



555 Fairground Road, Mercer 21/2PA 16137

724-662-1310

General:

ENGINES (4 cylinders only)

- a) Stock only
- b) (refer to (h))
- c) Engine must be same as vehicle used
- d) 1 or 2-barrel carburetors permitted providing it was OEM for make and model of car used
- e) Stock fuel injection permitted providing it was OEM for make and model of car used
- f) NO TURBOCHARGED CARS, or Superchargers or any other devices. Must be stock OEM fuel Injection or carb. on that given motor, No all wheel drive cars or all wheel steer cars
- g) Compression checks will be done at the discretion of MMR
- h) No interchanging of motors, engines must be stock and remain in chassis that they came from in the factory. Cold air intakes are permitted
- i) WEIGHTS MUST BE PAINTED WHITE WITH CAR NUMBER AND INSTALLED WITH 2 1/2 " GRADE 8 BOLTS. 2 weight clamps or welded weight tabs
- j) No all-wheel drive cars or all wheel steer cars

DRIVERS RESPONSIBILITY

- Prior to the racing event, the driver is responsible to inform MMR tech officials of the make, model and year of the car they are competing with. If there is a change from the registered car engine or model, the driver is responsible to inform MMR of the change

- Michaels Mercer Raceway has final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.

- Questions of legality can and will be answered during the pre-race inspection if asked by entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.

- Red AMB transponders or X2 with red stripe Transponders must be mounted behind center line of rear wheels and under the car

- Competitors must present cars for mandatory safety inspection prior to participating in any racing event
- Mirrors are NOT PERMITTED
- RaceCeiver / RE Switch or a like device is mandatory at all times on track.
- No two-way radios of any kind allowed
- If you are DQ you will not be allowed to race for the next 3 races and will lose money and points for the night.
- illegal Engine protest : Only the track or competitor racing that night may protest the engine through the track tech inspector or designated representative within 10 minutes after the race. For a fee of \$800 cash.
- Driver and 1 crew member only allowed in tech station during inspection

Weight:

- All cars must weigh a minimum of 2,200 pounds with car and driver after the race Exceptions: 50 lb. weight break for HANS or like device 50 lb. weight break for full containment

Suspension:

- Must have stock rear and front suspensions as from factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable Plating and structuring for durability and safety is allowed.
- No racing springs/shocks/struts allowed. Springs may be heated, clamped or use spring rubbers. Springs may be swapped from other models but within 2" of factory installed height.
- There will be a strut assembly (to include spring and bumps or devices) claim of \$200 each.
- Rear control arms should be stock but may be braced / strengthened / repaired. No adjustable control arms.
- Stock type aftermarket suspension bushings are allowed - Stock type STANDARD, non-adjustable, non-rebuildable shocks / struts required
- No weight jacks / cups of any kind
- Suspension limiter chain or tether is allowed as a solid piece. No aftermarket limiters
- Bump stops are allowed on struts

2023 Rules Body / Roll Cage:

- Must have a fully-welded, quality built MINIMUM 4-point roll cage inside the car with minimum of 0.95" thick tubing – Michaels Mercer Raceway Tech Official has final say in safety of the cage

- Minimum 3 driver door bars / 2 side door bars – 6 or more-point cages okay

Minimum of 3 vertical windshield or “trash” bars in front of driver.

- No part of the driver’s helmet may extend above the lower level of the roll cage halo

- . - Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at officials’ discretion.

- Frame-like tubing only allowed for REPAIRS in front of front strut towers and behind rear strut towers. No other frame-like tubing may be added to chassis.

- All roll cage tubing must be continuous. No pieces or sections

- Aftermarket asphalt style nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions

- . - No push bars to extend outside of bumpers or beyond nose piece.

- All bumpers (stock or tubing) must be covered and no sharp edges may be exposed

- No rub rails allowed on sides of body

- Sunroofs must be closed / covered with sheet metal

- No holes are allowed in the hood or front fenders and hood should cover entire engine compartment.

- Holes in firewall and floor should be covered in order to seal off driver from hot fluids or parts.

- Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with STEEL for REPAIRS only.

- Gutting of body is allowed however car should maintain reasonable appearance of stock car.

- Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12” are allowed. Rear door and/or small rear side windows can be closed or covered.

- No fins, wings, gurney flaps or lips are allowed anywhere on body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason.

- Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils. There must be 2 inspection doors on decking. 1 at front and 1 at the back

- . - Sheet metal roofs CANNOT be flat and should be made to closely resemble the factory roof lines. Roof pillars must also closely resemble the factory shape and lines.

- Some sheet metal will be allowed. The spirit of this rule is to keep cars remaining as close to stock appearing as possible. No more than 1/3 of the original body can be sheet metal – this does not include decking and/or interior. See diagram below. You can mix and match to achieve this 1/3. Additional sheet metal not as specified may result in a 100 lbs. weight penalty which increases by 100 lbs. at each event until corrected

2023 Rules Tires / Wheels / Brakes:

- Aftermarket racing wheels allowed – 7 inch maximum. 1 BEAD LOCK (right front only) - maintain proper air pressures.
- Street legal DOT tires required. No competition tires, drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
- Tire inner tubes are allowed
- Tires can be mixed and matched for stagger on all 4 corners
- Stock-type master cylinders required. No bias adjusters or shut-off valves.
- Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

Ignition / Fuel / Exhaust:

- Any air or oil filters (K&N, etc.). Air intake filters must be closed on the end.
 - Intake must be a stock intake. Porting and polishing are allowed. No Skunk 2, etc.
 - Any racing fuel or pump gas allowed
 - No Nitrous oxide or nitro methane
 - Stock fuel injection OEM throttle bodies are allowed. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
 - Cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. A cone type filter is allowed and may be connected directly to throttle body or the allowed tubes.
 - Aftermarket radiators allowed – can be braced for support
 - Aftermarket (racing) header is allowed and will be subject to claim. Claim is \$300 and includes only the header itself. Claims must be made with the lead tech inspector and must be approved by Michaels Mercer Raceway
 - Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
 - Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure 22g steel or .050 alum box. Cell should be mounted properly as per manufacturers recommendations and it should have a rollover valve or ball. Stock tank must have skid plate
 - The fuel rail may be aftermarket in the interest of safety. No exotic or high-capacity rails - subject to the discretion of the lead SCDRA tech inspector. A fuel pressure regulator and/or gauge are allowed.
- Exhaust which runs through the cockpit should be fully shielded from driver with metal

- Exhaust pipes must not extend out of any body surface more than 1" and pipe must be blunt and free of sharp edges.

Safety:

- RACING helmet with Snell SA 2010 or FIA 8860-2010 certification or newer is required (no motorcycle or DOTs helmets)

- Minimum single-layer fire suit required (SA 3.2A specification recommended).

- Racing shoes (SFI Spec 3.3) are REQUIRED to be worn during competition or on the racing surface.

- Fire proof gloves are mandatory (SFI 3.3 specification recommended).

- A 4 or 5-point harness, properly mounted per manufacturers' specifications, is required. Harness certifications are good for 4 years from date of SFI certification or until marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to roll cage at all attachment points.

- A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within drivers reach.

- Only commercially produced racing-type seats which are properly mounted per manufacturers' specifications are allowed. A full containment seat is strongly recommended. Cars equipped with full containment seats will receive a 50 lbs. weight break.

- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended. Drivers using a head and neck restraint will receive a 50 lbs. weight reduction

- Head and Neck Restraint certifications are good for 5 years from date of SFI certification.

- Full size window nets are MANDATORY

- Fuel cells must have both a vertical and horizontal fire wall to separate from driver compartment

- Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.

- All glass and ancillary and unneeded plastic should be removed - Interiors should be free of debris and sharp edges

- Batteries must be securely attached inside engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners and hardware – NO BUNGIE CORDS or RATCHET STRAPS. Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber). 2023 Rules Acceptable Helmet Certification