

Fill Your Garage With 2003's Tech Innovations and Ideas

CIRCLE TRACK

& RACING TECHNOLOGY

THE SCIENCE OF

SPEED

LOOKING
GOOD,
RUNNING
HARD
Best
Body
Install
Ideas

SHORT TRACK
AERODYNAMICS



Plus!

- Measuring Your Chassis Right
- Better Performance with Carb Spacers

APRIL 2003

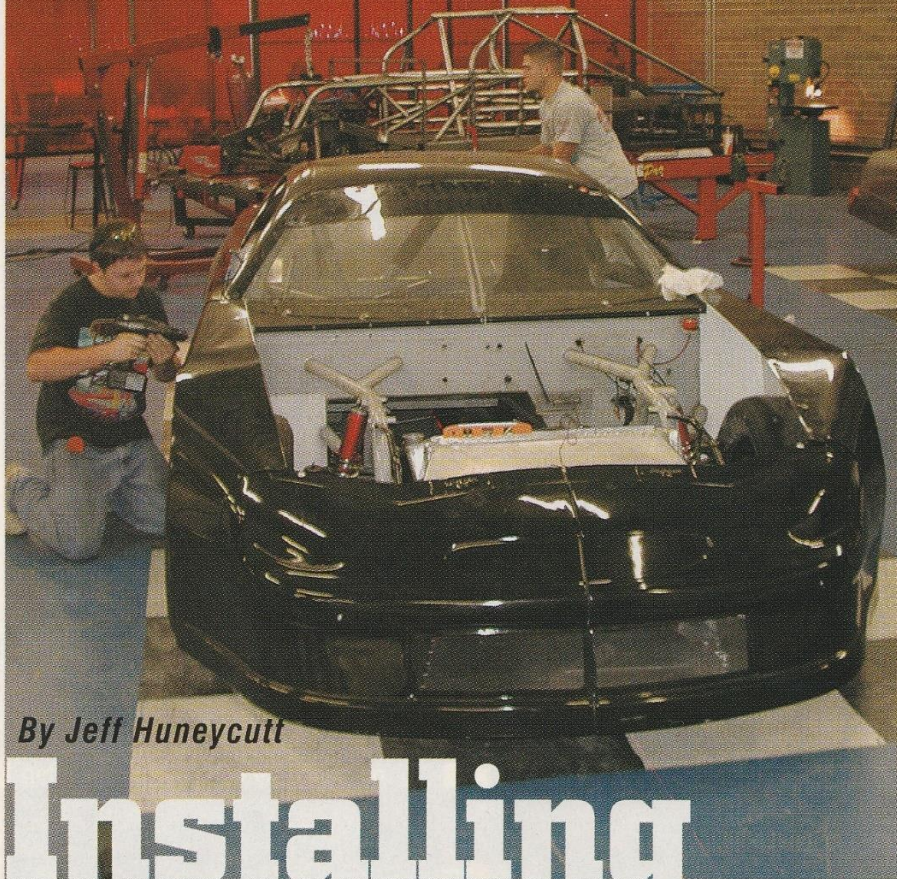
U.S.A. \$3.99 Canada \$4.99

MORE RACING
TECH AT

www.circletrack.com

A PRIMEDIA Publication

Here's our starting point. We brought this three-year-old Late Model Stock car with a Taurus body to Mark Davis and his students at Carolina Motorsports Tech Center and asked them to put on a 2002 Monte Carlo by ARP. Here, Mike Evans (left) and R.J. Beshore (right) get to work stripping the old body.



There are a few tricks when it comes to keeping everything straight with prefabricated race bodies—and staying on the right side of the rules

By Jeff Huneycutt

Installing a Prefab Body

JEFF HUNEYCUTT

I've known more than a few people who will cuss a prefabricated racing body every chance they get. Granted, classes where everybody runs them—particularly Late Model Stock—tend to make all the cars look alike, and in a world where everyone's frame differs a little from the next, the one-size-fits-all mentality usually means one-size-fits-nobody-quite-right. But you have to admit the bodies are economical, they generally look a lot better than a homemade attempt, and the average Joe can save a whole ton of money by installing one on his car himself. When you get right down to it, the only specialized tools you need are a good straight edge, a felt-tipped pen, and maybe a ball of string.

The real key to hanging a prefab Late Model body well is patience—truckloads of patience—and a little meticulousness when it comes to reading the tape measure. And although you can get a body on with a minimum of equipment, a few specialized tools you can make yourself out of scrap tubing can save you a lot of time and headaches. What type of tools you say? Well, that's what we're here for.

Mark Davis has been hanging bodies on race cars longer than he cares to tell (he hung bodies on Buicks back when they were in Winston Cup, if that tells you anything). For a time, he made his living fabricating and hanging his own bodies on Late Model Stock cars. These days, he operates the Carolina

Motorsports Tech Center in Conover, North Carolina. CMTC is a racing school that concentrates on giving its students hands-on experience building cars; it's also one of the most successful schools in the country when it comes to placing its graduates in Winston Cup shops. So when the topic for this story came up, we asked Davis to help us hang a new body on a NASCAR-legal Late Model Stock frame and show us a few of his tricks.

Of course, we couldn't let it be as simple as hanging a new body on a new car. Instead, we brought Davis a three-year-old car with Ford Taurus sheetmetal and asked him to put a new Monte Carlo skin from Aluminum Racing Products (ARP) on it. At the time, we had no idea

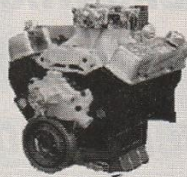
FREE SHIPPING FREE SHIPPING

Speed-O-Motive INC.

~ Stroker Experts Since 1946 ~
www.speedomotive.com

CHECK OUT OUR BLOWOUT SALE PAGE!

436 CID
One of our Strongest Small Block Builds. Assembled Complete & Dyno Tested All Name Brand Parts
\$10995.00



TURN KEY!!!!!!

FRESH OFF THE DYNO
680 HP @6800 RPM
575 TORQUE @5400
READY TO GO!!!

WOW



ASSEMBLED RACE ENGINES

350 to 357
GM 4 Bolt Block
Forged Stroker Crank
Forged 6" I Rods
Forged 13.75
Dome Pistons
Total Seal Rings
Clevite H Bearings
Short Block \$2695

350 to 362
GM 4 Bolt Block
Forged Stroker Crank
Forged 5.7 H Rods
Forged 10.5 Flat
Top Pistons
Total Seal Rings
Clevite H Bearings
Short Block \$2995

350 to 355
GM 4 Bolt Block
Forged 3.48 Crank
Forged 6.2 H Rods
Forged 10.38 Flat
Top Pistons
Total Seal Rings
Clevite H Bearings
Short Block \$2725

400 to 350
Splayed GM Block
Forged Destroyed Crank
Forged 6.25 H Rods
Forged 11.5
Dome Pistons
Total Seal Rings
Clevite H Bearings
Short Block \$3295

Severe Duty Crank Kits Forged Crank, Rods & Pistons Heat Treated & Chamfered Brgs

350 w/6.00 rod \$1660	400 to 350 \$1645
350 w/6.20 rod \$1675	400 to 377 \$1595
350 w/6.25 rod \$1730	400 to 415 \$1949
350 to 362 \$1795	400 to 421 \$1995
362 w/6.125rod \$1685	400 to 386 \$1595
350 L/R1pc Seal \$1940	400 w/6" rd \$1649
LT-1 Long Rod \$1990	350 to 395 \$1895

MONTHLY SPECIAL

6 QT PAN W/2 TRAP DOORS W/ PICKUP	\$77.49
8 QT PAN W/3 TRAP DOORS W/ PICKUP	\$109.10
TALL BAFFLED STEEL V.C W/ TUBES PAIR	\$21.50
9 KEYWAY DOUBLE ROLLER TIMING SET	\$89.95
EDELBROCK SUPER VICTOR INTAKE	\$199.99
ALUMINUM HIGH FLOW WATER PUMP	\$64.99
OVALTRACK 3 DISK CLUTCH	\$499.99
IMCA MODIFIED HEADERS	\$125.01

CALL FOR LOWEST PRICES ON



131 N. Lang Ave. West Covina, CA 91790

(626) 869-0270

\$5.00 PARTS CATALOG

Installing a Prefab Body



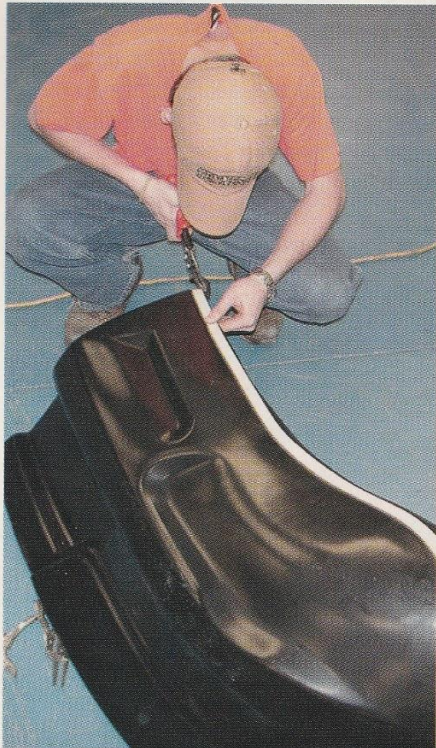
Once the existing body is off the car, Davis marks the centerline between the rear framersails on the fuel-cell cage and then also marks a line on the floor using a floor-mounted laser, available at major hardware stores. The framing square provides a solid surface for the laser to shine onto.

JEFF HUNEYCUTT



This is a simple fixture used to locate the front bumper cover forward of the front wheels. NASCAR's rules require the front overhang for the Monte Carlo be no more than 45 inches. This fixture is a simple L—the horizontal tube is clamped to the front crossmember so the vertical tube is exactly 45 inches from the centerline of the wheels. If the rules change, the next time around you can just slide the fixture in or out before clamping it. We've also determined the ground clearance of the front bumper cover based on the minimum required height; the block under the fixture helps locate that distance.

JEFF HUNEYCUTT



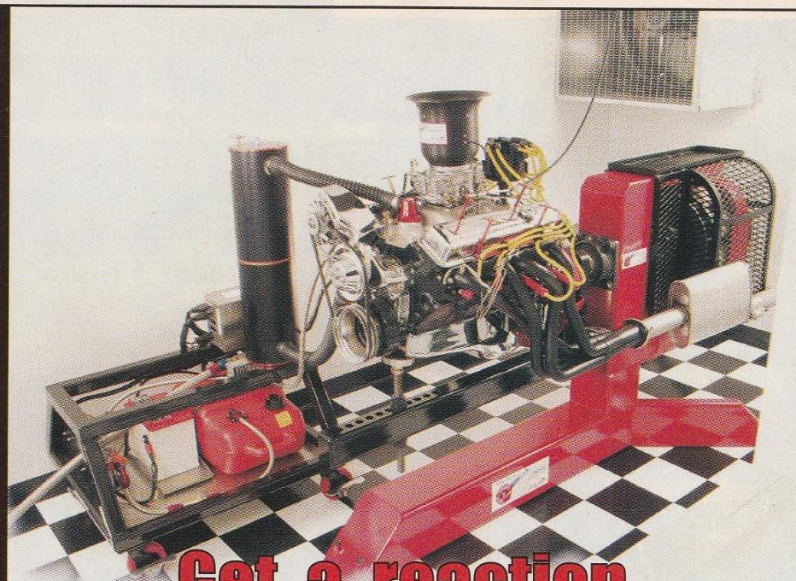
JEFF HUNEYCUTT

Before you can do anything with either of the bumper covers, excess material needs to be trimmed. One easy way to get a consistent edge for the lip on which the hood rests is to tape it off with 3/4-inch masking tape. Cut away everything that is exposed and you now have a lip that's a consistent depth.

what a challenge this would turn out to be.

FIRST THINGS FIRST The economics of Saturday-night racing being what they are, a racer is more likely to put a new body on an existing frame rather than buying everything new, so that's what we are doing. Obviously, the first thing is to strip the old body. Rarely do old brackets and crush panels fit perfectly from one body to the next—especially when switching makes—but, just in case, we saved everything. Although they might not fit exactly right off the bat, it's still easier to modify an existing bracket than fabricate a new one.

While Davis' students were stripping the body, Davis photocopied the page out of NASCAR's Late Model rule book that deals with body placement and posted it on a wall in easy view of the workspace. Unlike the Busch and Winston Cup Series, NASCAR's Weekly Racing



**Get a reaction
from your engine!**

Invest in a **DYNOMite™ Dynamometer!**

www.land-and-sea.com

1-866-DYNOMITE

LAND-Sea Inc.®

PO Box 96, N. Salem, NH 03073
(603) 329-5645



**STOCK CAR
PRODUCTS INC.**

"SINCE
1968"

**Now Visit Us ON THE
WORLD WIDE WEB!**

Buy On Line Direct

www.stockcarproducts.com

Stock Car Products Inc.
10 Thurman St.
Richmond, VA 23224

Our site will be changing
frequently with new product
features and information.

**Secure
E-Commerce
now available!**

We Won't Be Undersold!
Guaranteed Lowest Prices

**"NEW
03
CATALOG"**

The 2003
STOCK CAR PRODUCTS INC.
**FREE Catalog
WANTED
New Dealers**

**"We Will
Match or
Beat Anyones
Advertised
Retail Price"**

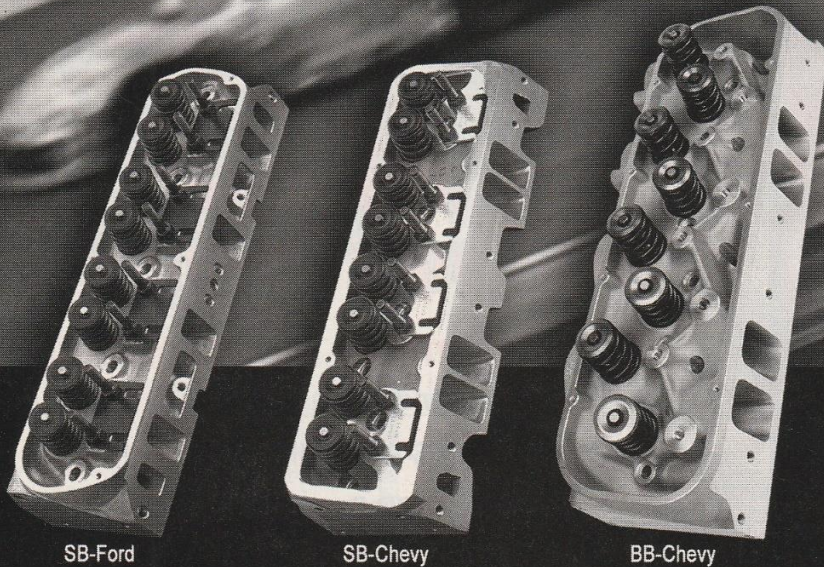
Don't pass this up. Retail Price"

order on the web
or call us at

1-800-262-8099

YOUR COMPETITION'S BEST KEPT SECRET

Are You The Only One That Doesn't Know?



SB-Ford

SB-Chevy

BB-Chevy

Your Competition: Just To Name A Few!

Doug Day - 2002 USCS Power Dash Champion
 Carl Wegner Automotive Research - All Pro, Northwest Tour, Re-Max Series
 Scott Pounds - 2002 Dirt Late Model Champion Uses & Recommends
 Bill Maropulos - Southwest Tour, Winston West, All Pro Series
 Automotive Specialist (Keith & Jeff Dorton) - All Pro, Northwest Tour Series

AFR heads come fully 5-axis simultaneous CNC ported to guarantee consistent flow and performance. AFR's trademark 3/4" thick head deck (a must for circle track reliability) and thick wall runner provides unparalleled durability keeping you ahead of the competition.

Call Today (818) 890-0616
 10490 ILEX Ave. Pacoima, CA 91331
WWW.AIRFLOWRESEARCH.COM

AFR
 AIRFLOW RESEARCH

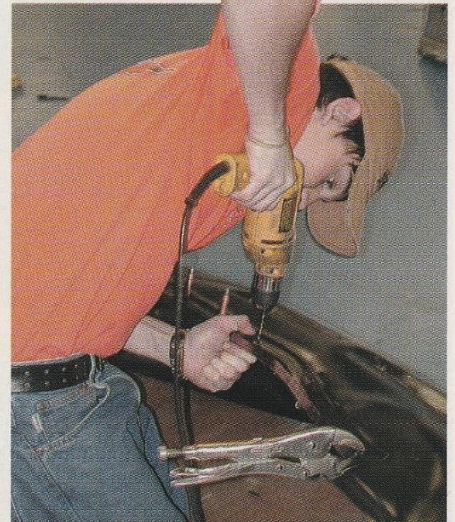
GOT A QUESTION!

**Send It to Our
Circle Track Experts!**

Contact us at :
 Track Tech, 3816 Industry Blvd., Lakeland, FL 33811
 or send it to circle.track@primedia.com

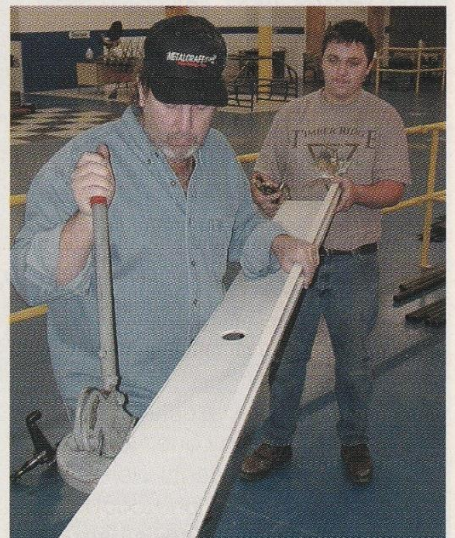
Installing a Prefab Body

Series uses a series of measurements instead of templates to check body placement. Many of these measurements work off of each other. For example, there is no measurement



The bumper covers are flexible to prevent breaking in the event you need to provide the ol' chrome horn to someone, but this means there needs to be a support framework. You can make your own, but ARP provides prebent tubing for the framework and bumper tubes that's a perfect fit at a good price. Here, Roy Vaughn fits up the 1-inch square support tubing that helps stiffen up the area where the hood and bumper cover meet.

JEFF HUNEYCUTT



A Beverly shear isn't a tool you will find in every race shop, but it sees constant use here. It is more precise than a nibbler and a lot easier on the arms than a pair of snips. Here, Davis and Evans trim up a rocker panel.

JEFF HUNEYCUTT



Rocker panels should follow the rake built into the frame from front to back but be parallel with the ground as they extend outward. This chassis has tabs welded to the frame for mounting rockers, but when they don't, Davis usually attaches the rockers to the bottom of the frame tubes to get them as low as possible.

JEFF HUNEYCUTT



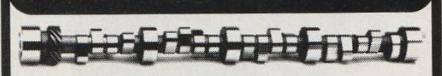
New receiver tubes for the bumpers are cut and drilled, but before they are welded to the frame, nuts are welded to the bottom side of the hole so the bolt holding the bumper tubes in place can be removed quickly with only one wrench.

JEFF HUNEYCUTT

ISKY DOMINATES the short tracks!



Hydraulic, Solid or Roller Cams
Isky has the proven grinds to put you into the winners circle!
Call our courteous tech. dept. today!



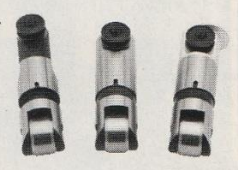
Accelerator Intake Roller Profiles

Part No.	RPM Range	Valve Lift	Adv. Dur.	.050 Dur.	Lobe Ctr.
201652	3800-7400	.650 .645	286 298	256 264	106
201653	4000-7600	.650 .645	290 302	260 268	106

NEW! from ISKY

RED ZONE™ Maximum Endurance Roller Lifters

RED ZONE™ Roller Lifters feature the new **Marathon™** Roller Bearing—the bearing that keeps on rolling longer!



Marathon™ Bearings utilize a larger diameter pin and a shock absorbing thicker outer race for higher fracture toughness!

Smoother finish, **Alloy steel body** repels scuffing. **Fully Rebuildable!**

Exclusive **Full Spectrum 3 Point Oiling System** features continuous dual action pressurized lubrication!



Test Proven RED ZONE™ Safe!
Tested via the most rigorous real world test standard, **Spintron Test II.**

Available for most popular oval track and drag race applications.

"Do It Right ... Race with the Legend"

ISKY RACING CAMS

323-770-0930

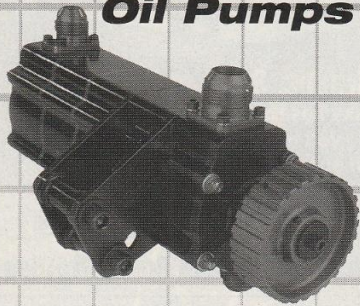
Call or write today for our **FREE Cam Brochure**. Send \$5 for our giant 200 page master catalog. Our products are available factory direct or through your local dealer.

16020 S. Broadway • Gardena, CA 90247
fax 310-515-5730 • www.iskycams.com

Winning

Parts Service Spirit

Dry Sump Oil Pumps



Oil Tanks



Fuel & Oil Filters



We also feature

- HTD & Gilmer Drives
- Earl's Plumbing
- & much, much, more

Peterson
FLUID SYSTEMS

(800) 926-7867

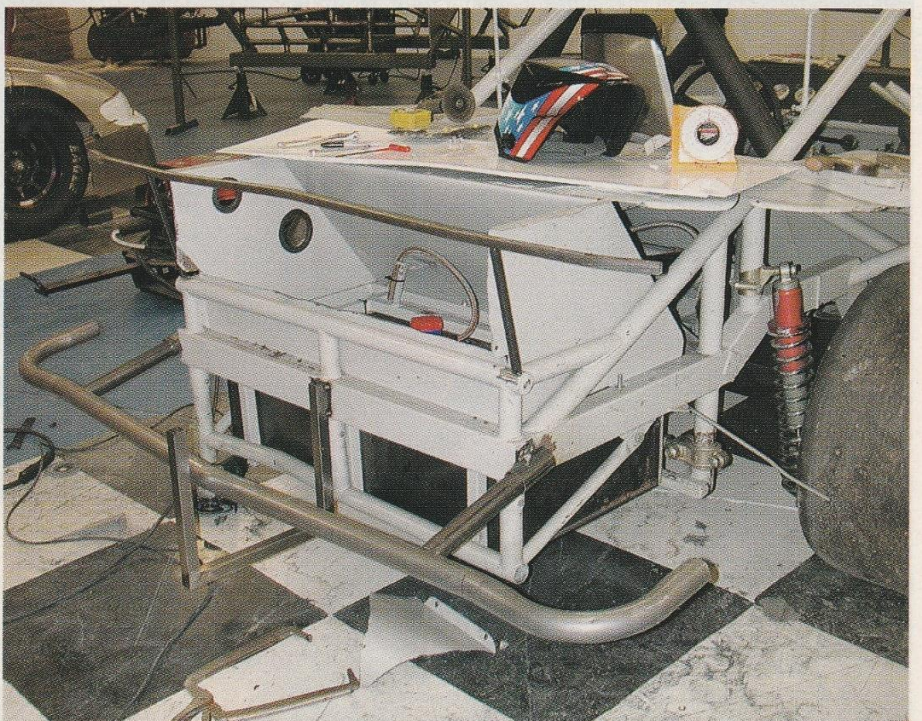
petersonfluidsys.com

Installing a Prefab Body



Two measurements are critical and affect everything else that goes on the car: the height of the rear bumper cover and the maximum distance from the back of the cover to the center of the rear wheels. To help get that right, this fixture was made. It holds the bumper cover steady so that proper height is maintained where the bumper cover meets the decklid and rear corners. A second fixture, which isn't visible in this photo, makes sure we cannot exceed the maximum rear overhang. For racing, you want to pull the rear bumper cover as far back as possible to extend the decklid and get the rear spoiler in as much air as possible. Finally, the bumper cover is not offset. Its centerline matches the car's.

JEFF HUNEYCUTT



This is the fixture that sets the rear overhang. The bumper and cover both have to fit inside the "U." It has been welded to the car to make sure it cannot be kicked or bumped out of line, but once the bumper is in place the welds will be ground off and the fixture removed.

JEFF HUNEYCUTT



The front bumper (which has already been riveted into the cover) and the bumper cover are fitted up in much the same fashion. A fixture, which is clamped to the crossmember, limits the front overhang, and multiple blocks clamped to the cover maintain a consistent ground clearance across the front of the car. Like the rear cover, the front bumper cover is also centered with the car.

JEFF HONEYCUTT

for locating the position of the roof forward and backward directly to the car. Instead, there is a measurement for the maximum overhang of the rear bumper cover in relation to the center of the rear wheel, another measurement for the maximum decklid length, and another for the maximum rear window length. Once you tie those measurements together, that determines your working parameters for locating the roof. For this reason, the first piece that should be hung on a NASCAR Late Model Stock is the rear bumper, followed by the front bumper. Once you have those, it's relatively easy to locate the rest of the panels.

Once the old body was stripped from the car, Davis pulled out the first tool in his bag of tricks: two lasers for marking the centerline of the car. Using a tape measure, he measured the distance between the framerrails at the front and rear of the car. Then, using a laser mounted on a beam directly over the car, he shot a line connecting the two points and marking the centerline of the car. The advantage here is that the line created by the laser is perfectly straight and always sits on top of the car. When installing the roof, if the center of the roof is marked, all you have to do is lay the roof on top of the car and position it so the centerline on the roof is in alignment with the line created by the laser (which is

Now You Can Afford The Best!

JESEL SS

SPORTSMAN SERIES

Starting at
\$695
 Complete!

APPLICATIONS INCLUDE:

- Big-Block Chevy
- GM LS1 & LS6
- Small-Block Chevy
- W2 Chrysler
- Small-Block Ford

Several ratios available



Shaft-Mounted Rocker Arms For The Street Or Track

- **Affordable upgrade** from stud rockers – eliminates studs, guide plates, polylocks and stud girdles
- Provides **high rpm valvetrain stability**, maintains valve lash, reduces valvetrain wear, fewer valvejobs
- Same **JESEL technology and precision** as our famous Winston Cup shaft rockers
- **CNC-machined** billet aluminum rocker bodies, tail profiled for valvecover clearance

JESEL DIRECT

1985 Cedarbridge Ave., Lakewood, NJ 08701

Tel: 732-901-1800

Fax: 732-901-2937

info@jesel.com

www.jesel.com



CIRCLE TRACK

TESTING TECHNOLOGY

Your Source for Speed
 Secrets to Make Your
 Car Competitive.

DON'T MISS AN ISSUE

Subscribe at www.circletrack.com

UNLIMITED

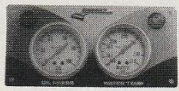
Racing Products

1-800-287-0605
WE SHIP UPS DAILY
CALL FOR FREE CATALOG

STARTER
\$124.⁹⁵



**GLOW IN DARK
AIR GAUGE**
\$27.⁹⁵



**2 GAUGE
PANEL**
\$98.⁹⁵



3 GAUGE PANEL
\$149.⁹⁵

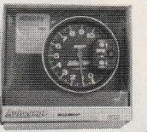
SWITCH PANEL
\$27.⁹⁵



**COLEMAN
QUICK STEER**
\$159.⁹⁵

HOWE 2.1
\$149.⁹⁵

**AUTOMETER
TACH W/RECALL**
\$119.⁹⁵



HEIMS
\$5.⁹⁵ - 13.⁹⁵

**STEEL
STEERING WHEEL**
\$37.⁹⁵



ALUMINUM
\$49.⁹⁵

QUICK RELEASE
\$24.⁹⁵



**7QT OIL PAN
w/PICKUP**
\$69.⁹⁵



STEEL VALVE COVERS
\$21.⁹⁵

BREATHERS
\$9.⁹⁵

**THICK V-COVER
GASKET**
\$14.⁹⁵



**WHEEL
STUD KIT**
\$34.⁹⁵

SINGLE LUGS
.95



**SHORT ALUM
WATER PUMP**
\$49.⁹⁵

**LONG ALUM
WATER PUMP**
\$74.⁹⁵

PRO WB SHOCK
\$49.⁹⁵



**SHORT ALUM
PULLY KIT**
\$79.⁹⁵

**LONG ALUM
PULLY KIT**
\$84.⁹⁵

Installing a Prefab Body

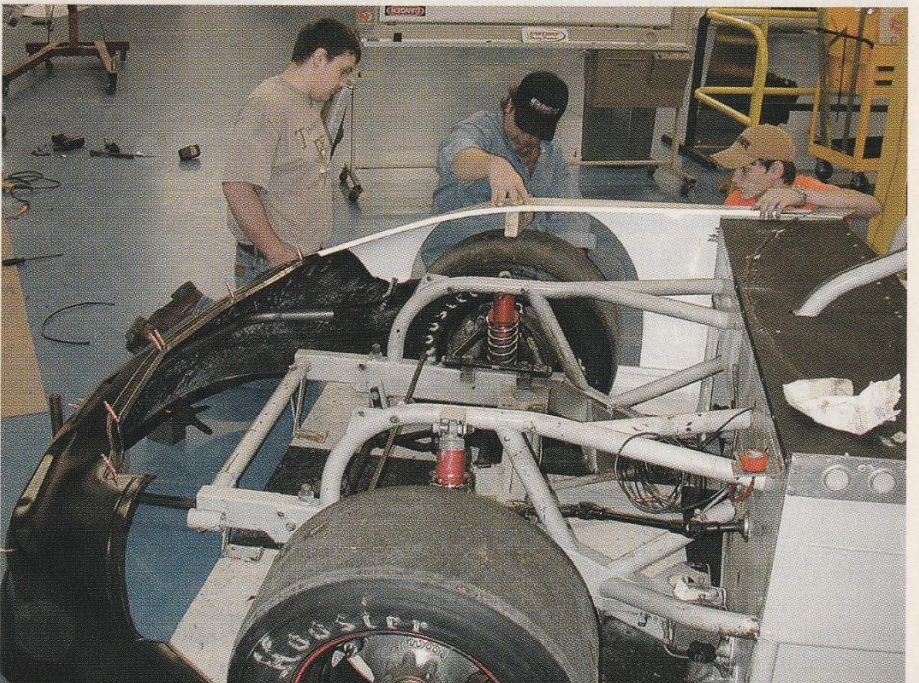
shining directly on the roof). You now know the centerline of the roof is true to the centerline of the car. The second laser Davis used was a portable carpenter's laser about the same size and shape as a tape measure. This one can be set on the centerline that the overhead laser shines on the floor and can be used to mark a line underneath the car where the

overhead laser cannot reach.

SETUP Davis already knows the car's desired ride height. Once the frame is positioned, he uses four 2- x 4- inch pieces of tubing cut at specific lengths to set ride height. In our case, the measurements are 4 inches to the frame at the left-front, 4.75 at the right-front, 5.5 at the



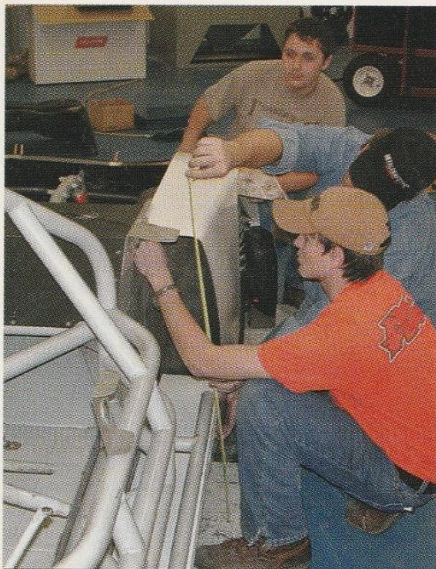
The stock roof (once it has been trimmed to size) window pillars, decklid window framing, and rear quarters are all built off the car. This can be done because the only measurement that ties this entire assembly to the rest of the car is the maximum length of the decklid, which is determined on one end by the bottom of the window and on the other by the rear bumper cover (already located on the car). For building car bodies, Davis uses only rivets with steel shanks to increase shear strength, and almost every rivet is a consistent 2 inches apart.



Before placing the roof/rear quarter-panel assembly on the car, Davis checks the fit with the front fenders. Because wheel travel on a Late Model is usually no more than 3 inches, a 2x4 block turned on its side is the perfect spacer to determine fender height.

JEFF HUNEYCUTT

JEFF HUNEYCUTT



It's also a good idea to set your fender height before the doorskins are in place. The bottom is located by the rocker panel, but as you can see, our existing bracket will need to be modified before it can be used with our new fenders.

JEFF HUNEYCUTT

right-rear, and 4.75 at the left-rear. Likewise, blocks are also used to set the height of the front bumper cover at the NASCAR minimum of 22 inches at the seam where the hood meets the cover. "I use blocks and fixtures all over the car to help me find my measurements and make sure I don't get off," Davis explains. "Another good one is an L-shaped bracket you can make and clamp to the front crossmember to help you set your distance from the front bumper cover to the center of the front wheels. You can usually make this stuff out of scrap, and once you have them they can be used over and over. I recommend that everybody hanging a body make up every fixture they can possibly need, then paint 'em neon green or something so they won't lose them. Mark 'em with your measurements and then you can use them over and over again."

The roof, A, B, and C pillars, and rear quarters are all fitted and assembled off the car. This can be done because all the measurements required by NASCAR work off the different panels and not the car (see the diagram we used). You may not be building a race car to compete

COMPACT POWER



A SUPERIOR LIGHTWEIGHT BRAKE CALIPER For Modifieds, Late Models and Sprint Cars

Lighter is better, but not if you give up braking power. Outlaw's powerful 2800 Series Caliper gives you both. Our super-rigid billet design provides faster stops and complete braking control. And like every Outlaw Caliper, the 2800's computer design keeps its weight at an absolute minimum. For performance and reliability, Outlaw 2800 Calipers are the best in their class.



www.outlawdiscbrakes.com
t:770.844.1777 f:770.844.1333

PERFORMANCE
FRICTION
Carbon
Metallic
THE POWER TO STOP THE BEST

OUTLAW is a master distributor for Hawk
and Performance Friction brake pads

HAWK
PERFORMANCE

Photographers:

Do you shoot great local track action?

Then CIRCLE TRACK can use you!

Please send samples to CIRCLE TRACK Action,
3816 Industry Blvd.,
Lakeland, FL 33811

(CIRCLE TRACK cannot return photos unless provided with a self-addressed, stamped envelope.)



OUR 30th YEAR!

WWW.RACERWALSH.COM
COMPLETE CATALOG ON WEB



**2300
BLOCK**

NEW! \$395

2300 CAM OR
CRANK PULLEY

\$74



2500 STROKER CRANK \$375

2300: long rods & pistons

Crower sportsman rods 5.7" \$348 (4)
Chevy 5.7" rods/ ARP bolts \$200 (4)
Wiseco pistons 5.7" rod \$298 (4)
Keith Black piston 5.7" rod \$152 (4)
Keith Black pistons, stock rod \$140 (4)

2300: cams

2300 flat tappet hydr. 240/504" \$169
2300 flat tappet mech. 264/510" \$129
2300 billet roller hydr. 242/480" \$298
2300 billet roller mech. 268/608" \$298



**ROUSH
SMALL BLOCK FORD HEADS**

\$330 EACH BARE
\$440 EACH COMPLETE



STROKER CRANKS

302 TO 347\$395

351 TO 396\$555

MANY ENGINE CHOICES
IN STOCK
INCLUDING COMPLETE
NEW 'CRATE' ENGINES
FROM FORD RACING



NEW FROM FORD RACING:

392 SHORT BLOCK \$2995

347 SHORT BLOCK \$2350

R302 BARE BLOCK \$1750

A351 SPORTSMAN BLOCK \$1295

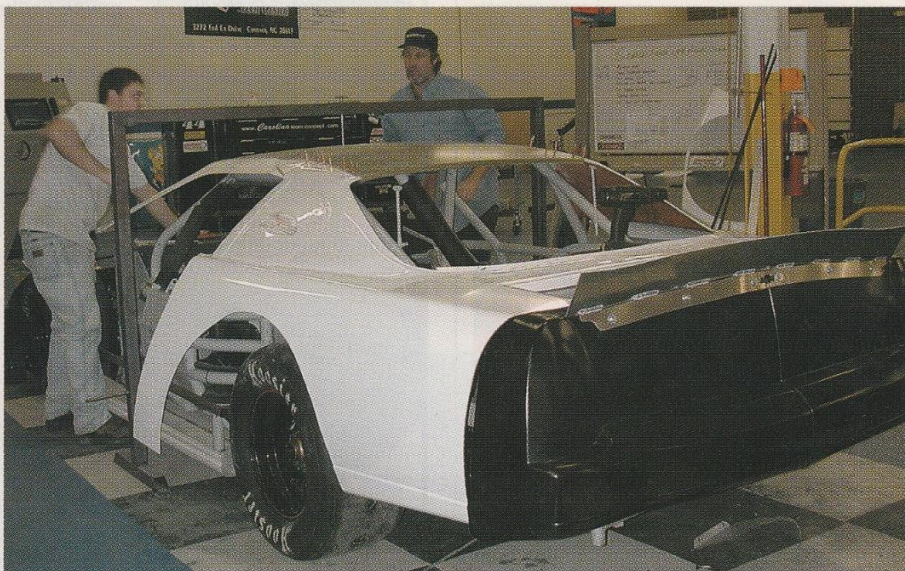
write or call
we will send our
60 page catalog
it's free
we ship worldwide



www.racerwalsh.com
COMPLETE CATALOG ON WEB

1849 Foster Dr.
Jacksonville, Florida 32216
800-334-0151 904-721-2289
fax # 904-721-2935

Installing a Prefab Body



Once the roof and rear quarters are set into place, it is obvious we have a problem. The halo bar on the rollcage is mounted too high and runs too wide for the new body. It causes the roof to sit too high (measured at the center by this fixture) by about 1 inch and the fenders to flare out too wide. Because of the extra height and width, if the rear quarters are pushed down and into place, they are way too high. The only option is to start cutting on the 'cage.

JEFF HUNEYCUTT



To reroute the halo bar, all the support tubes are removed. This is what we were left with. Evans volunteers for the unenviable task of grinding everything smooth after all the offending bars are removed with a plasma cutter.

JEFF HUNEYCUTT

under the NASCAR sanction, but most governing bodies use a series of measurements like this. The key is to understand how each maximum or minimum measurement for a specific body panel affects the next panel down the line. Any panels located off a piece of the race car frame (usually the center of either the front or rear wheels) have to go

first, and then you can figure out how everything else fits from there.

PROBLEM SOLVING Our problems came when we tried to place the roof/rear-quarters assembly on the car and match it to the rear bumper cover, which was already mounted. The halo bar on the rollcage held the roof about an inch too high. It was

also too wide and kept the B and C pillars from curving down at the angle we wanted. This extra height and width, in turn, made the quarters sit way too high. What had worked for the old Taurus skin didn't work with our new ARP Monte Carlo, and some changes would have to be made. In the end, we had to cut off the halo bar and all the supports from the door bars up and replace it all with new tubing from Stock Car Steel and Aluminum in Mooresville, North Carolina. Cutting and patching a rollcage is obviously beyond the scope of this story, which is limited to skinning a car.



Rollcage repair may be necessary. It was in our case, so Davis had to put in the final welds.

JEFF HUNEYCUTT



The new halo bar is a much better fit for our body. This shows how the overhead laser helps center virtually every body panel on the car. All you have to do is make sure the center of the roof panel (already marked) lines up with the laser, which tracks the car's centerline.

JEFF HUNEYCUTT

HYPERCOILS

by Matthew-Warren (a QS9000 Certified Company)

Precision Suspension Coils



- Accurate/consistent rates
- Consistent free lengths/installed height
- Maximum deflection
- Available for all applications

Composite Leaf Springs

available for all popular applications



- 70% lighter than steel
- Quicker response
- Incredible "side bite"
- Consistent arch
- Cost effective (value)

* Torque rods also available

Hydraulic Load Centering Spring Perches

- Replaces OE Spring Perches
- Allows spring ends to tilt when loaded, reducing side forces (up to 95%)
- Reduces friction/wear on shocks
- Enhances mechanical grip



phone 800-365-2645 fax 574-753-8161
www.hypercoils.com

ALL Champions

ALL Racing on AERO Race Wheels



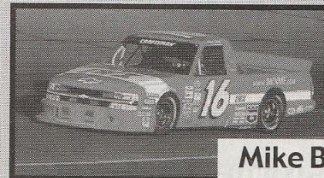
Tony Stewart

NASCAR Winston Cup National Champion



Greg Biffle

NASCAR Busch Grand National Champion



Mike Bliss

NASCAR Craftsman Truck Champion



Joey Clanton

ASA National Champion



Frank Kimmel

ARCA National Champion

Kelly Shryock

USMTS National/
Northern/Southern
Champion



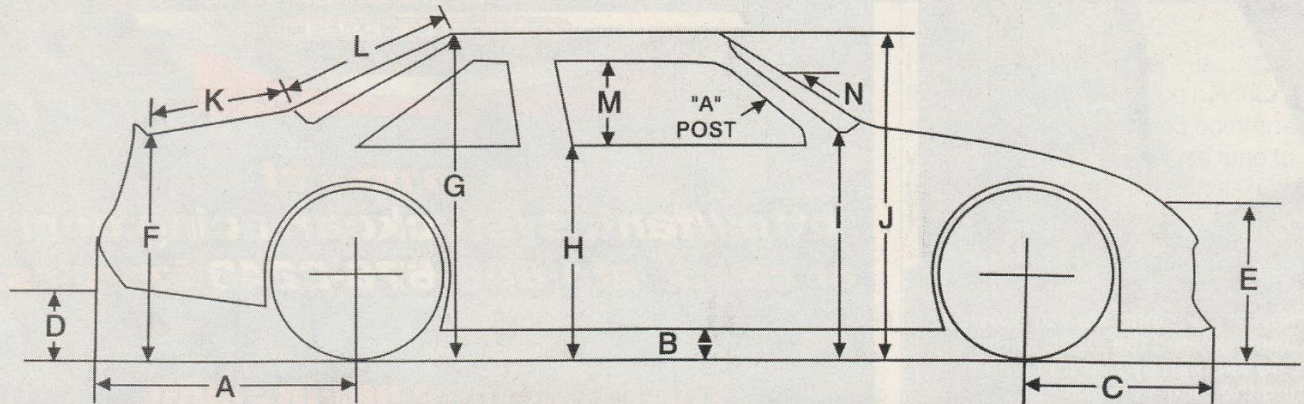
888-895-2376

www.aeroracewheels.com

Installing a Prefab Body

BASIC LATE MODEL STOCK CAR DIAGRAM

GUIDELINE DIMENSIONS' (in inches)	'00-'02 Monte Carlo	'00-'02 Ford Taurus	'97-'02 Pontiac Grand Prix	'01-'02 Dodge Intrepid
A Rear Overhang (max.)	51 $\frac{1}{8}$	52	51 $\frac{1}{8}$	52
B Side Panel Clearance (min.)	4	4	4	4
C Front Overhang (max.)	45	45	45	45
D Bumper Cover Ht. (max.)	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
E Nose Height (at nose & hood seam—min.)	22	23	22	23
F Quarter-Panel Height (at rear—max.)	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$
G Roof Height (at center rear edge—min.)	45 $\frac{3}{4}$	45 $\frac{3}{4}$	46 $\frac{3}{4}$	45 $\frac{3}{4}$
H Door Height (at rear)	33 $\frac{1}{4}$	33 $\frac{1}{4}$	33 $\frac{1}{4}$	33 $\frac{1}{4}$
I Front Fender Height (at "A" post—max.)	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
J Roof Height (10 inches back—min.)	48	48	48	48
K Decklid Length (at center—max.)	18	18 $\frac{1}{4}$	17 $\frac{1}{8}$	18 $\frac{1}{4}$
L Rear Window Length	31 $\frac{1}{2}$	31 $\frac{1}{2}$	32 $\frac{3}{8}$	31 $\frac{1}{2}$
M Side Window Opening (min.)	15	15	15 $\frac{1}{4}$	15
N Windshield Angle	26	26	26	26



NASCAR has a set of very specific measurements that set the body parameters for every type of car that it races. These are the measurements that guided everything we did as we hung the new Monte Carlo body.

The rest of installation held no more surprises, and the body came together quite nicely. But now that the body is in place, the work has only just begun. In part two of this story, we will tackle brackets, radiator ductwork, and the most universally hated part of building a race car—crush panels. **CT**

SOURCES

Aluminum Racing Products (ARP) • 888/245-1468 • www.arpbodies.com

Carolina Motorsports Tech Center • 828/695-8445 • www.carolinatamconcept.com

Stock Car Steel and Aluminum • 704/664-3044



The finished product. The hood and decklid have been taped down for transport to the paint shop. Next month, we will tackle installing the crush panels, window glass, various support brackets, and the radiator ductwork. Same Bat time, same Bat channel.

CYNTHIA DAVIS