

Corrigan Oil Speedway Introduces New Street Stock Division

Effective last Friday June 8th 2018 Corrigan Oil Speedway has discontinued it's C division of the bracketed racing ABC division. In it's place the new Corrigan Oil Street Stocks are introduced. You will find commonality in rules with over 1/2 dozen area speedway's with the Michiana Street Stock Rule set that is being adopted.

Purse for Fridays and Sundays

25 Laps

1. 350

2. 275

3. 200

4. 150

5. 125

6. 115

7. 110

8. 105

9. 100

10. 90

11. 90

12. 90

13. 90

14. 90

15. 90

16. 90

17. 90

18. 90

19. 90

20. 90

2018 Street Stock Rules:

In an effort to build this class from the ground up, Corrigan Oil Speedway has closely patterned the street stock rule set to mirror the Michigana set of rules of tracks to the South and West, with the following exceptions:

1. For the remainder of 2018 while people are putting these cars together in the area we are only allowing the following tires: Hoosier 800 or NON STICKER USED D800. We are doing this for just the few months left in 2018 as tracks from the East and West blend into our division. In 2018 only this will be allowed, and we will be entirely on the 800 tire at the onset of the 2019 Season. New 800 tires will be available at Spartan. Several drivers through the pits will have take off D800's. We are going at this from an economy mindset as people get shoed up and acclimated to our new class.

2. Spartan Speedway does allow leaf spring cars that are stock Camaro, Firebirds, Nova, and various other factory configured cars. If you have a fabricated tubular clip chassis with leafs you are ineligible for this division.

PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/1 approved.

The General Rules applicable to all classes follow at the end of the class specific rules.

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

2. TIRES. Hoosier 800 Series. Tire soaking and/or any other types of tire tampering is prohibited. Steel 8" racing safety wheels with 1" lug nuts. Tread width will be 77" measured with toe plates.

3. FRAME. The minimum wheelbase is 108". Rear wheel drive, 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 offers a stock appearing '88 Monte Carlo steel body at a reasonable price. The entire body is steel and has a fiberglass stock sized roof with C pillars. Running this 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 which 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" x 60" flat clear spoiler centered - no lip. Innovative bodies with sloped roofs and long windshield angles may not be permitted to run a spoiler.

All truck bodies require a back window, a flat tonneau cover up to the top of the bed and have minimal 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 wraparound 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 of the stock appearing rules, as determined 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 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 as required on truck bodies. Rear opera windows are permissible. The side window panel may not exceed 12" (measured from the bottom of the windshield post along the top of the door then 90 degrees back up to the windshield post).

5. SHOCKS AND 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, be in the 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. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. 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 three link suspensions. No panhard, jbar, watts linkage or any other suspension other than 4 link or leaf spring.

6. ENGINES/DRIVE TRAIN.

Engines must be stock appearing, all cast iron block and heads and in stock location. Cast iron or aluminum intake. Cast iron exhausts manifolds or headers are allowed with 3" maximum exhaust tubing.

The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer. HEI style ignition only, no MSD style.

OEM automatic or standard transmission; racing transmissions are not allowed. Minimum clutch size will be

7¼". Stock style OEM rear ends only; four link or leaf suspension only. A steel 9" Ford is permissible with 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.

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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 rails may be replaced from behind the spring pockets rearward to the bumper with 2" x 3" steel tubing.

This is our economy rear wheel drive division.