

Sunday Afternoon May 20th

BAER FIELD

SPEEDWAY



Proudly Presents:

Super Sunday

Super Late Models are Back for 100 Laps!



Expected Entries:

Scott Hantz * Jack Landis * J. R. Roahrig
 Jeff Lane * Terry Fisher Jr. * Kenny Tweedy
 Jason Shively * Jeff Bozell * and many more!



4 Great CRA Features:

- Super Late Models
- Sportsman
- Street Stocks
- FWD Compacts

See Top Stars from Area Tracks
 Battle for Bragging Rights!



50 Laps



50 Laps



20 Laps

Vore's
 Welding
 & Steel

Check out the Great Open Rules at craracing.net or call 812-883-0455

Times for Sunday:

Gates Open 8:00 am Practice 10:00 Qualifying at Noon Racing at 2:00

NOTE: To Save \$10 on Saturday Open Practice - MUST Contact CRA Office

CRA Super Sunday Entry Form for Street Stock, Sportsman & FWD Compacts

Return Entry Form & Check to: Champion Racing Association / P. O. Box 502 / Salem IN 47167

Check One: Street Stocks \$25 (**FREE** if CRA Member) Sportsman \$25 (**FREE** if CRA Member) FWD Compact **FREE**

Driver's Name _____ Soc. Sec. No. _____ Car #: _____

Signature _____ Phone _____ E-mail _____

Street _____ City _____ ST _____ Zip _____

Check Made Out To: _____ Soc. Sec. No. or Fed Id _____

Signature _____ Phone _____ E-mail _____

Street _____ City _____ ST _____ Zip _____

Body of Car _____ Year _____ Home Track/Series _____

Sponsors: _____



Rules & Payout

1. Any stock appearing car or truck body eligible. 2900 lb base weight after race/qualifying without refueling. Maximum 58.0% left side weight. (Un-altered Aftermarket Truck bodied vehicles may be 59.0% Max left side weight).
2. Cars must utilize American made O.E.M. front clip and minimum 5" coil springs front and rear. Add 100 lbs for manufactured front clip utilizing late model, strut type lower control arm or adjustable lower A-frames or mounts. Add 25 lbs for manufactured front clip utilizing non adjustable A-frame lower control arms and mounts. While legal in 2007, use of 5" coil-overs is discouraged, as it may be illegal in future rules. Add 50 lbs for any type 3-link rear suspension. Deduct 50 lbs for utilizing a standard metric frame treadwidth.
3. Aftermarket upper A-Frames allowed. Steel shocks only. Any rear end allowed.
4. Maximum 8" wide steel wheels only. The following tires are allowed: 8" Goodyear 62, 63, 64, 65 compounds (deduct 50 lbs for 64 or 65 compound), Hoosier 8" Commanchee, 880 or 890 (deduct 50 lbs for Commanchee or 890), American Racer P 265/235/225 8" - 704 or 705 compound (deduct 75 lbs for P 235/225 705 compound). No racing slicks. No soaking or altering of tires in any fashion.
5. Engine must use cast iron block and heads (Add 100 lbs for aluminum heads). Headers allowed. Aluminum intakes allowed. Engine must be located so that the front most cylinder is no further back than 4" from a centerline between the upper ball joints and center of crankshaft must have a minimum 10" ground clearance. Any two or four barrel carb allowed (no Predators). Deduct 50 lbs for engines between 310 and 364 c.i. Deduct 100 lbs for engines under 310 c.i. Add 50 lbs for engines over 410 c.i.
6. Stock appearing aftermarket bodies are allowed. No outlaw, "Downforce" or square-sided bodies. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46". The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47". Spoiler may not exceed 390 sq. inches (ex 6.5" x 60" or 6" x 65"). Body and Spoiler Exception: Mt Lawn Limited Late Models may use their body/spoiler rules with a 50 lbs penalty, only if they use their metric chassis and suspension rules as well, otherwise all CRA rules apply. Officials may change the rules in the interest of fairness and safety at any time. Official's decisions are final!
7. A full fire retardant driving suit, racing gloves and Snell 95 or newer helmet is required. A suitable form of neck restraint must be used (a neck collar at minimum). An aluminum racing seat with approved belts no more than 3 years old are required. Window nets are mandatory. All additional weight must be securely bolted to car and painted white with car number displayed. All safety issues are subject to approval of CRA Officials.
8. No duplicate numbers. You must call the office at 812-883-0455 to confirm your number. Number must be on race car day of race and be legible. Numbers must be 24 inches high and 3 inches wide on doors and roof. A 6 inch high number must be placed in the upper corner of the windshield on the passenger side.

Standard Purse: \$1000, 500, 350, 300, 250, 225, 200, 175, 150, 140, 130, 120, 110, 100 to 24th

horizontal bar going between them.

8. A driver's side window net, snell approved helmet, approved racing belts and fireproof jacket are required. Participants are encouraged to use a full firesuit including racing gloves and shoes and a form of neck restraint (neck collar). A racing seat is encouraged as well. All safety issues are subject to approval of CRA Officials.
9. Standard Purse: \$150, 100, 75, 65, 60, 55, 50, 45, 40, 35, 30, 25, 20, 15, 10 (top 15 only)
10. No Duplicate numbers. Numbers will be reserved on a first come first served basis with a \$25 CRA Registration / Entry in the Winchester 75 - \$1,500 to win Event. No "per event" entry fees with one-time paid registration.



Rules & Payout

1. Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase. 3100 lbs. base weight minimum at all times, including after race with driver (no refueling after race). Maximum left side weight is 57.0% at all times. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. Weight Jacks OK. Leaf Spring cars must have stock frame to front of rear leaf.
2. Standard Automatic transmissions w/ working torque converter or an OEM manual transmission and min. 7.25" clutch with a 75 pound penalty. Drive shaft loop required. No oil coolers in driver's compartment. Battery must be properly encased.
3. No aftermarket upper or lower A-Frames (O. E. M. mounting towers only). No aftermarket or made for racing spindles must be OEM style spindle. No aftermarket trailing arms (Single chassis mounting point only). No 3-Link or Panard Bar set ups. Shocks must be economy-type permanently enclosed steel shocks, and may not be externally adjustable or racer re-buildable (any shock may be claimed for \$75). Ford 9 inch rear ends OK. No Quick-change rear ends.
4. Maximum 8" wide steel wheels only. Tires must be the 8" Hoosier Comanchee or AEI Hoosier Comanchee. No Soaking!!!
5. Engine must be cast iron (block & heads). Use of Roller Cams/Lifters is discouraged and therefore any team not using them may deduct 50 lbs. Aluminum intake may be used with a 50 pound penalty. Headers may be used with a 75 pound penalty (no 180's). Stock-steel stamped OEM-Type Rockers are encouraged, but roller rockers may be used with a 50 pound penalty. Engines under 365 c.i. may deduct 50 lbs. Engines over 412 c.i. must add 50 lbs. No Dry Sump. Engine must be located so the spark plug of the forward most cylinder is no further back than within 1 inch of center-line of the upper ball joints. Exhaust must exit behind the driver and must exit beneath car or under frame.
6. Two or Four barrel carburetors only, but NO dual-line or double-pump carburetors. No rear metering block. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets. A fuel cell is mandatory and cannot exceed 22 gallon capacity Fuel line must be standard in its size and length.
7. Stock steel bodies and roof, with stock components and locations. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. No aftermarket bodies are allowed (front and rear bumper covers o.k. - must run a stock-type bumper if no bumper cover is used). All cars must have stock firewall and floor-pan in place. Cars must have factory steel hood, roof, fenders, and upper portion of 1/4 panels. Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty). Rear bumper/tail-light area must be enclosed (no open tail sections). No spoilers or hood scoops allowed (regardless if they are stock or aftermarket). No holes cut in hood for air cleaners. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.
8. Roll cages must not be offset and must be perimeter type. A four-point roll cage is mandatory and must be constructed of 1-3/4" x .095 steel tubing. Installation is subject to technical approval. Resilient roll-bar padding must be used on any roll cage piece that can be reached by any extremity of driver. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts.
9. A minimum of 3 protection bars (min. 1/4" wide round stock) in front of driver in windshield area are mandatory.
10. A full fire retardant driving suit, racing gloves and Snell 95 or newer helmet is required. A suitable form of neck restraint must be used (a neck collar at minimum). An aluminum racing seat with belts no more than 3 years old are required. Window nets are mandatory. All additional weight must be securely bolted to car and painted white with car number displayed. All safety issues are subject to approval of CRA Staff.
11. No radio communication between driver and crew. No radios allowed on grounds.
12. When transponders are supplied by the series and used for scoring, teams will be charged \$300 each if not returned to appropriate official. Teams are responsible for proper mounting of transponder, per officials direction at track.
13. Officials have the right to reject any entry or car from competing. The rules are subject to change at official's discretion and weight penalties may be added for infractions. Officials may and will alter rules at certain events to allow participation by local cars. If aftermarket bodies are allowed they will carry a 75lb penalty. No tires will be given a weight break. Floorpan/Firewall penalties may range from 25 to 50 lbs for first offense. Additional penalties may be given for suspension modifications outside these rules.
14. No duplicate numbers. You must call the office at 812-883-0455 to confirm your number. Number must be on race car day of race and be legible. Numbers must be 24 inches high and 3 inches wide on doors and roof. A 6 inch high number must be placed in the upper corner of the windshield on the passenger side.

Standard Purse: \$1,000 - 500 - 300 - 240 - 220 - 200 - 185 - 170 - 160 - 150 - 140 - 130 - 120 - 110 - 100 - 95 - 90 - 85 - 80 - 75 on out to 28th.



Rules & Payout

1. These rules are a set of guidelines to bring together compact cars from different areas. Most compacts that race at Anderson Speedway, Baer Field, Mt. Lawn, ShadyBowI and/or Kalamazoo will be able to race within these guidelines. All rules are subject to change at any time in the interest of fairness and safety.
2. Any 4 or 6 cylinder front wheel drive car. No turbo's or rotary engines. No mid or rear engine cars. No two seat coupes or convertibles.
3. Wheelbase must be between 92 and 108 inches. Cars must be completely stock. All chassis, body, transmission and engines must remain stock as produced by the manufacturer. Hood and trunk hinges may be replaced with pins. Doors must be welded or chained shut. No lightening or gutting of cars...no added ballast of any kind. Stock seats and seat belt hardware may be removed.
4. All insulation and upholstery under the hood, on the floor and in the interior must be removed. All headlights, taillights, loose chrome, etc must be removed. All glass, except front windshield must be removed. Battery may be moved and must be securely mounted and covered.
5. The dash, pedals and steering wheel must remain stock. No mirrors (if visiting car has mirrors they must be completely taped over and covered)
6. All four tires and wheels must be the same size, series and offset. Approved passenger car tires only. No "made for racing" tires, no low profile tires. Must have standard road tread design (no performance or snow tread). You must use stock wheels except for right front.
7. A full 4 point cage welded or bolted to the floor is encouraged. At minimum, a roll over bar with at least one drivers side door bar must be used. All bracing and support must be done within the drivers compartment. No support bracing forward of the front firewall. Due to regional rules and safety, teams may use two rear support bars that run from the top of the cage, angling down to the rear of the trunk area. These bars may run next to the strut towers, but may not be connected to them in any way. The two rear support bars may have 1- X or 1



P. O. Box 502
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