

# **CHAMPION PARK SPEEDWAY**

## **I-20 EXIT #38 – FRONTAGE RD.**

**(318) 371-0077**

**[www.ChampionParkSpeedway.net](http://www.ChampionParkSpeedway.net)**

### **Southern Stock Car**

#### **2008 RULES & SPECIFICATIONS**

**BODY** - Interior and wheel base; any American made OEM produced COUPE OR SEDAN BODY AND REAR WHEEL DRIVE. Body must maintain complete stock appearance. Air filters can pass through hood a max of 6". No ram air, or fresh air systems, mud guard in front of filter OK. All exterior lamps and trim must be removed, may be covered with sheet metal. Doors must be fastened, bolted or welded shut. All glass and interior trim must be removed. All openings in firewalls must be covered with sheet metal so as to isolate driver compartment from engine trunk/fuel cell and ground areas. Minimum wheel base 108 inches. Wheel base must remain stock according to year model of body used. Main roll cage tubing must be minimum of 1 ½". Driver's side must have 3 door bars. New cars are recommended to be built out of 1 ¾" roll cage. Aftermarket plastic nosepieces that look stock will be allowed. Body must be a minimum of 5 inches from the ground. 7" max on sun visor. 6). Spoilers are legal. 6" tall maximum.

**WEIGHT** – Must weigh at least 3,000 pounds after race with driver in car. No tolerance by track scales. No weights and/or loose objects in driver compartment or outside body. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two .5-inch bolts. No titanium, magnesium or carbon fiber products, parts, or components. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

**BRAKES** – Must be steel approved OEM, drum, or disc. Must maintain OEM dimensions for Hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, min. 0.810-inch thickness. Vented rotors only, no scalloped rotors. No floating brakes. Three wheel brakes OK. One proportioning device allowed. Aftermarket pedal assembly allowed.

**BUMPERS** – Front and rear bumpers required. Stock or fabricated OK. No sharp edges. Front bumper may not extend beyond inside tire width except cars with nosepieces. Fabricated bumpers may be no more than 1 ¾" ODx.125 wall round tube or 2x3x.125 wall rectangle. Fabricated bumpers must be capped at ends. Nerf bars allowed. One bar per side on doors, and quarter panels. Nerf bars can be 2" max from body. No larger than 1 ½" round tubing on nerf bars, 1" x 2" square tubing.

**FRAMES** –American made passenger car Stock frame. Rear suspension must match frame used, in stock location. Unibody cars may fab .from stock frame to rear of car but must use stock type suspension for frame used. Example camaro, nova, steel leaf springs, front mount no more than 4 inches higher than stock frame rails.

**ENGINE** –Cast iron stock OEM American made blocks only. No chevy big blocks or 400 small blocks.

**VALVETRAIN**- Any flat tappet cam. No mushroom, or roller of any type. No gear or belt driven cams. Roller rockers arms ok.

**CARBURETOR & FUEL PUMP** – Single two or four barrel only. No dual carbs. Aftermarket air filters OK. Aftermarket fuel pumps OK. All pumps must mount in stock location. No electric fuel pumps. **Carburetor Claim \$350.** See claim rule.

**CYLINDER HEADS** – Cast Iron only, No porting or polishing.

**EXHAUST** – Round tube headers only. All primary header tubes must enter directly into one collector, at same point at end of header. Must remain dual exhaust, no cross-over or Y-pipes. **Mufflers Mandatory**, The only straight through muffler allowed is the Schoenfeld IMCA 609, 112530 or 112535.or Lowbak Mufflers, Custom Craft 3 Disc Muffler. No vortec cones any other muffler must be approved by track. All exhaust must go through muffler. Two mufflers per car, one per header.

**IGNITION** – Stock OEM produced battery operated electronic or single point distributors in stock location, and must run off of one 12 volt battery. No aftermarket or high performance distributors or ignition boxes. Aftermarket cap, coils, rotor, plug wires, etc., OK. No electronic traction control devices **.Distributor Claim \$250.** See claim rules.

**INTAKE MANIFOLD** – Cast Iron ---- or Aluminum.

**LOCATION** – Number 1 plug in-line with ball joint. Aftermarket or fabricated motor mounts OK. Rear engine mount may be solid mounts or plates.

**OIL SYSTEM** – Extra capacity pan or accusump OK. Oil pumps in stock location No Dry sumps.

**FUEL** – Gasoline only. No methanol, nitro bearing additives or any other exotic additives or fuel. NO nitrous oxide.

**FUEL CELL** – Racing fuel cell required. No boat or stock automotive fuel tanks. Must be securely fastened inside trunk of car and mounted around cell, by at least two steel straps no smaller than 1/8" by 1". Trunk floor and wells must have drain holes cut so as not to allow spilled fuel to be trapped in trunk area. Radiator cannot mount higher than hood or extend through hood. Electric fans OK.

**REAREND** – Must be locked, spool or mini spool recommended. Aftermarket axles OK. 9" Ford under any body OK. No limited slips such as Gold-Trac, Detroit Locker, Etc. Floaters OK.

**STEERING/DRIVER LOCATION** – OEM STEERING GEAR BOX IN STOCK LOCATION FOR FRAME USED. Quick steer boxes OK. Aftermarket pump OK. Aftermarket steering wheel with disconnect OK. Driver must sit in left front quadrant of racecar, no further back than rear edge of front door.

**SUSPENSION** – Rear leaf, coil, or torsion bar as OEM produced for make frame used. Steel racing springs OK. Coils must be minimum 4.5" outside diameter. No coil overs. All springs must mount in stock location. Only one spring and shock per wheel. Spring spacers or lowering blocks for ride height adjustment OK. Steel body racing or stock shocks OK. No air shocks. Weight jacks, and rear leaf spring shackles OK. No cockpit operated shock or spring adjustment devices. No fabricated or aftermarket traction devices or suspension components. May use fabricated upper control arms. **Shock Claim \$50.** See claim rules.

**TIRES** – Must run Hossier 2045 asphalt pulloff on right rear. Other three tires may be street type passenger car tires. Must have DOT numbers and treaded design. No special racing tires, recap tires, McCreary, Hoosier, Towel City, etc. Tires must be available to the general public at normal retail outlets and must be warranted by the manufacturer. IMCA G60 Hoosier or the KK704 American Racer tires OK. Hoosier Asphalt "Pulloffs" only, but must durometer 51 or higher. Tires are subject to track approval.

**TRANSMISSION** – Automatic or standard, OEM. Approved OK on any car. Driver must be able to put car in forward, neutral, and reverse while running. Transmission cooler OK and may be attached to cage Scatter shields or blow proof bell housing mandatory. No Aluminum bell housing allowed! Mini Clutch or Direct Drive OK but must be mounted to the crankshaft. Minimum 2" diameter steel drive shaft, must be painted white, and must have drive shaft loop mounted 6" back from front U-joint.

**WHEELS**- 15" dia. Steel wheels only maximum 10" width, racing wheels OK. One inch (1") steel lug nuts required.

**NUMBERS** – Numbers must be on top and sides of car. Numbers must be 20" tall.

**COURTESY RULE**-Any car from another track with **Minor** rule infractions will be allowed to race one night.

**PROTEST RULE**-Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area. \$ 250.00 cash per component \$ 50.00 to the track, if legal, protested car gets \$ 200.00 if illegal protester gets \$ 200.00 back.

**CLAIM RULES** - The official claiming area is the tech area or wherever track designates. Claim must be made immediately after the "A" feature race finishes (checkered flag). Only the driver may make the claim. Driver must have money. The claiming driver must be on the same lap as the driver being claimed.

Only the top three cars may be claimed. A driver can claim another driver's carburetor, distributor, or shocks only once during the year. In the case of multiple claims on the same carburetor, distributor, or shock, a draw will be held with claiming drivers to determine who gets claim. Refusal to sell forfeits all cash, trophies, and points for the night. If claim is refused, claim is not held against driver who claimed 2<sup>nd</sup>. Refusal by a driver will result in a \$200 fine.

IF YOU HAVE ANY QUESTIONS CONCERNING THE RULES,  
PLEASE CONTACT ROGER OR ANNETTE WALKER  
(318) 371-0077 (318) 949-8972 (318) 745-3412