the legality of any part(s), the burden of proof lies with the competitor.

2. **All suspension components except springs and shocks must remain OEM stock for make and model of chassis used and may not be altered in any way. Unless specified in these rules.**

WEIGHT

1. Minimum weight 3200 lbs. with 53.0% maximum left side weight. One pound per lap allowance will be made after the race.

BODY

1. Complete body (bumper-to-bumper) must remain stock. Stock Appearing Aftermarket Body (example: Five Star/Performance Bodies Street Stock Body) Okay. Five Star fiberglass (flat/cowl) hood Okay. If clarification is needed, call MMS for approval.

2. No sectioning, chopping, channeling, hulling or cutting of any kind, except for tire clearance and roll bars only.

3. Hood, roof, trunk lid and trunk may be gutted.

4. All holes in front and rear firewall and floorboard must be covered with 16-ga. steel.

5. **Full front firewall must remain in car in the stock OEM location.**

6. **Body must mount in the stock location or subject to weight penalty.**

7. All body parts must maintain a minimum of 6" ground clearance. No tolerance.

8. Aftermarket nose and tail pieces may be used, but must match car.

9. Stock steel doors or approved replacements required.

10. Rear Spoilers may be used. Maximum 6" high by 60" wide centered.

FRAME AND CAGE

1. 108" *minimum* wheelbase.

2. Full-frame models and Unibody GT type cars (i.e. Camaros, Firebirds, Mustangs or Novas etc). No front wheel drives or strut suspension vehicles.

3. Frame must be **fully stock** and match make/model of car.

4. Bracing, boxing and X bracing permitted. Left front Caster/Camber perch adjustment OK.

5. Fuel Cell Protector Bar required mounted between fuel cell and bumper bar

6. Minimum four point roll cage with four driver side and three passenger side door bars (1/8 inch minimum plate covering driver's side door bars.) gussets not mandatory but recommended on all 90* angles on driver side of cage.

SUSPENSION AND DRIVE TRAIN

1. 6" minimum frame height. No tolerance.

2. Stock springs 5" inside diameter minimum.

3. May use adjuster cups (screw-type) inside spring buckets.

4. Screw or Weight jacking bolts Okay in the rear.

5. Front Upper Control Arms Stock or Spec Tubular Okay. Tubular must use IMCA part # UP-910-34394 (R-right L-left metric frame). Other approved cars (GM/Ford/Dodge cars will be allowed alternative part number for approved tubular upper control arm MMS must approve).

SHOCKS

1. Steel body, Non adjustable shocks, must cost \$100.00 each or less. Steel body shocks must remain in stock location, No outboard shocks. **No bump stops or suspension limiters allowed.**

SWAY BAR

1. Front sway bar (hollow) **1 1/4 " Maximum diameter**, can be floating style and fully adjustable.
2. Must mount in stock location on frame rails and may adjust on ends.

REAR END

1. Positrac, limited slip, mini spool or unlocked optional.
2. No Gold Trac or ratchet type units.
3. 10 Bolt, 12 Bolt or 9 inch Ford Floater permitted. All points must be in "stock" location from manufacturer.
4. Required right rear racing axle. ("MOSER" type.)
5. Pinion angle can be adjusted. Only by drilling upper control arms at rear end.

TIRES, WHEELS, AND BRAKES

1. Stock brakes/calipers only (front and rear). All 4 must be in working condition.
2. MMS Track Tire Hoosier 890. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
3. 8" Steel wheels - type optional.
4. Any Offset Okay; offset must be the same for all four wheels.
5. Large lug nuts (1") required with 5/8" studs minimum.
6. NO pop-off or bleeder valves.
7. Tracking width same front to rear must be within 1 inch. No wheel spacers allowed.
8. Maximum 3" camber. Measured at the wheel.
9. US Brake Rotor aftermarket assembly *required* for right front wheel only.

ENGINE

1. 360 CID limit.
2. .060 maximum over-bore.
3. Stock block, bore and stroke for engine.
4. Engine must maintain minimum of 12" ground clearance. Cross member must remain unmodified.
5. Engine must mount in stock position.
6. Unaltered General Motors Crate Engine #88958602 may be substituted the Engine must remain sealed at all times (*May also be required to have speedway stamping/seal*).

CYLINDER HEADS

1. **Stock cast iron heads with casting numbers only. Maximum compression 225 pounds with exhaust valve disabled. With all plugs removed, and carburetor in full open position.**
2. No Aluminum or Vortec heads allowed (except for crate engines).
3. No angle plug heads (Ford and Chrysler excluded).
4. Angle milling permitted.
5. Screw in studs, guide plates and poly locks optional.
6. Any questionable heads must be approved by Chief Tech Inspector.

Maximum Valve Size

1. Chevrolet: 1.94 intake/1.50 exhaust
2. Ford: 1.94 intake/1.60 exhaust
3. Chrysler: 2.02 intake/1.60 exhaust
4. Only magnetic steel valves, springs, retainers and locks.
5. No Titanium valve train parts.
6. Stud girdles permitted.
7. Bowl work permitted from valve seat to valve guide boss. No work permitted in runners or the short turn radius.
8. Stainless valves okay.
9. Stock diameter valve springs only.
10. No acid etching or gasket matching.

CRANKSHAFT

1. Stock OEM production or stock replacement crankshafts only.
2. Must be magnetic steel or cast iron.

3. Minimum weight on crankshaft 50 lbs. ***No tolerance.***
4. Harmonic balancer must be stock diameter for engine used type optional.

ROD AND PISTON ASSEMBLIES

1. Stock steel replacement rods only.

Maximum Rod Length

- A. Chevrolet: 5.7 or 6.0
- B. Chrysler: 6.123
- C. Ford: 6.0

2. Floating pins OK.
3. Two or Four valve relief, three-ring pistons with magnetic steel pins.
4. Valve reliefs may not be polished or de-burred.
5. Pistons may not extend out of block.
6. Assembled weight of rod, piston, piston pin, locks, rings and rod bearing must weigh a minimum of 1200 grams.

CAMSHAFT

A. Manufacturer-Specific Regulations

1. Chrysler products: Maximum .450 advertised valve lift (0.270 lobe lift)
2. Ford products: Maximum .450 advertised valve lift (0.278 lobe lift)
3. GM products: Maximum .430 advertised valve lift (0.287 lobe lift) with 1.6 rockers, .450 lift cam 1.5 rockers...
 1. Hydraulic camshafts only (Must be magnetic steel) NO tolerance!!!!
 2. Cam lift determined by measuring lift at the lifter, then multiplying by rocker arm ratio.
 3. No solid, roller, ceramic or mushroom valve lifters permitted.
 4. No modifying of lifters (must be magnetic steel).
 5. Lifters must be of stock size for make (0.842 Chevy; 0.875 Ford; 0.900 Chrysler.)
 6. Only stock length magnetic steel push rods.
 7. Stamped steel/Roller tip 1.6 ratio rocker arms only for Ford.
 8. Stamped steel/Roller tip 1.65 ratio rocker arms only for Chrysler.
 9. Roller tip cast steel rockers permitted. NO Aluminum, Roller Bearing or individual Shaft Mount rocker arms.
 10. Stud girdles permitted.

INTAKE MANIFOLD

1. Stock cast iron intake manifolds or aluminum permitted. (Chevy #2101; Chrysler #2176; Ford with 4 barrel heads #2665, Ford with 2 barrel heads #2750, Ford Windsor #2 181.)
2. No high-rise or marine intakes. NO porting, acid etching, polishing or gasket matching.
3. Must retain stock casting numbers and firing order.
4. 1" tall max Aluminum or Phenolic carburetor spacer must be centered on intake. Holes must be cut perpendicular with the base of the carburetor. NO tapers or bevels!

EXHAUST MANIFOLDS

1. Stock cast iron exhaust manifolds or Headers.
2. No porting, polishing, acid etching or gasket matching.
3. Cross-member cannot be modified to fit manifolds or headers.
4. Exhaust must exit behind driver and terminate under car. 3" maximum pipe diameter.
5. Header 1 5/8" maximum, Collector type, No merge collectors.

OIL PAN AND OILING SYSTEM

1. High volume/pressure oil pumps okay.
2. Must mount in stock location.
3. Aftermarket oil pan allowed must have 1" inspection plug in line with crankshaft casting number. Or 100 lb weight penalty.

IGNITION

1. Stock type HEI ignitions only. DUI OK.
2. MSD soft touch rev limiter part # MSD-8728 *required* with a 6400 chip for built and 6200 chip for crates. Must be mounted out of drivers reach with chip tie wrapped and taped in place.

CARBURETOR

1. Holley 2300 model #7448 (350 CFM) carburetor only. *Must fit all gauges/tools.*
2. For General Motors Crate Engine #88958602 only: Holley # 0-80507-1 (390 CFM) carburetor must be used, which *must fit all gauges/tools* and remain unaltered from factory new condition, except for jets

(\$725.00 buy rule on carburetor.)

3. No cold air boxes. May remove choke assembly. Choke horn must remain stock. NO carburetor air direction/flow devices, K&N style air filter top Okay.

TRANSMISSION AND DRIVESHAFT

1. Automatic or Standard transmissions allowed.

Standard Transmissions

A. OEM production transmissions only. No lightened or polished parts.

B. Stock clutch assembly 10 1/2" minimum. Minimum weight of 32 pounds.

Automatic Transmissions

A. Must run full functioning torque converter 11 inch minimum.

B. Stock production transmission can be a performance built stock unit.

C. No direct pump drive converters.

2. Steel drive shafts only and must be painted white with the car number clearly displayed.

3. Must run a minimum of two drive shaft safety loops.

4. Steel braided hoses are required for cooler lines.

FUEL & FUEL CELL

1. Fuel cells are mandatory. The maximum capacity allowed is 22 gallons. Fuel cells must have a working check valve and foam.

2. Fuel cells must be mounted equal distance between rear frame rails and at least 8 inches above the ground.

3. Fuel cell must be mounted inside a steel box.

4. Fuel cell vent and overflow may not exceed 1 inch in diameter. Overflow must exit to the rear.

5. Fuel cell must have four 1/8 inch x 1 inch straps under cell can and at least two straps on top of cell bolted to fuel cell frame.

6. Fuel cell must be protected at rear by one protector bar extending below rear of frame beyond bottom of cell and the width of the cell, with one center brace.

7. Fuel lines must be run in metal tubing or metal conduit if routed through the driver's compartment.

8. No electric fuel pumps or pressurized fuel systems.

10. Track approved fuel only, No exotic blends or methanol, No nitrous oxide, nitro or any other oxygenating agents permitted.

MISCELLANEOUS

1. No antifreeze (\$100.00 fine)

2. Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver.

3. All cars will be subject to tech approval and must display a MMS Tech approved sticker issued by tech before being allowed to race.

SAFETY

1. Battery master disconnect switch installed on driver's side of dash or within easy access from driver and either window.

2. Seat belts, window net, driving gloves, shoes and racing suit must have non expired SFI dates.

3. Fire extinguisher required within reach of the driver.

4. Minimum single layer racing suit (SFI-3.2A/1 rating).

5. Driving Gloves (SFI-3.3A/1 rating).

6. Helmet with Snell M2005 minimum rating. No older than 5 years from manufactures date.

7. Mandatory 360 degree Neck Brace.

8. Safety Belts (SFI-16.1 rating). No older than 5 years of the manufactures date.

9. Window Net (SFI-27.1/1 rating).

10. Racing Shoes (SFI-3.3A/5 rating).

11. Neck Restraint system highly suggested but optional.

SPECIAL NOTES

1. The definition of stock is as produced from the OEM factory. Weight/RPM penalty may be added to cars not conforming to rules. Drivers or cars found illegal forfeit all points and money earned for the entire event and possible suspension and/or fine for future rule violations determined by MMS.

PROTESTS

1. Only Drivers may protest. Protesting drivers and protested cars must have finished in the top five and be on the lead lap.

2. All protests must receive approval from the Tech Director. Spite protests and unsportsmanlike-like protests will not be accepted.

3. All protests must be submitted to MMS Tech Director in writing within 10 minutes of the feature race completion, and be accompanied by \$250 CASH per item \$800 CASH for bottom end. The track will retain 25% of protest money the driver who wins the protest will receive the other 75%. Driver can only protest three times in one season and must wait three weeks before protesting again.
4. If another illegal item is discovered while looking for the protested item, then the protested car will be declared illegal. We will still look for the protested item.
5. Drivers or cars found illegal forfeit all points and money earned for the entire race meet.
6. Refusal to comply with a protest or to tear down when instructed by MMS Technical Director will result in a fine equal to protest amount, an automatic two race suspension and loss of points and money earned for the event. Upon returning to competition the driver must agree to tear down after racing events for free.