

2018 M-40 SPEEDWAY FWD 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:

Base weight for this class is 2200 pounds which includes the driver, race ready.

2. Tires:

DOT radial tires only. 55-60-65-70-75-78 series allowed. No bias ply, trailer or recap tires allowed. NO Hoosier or made for racing tires allowed. All 4 tires must be same size. No soaking, shaving or other type of tire tempering allowed.

3. Body:

Complete stock appearing body. NO HONDA CRX OR 2 SEAT COUPES ALLOWED.

All exterior body panels will remain stock appearing front to rear; however, fabrication of doors, bottom section of fenders and quarters, the deck lid and rockers is permissible. The basic shell of the car, including the top, B&C pillars, windshield posts, firewall and floor board, the top portion of the quarter panels and the front and rear cowl area between the sides of the car will remain stock width and intact. Added ground effects or skirts are allowable. NO outlaw style bodies or nose pieces allowed. Aftermarket mini stock nose or tail piece is allowed when mounted in stock fashion. No manufactured or aftermarket Late Model style wedge nose pieces allowed. A maximum 4" tall spoiler is permissible. It must be made of clear material and no wider than the stock body width.

A FULL windshield is mandatory. All other glass must be removed. No back or side windows of any material allowed. Rub rails are allowed when securely mounted with carriage bolts and smooth ends.

Bumpers may be stock or tubular. All cars must have a cable or chain for a wrecker to use.

NO two seat coupes, convertibles, trucks, mid-engine, turbo or super chargers, multi carburetors, rotary of Cosworth engines. Stock transmission are required for the make/model/year. NO HONDA CRX or 2 seat coupes.

4. Engine, Fuel Tank & Exhaust:

Open to most 4 or 6 cylinder FWD cars. V6 cars MUST be automatic.

Engine must be stock for that year make and model. (ie: no Honda Civic/Prelude engine swap)

Manual or automatic transmissions allowed.

Factory fuel injection is required.

All exhaust systems will exit below the car' the maximum exhaust tubing size is 2.5"

If the stock gas tank is located ahead of the rear axle, it may remain in place as is. Double check the gas lines and the tank straps, replace them if they are worn. All stock tanks located behind the rear end must be replaced and relocated in the forward area of the trunk. Drivers may use a stock tank that is in good condition or an 8-gallon or a smaller racing approved fuel cell. All external tanks must have a metal frame to hold the tank in place and must be strapped in place securely. Looping a few length's of plumbers' strap is not sufficient. If the tank is in the truck area, the entire rear firewall must be patched with sheet metal so that none of the trunk area is visible from inside the driver's cockpit. All aftermarket fuel pumps are required to have a kill switch for fuel pump shut off located in plain sight in the window opening behind the driver.

5. Wheels:

Stock wheels or 7" wide safety wheels.

Maximum tread width is 75"

Oversized 1" lug nuts are highly recommended.

All wheel weights must be removed from both the inside and outside of all wheels.

6. Cockpit:

Full stock steel floorboard and front firewall. All holes in the floorboard and front firewall must be covered securely with sheet metal. Both front and rear bumpers must be strapped or chained to the frame to prevent dragging.

An aluminum racing seat is required. Seats must be professionally mounted with the back of the seat secured to the horizontal back bar of the roll cage.

7. Steering and Suspension:

All steering and suspension will remain stock appearing, front to rear and side to side. Drivers may have a quick release steering wheel for safety and may replace a stock steering column with a collapsible column for safety. A toe clip on the gas pedal is highly recommended.

All struts/shocks will be stock steel with no adjustable strut valves of any kind. Slip on coil over sleeves are allowed. Threaded body struts or adjustable struts are prohibited.

8. Safety:

Radiator support may be built rather than using the stock core support. 1 3/4" round tubing maximum; no heavy square tubing or channel. Front and rear hoops are allowed for safety.

All doors must be bolted, welded or chained shut.

The rear support bars may extend rearward from the top of the cage behind the driver. Angling down to the rear of the trunk area. Two bars may extend back from the middle section of the back hoop rearward. No bars may extend through the rear of the trunk area. Drivers may have an X between the tow rear diagonal bars. Rear bars will be a maximum of 1 3/4" round or square tubing. The rear strut towers may be supported.

All mirrors, upholstery, insulation inside and under the hood, carpet, tail lights and headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any combustible material in the driver's cockpit are must be removed.

The original hood and trunk latches must be removed and replaced with a quick release hood pin system . Any hatchback must be solidly welded or bolted shut.