



M-40 SPEEDWAY

Street Stock

2018 Rules

It's become harder to field a car to run on your favorite short track, much less comply with different rules at surrounding tracks if a driver wants to do some traveling. Enter the Michiana State Line Racing Association. This is the Association's first attempt at uniting and sharing a common set of rules and class names. In rare circumstances, tracks will not be able to adopt identical rules; they'll be similar but not identical.

All cars will be required to run a Raceciever in 2018. This is a one way radio that each driver wears that allows our scoring officials to have communication with you out on the track. This is a safety feature for all drivers as well as a tool for the track to be able to speed up the show. These are available at Lane Automotive for approximately \$135 for the complete package.

1. Base Weight:

The minimum weight before qualifying or any race is 3100 pounds including the driver; 57% left side weight.

2. Tires:

Hoosier 790 or 800 Series. Tire soaking and/or any other type of tire tempering is prohibited. Steel 8" safety wheel with 1" lug nuts. Tread width will be 77" with toe plates.

3. Frame:

The minimum wheelbase is 108". Rear wheel driver, stock OEM frames only. No fabricated chassis of any kind. Minimum frame height off the ground will be 6" which can be checked before qualifying or any race. Stock OEM style gearbox; no rack and pinion steering components allowed.

4. Body:

OEM style stock appearing steel body from front to rear. (See rule below on Five Star body parts that do not have to remain steel). The doors and the rockers can be made from aluminum or sheet metal but will have the stock body line and curve as do the stock panels. All bodies will be stock appearing; no flat sides or stretched out bodies.

Five Star has stock appearing '88 Monte Carlo steel body that Lane carries at a reasonable price. The entire body is steel and has a fiberglass stock sized roof with C pillars. Running the Five Star unaltered fiberglass roof mounted 100% in a stock appearing fashion is allowable. Five Star also makes a stock appearing (not a flat sheet of fiberglass) replacement fiberglass hood for these cars with is also allowed. Stock size/height/length A & B pillars, no lowering or moving the full stock sized roof.

All cars will have an unaltered Five Star equivalent nose and tail piece. There will be no gaps or overlapped panels that will let air escape. Mount these panels as they were intended to be mounted. All nose and tail pieces will be mounted in a stock fashion. The same thing goes for the material joining fenders to the nose piece. A 1981 aftermarket Camaro nose piece can be run on a full stock bodied Camaro. No homemade rear tail panels or nose pieces.

All cars with stock appearing bodies will be allowed a 5"x60" flat spoiler centered with no lip.

All truck bodies require a back window, a flat tonneau cover up to the top of the bed and have minimum rake on the bed. No spoilers of any kind on a truck body.

All Street Stocks will retain windshield posts which will be steel or fiberglass. No wrap around windshields of any kind. No stretching the pillars out to achieve more roof or windshield angle. Roof and windshield angles are to remain close to OEM measurements.

Install the bodies level and to spec. Weight penalties or the no spoiler policy may be assessed for bodies built outside the stock appearing rules, as deemed by officials. It is permissible to be semi-creative with a street stock body; however, the front, the rear, the roof and the windshield angles must be relatively close

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to matching that car body. No mixing and matching of car bodies from front to rear. Rear quarter panels must remain relatively close to that of stock body measurements. No cars will have any extra rake built into their bodies from front to rear.

No body panel or nose piece will be lower than 5" off the ground-measured with driver in the car.

Rub rails are allowed with no sharp edges or fasteners.

A lexan windshield is mandatory. No rear window (except required on truck bodies) or front side window panels. Opera windows are permissible.

5. Shocks & Suspension:

No bump stops of any kind.

Rear trailing arms can be OEM or manufactured. Adjustable heims are permissible; however, the frame mounts and the rear end mounts will remain stock and in stock location. All trailing arm lengths must be within 1" of a stock OEM trailing arm for that car.

All remaining suspension parts will remain stock and be in stock location and be mounted in the stock angle with the exception of the front shocks which can be mounted outboard. Rear springs and shocks must be stock appearing and in stock location. Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends. Stock style sway bars in stock location in stock mounts to the frame. Threaded rod adjustments on the A-frame are permissible. Rear and/or front load bolts are allowable. Aftermarket tubular upper A-frames are allowed. A-frames will have stock ball joints. **Upper A-frame mounts may be modified and be within 1" of stock location.**

All shocks will be steel and non-adjustable! No canister shocks of any kind. No bump stops of any kind! No Schrader valves of any kind. No coil binding. All shocks will be a nationally advertised shock and will not exceed a list price of \$145 per shock. No leaf springs of three link suspensions.

6. Engine/Drive Train:

Engine must be stock appearing, all cast iron block and heads and in stock location. Cast iron or **aluminum intake. Cast iron exhaust manifolds or headers are allowed with 3" maximum exhaust tubing. The carburetor will be a single 2 or 4 barrel carburetor with a maximum 1" store bought adapter or spacer.**

OEM automatic or standard transmission; racing transmissions are not allowed. Minimum clutch size will be **7 1/4"**. **Stock style OEM rear ends only; four link suspension only. A steel 9" Ford is permissible with a 4 link mount. No quick change rear ends or aluminum rear end components of any kind. A 2" inspection hole must be cut in all bell housings so the clutch can be easily seen. No reverse mount starters of any kind.**

7. Brakes:

Aftermarket brake pedals and or master cylinders are allowed. Aftermarket brake calipers are allowed. Rear disc brakes are permissible. An aftermarket gas pedal is highly recommended. No in cockpit adjustments of any kind including brake bias adjuster. All pedals will be in a relatively stock location and the driver will be seated relatively in stock location.

8. Cockpit:

The full floorboard and front firewall may remain stock or be fabricated. A fabricated foot box must have **sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed.** The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.

9. Fuel Cell:

Fuel cells are mandatory with an 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame

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rails may be replaced from behind the spring pockets rearward to the bumper with 2"x3" steel tubing.

Any car that meets the rules for Kalamazoo, Galesburg, Springport or South Bend will be legal to race at M-40 in this class.