



2026 ABC FWD RULES

(Updated 12-29-25)

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 fire suit including proper undergarments, gloves, socks and shoes that all meet the highest safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/1 approved. Put Safety First.

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

BASE WEIGHT

Base Weight:

- Single Cam 2250 lbs
- Dual Cam 2350 lbs
- K Series & V-6 2450 lbs

TIRES

- a) Tires will be the Hoosier 790, 850 or DOT. DOT tires are required to be a minimum of 200 Tread Wear Rating. **Tire soaking and/or any other types of tire tampering is prohibited.**
- b) Tread Wear Rating of 200 or more must be visible on outside of tire.

BODY

- a) Complete stock appearing bodies.
- b) All exterior body panels will remain stock appearing front to rear; however, fabrication of doors, the bottom section of fenders and quarters, the deck lids and rockers is permissible. The basic shell of the car including the top, b- and c-pillars, windshield posts, the firewall and floorboard, 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. Have some shape to the body sides; a look alike Outlaw Super Late Model will cost drivers up to 100 pounds of added weight. An aftermarket mini stock nose or tail piece is allowed when mounted in stock fashion. No manufactured or aftermarket Late Model style wedge nose pieces.
- c) A maximum 4" tall spoiler is permissible. It must be made of clear material and no wider than the stock body width.
- d) Glass or Lexon windshield is required; all other glass must be removed. Back or side Lexan windows are permitted. Rub rails are allowable when securely mounted with carriage bolts and smooth ends.
- e) Bumpers may be stock or tubular.

BODY (continued)

- f) No two seat coupes, convertibles, trucks, mid-engine, turbo or super chargers, multi carburetors, rotary or Cosworth engines. Stock transmissions are required for the make/model/year. Two door sport coupes (Hondas Acuras, Nissans, Neons) and a few other cars with the variable valve timing may be subject to added ballast when the car clearly outclasses the existing field. This is a judgment call designed solely to keep a fair and level class of racing.
- g) All cars will be equipped with front and rear tow hooks, straps or chains where a wrecker can quickly and safely hoist the car so it can be towed.

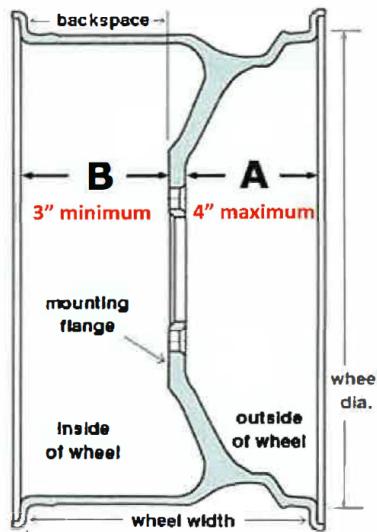
ENGINES, FUEL TANKS AND EXHAUST

- a) Open to most 4- or 6-cylinder FWD cars.
- b) Manual or automatic transmissions are permissible.
- c) Cars will use OEM transmissions and engines that match the make of the car (i.e., Chevy to Chevy; Ford to Ford; Honda to Honda, etc.)
- d) Factory fuel injection is required.
- e) All exhaust systems will exit below the car; the maximum exhaust tubing size is 2.5".
- f) A stock fuel tank forward of the rear axle (in stock location) is permissible, replace any worn or rusted fuel tank straps, and fuel lines. All external tanks must be mounted in the forward area of the trunk, surrounded by and mounted to a metal frame. If the car's fuel tank is in the trunk the rear firewall must be closed off so none of the trunk area is visible from the driver's cockpit. All electric fuel pumps must have a cut-off switch located next to the driver's window in plain sight which can be easily reached from outside the car. All aftermarket fuel pumps are required to have a kill switch that must kill the fuel pump and engine instantly, located in plain sight in the window opening behind the driver.

Safety Wheel Measurements

WHEELS

- a) Stock wheels or 7" wide safety wheels.
- b) Oversized 1" lug nuts are required with safety wheels.
- c) Wheel studs must extend at least 1 thread beyond lug-nut on stock and safety wheels.
- d) All wheel weights must be removed from both the inside and outside of all wheels.
- e) Steel safety wheels must comply with the measurements on the drawing.



7" maximum



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COCKPIT

- a) 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.
- b) 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. Seatbelts must be in good condition and considered safe.

STEERING AND SUSPENSION

- a) 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.
- b) All struts/shocks will be stock steel with no adjustable strut valving of any kind. Slip on coil over sleeves are allowable; threaded body struts or adjustable struts are prohibited.
- c) Maximum track width is 75".
- d) Minimum of 4" ground clearance to body panels or frame.

SAFETY

- a) Radiator support may be built rather than using the stock core support. 1" round tubing maximum; no heavy square tubing or channel. Front and rear hoops are allowed for safety.
- b) All doors must be bolted, welded or chained shut.
- c) 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 two rear diagonal bars. Rear bars will be a maximum of 1 $\frac{3}{4}$ " round or square tubing. The rear strut towers may be supported.
- d) 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 area must be removed.
- e) 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.



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ABC RACE PROCEDURES

Qualifying

- a) No car may enter the track surface prior to passing inspection, mounting transponder and receiving inspection sticker once practice sessions begin.**
- b) We qualify in groups of 8 for 8 laps. Drivers that scratch their qualifying time will start at the rear of all events.**
- c) Each driver will qualify to determine their bracket. Brackets typically will be split by separation in times and may not have equal number of cars. The split between A and B divisions will be determined by the largest gap between qualifying times of mid-pack cars, unless determinized differently by Race Officials**
- d) Non-qualifiers and scratches will be moved to the back of the “A” bracket unless there is a likelihood of too large of gap in times. In that event they will start at the rear of the appropriate bracket as determined by the Race Director. Scratches receive the minimum qualifying points.**

NOTE: Once a car qualifies for the “A” Feature, 3 (three) times they will be an “A” car for the remainder of the season.

RACE PROCEDURES

NOTICE!!

The Feature winner will stop at the flag stand for a picture and interview then proceed to Teck, then to Winner’s Circle. No other members will be allowed on the race surface.

Top 3 in every Feature must go straight to the scales. If you stop on your way you are subject to a DQ and loss of points and pay for that night.

Twin Features

- This race format is designed to replace heat-races as well as improve spectator experience. Each competitor will receive purse money and points based on finishing in each Feature added together.**
- The 1st Feature will be a minimum invert of 8. The 2nd Feature will be total invert based on 1st Feature’s finishing positions.**

Single Features

- In some cases, a Single Feature may be necessary such as time constraints, weather conditions, car counts, etc.**



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BREAKOUT - RULES

- **A – Bracket**

Any 2 laps .25 under qualifying time. Top 4 qualifiers are exempt.

- **B and C Brackets**

Any 2 laps .20 under qualifying time with the exception of the last lap which will be .25

- **Breakout in Heats (only when Heats apply) - A – B – C**

Black-flagged, no points or pay for Heat race. Your best time in the heat race now becomes your new base-time for the Feature and you will start the Feature behind the top qualifier.

- **Breakout in Features - A – B – C**

Black-flagged and sent to Pits.

TRANSPONDERS

- It is the driver's responsibility to verify the transponder is properly mounted and is being picked up by the Loop.**
- Any inaccuracy scoring a car that does not read the transponder will be the fault of the driver.**
- One driver, one transponder. Any driver that switches a transponder to another car without Race Director/Tower approval will be DQ'd.**
- Any eligible driver may transfer to a second car that has qualified for that race but must start at the rear of the field and use the highest of the two qualifying times. Once the race has started switching of cars is not allowed.**

NOTE: In the event a specific make and model car dominates the field Corrigan Oil Speedway will determine an option to maintain parity in the field.