

Street Stock Rules

Updated: 12-08-19

BASE WEIGHT

- a) The minimum weight before qualifying or any race is 3100 pounds including the driver. Pre-race, race ready.

TIRES

- a) Hoosier D 800.
- b) Tire soaking and/or any other types of tire tampering is prohibited.
- c) Steel 8" racing safety wheels with 1" lug nuts.
- d) Tread width will be 77" measured with toe plates.

FRAME

- a) The minimum wheelbase is 108".
- b) Rear wheel drive, stock OEM clip frames only.
- c) Frame must utilize stock factory produced front cross members, stock factory produced side rails, stock factory produced rear crossmember. (factory produced means "original equipment manufacturer produced, not aftermarket)
- d) Wheelbase may be altered from factory length to no measurement shorter than 108"
- e) No tubular fabricated chassis of any kind.
- f) Minimum fuel cell height off the ground will be 8" which can be checked before qualifying or any race.
- g) Stock OEM style gearbox; no rack and pinion steering components allowed.
- h) Factory suspension mounts must be retained other than the upper A-frame mounts on the front clip. Factory mounts are to be within + or - 1" of the o.e.m configuration.
- i) Tubular frame structure is allowed from the centerline of axle rearward to reinforce the fuel cell to bumper area. 2"x3".095 WALL minimum. This is the only tube frame modification allowed.
- j) Cars must be able to cross over scales without dragging.

BODY

- a) OEM style stock appearing body from front to rear. No flat sides or stretched out bodies. ABSOLUTELY NO OUTLAW FABRICATED TYPE BODIES. NO EXCEPTIONS.

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- b) 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. Cars incorporating a stock type header panel or look are the exception to this rule. A 59 Pontiac can still look like a 59 Pontiac. A 67 Mustang can still look like a 67 Mustang. A 1969 Camaro can look like a 1969 Camaro. Vintage steel original bodies are encouraged.
- c) All cars with stock appearing bodies will be allowed a 5" x 60" flat clear spoiler centered – no lip.
- d) 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 downforce designed truck beds.
- e) 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.
- f) No mixing and matching of car bodies from front to rear.(no car body noses and truck rears, etc)
- g) Rear quarter panels must remain relatively close to that of stock body measurements. No manipulation of the right side quarter panel shelf. right and left quarter panels must be symmetrical at c pillar.
- h) No cars or trucks will have any extra rake built into their bodies from front to rear.
- i) No body panel or nose piece will be lower than 5" off the ground (measured with driver in the car).
- j) Rub rails are allowed with no sharp edges or fasteners.
- k) A Lexan windshield is mandatory.

SHOCKS AND SUSPENSION

- a) No bump stops of any kind.
- b) 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.
- c) 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.
- d) Rear springs and shocks must be stock appearing and in stock location.

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- e) Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends.
- f) 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.
- g) Rear and/or front load bolts (screw jacks) are allowable.
- h) Aftermarket tubular upper A-Frames are allowed. A-frames will have stock type ball joints (no monoballs). Upper A-Frame mounts may be modified and be within 1" of the stock location.
- i) 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. All shocks will be a nationally advertised shock and will not exceed a list price of \$145 per shock.
- j) No coil binding.
- k) No three link rear suspensions. No panhard, jbar, watts linkage, track bar, lift bar/arm or any other suspension allowed other than factory converging 4 link type or leaf spring.
- l) No strut arm type front suspensions.
- m) Tech may remove a shock at any time to inspect for internal bumpstops or bump springs.
- n) Corrigan Oil Speedway has a shock claim of \$165. A shock may be claimed at the end of a feature event by coming to the tech lane scale house and submitting \$165 cash per shock within 5 minutes of the end of a feature event. Driver making claim must have been on the lead lap. If the car owner or driver refuses the shock claim, All points and monies will be forfeited for the entire race day. Shocks may not be claimed prior to a feature event.
- o) Front and rear spring pockets may be modified in the stock frame rails and stock cross member for screw jacks. (jack plates, spring height location. must retain factory rear cross member. height of jack plate may be adjusted.)

ENGINES/DRIVE TRAIN

- a) Engines must be stock appearing, all cast iron block and heads and in stock location.
- b) Cast iron or aluminum intake.
- c) Cast iron exhausts manifolds or headers are allowed with 3" maximum exhaust tubing.
- d) The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer.
- e) HEI style ignition only, no MSD style.
- f) OEM automatic or standard transmission;
- g) Racing transmissions are not allowed. no Bert, Brinn, Winters, Falcon, Jerico, etc.. No internal clutch manual transmissions

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- h) Minimum clutch size will be 7¼". A 2" inspection hole must be cut in all bell housings so the clutch can be easily seen.
- i) Stock style OEM rear ends only; four link or leaf suspension only.
- j) A steel 9" Ford is permissible with 4 link mount or leaf mount.
- k) No quick change rear ends or aluminum rear end components of any kind.

BRAKES

- a) Aftermarket brake pedals and or master cylinders are allowed.
- b) Aftermarket brake calipers are allowed.
- c) Rear disc brakes are permissible. 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.

COCKPIT

- a) The full floorboard and front firewall may remain stock or be fabricated.
- b) A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal footboxes will be allowed.
- c) The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.
- d) An aftermarket gas pedal is highly recommended.
- e) The main driver's hoop and door bar construction of the roll cage will be 1 3/4" tubing .095 wall thickness minimum. It will have drivers side door plate reinforcement on the door bars welded in place.

FUEL CELL

- a) Fuel cells are mandatory with an 8" minimum ground clearance.
- b) A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible.
- c) Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2" x 3" steel tubing.