



Just Minutes from Fort Smith, Arkansas!

www.tri-statespeedway.com

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Super Stock Rules for 2010

(Updated 2/15/10)

Engine & Suspension Clarification 3/15/10

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 Super Stock Special Race will revert to allow engine rule #1 only. For example, no four barrel carburetors, no Bert or Brinn transmissions will be allowed.
5. Any 1967 or newer vehicle is eligible. No four wheel drive or front wheel drive vehicles allowed. Pick-up trucks are OK, but must keep original production appearance.
6. Driver must be seated a minimum of 20" in front of the rear axle center line.
7. All glass, lights, etc... must be removed. Mirrors are not allowed.
8. Complete bumper to bumper steel uni-body must be maintained. Tubing can be used to tie sub frames together. Full frame cars must retain OEM frames, bumper to bumper.
9. Stock steel floor pan must go back to within 2" of rear-end yoke. Stock firewall may be moved but must remain within 4" + or - 1/2" of engine block. Rocker panels may be removed. Rusted out floor panels may be patched with sheet metal or replaced with stock panels from another car.
10. Under slung chassis is allowed as long as you retain stock frame rails to end of frame and does not attach to any suspension part.
11. Trimming of fenders is allowed for tire clearance only.
12. No sectioning, channeling or chopping allowed on frame, floor pan or body except where rules allow. Replacement of frame or sub-frames from the same make and model will be considered repair work, and is OK.

13. Spoilers up to 6" OK. (Measured from deck lid of spoiler). This means only 6" of material. Sides of the spoiler must be same height as spoiler and tapered down to a point no longer than 12" from top of spoiler.
14. Aftermarket nose and tail pieces are OK. Rear of car must be enclosed from frame rail to frame rail minimum with either metal or plastic. Aluminum doors, fenders and quarter panels may be used as long as the original shape of body is maintained. Nose piece must conform to the shape of the body, and can not flare out. All cars must retain OEM roof and rear post. No raked roofs will be allowed.
15. Window openings must be a minimum of 12", measuring from the top edge of the door to the roof line. A body of the same make (GM/GM, Ford/Ford) maybe used on your chassis floor pan.
16. Body may be altered to fit the stock wheelbase of chassis being used. The wheels must be centered in the wheel openings when mounting an alternate body.
17. No slab style bodies allowed.
18. Car must weigh 3,000 pounds after race with driver.
19. No modifications of suspension parts allowed, except where noted.
20. Racing springs are allowed. No weight jack type springs allowed.
21. Stock mount shocks in original mounts at front of car are required. Heim-end shocks in rear are allowed. No coil-over allowed. Adjustable rear end spacers are OK. Adjusted front spring spacers on top of spring (aka hidden weight jacks) are OK. **NO tubular A-Frames allowed unless running engine rule #2.**
22. Strut type ca must retain strut suspension. May run braces to side of strut tower. May place plate on top of strut tower and run brace from plate to cage. Upper A-frame mounts may be re-located or replaced with aftermarket brackets.
23. Stock fifth arm on '82 and up Camaros and Firebirds must be non-adjustable and mounted solid, level with no flex plated or any other device to let mount flex. Front of arm may run through a rubber bushing with rod sticking straight forward through bushing. No heim-ends on arm allowed. Non-adjustable pan-hard bar must remain completely stock and in stock holes and in stock location.
24. 1982 to 1992 Camaros, Firebirds and Trans-Ams (Strut Cars) engine setback must be 14" from the center of steering gear box slack adjustment bolt to center of first header bolt on driver's side. All other cars with upper ball joints will be center of #1 spark plug hole, even with upper ball joint.
25. 1993 and later Camaro, Firebird and Trans-Am with coil over type front suspension may use a racing coil over with the adjustment threads ground off. Shims will be allowed between the coil spring and mount for adjustment, but no full functional coil overs.
26. Transmissions – Stock transmissions only, must have shifters.
 - a. No Bert or Brinn transmissions.
 - b. Must be stock transmission with clutch and flywheel between engine and transmission.
 - c. Must have forward and reverse gear, and be able to start and move forward and reverse.
 - d. No direct drive allowed.
 - e. Automatics may use coupler, no Ram couplers.
 - f. Mini clutches are OK.
 - g. Steel rear-ends, floaters are OK.
 - h. No wide five hubs, must be steel hub and steel brake caliper, must remain stock type.
 - i. No aluminum drive shafts or third members.
 - j. Rear end may be locked solid. No ratchet rear-ends or Gold Trac rear-ends.
 - k. Must have drive shaft loop made of steel, no chains. Drive shaft must be painted white.
27. Tires: Hoosier asphalt take offs, or IMCA stamped take offs.

- a. Grooving allowed, No recaps.
 - b. 2 Bead locks are ok.
 - c. 10" Maximum steel wheels.
 - d. No New tires allowed.
28. **Engine rule #1** – There is no engine claim. **NOTE: IF running engine rule #1, car must conform to Tri-State Speedway rules.**
- a. Must run OEM factory production block, GM on Gm, Ford on Ford, etc.... No Aluminum blocks or heads allowed.
 - b. Engine set back center of #1 spark plug hole even with top ball joint on all cars with upper ball joints to be determined by track official.
 - c. Cast iron heads only, straight or angle plug OK.
 - d. Aluminum or cast iron intakes
 - e. Roller cams and roller rockers are OK.
 - f. 2-barrel carburetors only. 500 CFM with 1 11/16" throttle bore maximum. Maximum 3½" adapter and / or spacer, including gaskets, measured from intake flange to carburetor base plate. No predator style carburetors. Track officials have final say on throttle bore or spacing.
 - g. Racing fuel is ok, no alcohol allowed. No Fuel additives.
 - h. Headers are OK. No zoomies or crossovers.
 - i. Must run a "battery fired" distributor. No magnetos allowed.
29. **Engine Rule #2:** Car must weigh 3,200 lbs or 3,250 lbs with direct drive. 50lbs in front of firewall mandatory for this engine configuration. **NOTE: IF running engine rule #2, car must conform to Outlaw Motor Speedway rules.**
- a. 360 Cubic inch Max. with flattop pistons. No 400 Blocks.
 - b. Stock 350 GM block 3.50 GM stroke crank.
 - c. Ford 361, Mopar 370 stock block and stock stroke crank for that engine.
 - d. Ford and Mopar must use OEM parts only, No SVO or W2 performance parts allowed.
 - e. OEM cast iron heads or SR & GM vortex heads allowed. The world products part/casting #4266GN8B is the only legal after market head allowed.
 - f. All other after market heads are illegal.
 - g. NO BOW TIE HEADS – OEM HEADS ONLY !!
 - h. No porting or grinding of any kind.
 - i. KSE pumps allowed, head or block mounted only.
 - j. .750 C.F.M. carburetor maximum. Alcohol OK
 - k. 1-5/8" Headers mandatory. No step headers allowed.
 - l. Transmission: Bert or Brinn, etc... are ok with 50 pounds in front of firewall. Cars with any direct drives must weigh 3250 pounds. Mini clutch is ok.
 - m. Lift rule: .480" if lash is greater than .030 you will be automatically DQ'd.
 - n. There is a \$150 protest for this motor.
30. **NOTICE ON ENGINE RULES** - You can run Engine rule #1 or Engine rule #2, but you **CAN NOT** mix and match rules. If running Engine Rule #1, no Bert or Brinn allowed.
31. Steering quickeners allowed.
32. Brake adjusters are allowed.
33. 9" Ford steel floaters rear-ends are OK. No Aluminum.
34. Claim rules on ignition system. \$500 to claim distributor, cap, plug wires, coil, wires, ignition box and wiring harness. Tachometer and wires can be claimed for an additional \$200. This must be in conjunction with the ignition system claim for \$700, cash money. Failure to comply with claim will result in a one year suspension from TSS.
35. 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.

36. Tires: Hoosier asphalt take offs, or IMCA stamped take offs. Grooving allowed, No recaps. 2 Bead locks are ok.
37. Each car MUST have tow hooks on FRONT AND REAR! TSS will not be responsible for damaged done while towing.
38. Please refer to General Rules for Safety information and Fuel Cell information.
39. No creative interpretation of rules. If you have questions call us before you are disqualified.
40. 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.