



TWIN STATE SPEEDWAY'S 2008 SUPER STREET CRATE ENGINE POLICY

TSS RESERVES THE RIGHT TO MODIFY OR ADJUST THIS POLICY AS T.S.S. FEELS A NEED TO. IF YOU FEEL THAT YOU INTERPET THIS POLICY DIFFERENT THAN T.S.S. OFFICIALS DO ASK NOW.

1. T.S.S. strongly recommends all competitors to buy their engines from R.P.M. @ 1-802-524-7406. This will save a lot of time and the cost of inspections and sealing.
2. The only crate engines allowed in the Super Streets at T.S.S. is the G.M. Part # 88958602 and the G.M. Part # 88958603.
3. These engines must be used as manufactured by G.M.
4. The only carburetors allowed are the four barrel Street Demon Carb. Part #1282010 {with no prefixes or suffixes} out of the box stock on Engine Part # 88958602 and a Holley 4412 on engine Part # 88958603 with the modifications listed in carburetor rules.
5. Any work that requires breaking any engine seal whether it is a G.M., P.C.C.W., T.S.S. or RPM must be done by Rick's Performance Machine. If you take your engine any where else or cut your seal or remove the G.M. seals your engine must be disassembled by R.P.M. for inspection and correct anything that is found out of spec. and resealed before the engine is allowed to compete at T.S.S. R.P.M. will decide how much of the engine will be disassembled and if the engine needs to be run on the dyno.
6. Any engine that has Three documented P.C.C.W. seals on it from 2006 or 2007 will be honored in 2008. All these engines with 2006 or 2007 seals will have to have Rick's Performance Machine seals in 2009. The phone # is 1-802-524-7406. Ask for Rick.
7. Any engine that has a T.S.S. seal or seals or G.M. seals on it must be inspected and re-sealed by RPM, Rick Paya @ 1-802-524-7406.
8. Any and all repair that requires any seal to be broken must be done by RPM. NO EXCUSES. ALL REBUILDING OF THE ENGINE MUST BE DONE BY RPM.
9. DO NOT ATTEMPT TO DO ANY MODIFICATIONS TO THS ENGINE OR CARBURETOR. IF ANY MODIFICATIONS ARE DISCOVERED AT ANY TIME, BY T.S.S. OR R.P.M. THE MINIMUM PENALTY IS LISTED BELOW.
10. ALL MONEY AND POINTS FOR THE RACE MEET THAT THE VIOLATION IS DISCOVERED IN WILL BE TAKEN AWAY, ALL PREVIOUSLY ACCUMULATED POINTS WILL BE TAKEN AWAY AND A MINIMUM \$1000.00 FINE. THE DRIVER OF THE CAR WILL START AT THE REAR OF THE QUALIFERS AND FEATURES FOR A MINIMUM OF THREE RACE MEETS.
11. ALL FINE'S MUST BE PAID TO T.S.S. IN FULL BEFORE THE DRIVER, OWNER, CAR, OR ENGINE IS ELIGIBLE TO COMPETE.
12. THE ENGINE MUST BE REPAIRED AT R.P.M. BEFORE THE ENGINE IS ELIGIBLE FOR COMPETITION.
13. THE OWNER OF ANY ENGINE THAT FAILS ANY DYNO AND/OR PHYSICAL CHECKS/TEST THAT T.S.S. DOES, THE OWNER WILL PAY THE DYNO FEE AND OR THE INSPECTION FEE. THE ENGINE

WILL BE DISASSEMBLED AS FAR AS R.P.M FEELS A NEED TO CORRECT THE ISSUE/ ISSUES. THE ENGINE MUST BE RESEALED AT THE OWNERS EXPENSE. IF THE ENGINE THAT IS BEING CHECKED PASSES ALL CHECKS AND INSPECTIONS, THE SPEEDWAY WILL PAY THE FEE.

14. **ANY ENGINE THAT FAILS ANY TESTS OR DYNO WILL BE DISASSEMBLED**
15. **ALL ENGINES THAT ARE TAKEN WILL BE RETURNED NO LATER FOUR DAYS FROM THE DAY THE ENGINE IS TAKEN. IF THE ENGINE FAILS THE COMPETITOR WILL BE CALLED.**

2008 OPT.1 SUPER STREET RULES

THESE RULES ARE TO BE USED AS A GUIDE. T.S.S RESERVES THE RIGHT TO MODIFY OR ADJUST THESE RULES AS NEEDED.

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 #24 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**

CRATE ENGINES:

1. The only crate engines allowed are the G.M. Engine part #88958602 with a Speed demon 650 cfm carburetor #1282010 {with no prefixes or suffixes and bolt directly to the intake with one normal gasket} out of the box carburetor and the G.M. Engine part #88958603 with a Holley #4412 carb with the modifications listed in the carburetor section below. The carburetor spacer that must be used on the GM Engine Part #88958603 engine is the Canton part #805060 with no modifications and one normal .075 gasket per side.

DO NOT ATTEMPT TO DO ANY MODIFICATIONS TO THS ENGINE OR CARBURETOR. IF ANY MODIFICATIONS ARE DISCOVERED AT ANY TIME, THE MINIMUM PENALTY IS LISTED ABOVE IN THE CRATE ENGINE POLICY.

Since it would be nearly impossible and impractical to list within these rules all the modifications, adaptations, or infractions, it will be understood that: If it is not covered in these rules below it will be considered OEM 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 OEM stock, or any rule infractions. T.S.S. reserves the right to modify, delete, amend, or update these rules as need be. **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.**

Anyone that has an engine other than the #88958602 or #88958603 crate engine that isn't sealed over the winter is at risk to have their engine disassembled during the racing season by T.S.S. for tech. inspection. The fee for an engine seal is \$250.00.

ELIGIBLE MODELS

Any American make passenger car with a minimum wheelbase of 104". Wheelbase must be correct for frame, snout or uni-body used. If floors and firewalls are not correct for frame, snout or uni-body used, TSS may impose a weight penalty.

WEIGHT/CARBURETOR SPACER

All weights may be modified by TSS officials and will be modified when TSS officials feel that there is a need.

1. 327 and 350 block non crate engine cars will weigh 2950 lbs. with a max. 55% left side wt. and 48% rear wt. before any race with the driver in race ready position.
2. All cars with the part # 88958602 G.M. crate engine must use Speed demon 650 cfm part # 1282010 and weigh 2950 lbs. with a max. 55% left side wt. and 48% rear wt. with the driver in race ready position before any race. The carburetor must be bolted directly to the intake with no carburetor spacer. The only modifications allowed to these carburetors is the changing of the fuel mixing jets.

3. All cars with the part# 88958603 G.M. crate engine must use a Holley #4412 with a Canton carburetor spacer part #85060 {with no modifications} and weigh 2950 lbs. with a max. 55% left side wt. and 48% rear wt. before any race with the driver in race ready position.
4. THE CARBURETOR SPACER FOR ALL NON CRATE ENGINES MUST BE MADE OF ONE SOLID PIECE OF ALUMINUM OR PHENOLIC PLASTIC WITH A MAXIMUM THICKNESS OF 1", WITH ONLY ONE .075 MAX.GASKET PER SIDE. NO WEDGE SHAPED MOUNTING SURFACES. BOTH TOP AND BOTTOM SURFACES MUST BE PARALLEL. SPACER HOLES CAN NOT BE ANY LARGER THAN 1.720 INCHES. PORT HOLES MUST BE VERTICAL TO THE SURFACE WITH NO BEVELING, TAPERING, OR FLARING. NO ADDITIONAL OPENINGS FOR THE INDUCTION OF AIR ALLOWED.
5. All cars will be weighed with the driver in race ready position with the tires at race pressure.
6. A 0.25% tolerance on total weight will be allowed.

BODY

ANY ONE THAT USES A 78-82 TYPE MONTECARLO OR EQUIVLENT STOCK APPEARING STEEL BODY WITH A RUBBER FRONT AND REAR BUMPER COVER WILL BE GIVEN A WEIGHT BREAK. ASK TECH. FOR DETAILS.

1. All bodies must be stock appearing. Bodies may be OEM, home made or aftermarket. No down force bodies allowed. No right side ledge will be any wider than 5". After-market bodies must be made of steel or aluminum with rubber front and rear bumper covers, fiberglass roof, window frames and hoods allowed. Rubber front fenders are allowed when available for make and model of body used. No fiberglass fenders, doors, or rear quarters.
2. Body must be in OEM location on the frame. The roof height must be a min. of 48" from the ground measured back 10" from the top of the windshield.
3. Door inner structures, hinges, front inner fender wells and latches must be removed.
4. All sheet metal inside trunk area may be removed.
5. A hole may be cut in the hood for the air cleaner.
6. All metal bracing in OEM roofs and roof posts must be removed. All hood and trunk latches and hinges must be removed and replaced with quick release hood pins.
7. All bottoms of fenders, doors and rocker panels must be rolled or bent inward towards chassis.
8. Any radiator. A shroud must cover the top of all mechanical fans. Mechanical fans must be attached to the water pump. Electric fans allowed.
9. Any firewall or floor pans that do not meet the rules below may have a weight penalty.
10. The rear fire wall and rear fender wells may be removed.
11. If the O.E.M. front fire wall is modified or removed, a weight penalty may be issued by TSS officials.
12. Front firewall must be in O.E.M. location.
13. Excessive front floor pan removal may receive a weight penalty. Floor pan must completely seal off the drivers compartment from the engine bay and fuel cell area.
14. Any OEM bumpers or home made bumpers in stock position. Brackets may be fabricated. If OEM bumpers are exposed they must be cut flush with the outer edge of the body, capped and attached to the body. Homemade bumpers can not be exposed. All bumper ends must be capped.
15. 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.{No tubing allowed under these rub rails}
16. Aftermarket 5" high x 60" wide spoiler allowed. Spoiler must attach directly to rear bumper cover. If homemade spoilers are used they must be attached to the trunk with a maximum of 5" high. No wider than the width of the trunk. No adjustable spoiler, no angles on top of the spoiler or side bracing.

CHASSIS

1. All full frame cars must be OEM stock from front frame horns to 3" in front of the centerline of the rear end. Uni-body and sub-frame cars must be joined together with a minimum of 2" x3" steel box tubing. All Camaro cars may fabricate the frame from the snout to the rear bumper. All fabricated frames must have the same appearance [over the top of the rear end housing] as the o.e.m. frame rails. The wheelbase must be correct for the snout used. The front leaf spring mounting bolt must be no higher than two inches from the flat bottom of the fabricated frame rails. Tubing must be flush with bottom of front snout. No alterations to change any geometry.
2. No altering of the front cross member. If the front cross member is damaged, repairs must meet the tech. inspector's approval. Contact the tech inspectors prior to starting the repairs.
3. Rear frame rails may be fabricated from 3" in front of the centerline of the rear end housing back on all full frame cars. Rear replaced frame rails must be a minimum of 2" x3" steel tubing.
4. Bottom of frame will have a minimum of 5" ground clearance with driver at all times.

5. A fuel cell is mandatory. The fuel cell must be in the trunk area and as close to the back of the rear end as possible. All cars must have a fuel cell bar. The bar location will be under the back of the car and behind the fuel cell. The bottom of the bar must be below the bottom of the fuel cell. A minimum of 24" wide and fabricated from 1 3/4" minimum tubing. A 1 3/4" tubing brace must be welded at each end of the bar. Approximately 45° to the frame rails. There must be a metal frame under the fuel cell with a minimum of three 1" x 1" [min. dimension allowed] The top of the fuel cell must be mounted securely with 4 - 1" metal straps with two going in each direction. All fuel cells must have a rollover valve in the cell or the vent line. Maximum capacity: 22 gallons. Fuel cell must be enclosed in a 22 gage steel 0.031" thick magnetic steel container. The bottom of the fuel cell container will be no lower than 8" from the ground with the chassis at race height.
6. No add on weight will be allowed on the fuel cell bar or fuel cell frame.
7. All bolt-on parts except for the Camaro rear leaf spring hangers and the upper a frame plates must be in OEM stock location. This is anything that bolts to the frame.
8. All suspension brackets must be in OEM stock location. The upper a-frame mount holes may be modified.
9. Racing springs allowed. Springs must be correct for frame, snout or uni-body used. A 5" O.D. coil spring is the smallest allowed on any chassis. All springs must be in OEM stock location.
10. Solid shims, adjustable spacers, lowering blocks and shackles allowed. Rear spring buckets may be raised and a jacking bolt may be added. Camaros cars may have adjustable spacers in the front and adjustable shackles in the back. Lowering blocks and spring rubbers allowed.
11. **The only take apart, rebuildable or adjustable shock that is allowed is the QA1 stock mount steel FC Series. All parts that are used to rebuild, or adjust these shocks must be the original parts offered by QA1 for the FC series and available to every one by QA1 or its dealers. The only part that can be modified is the bleed hole in the piston. It may be re drilled. All other shocks must be an o.e.m. appearing steel shock that will fit into the o.e.m. location. All shocks must be o.e.m. appearing for the frame or snout used. Shocks may have extensions or spacers on the top or bottom. One shock per wheel. No shock will cost any more than \$99.95 racers net new for everyone.**
12. No rear sway bars. The front sway bar must be OEM appearing. {Howe type allowed} Frame mounts may be adjustable with a bolt or threaded rod with a steel bushing welded to the end. Sway bar arms cannot be removable. No heim joints or turnbuckles allowed anywhere on any sway bar or sway bar mount. Sway bar ends may be mounted on the top or bottom of the lower control arms.
13. Lower a-frames and trailing arms must be O.E.M. *and correct length for* frame, snout or uni-body used and in OEM location. No *modifications*. Upper trailing arms on coil spring cars maybe shortened or re-drilled to acquire pinion angle. The lower trailing arm brackets on the rear end on coils spring cars may be re drilled. Rear end pads on leaf spring cars may be relocated to acquire pinion angle.
14. Upper tubular a-frames allowed. A-frame mounts may be fabricated. The only adjustment of the upper A-frames allowed is at the A-frame cross shaft at the a-frame mounting location. Upper A-frames must have a solid cross shaft and the A-frame can not be adjustable. All camber and caster must be adjusted with the typical front end shims or flat washers.
15. All steering components must be O.E.M. for make of frame or snout used. No alterations to make steering components fit.
16. Upper and lower ball joints must be OEM or stock replacement and fit A-frames with no modification. No adjustable ball joints.
17. Spindles must be either, Camaro, standard Impala, {no dropped spindles} or 1978 and newer Metric type on all chassis .No bending, cutting or heating to acquire anything. The front brake rotors and hubs may be aftermarket Coleman Sportsman steel or equivalent. OEM appearing steel single piston brake calipers.
18. Suspension bushings must be OEM dimensions. No eccentric or offset bushings allowed. No pan hard bars.
19. Maximum tread width 64 1/2 ". Will be measured from center to center of wheels at spindle pin height.
20. Rear disc brakes allowed. Rear rotors must be a vein type rotor, with a minimum thickness of 0.750". No lightening of the rotors allowed. Any OEM appearing steel single piston calipers allowed. Any rear fixed caliper mounting bracket may be used.
21. After market brake pedal and master cylinders allowed. Adjustable brake proportional valves allowed.
22. After market clutch pedal, master cylinder and hydraulic throw out bearing allowed. External slave cylinders allowed.
23. Maximum 7" steel wheels. 1" OD lug nuts mandatory on all wheels. Wheel studs must be extended beyond the lug nuts.
24. **Hoosier tires only:
26.5 x 7 x 15 x 790 left or right
27 x 7 x 15 x 790 left or right**

ENGINE / DRIVETRAIN

If engines are interchanged, they must stay in the original manufacturer line: GM for Chevrolet, Pontiac, Buick and Oldsmobile. Ford for Ford and Mercury. Dodge for Plymouth, and Chrysler. American Motors for American

American Motors 304 C.I. BLOCK
Chrysler 318 C.I. BLOCK
Ford (no 351 heads) 302 C.I. BLOCK
GM 305/ 307/ 327 or 350 C.I. BLOCK
GM Factory Sealed P# 88958602 and #88958603 (No Modifications to these engines)

1. All engines except the crate engine will be allowed a maximum of .040 overbore including wear. All engines must have dish or flat top pistons. No portion of the piston will protrude above the block deck. Pistons may be coated.
2. No modifications allowed to the G.M. crate engines. No carburetor spacers on part# 88958602 G.M. crate engine.
3. Solid motor mounts, bell housing and transmission mounts allowed. No motor plates allowed.
4. All engines must be in OEM location for frame or snout used.
5. OEM stock production crankshaft or Scat replacement cast steel 9000 series crankshaft allowed, part numbers 9-10526 or 9-10442. Normal balancing allowed. No grinding, lightening or stroking allowed. The crankshaft must be correct dimension and weight for block used. Rod journals and main bearings will be no more than 0.030 undersize.
6. Lifters must be solid or hydraulic and OEM stock OD for block used. *The o.d. measurement is .842.* No roller or mushroom cams or lifters allowed. ROLLER ROCKERS ALLOWED. A 1.5 ratio is allowed for Chevy. Poly locks and double roller timing chain allowed. No gear drive. NO CAMSHAFT WILL HAVE A LIFT GREATER THAN 0.460 AT EITHER THE INTAKE OR EXHAUST VALVE. VALVE LASH WILL BE SET AT .000 WHEN MEASURING THE LIFT. NO CAMSHAFT WILL HAVE A LIFT GREATER THAN .306 AT THE CAM. Valve lift will be checked with a Twin State Speedway solid lifter and light valve springs and measured at the cam and the valve.
7. Connecting rods must be steel I beam and OEM dimensions for block used.
8. Fuel pump must be stock replacement, and bolted in o.e.m. position on the block. No electric fuel pumps.
9. Water pump may be aftermarket. The water pump must be in o.e.m. location on the block and run by a belt. The alternator can not be built into the water pump.
10. Any belts and pulleys allowed.
11. Aftermarket power steering pump and alternator allowed. Must be bolted to the engine. No smog pumps allowed.
12. Aftermarket air filter housing allowed. Housing must be steel or aluminum top and bottom. No trick or molded type air filter housing allowed. One air filter with a maximum of 4 inches in height is allowed. No devices to increase the air flow to the carburetor.
13. Mufflers required. Max. 3 1/2 "inlet and outlet. Any muffler that TSS officials feel is too loud will be required to change. All exhaust pipes must exit behind the driver under the car with turn downs, or exit out the rear of the right door and be flush with the body.
14. All distributors must be OEM stock or OEM stock replacement HEI. No Billet housings, external coils, ignition boxes or any other electronic parts allowed. All distributors must use the correct firing order for the block used.
15. Any gear ratio allowed.

Rear End Option 1 - All rear ends must be a continuous steel housing from bearing end to bearing end. The maximum tread width allowed is 64-1/2" measured at the center of the wheels. Rear ends must be steel ford 9" origin or any other OEM manufacturer steel housing. All rear ends must have either OEM steel tubes with steel bearing flanges on the outer ends of the tubes or aftermarket welded in steel tubes with weld on bearing flanges. All rear-ends may have aftermarket steel axels or OEM steel axels. All Ford axels must have pressed on bearings. A 3" minimum O.D. steel tube is mandatory. All rotors will be a minimum of .750" thick. After-market gears allowed. Steel spools mandatory. Axles must be solidly connected. No aluminum or lightweight center sections or carriers allowed.

Rear End Option 2 – Floaters rears must be a continuous steel housing. All cars with floater rears must be a maximum of 64 ½” tread width measured at the center of the wheels. All rotors must be steel. Rotor hats and drive flanges may be aluminum. Axels must be steel and solid, no gun drilled axels allowed. All rotors will be a minimum of .750” thick. No wide five hubs. After-market gears allowed. Steel spools mandatory. Axels must be solidly connected. No aluminum or lightweight center sections or carriers allowed.

16. When mounting any rear end in a 108.4” metric chassis other than the rear end which is the o.e.m. rear for the car the following rules must be followed. The measurement for the fabricated lower trailing arm bracket will be a maximum of six inches from the bottom of the rear end tube to the center of the mounting bolt. The same measurement will be used for the left and right bracket. The lower shock mount must be on the back of the bracket the same way that the o.e.m. shock was mounted.

17. When mounting the upper trailing arms the o.e.m. arms must be used with the o.e.m. cross member. The crossmember can not be modified. The upper trailing arm brackets will be fabricated on the top of the housing in the same location that they were on the o.e.m. metric frame rear end. The brackets will be no higher than 15” from the flat bottom of the center section of the housing. The rubber bushings that are on the o.e.m. rear end housing for the 108.4” metric frame must be used when fabricating the upper trailing mount brackets.

18. All cars must have a magnetic steel driveshaft.

19. No automatic transmissions.

20. 3 or 4 speed manual transmissions must be used. All transmissions must be OEM stock with all gears in working order. No modifications allowed. No 5 speeds. Any shifting lever allowed. **In 2009 all cars will have a oem stock 3 speed transmission with no modifications**

21. Weight for flywheel, clutch disc and pressure plate will be a minimum 30 lbs. for the total assembly. The minimum dimension for clutch disc and pressure plate is 10.4”. Pressure plate and flywheel must be OEM stock magnetic steel or OEM magnetic steel stock replacement for original manufacturer. GM for Chevrolet, Pontiac. Ford for Ford, etc. Solid center clutch disc allowed. No aluminum, lighting, turning or drilling allowed. No multi-disc clutches allowed. Mini starters are allowed. All crate motors must use flywheel part # 14088646 or a magnetic steel replacement. Wt. must be equivalent.

HEADS

1. Casting numbers must document that casting used is a minimum of 70 cc’s with an intake valves not larger than 1.940, and exhaust valves no larger than 1.500.

2. 70 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 70 cc., machined for screw in studs and guide plates. NO GRINDING, DIPPING, ACIDING, HAMMERING, PEANING, HONING, 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 three angles allowed on valve seat. All valve spring retainers must be magnetic steel.

CARBURETOR

1. ALL CARBURETORS WILL BE CHECKED WITH T.S.S. GAUGES!!!

2. One Holley #4412, 500 CFM carburetor mandatory. Choke butterfly and shaft may be removed. Holley externally changeable jet fuel bowl may be used. Any power valve allowed. Accelerator pump may be changed. Idle holes may be drilled in the butterflies. No other modifications will be allowed.

3. The only modification allowed to the Speed Demon 650 cfm carburetor #1282010 is the changing of the power valve, the fuel mixing jets and the accelerator pumps

4. No devices to increase air flow allowed.

INTAKE MANIFOLD

1. The GM crate motors must use the intake that comes with the motor from GM. All other engines must follow the rules below.

2. The only intake manifolds allowed will be: the current production models – **no older models** - Edelbrock Performer for following makes and models: Chevrolet - 2101, Chrysler - 2176, Ford Windsor - 2181,

Cleveland - 2750. All intakes must be stock out of the box. No modifications allowed. All sand castings marks and parting lines must be visible. DO NOT TOUCH.

EXHAUST

1. After-market headers allowed no step tube headers, up and over or 180 degree's allowed. Headers must be street type only. No coating of any type allowed on I.D. of headers, mufflers or exhaust pipes. 3 ½"O.D. maximum exhaust pipe. No two into one. **All cars must have two mufflers.** No wrap of any kind allowed on any part of the exhaust. Balance tubes allowed.

Twin State Speedway's Non Crate Engine Head Rule

Work allowed on the valve seat is as follows:

No angle cuts, metal removal, or enlarging of the ports allowed below the top of the valve seat to a depth greater than:

.171 From top of the valve seat to top of the gauge in the intake valve port side of head.

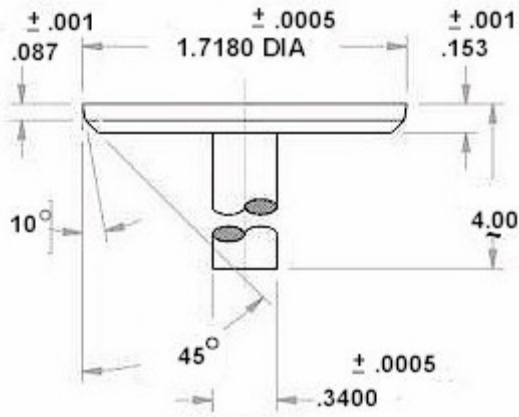
.121 From top of the valve seat to top of the gauge in the exhaust valve port side of head.

All heads may be milled to a minimum of 70 cc., machined for screw in studs, guide plates and drill pushrod guide holes. NO GRINDING, DRILLING, BEADING, DIPPING, ACIDING, HAMMERING, PEANING, HONING, SALTING or anything else that you can think of. These heads will be checked and confiscated if a second opinion is needed.

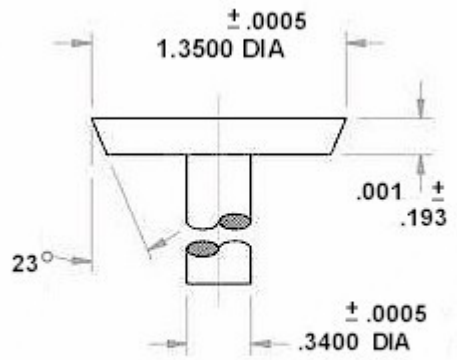
Measurements will be strictly enforced by the use of Twin State Speedway's no-go gauge.

Exhaust: 1.350" OD of gauge on exhaust.

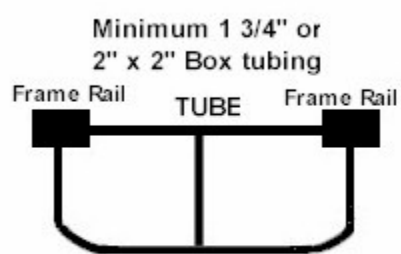
Intake: 1.718" OD of gauge on intake.



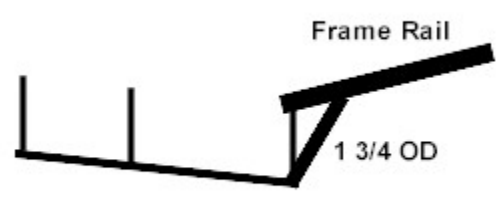
**NO GO
INTAKE VALVE**



**NO GO
EXHAUST VALVE**



BACK VIEW



Side View

FUEL CELL BAR

Paint and Lettering

1. All cars must be numbered. All numbers must be confirmed with Twin State Speedway. Numbers must be painted on both doors and on roof. 18" Minimum height. Roof number must be read from the passenger side of the car. All numbers will be distinctly contrasting to the car color. Maximum two digit numbers. In addition, all cars except Modified cars must have their car number on the upper right hand corner of the windshield, with a minimum height of 6" in white. All numbers will be subject to visual approval by the head scorer. To be appointed a number you must call or email the speedway.
2. All cars must be neatly painted. No obscenity will be allowed.
3. All cars except the modifieds must have their total wt. and the option that they are using on the bottom passenger's side of the windshield.

If there is any question of any of the rules listed, please do not hesitate to call for official information. Call the speedway days @ (603) 543-3160. There will be a fee for your T.S.S. license.