



2008 TWIN STATE SPEEDWAY STRICTLY STOCK RULES

These rules are to be used as a guide:

To be eligible for any point funds, awards and/ or contingencies you must have a T.S.S. driver's license and compete in at least 80% of the events run during the 2008 season in the car that is on your license. To be eligible for any crew chief contingencies and awards you must have a T.S.S. crew chief license and be the crew chief for the car that is on your T.S.S. license and compete in at least 80% of the events run during the 2008 season.

Update:

Rule #15—Chassis: Hoosier tires only:
26.5 x 7 x 15 x 790 left or right
27 x 7 x 15 x 790 left or right

The strictly stock division is an affordable division for individuals to get started in auto racing with a v-eight engine in a full framed car or truck with little modifications. T.S.S. management reserves the right to add or remove weight as T.S.S. management feels needed to keep the level of competition as equal as possible. Management reserves the right to determine the eligibility of all drivers and individuals who compete in a racing event.

No driver can compete in the strictly stock division at TSS that has any accumulated points in any division above the strictly stocks without TSS management approval. TSS reserves the right to modify or change these rules to keep the level of competition equal and even.

NOTE TO THE OWNERS AND MECHANICS: BUILD YOUR RACE CAR WITH SAFETY AS YOUR PRIMARY CONCERN.

Since it would be nearly impossible and impractical to list within the rules all the modifications, adaptations, or infractions, it will be understood that: If it is not covered in the list of these rules it will be considered O.E.M. stock (Original Equipment Manufacturer). In addition, Twin State Speedway reserves the right to fine, suspend, withhold money and/or points from anyone who is out of the line of O.E.M. stock, or any rule infractions. T.S.S. reserves the right to modify, delete, amend, or update these rules as need be.

ELIGIBLE MODELS: THE MOST IMPORTANT RULE HERE IS THE "INTERPRETATION RULE". IF YOU FEEL THAT YOU INTERPRET THE RULE DIFFERENT THAN T.S.S. OFFICIALS DO, ASK NOW.

Any 1978 and newer American made full frame car with a minimum of **108"** wheelbase as factory listed for that year and model. No Firebirds, Camaros, Mustangs, two passenger sports cars, convertibles, station wagons, or use of their frames for other models. Body and frame parts must be from the same make and model except trucks. If you are in doubt about the eligibility of a make or model, **CHECK BEFORE YOU BUILD IT!** Automatic transmissions are mandatory.

TSS will allow G.M. full frame pickup trucks with a 305 c.i. block. Anyone that will be building a truck must work closely with TSS officials throughout the project / year. All frame, engine, transmission and rear end rules are the same for trucks and cars. Anyone that is building a truck must put the truck body on the metric car frame.

WEIGHT

All cars must weigh a minimum of 3100 pounds and have a maximum of 54% on the left side. All cars will have a maximum of 46% rear weight. Any add on weight must be bolted with a minimum of two ½" grade five bolts for each piece of add on weight. No threaded rod! All weight will be in the c-channels in the center bay of the car. No

weight or bolts will be any lower than the bottom of the c-channel. Any car that has the 76cc heads {casting # must document the heads are 76cc} will be allowed 55% left side weight. The driver must be race ready and in race ready position.

BODY

1. All exterior ornaments, chrome strips, mirrors, lights, trim and interior upholstery must be removed. The dash may be removed for the roll cage. If removed it must be replaced. All light openings must be covered.
2. No modifications to the firewalls. All sheet metal from the front firewall to the rear firewall including the rear firewall must be O.E.M. stock. All holes in the firewalls must be covered with steel. The only metal to be removed is the inner door panels, trunk lid inner bracing, the metal bracing in the hood and the metal bracing in the roof and roof posts.
3. Rear quarter panels may be fabricated up to but not above the top of tires. No aluminum or fiberglass panels. All homemade panels must remain stock appearing and in stock location. The Performance Bodies Monte Carlo SS street stock steel panels may be used. {the only parts that are allowed are: front fenders, doors, rear quarters, and rocker panels.}Track officials must approve panels
4. Front inner fender wells may be removed.
5. Radiator core support must remain intact and used to hold radiator.
6. Bumpers and bumper brackets can be fabricated. All fabricated bumpers must be fabricated out of 13/4" round tubing. Three piece bumpers only. **All ends of bumpers must be capped, rounded and ground.** All fabricated bumpers must meet TSS official's approval. Rubber aftermarket front and rear bumper covers allowed. Must be OEM appearing for body used.
7. O.E.M. or aftermarket single flow aluminum radiator may be used. No coolers allowed in any aftermarket radiator.
8. Stock hood skins and complete trunk must be retained. No fiberglass. All hood and trunk latches must be removed and replaced with quick release hood pins. Hood and trunk hinges may be removed. If removed they must be replaced with hood pins. No hood scoops or spoilers allowed even if the car came O.E.M. with one.
9. The body must be in stock location on the frame. No cars will be allowed to compete with excessive sheet metal damage. All cars that receive body damage must be in a presentable appearance the next race meet. No lowering of the body, roof or raising any other body parts allowed. Rubber body mounts may be removed.
10. Any rust that is repaired must be repaired with steel. **Excessive removal of sheet metal will receive a right side weight penalty.**
11. The only metal that may be removed in the trunk area is for the installation of the fuel cell and two, two inch holes for the jack bolts. Any car that had their trunk removed in "2004" must replace it with a min. of 20 gage sheet metal or an original trunk. If the O.E.M. trunk is replaced, a right side add on weight may be added by T.S.S. officials.
12. The battery may be in the trunk area between the frame rails. Must meet the T.S.S. official's approval.
13. The only rub rails allowed are the Five Star #000-2100 or a similar polycarbonate. These rails must be attached directly to the side of the body with rivets.

ROLL CAGE

All cars and trucks must use a minimum of 1 3/4" O.D. x .090 tubing. Four horizontal bars are mandatory on the driver's side door, three on the passenger's side. If the right side inner door panels are removed the right side door bars must fit tight to the door. If the inner panels are retained, the right side door bars may be straight. No x roll bars allowed. Tubing is allowed in the engine compartment and trunk area. **Roll cage must be welded securely to the frame in at least 8 places in the driver's compartment.**

CHASSIS

1. Frames must be O.E.M. stock from the front frame horns to the center of the rear end tube. The rear frame may be fabricated from the center of the rear end tube back. The piece of tubing that is over the top of the rear end tube must be 2"x4" steel box tubing. The rest of the frame from the 2" x 4" tubing must be a min. 2" x 3" steel box tubing. No alterations to change any geometry.
2. Minimum 6" ride height.
3. All brackets and bolt on parts must be in O.E.M. stock location.
4. Springs may be OEM or aftermarket. The smallest o. d. allowed will be 5". Spring rubbers allowed, but must be the same dimension from side to side. Springs must be in O.E.M. stock location. No spacers, shims or adjustments of springs allowed in the front. **Rear jack bolts allowed in the rear spring pockets. All rear jacking bolts must be in the existing hole in the center of the O.E.M. spring pocket. No other modifications to the spring pocket allowed.** All suspension brackets must be in O.E.M. stock location. No alterations.
5. **Shocks: All shocks must be either Kyb or Monroe.**
6. **A. The only KYB shocks allowed are part #1923127 for the left front and right front and part #1923157 for the left rear and right.**

7. **B. The only Monroe shocks allowed on the front is part #5840 or part #32132. The only Monroe shocks allowed on the rear is part # 5802 or part #33082. Shock mounts must be in stock location. The left front and the right front shock must be the same part number. The left rear and right rear shocks must be the same part number. One shock per wheel.**
8. No rear sway bars allowed. Front sway bars must be O.E.M. stock for frame or snout used and in stock location. Stock O.E.M. mounting links only.
9. All a-frames, trailing arms, steering components and rear ends must be O.E.M. stock for frame, snout or uni-body used. The upper a-arms must be the same length left and right. The lower a-arms must be the same length left and right. The lower trailing arms must be mounted in the correct O.E.M. location on the frame and the rear end housing. If Hollanders says it can be interchanged you may use it.
10. Upper ball joints, lower ball joints and all steering components must be O.E.M. stock or parts store replacement parts for frame and body used. All parts must be the correct dimension for the frame/ body used
11. Spindles must be o.e.m. stock metric or Camaro. No modifications.
12. After market O.E.M. appearing rotors allowed on the front.
13. Suspension bushings must be O.E.M. or O.E.M. parts store stock replacement. All bushings must be rubber.
14. Maximum 7" steel wheels, with a maximum of 3" offset only. No modifications to wheels allowed. 1" min. O.D. wheel lug nuts mandatory. All wheel studs must extend beyond the nuts. No aluminum or magnesium wheels allowed. NO WHEEL SPACERS ALLOWED
15. **Hoosier tires only:**
26.5 x 7 x 15 x 790 left or right
27 x 7 15 x 790 left or right

ENGINE / DRIVETRAIN

Only stock engines for make and model of car used are allowed. V-8 or V-6 allowed. No turbochargers, superchargers, fuel injection or D.O.H.C. A maximum of two valves per cylinder allowed. Maximum Cubic inch displacement is as follows:

American Motors 304 C.I. max.
Chrysler 318 C.I. max.
Ford 302 C.I. max.
GM 307 C.I. max. No 302 C.I.

1. The maximum overbore allowed is .030. Flat-top or dish pistons only. No portion of the piston will protrude above the Block deck. No decking of the block.
2. Solid motor mounts allowed, must be in O.E.M. location.
3. Blocks must be O.E.M. stock for make and model of car used. No block milling allowed.
4. **All cars must use a stock, out of the box, 4412 Holley 2 barrel carb. ASK BEFORE YOU BUY. No carburetors such as bo-laws, vdl, baker or any other.** The choke may be removed and the jets may be changed. All G.M.intake manifolds must be an O.E.M. stock aluminum four barrel manifold that comes on a 305 C.I. car engine. All intakes must have the O E M stock two bolt EGR valve. No drilling or grinding of the intake bolt holes. All G.M. cars must use a Mr. Gasket adaptor plate #1929 or a Trans Dapt #2087. NO OTHERS!!!!!!!
5. Exhaust manifolds must be cast iron O.E.M. stock for make and model. No H.O. or performance manifolds. No center dumps. No alterations allowed.
6. Hydraulic cam and lifters only. No roller cams or lifters allowed. The maximum valve lift will be as follows. ALL CAMS WILL BE MEASURED AT THE VALVE.

<u>MAKE</u>	<u>INTAKE</u>	<u>EXHAUST</u>
CHEVROLET	0.390	0.410
FORD T.B.A.	.00000	.00000
CHRYSLER	.00000	.00000
AMC	.00000	.00000

7. Crankshaft must be correct for block used. No steel cranks allowed in any Chevrolet engine. O.E.M. stock production crankshafts or scat replacement cast steel 9000 series # 9-10526 or # 9-10442 only. (Normal balancing allowed). No grinding, lightening or polishing of any surface. No stroking of the engine allowed.

8. Lifters must be O.E.M. stock flat tappet hydraulic for block used. No roller lifters. O.E.M. stock stamped steel rocker arms **1.50 ratio for Chevy.** The timing chain must be O.E.M. or parts store replacement double roller
9. Fuel pump may be after market. Must bolt in O.E.M position.
10. Air filter housing may be aftermarket stamped steel. No performance high flow air-filter housings. If in doubt ask first. Air filter may be a washable KN.N. or O.E.M. parts store replacement. No trick or molded type air filter housings allowed. Must be steel top and bottom. No parts to increase the airflow.
11. Valve covers may be aftermarket stamped steel, or cast aluminum with washable aftermarket breathers. If you are in doubt ask first.
12. Glass Pack mufflers mandatory. All exhaust pipes must exit in front of the right rear under the rocker panel and be flush with the rocker panel. ALL CARS MUST HAVE TWO MUFFLERS. No resonators for mufflers.
13. Fuel cell must be installed in the trunk compartment. The fuel cell top must be mounted securely by four 1½" wide metal straps, with two going in each direction. The top of the fuel cell will not be any lower than the O.E.M. stock floor. **There must be a metal frame under the fuel cell with a minimum of three one inch x one inch magnetic steel box tubing pieces under the fuel cell.**
14. Replacement cast distributors allowed. All internal parts must be equivalent to the O.E.M. parts in O.E.M distributors. NO PERFORMANCE IGNITIONS. No after-market electronics or high performance coils. No welding the advance mechanism.
15. All rear ends must be locked. Spider gears must be welded or use a steel mini spool. The ring and pinion must be O.E.M. for chassis and rear end housing used. No ring and pinion will have a ratio greater than 3.73. This means 3.74 and larger are not allowed. After-market axles allowed. If you think you have a way around this rule ask.
16. Automatic transmissions mandatory. Transmission and torque converter must be o.e.m. stock with no modifications. Twelve inch minimum torque converter must be used. All gears must work. No power glides. No modifications to shift pattern, valve body or torque converter. Stock torque converter for transmission used. The converter must be used to make the transmission work. The torque converter must have oil in it. No external pumps. Cooler is highly recommended. Any oil cooler that is used for the transmission must be either in the radiator or mounted on the firewall where the original heater was located.

HEADS

76CC HEAD RULE

1. Casting numbers must document that casting used is a minimum of 76cc's with an intake valves not larger than 1.940, and exhaust valves no larger than 1.500. No modifications allowed to the castings to make the minimum acceptable cc's allowed.
2. 76 cc or more OEM stock steel cylinder heads or World Products Inc. part number 4350 or 4360 stock (OUT OF THE BOX) No bow tie, angle plug, or after-market heads allowed.
3. All heads may be milled to a minimum of 74 cc's., machined for screw in studs and guide plates. NO GRINDING, DRILLING, DIPPING, ACIDING, HAMMERING, PEANING, HONING, sandblasting, SALTING OR anything else that you can think of .These heads will be checked and confiscated if a second opinion is needed
4. Stock OEM replacement cast or bronze valve guides allowed. Must be left at correct height in the ports, and angle for casting used.
5. Any valve seals allowed.
6. Max.1.250 OD Valve springs. 1.940 largest intake valves. 1.500 largest exhaust valves. No cut back angels on valves. All valves must be either OEM dimension valves or intake valves P.B.M. #2103 and exhaust valves P.M.B. # 2001. No lightweight or titanium valves allowed. One angle on the valve, and one angle allowed on valve seat. All valve spring retainers must be magnetic steel.

O.E.M stock head rule

- 1 Stock O.E.M. cylinder heads for the block used. No high output or performance cylinder heads allowed. The casting numbers must document the CC's of the cylinder head being used. Valves job must meet O.E.M dimensions for casting used. All heads may be flat milled .010 for clean up, and machined for screw in studs **Ask Before You Build.**
- 2 O.E.M. replacement valves
- 3 No other work allowed on any part of the cylinder heads