



Just Minutes from Fort Smith, Arkansas!

www.tri-statespeedway.com

Track Phone 918-436-2914 Fax 918-687-9203

Road Runner Rules for 2010

(Updated 2/15/10)

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) or RH2 at 1-877-357-RACE (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 American made full body rear wheel drive passenger car or pick-up.(No convertibles)
 - a. Must be 104" wheelbase minimum.
 - b. Must remain stock wheelbase.
 - c. Driver can not sit back any further than upper back of shoulder, even with driver's door window rear edge.
 - d. Car must weigh 3100 pounds after the race with driver. If running 8" tires, weight is 3,000 pounds.
5. Body / Frame – Doors may be replaced with steel skins but must retain the stock appearance.
 - a. Quarter panels may have replacement panels made of steel metal, no aluminum.
 - b. No Slab bodies.
 - c. Hoods may be skinned but must retain stock hood for your body style. Stock hoods only. No holes in the hood for air filters. No fiberglass hoods.
 - d. No aftermarket or homemade hood scoops.
 - e. Only OEM hood scoops for that make and model will be allowed.
 - f. All bodies must remain in the stock OEM location.
 - g. Full floorboards with front and rear firewall skins.
 - h. Un-altered rocker panels must be retained and in stock location. Any holes must be covered with sheet metal.
 - i. Front inner fender wells may be removed. OEM steel rear fenders wells bay be trimmed for tire clearance. Plastic may be used to fill the gap between body and fender wells.
 - j. Trunk lid must remain stock, no skinning.
 - k. Stock rear spoilers only, no homemade or aftermarket spoilers.
 - l. Aftermarket nose and tail pieces are OK. No sloping of chopping of roof. All cars must be capable of accepting a OEM front and rear glass.
 - m. Stock bumpers from another car may be used as long as it is stock appearing. Tube bumpers can only used under a rubber bumper cover or nosepiece.
 - n. Minimum of three (3) windshield bars required in front of driver.

- o. Aftermarket master cylinders and pedals are OK. No brake shut off valves. Master cylinder may be mounded inside of car.
 - p. Nerf rails must mount flush with car body. Maximum tubing size of 1"x2". No sharp edges.
 - q. No mismatching of frames, sub frames or front clips. Frame must remain as factory produced for that make and model.
 - r. Sub-frame cars may tie subs together with tubing. All suspension must bolt to stock frame. No fabricated mounts.
 - s. Upper A-Frame mounts must not be altered and in stock location.
6. Suspension - Must be original suspension for that make and model for that car. No Air bag or independent rear suspension allowed.
- a. No aftermarket parts allowed, except where noted.
 - b. Steering quickeners are OK.
 - c. Steel, non adjustable, un-altered racing shocks are OK, but must have heim-end bearings welded in a fixed position. Shocks MUST remain in original location.
 - d. No spring spacers allowed in front end of car, adjustable or not. Stock height racing sprints are OK. All cars must have a 1" hole in frame at the front upper spring area for inspection. Stock mount racing shocks are OK. Leaf spring cars may have lowering block and shackles. STEEL leaf springs ONLY. No fiberglass or composite leaf springs allowed. No adjustable lowering blocks. Coil spring cars may have non-adjustable spring spacers. All suspension mounting points must be in stock location and single mounting only.
 - e. 9" Ford floater rearend with disc brakes can be used under any make of car. Rear ends must mount under the car at the same point as original rear end. No aluminum brake calipers or other rear end parts allowed.
 - f. Rear-end may be locked. No ratchet or Gold Trac center sections. No traction control devices.
 - g. All cars must have a steel drive shaft hoop. No chains or belts may be used instead. Steel drive shafts only. Drive shafts must be painted white with car number.
7. Transmissions – OEM production transmissions only.
- a. Automatic must have a working torque converter – 10" minimum.
 - b. Standard transmissions must run a steel fly wheel, pressure plate and/or clutch cover. Minimum 10" clutch plate. No aluminum parts except transfer case, bell housing and shifters.
 - c. No min-clutches, direct dives or couplers allowed.
 - d. Hydraulic throw out bearings and slave cylinders are OK.
 - e. Must have a 2" inspection hole in bell housing.
8. Engines – 360 Cubic inch limit. Must be in stock location for that make and model. Fuel cell is required (see general rules for more information). Racing gas is OK. No Alcohol or fuel additives.
- a. Flat top pistons only. No dome pistons.
 - b. Minimum deck clearance is ZERO.
 - c. No part of the piston is to travel past the top of the cylinder deck.
 - d. Maximum of .060 oversized cylinder bore.
 - e. Stock stroke only. No stroker cranks.
 - f. Camshaft is limited .480 lift measured at the valve with maximum lash of .030.
 - g. Roller Rocker arms are ok. No shaft mounted rocker arms allowed.
 - h. No roller cam shafts.
 - i. No bleed down or mushroom lifters allowed.
 - j. OEM cast iron cylinder head ONLY.
 - k. No angle-plug Gm, no aftermarket heads, no factory performance parts (ie: Bow-tie, SVO or Direct Connection).
 - l. 62 cc minimum combustion chambers.
 - m. Vortec Heads OK
 - n. Maximum intake valve size is 2.02.
 - o. Maximum exhaust valve size is 1.60.

- p. No porting, polishing or grinding of any kind. This applies to the head an intake /exhaust manifolds.
- q. No angle milling allowed.
- r. Screw in studs and guide plates are OK.
- s. Any dual plan aluminum intake is OK.
- t. No Air gap manifolds allowed.
- u. No spacers of any kinds allowed.
- v. Intake must bolt directly to head without the use of and adapter plate.
- w. Solid motor mounts are OK.
- x. In chassis headers only. 1½ tube, no step headers allowed.
- y. 2 or 4 barrel carburetors are OK. Adapters are OK. Spacers are not allowed.
- z. Stock type ignition only.

9. Tear Down Rule – The track has the option for a tear down after any A-Feature win by removing one cylinder head at the track’s choice. If the motor is found to be legal, the driver will receive \$50.00 for gaskets. If motor is found to be illegal or driver / owner refuses teardown, the driver and car will be disqualified, losing all points and money earned on that night. There will also be a three race suspension.

10. Tires: Hoosier asphalt take offs, or IMCA stamped take offs. Grooving allowed, No recaps. 2 Bead locks are ok.

11. Each car MUST have tow hooks on FRONT AND REAR! TSS will not be responsible for damaged done while towing.

12. Please refer to General Rules for Safety information and Fuel Cell information.

13. No creative interpretation of rules. If you have questions call us before you are disqualified.

14. 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.