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[www.tri-statespeedway.com](http://www.tri-statespeedway.com)

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## **Mini-Stock Rules for 2010**

(Updated 2/1/10)

**Tri-State Speedway reserves the right to change or amend any rule at any time in the spirit of competition.**

1. Receivers will be **STRONGLY RECOMMENDED** in 2010. You can purchase them from Race Ready at 1-888-658-8481 ([www.getraceready.com](http://www.getraceready.com)) or RH2 at 1-877-357-RACE ([www.RH2way.com](http://www.RH2way.com)).
2. Previous week's winner will start no better than the high point position on their next return to the track. A cash bonus will be given if a driver wins from the rear from this.
3. **Three Wins** - Any driver that wins three races within one racing season will go through an extensive technical inspection, which could included but is not limited to bumper to bumper inspection. (In layman's terms, if you are cheating we will find it).
4. Any foreign or domestic car or mini truck.
  - a. Must be rear wheel drive vehicle.
  - b. Stock steel bodies only. No Aluminum.
  - c. May use body skins from other models of same make or model.
  - d. Stock floorboards and firewalls.
  - e. Sheet metal doors are OK as long as they appear stock.
  - f. A pillars may be replaced with metal straps but must remain stock in appearance.
  - g. No raked roofs.
  - h. Must have steel firewall between driver and fuel cell / tank.
  - i. May cut inside of door panels, back wall between trunk and passenger area, outer fender well (for tire clearance only), hole in hood for air cleaner, floor board of trunk, dash board.
5. Uni-Frame may be tied together. No Pro-4 chassis. May use square tubing on front, X-brace underneath OK.
  - a. Stock front suspension may be interchanged as long as from same make (GM/GM, Ford/Ford, etc...).
  - b. Tube chassis is allowed from center of rear-end back, steel floor pan must extend to center of rear-end.
6. Four (4) point roll cage with a minimum of three (3) driver side door bars are required. May run bars out front and back of cage, but may not alter body shape.
7. Car must weight a minimum of 1 lb per cubic inch. CC must be written on hood. One car of top three (3) will be puffed each night to check weight by CC.
8. Suspension – Front and rear racing springs OK.

- a. No tubular A-Frames
- b. No heim-end tie rods
- c. No weight jacks. Any weight jacks must be cut off flush with mount and welded solid, so not to allow an adjustment.
- d. Heim-end shocks OK.
- e. One shock per wheel. No fifth shock on rear-end.

9. Steering quickeners are OK.

10. All four (4) brakes must work. Disc brakes on rear OK. Brake adjusters OK. Aftermarket pedals OK.

11. Rear Ends – Stock OK. Locking OK. Interchanging and narrowing of rear ends OK.

- a. May run torque arm. Must be solid at both ends.
- b. Coil springs OK.
- c. Pan Hard bar is OK. NO biscuits or spring rods.
- d. No sliders on leaf springs.
- e. 9" Ford steel floater rear ends are OK.
- f. No aluminum.
- g. Drive shafts must be painted white and have a steel safety loop around it.

12. Body - All glass, head lights, tail lights, mirrors, trim, moldings, etc... must be removed. All flammable interior, such as plastics and carpet must be removed.

- a. Doors may be replaced with steel (no aluminum) skins but must remain stock appearing.
- b. Removal of inner door panels and quarter panels in front of rear wheel wells is OK.
- c. Hoods may be skinned and mounted with a minimum of four (4) hood pits. No other hulling, skinning or gutting is allowed.
- d. Windshield screen or bars are mandatory.
- e. Nerf bars that mount flush with the body can be no more than 1"x2" if using flat tubing or 1 5/8" diameter if using round tubing.

13. Wheels – 8" steel maximum. Bead lock on right rear only.

14. Tires – DOT belted radials, IMCA or asphalt pull-offs OK. Grooving of tires is not allowed. No dirt racing tires.

15. Engines – Any four (4) cylinder engine.

- a. Engine must be in stock location.
- b. Stock block and heads.
- c. No Ford or GM aluminum heads.
- d. No aftermarket heads, blocks or intakes.
- e. Any hydraulic or solid cam. No roller rockers. No roller cams.
- f. One 500 cfm . 2-barell carburetor maximum. 1" adapter is OK.
- g. No marine motors.
- h. No predator carburetors.
- i. No eclectic fuel pumps, unless vehicle did not come with mechanical pump. In which case, an upside down shut off valve / kill switch is required.

16. Transmission must be OEM, match together with engine. (Ford / Ford, GM / GM, etc...) but may run a Ford in a Chevy or visa versa. No racing transmissions.

- a. Must have a clutch and pressure plate.
- b. Aluminum fly wheel OK.
- c. Automatic transmission must have torque converter.
- d. No Hubs or couples.
- e. No direct drives.
- f. No mini clutches.
- g. Must have two inch hole in bell housing.
- h. Starter must be able to start car.

17. Fuel – gas only. NO alcohol.
18. No cooling tanks allowed.
19. Headers are optional. No exhaust pointed upward.
20. Spoilers are ok with an 8” maximum. Will be measured from lead to the top of spoiler. Cannot have over 8” of material.
21. Batteries may be re-located within the driver’s compartment but must have a secure cover that will prevent battery acid from being spilled on the driver. Must be located outside of the fuel cell firewall.
22. Each car MUST have tow hooks on FRONT AND REAR! TSS will not be responsible for damaged done while towing.
23. Please refer to General Rules for Safety information and Fuel Cell information.
24. No creative interpretation of rules. If you have questions call us before you are disqualified.
25. FINAL NOTES: Drivers, if it does NOT say it, that doesn't mean you can do it. Call TECH before you do anything to your cars that might be questionable. .OEM does not mean HIGH PERFORMANCE. If you cannot find the OEM parts at your local parts store, then chances are you cannot run it.