

Mt Lawn Speedway

2023 Street Stock Rules

Chassis/Base Weight:

1. Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
2. 3200 lbs. base weight minimum BEFORE qualifying & AFTER race with driver in seat. Maximum left side weight is 57.0% at all times.
3. Cars must utilize factory frame sections from front steering box mount to the rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Weight Jacks OK.
4. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline.
5. No cage or body supports may run through the body or windshield. Must have a Full windshield complete from A pillar to A pillar.

Transmission:

1. Clutches must be a min. of 7.25" and MUST attach to the crankshaft and be a OEM manual transmission.. No internal clutch transmissions.
2. Transmissions must have working reverse gear. Drive shaft loop is required. Standard Automatic transmissions w/ working torque converter.

Suspension:

1. No Bump-Stops or suspension travel limiting devices. No coil binding. No chains on front suspension
Frame and Front Bumper Cover height must be a minimum of 4" at all times. (untouched after race included).
2. No aftermarket lower A-Frames (O. E. M. mounting towers only). No aftermarket or made for racing spindles Must be OEM style spindle.
3. Standard aftermarket upper A-Frames may be used.
4. Factory or aftermarket trailing arms may be used. Must have single, non adjustable chassis mounting point only. Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other. Must be steel, non adjustable and utilize bushings welded into the trailing arm. Lower trailing arms may be no longer than 22" and upper arms may be no longer than 11.5". (1" tolerance on both without weight penalty. 50 lbs per inch over tolerance weight penalty.)
5. No 3-Link or Panhard Bar set ups. Even if they were stock for the chassis).
6. One shock per wheel. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable.
No Schrader valves allowed or any method to charge with gas. . .
7. Ford 9 inch rear ends are permitted. ANY 9" Rear End MUST be locked and utilize spool, welded spider gears or an axle "plug" extension to lock the rear end. Cambered rear ends are NOT allowed. OEM rear ends can be open providing the car wheelbase is 112" or longer.
No Quick Change rear ends.
8. Max. 78" tread width from outside to outside of tire at spindle height.
9. Stock-type, steel brake calipers only. Brake caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all four wheels.
10. Stock-type one piece sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
11. Maximum 8" wide steel wheels only.
12. The spec. tire for this race is the 15" USED Hoosier Comanche bought from the track ..**NO EXCEPTIONS TO THIS RULE** .

Engine:

1. Engine must be cast iron (block & heads). No Dry Sumps. Aluminum heads allowed with 100 pound penalty
2. Must use stock type Ignition. No Crank triggers allowed. One (1) MSD box allowed
- 3 Headers may be used. (no 180's or over the top headers).
4. No electric fuel pumps.
5. Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
6. 2 or 4 barrel carburetors only. No Predator Carbs.

