

Front Wheel Drive Claimer Division

Corrigan Oil Speedway is introducing a new **"ULTRA ECONOMY"** racing division for 2019 and beyond. The entire mindset on this class is for the novice, budget, economy minded or just for fun racer. It will be run many nights in a normal circle track race format, but will have additional twists thrown into the racing (course changes, direction changes, and fun events mixed in). It has very limited modifications allowed on the cars. It has the intent, and check systems in place to remain viable for a total novice, over the course of a couple weekends to get a car put together to experience racing, possibly for the first time, and have a chance at being competitive. It specifically has a **"claim system"** built in for this purpose. Other tracks in our region have done this with phenomenal growth in the class. For this reason, it will be teched hard, and if modifications for performance advantage are found, then the track will step in, or the team owner is entirely at risk of their car being claimed. It is intended for FUN and to be ultra low buck. That is why the division is being introduced. Technology advancements in stock car racing can and do have a place in weekly racing. This division is not intended for advanced technology. It is themed on an off the street type car or mini van that someone has pulled the glass and interior panels off from and put basic safety modifications in.

***Front Wheel Drives ONLY*:**

Stock, stock, stock... if it doesn't say you can, DON'T.

- Any front wheel drive cars or mini vans with a minimum of 106-inch wheelbase are allowed to run up to 225/60/16. Under 106" wheelbase MUST run 70 series width tires. NO 50 series tire for any FWD.

- No 8 cylinder motors. No Hondas. No turbochargers, superchargers or nitrous allowed. No DOHC V6!
- Minivan incentive-If you race a minivan you will get an additional \$20 to start and an additional \$50 if you win!
- 16 inch wheel max.
- Passenger car radials only! NO RACING TIRES! •No aftermarket wheels, stock OEM wheels only (must be stamped from factory) 7 1/2 inch maximum width with 4 inch minimum backspacing.
- Engine, transmission, and gas tank must remain stock and in stock locations.
- Fuel pump power shutoff switch required, this must turn off with ignition key and no fuel lines allowed inside of car.
- Catalytic converter must be removed and replaced with exhaust pipe. Stock, single exhaust must exit behind driver
- 4-point roll cage is mandatory (hoop with 2 down support bars is acceptable), hoop and halo recommended. Must not extend past the rear strut.
- Bracing between front and rear struts is allowed.
- No cutting of any interior or exterior body panels. (except Drivers door for bars) Must retain all body panels (trunk, hood, doors, fenders) and have no sharp edges. Bumpers may be replaced with exhaust tubing only! Bumpers must be attached at no more than 4 points.
- All glass must be removed except windshield. Windshield can be removed if there are (3) 3/8 bars securely welded behind opening in

front of driver. The windshield is a safety mechanism. If it is removed, only a safe bar mounting method will be accepted.

- All plastic and molding must be removed.
- 1" square tube May be used to reinforce front radiator support, attached only to the support and down to frame at 2 points.
- Interior must be stripped except front seat. Racing seat is recommended. Dash may be removed, stock belts must be removed and replaced with a minimum of a 4pt harness.
- All airbags must be removed.
- Window net required on driver's side window.
- Hood and trunk latch must be removed and replaced with hood pins. Doors must be chained, bolted or welded with no sharp points protruding.
- 1" square rub rails allowed, must be securely attached with round head bolts and ends must be capped.
- The Only suspension modification allowed is any amount of camber on the right front wheel ONLY! May alter RF strut tower and steering knuckle to gain camber. All Modifications will be inspected and must be considered safe by Tech.
- Fire extinguisher mandatory and should be mounted near the center of the car.
- Full face 2000 Snell automotive approved helmet mandatory with shield. Racing suit, racing gloves and neck roll are mandatory.
- DOMINANT CAR- In the event C.O.S. officials determine there

is a dominant car, that car will be issued an intake restrictor. This will be determined by a track official's discretion at any time. Once a car is issued a restrictor, that car will be required to run the restrictor the remainder of the season in the position that the track designates to be a competitive disadvantage. (This means the track will direct where a restrictor is to be replaced and in what location in the intake system)

The goal of this class is to keep it fun, economical and competitive. If it starts to go in the other direction, a class

meeting will take place to view problem areas. The speedway will then meet and determine the best course of action separate from drivers input after discussion. AMENDMENTS TO THESE RULES MAY BE MADE AT ANY

TIME IF NECESSARY TO BETTER THE FUTURE OF THE FWD CLASS. The intent of this division is to give new people or budget minded racers a place to compete for years to come. Performance modifications will be not be tolerated at all.

Any complaints/accusations to tech will result in both cars being inspected. Failure to pass tech will result in loss of money and points for the night. Violations must be remedied before you will be allowed to race again.

***FWD CAR CLAIM PROCEDURES**

AFTER THE FRONT WHEEL DRIVE FEATURE EVENT, THE TOP 5 MUST REPORT TO AND REMAIN AT THE SCALEHOUSE AREA FOR 5 MINUTES. TOP 5 WILL NOT RETURN TO PIT STALL OR WINNER TO VICTORY CIRCLE UNTIL RELEASED BY TECH. THE TIME PERIOD FOR MAKING ANY CLAIM ON THE TOP 5 IS EXACTLY 5 MINUTES FROM THE CHECKERED FLAG OF THE FEATURE. AFTER 5 MINUTES NO NEW CLAIM WILL BE ACCEPTED.

- CLAIM AMOUNT IS EITHER \$750 CASH OUTRIGHT OR \$350 CASH AND CLAIMERS CAR.
- DRIVER BEING CLAIMED HAS THE OPTION OF TAKING CASH

OUTRIGHT OR CASH AND CAR OPTION

- \$50 OF THE CLAIM AMOUNT GOES TO THE SPEEDWAY IN EITHER THE OUTRIGHT CLAIM OR THE CAR AND CASH CLAIM
- TO BE ELIGIBLE TO CLAIM YOU MUST HAVE FINISHED 5TH OR BACK.
- TO CLAIM ANY CAR YOU MUST HAVE COMPETED IN 5 PRIOR EVENTS THE SAME SEASON.
- CLAIMING DRIVER MUST HAVE BEEN ON THE LEAD LAP IN THAT NIGHTS COMPLETED FEATURE EVENT.
- CLAIMING DRIVER MUST DRIVE THEIR CAR TO THE CLAIM AREA UNDER ITS OWN POWER. IT WILL NOT BE AN ACCEPTED CLAIM IF THE CAR IS UNABLE TO GET TO CLAIM AREA ON IT'S OWN, OR IF IT IS OVERHEATED OR IN A POOR RUNNING CONDITION.
- TO BE ELIGIBLE TO CLAIM, YOU MAY NOT BE IN THE TOP 5 IN POINTS AT THE BEGINNING OF THE RACE NIGHT.
- CLAIMED OR EXCHANGED CARS RETAIN ALL OF THEIR OWN SAFETY EQUIPMENT. CLAIMED DRIVERS HAVE 1 HOUR TO REMOVE WINDOW NET, FIRE EXTINGUISHER AND BRACKET, SAFETY BELTS, RACING SEAT AND BATTERY. (IF CAR HAS OEM SEAT, IT MAY NOT BE REMOVED.)

If you do not accept the claim you will lose all points and money for the night as well as an extra 50 point loss. You will not be allowed to compete in the next 2 consecutive nights of points races. The claimed car cannot be purchased by either the claimed car owner or driver during the rest of the racing season.

After 2 claim refusals you will lose all points and money for the night plus the extra 50 points and you will not be allowed to race in the FWD class for the remainder of the season.

NO CLAIM WILL BE ACCEPTED THE WEEK BEFORE CHAMPIONSHIP OR ON CHAMPIONSHIP NIGHT. CLAIMING IS NOT MEANT TO BE A POINTS ALTERING STRATEGY. IT IS INTENDED TO BE A DETERRENT IN ANY PERFORMANCE ENHANCING EQUIPMENT INVESTMENT.

CORRIGAN OIL SPEEDWAY MAY ALTER ANY RULE IN ANY PART OF THIS

PROCESS AT ANYTIME.

The entire philosophy of this division is an economy, fun, novice division or break from the high cost of racing division. If you are intent on investing in performance beyond the manufacturer of the car – you are choosing the wrong division. The track will be inspecting suspensions and engines and electronics at any time the track chooses. If anything other than the camber is altered on the right front suspension or if the engine is modified, the car will be disqualified from competition until it is returned to stock form. The class must remain at all times, where a novice can come and compete for the very first time, and have a possibility of winning.