

CHAMPION PARK
SPEEDWAY
I-20 EXIT #38 - FRONTAGE RD.
(318) 371-0077
www.ChampionParkSpeedway.net
HOT STOCK
2008 RULES & SPECIFICATIONS

BODY – INTERIOR- WHEELBASE – 1960 or newer American made OEM produced coupe or sedan with steel body and rear wheel drive 108” minimum wheel –base. After-market replacement body parts OK. (See #6 below). Use of stock bumper covers, header panel, or bumper covers OK. Air filters may pass through hood, hood scoops OK, but top of filter or hood scoop not to exceed six (6) inches above hood. OEM produced spoiler OK front or rear for year, make, and body used. Body side skirts OK, but must be minimum four (4) inches from ground at lowest point. No roof mounted wings, lexan or sheet metal spoilers or other aerodynamic ground effect devices of any type. All exterior lamps and trim must be removed. May be covered with sheet metal or plastic. Doors must be bolted or welded shut. All glass and interior trim must be removed. All openings in firewall must be covered with sheet metal so as to isolate driver compartment from engine and trunk/fuel cell area. Interior deck or cockpit OK. The only other modifications to body are:

1. Wheel openings may be trimmed for tire clearance. Must not have ragged edges.
2. Front wheel wells may be removed.
3. Hood and deck lid may be gutted and joined to make lift-off design.
4. Front doors may be hulled for roll cage and door bars.
5. Stock dash may be replaced with sheet metal.
6. Performance body OK.
7. Rear spoilers only. Must be securely mounted to top of rear deck. NO adjustable spoilers. Maximum height is 8” (eight inches) and maximum width is 72” (seventy-two inches).

COMPLETE FLOOR PLAN – Front cross-member may be notched for fuel pump clearance only. All side and rear frame rails must be stock, and in stock location. Unibody cars may connect sub frames. Rear frame rails may be reinforced with bars next to, under, or over rails, which tie to main cage structure, floorboard, or frame.

JIG CARS OK – Track management prior to altering must approve any front stub changes to unibody street type cars. Jig cars must have stock front frame clip – No scabbing or plating.

BRAKES – Minimum four wheel brakes in good working order. Brakes must be capable of stopping car and will be tested for pedal feel. Stock or after-market hubs or rotors, front and rear. Hats and/or rotors adapters may be steel

or aluminum. Cast iron calipers only. Brake balance bar, after-market cylinders, pedal, proportioning or shut off valve OK. No brake floaters. No aluminum or composite rotors and /or calipers.

BUMPERS AND NERF BARS – Front and rear bumpers required. Stock or fabricated OK. No sharp edges. Front bumper may not extend beyond inside tire width. Fabricated bumpers may be no more than 1-3/4" OD X .125 wall round tube or 2 X 3 X .125 wall rectangle. Bumper mounted nerf bars OK, but must not exceed body width in rear or inside tire width in front. Can not exceed height of hood or deck-lid. One (1) body side rub rail permitted each side and may also be on rear quarter to bumper, maximum tube size 1-1/2" OD or 1" X 2" rectangle. Must be mounted flush against body and parallel to ground. Fabricated bumpers and nerf bars must be capped at ends.

ENGINE –

- A. **Block:** Cast iron only. Any pistons, rods or crank. No Chevy 400 small blocks or big blocks. NO Aluminum Blocks.
- B. **Cam and Valvetrain:** Roller cams OK. No dual overhead cams. Screw in studs; guide plates, and roller rockers OK. No shaft mounted rockers unless OEM equipped.
- C. **Carburetor and Fuel Pump:** Single two or four barrel carburetor only. Carburetor spacer or adapter OK, maximum height two (2) inches. After-market air filter and fuel pump OK. All pumps must be in stock location for block used. No electric or fuel injection type pumps. No turbo chargers, superchargers, throttle body or fuel injection even if factory equipped or option. No predators.
- D. **Cylinder Heads:** General Motors, cast iron only, Bowtie or Dart OK...Ford, cast iron only...Chrysler, cast iron only...Porting and polishing OK.
- E. **Exhaust:** Headers OK. Must exit under car. May not exit through doors, fenders, or hood. No Zoomies. Header tubes must merge into common collector. No 180 degree headers.
- F. **Mufflers:** Mandatory!!!!!!
- G. **Harmonic Balancer:** Any OK
- H. **Ignition:** Stock type, battery operated electronic or points distributor in stock location. After-market cap, coil, rotor, plug wires, etc..OK. No magnetos.
- I. **Intake Manifold:** Aluminum or cast iron.
- J. **Oil Systems:** Extra capacity pan or accusump OK. No dry sumps.
- K. **Valve Covers and Breathers:** After-market OK.
- L. **Engine Location:** Engine set-back no further than three inches behind the number one spark plug. Front engine cars only. After-market or fabricated motor mounts OK. Rear engine mount may be solid.

FUEL – Pump, race gas, or methanol, OK. No nitro bearing additives, or any other exotic additive of fuel. Absolutely no Nitrous Oxide.

FUEL CELL – Required and must be securely fastened to cross braces between rear frame horns by at least 1/8 X 1" metal straps.

RADIATORS – One radiator in stock location only. Aluminum radiator OK. Radiator cannot mount higher than hood or extend through hood. Electric Fans OK.

REAR END – No quick changes or ¾ ton. Floaters OK. 90/10 Shock OK. Ring and pinion ratio optional. Must be locked, spool or mini spool recommended. After-market axles OK. Nine (9) inch Ford under any body OK, rear end need not match body. Three Links OK. No torque arms, pull bars, or any other traction control device. No limited slip such as Gold Trac, Detroit Lockers, etc...

STEERING/DRIVER LOCATION – OEM steering gear box in stock location or After Market Rack and Pinion, OK. Quick steer boxes OK. After-market steering wheel and/or steering wheel disconnect OK. Driver must sit in left front quadrant of racecar no further back than rear edge of front door.

SUSPENSION –

- A. **Front:** Spindles, front hubs and control arms must mount in stock location and be stock type. Wide Fives OK. Springs must be in stock location. Racing springs OK. Minimum five (5) inches OD. Weight Jacks OK. Jacks and spring plate must be steel. Adjustable Tubular Upper A-Arms OK.
- B. **Rear:** Conventional coil or Leaf spring only. Racing springs OK. Coils minimum five (5) inches OD, leafs must be steel. Leaf spring cars may interchange Chrysler – Camaro springs. Weight jacks OK for coil spring cars only.
- C. **Shocks:** Steel bodies shocks only, racing or stock OK. No aluminum or coil over designs. No air shocks. Shocks must be mounted independently of springs. May be relocated, need not be in stock location. One shock per wheel.
- D. **Other:** No traction control devices, electrical or mechanical, i.e., Gold Tracs, axle dampeners, spring rods, traction or ladder bars. No cockpit operated weight-jacking devices of any type.

TIRES – Maximum of fifty (50) series, street type, and passenger type tires. Must have DOT numbers and treaded design. No special racing tires, dual, knobblies, mud, snow, off road, or recap tires. No Hoosier racing McCreary, MRT, Mickey Thompson, Towel City, etc.. Hoosier street radial DOT only. Tires must be available to the general public at normal retail outlets and must be warranted by manufacturer. Nascar pulloffs OK, but you must use #35 or higher. No F-15 or F-25 tires allowed. All allowed tires must durometer 51 or higher. Tires are subject to track approval.

WHEELS – Steel wheels maximum ten (10) inches in width. Racing wheels OK. Beadlocks on both sides OK. No screwing tires to wheels. One (1) inch steel lug nuts required. Use of larger diameter wheel studs OK. Must be Steel.

TRANSMISSION – OEM produced automatic or Standard OK. Automatic may be direct drive with On/Off valve. Bell housing flex plate shield or blanket required on automatics. Mini clutch and/or aluminum flywheel OK on standards. Standard transmission cars must have flywheel attached to back of crankshaft with clutch assembly visible for inspection. Bert or Brinn transmissions OK. No variable ratio transmission. No crower-glide clutches. Clutches must be operated by foot pedal, hydraulic OK. No hand clutches. Cars will be checked to insure clutch can be

engaged/disengaged and transmission shifted with engine running. Steel or aluminum flywheels with OEM designed clutch must have scatter shield or blow proof bell housing. NO ALUMINUM BELL HOUSING!

Courtesy Rule: Any car from another track with **Minor** rule infractions will be allowed to race one night.

WEIGHT – Three-Thousand (3000) pound minimum with driver at end of race.

NUMBERS – Numbers must be on top and sides of car. They must be visible to the judges in the tower. THIS IS MANDATORY!

******When the word “STOCK” is used, It means the way it came from the factory******

**IF YOU HAVE ANY QUESTIONS CONCERNING THE RULES,
PLEASE CONTACT ROGER OR ANNETTE WALKER
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