



2007 Rules

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 Comanche or AEI Hoosier Comanche. 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. All events will have a 3/10 second breakout rule. Any driver going 3/10 seconds faster than their qualifying time is subject to being put to the tail and assuming fast time during that race. During features, only drivers in the invert are subject to this rule (excluding the fast qualifier). Drivers may elect to go to the tail of their heat races and drivers in the invert of the feature will only be placed at the tail of the invert. In the event a driver breaks out during the race and the officials deem it necessary to penalize the driver, the flagman will display his watch on his wrist and a black flag to indicate a driver has been penalized for sandbagging, and he must go to the tail of the field immediately. He may begin racing again, when he returns to the tail.
13. 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.
14. 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
15. 2006 CRA Street Stocks may keep their number if Membership is paid by Jan 8, 2007. A \$50 2007 membership includes free entry fees for all Standard Purse events. After Jan 8 2007, all numbers will be secured on first come basis with submission of Membership fee. No duplicate numbers. After sending in your paid membership 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.
16. Winchester 200: The entry fee is \$50 if received by 9-9-07 (\$75 if after). Car must be entered to practice. Teams will draw for starting position.No entry refunds!

Points standing will be maintained and a 2007 Champion will declared. The top 10 will receive point fund, awards and be honored at the 2007 Champion Racing Association Awards Banquet.