

2010 TSMA STOCK CAR DIVISION RULES

SECTION - A : GENERAL

1) Fighting : There will be no Fighting or going to anyone else's Pit Area to cause trouble. There will be no causing trouble, arguing Calls, Rules E.T.C. with any of The Track Officials, or any of The T.S.M.A. Officials. Anyone caught Fighting or going to someone else's Pit Area to cause trouble, or causing trouble with any of The Track Officials or T.S.M.A. Officials will be prohibited to run with The T.S.M.A. Association's Stock Car Division at any Track that is running our Rules, and will be suspended for the entire Season, and could possibly face a lifetime suspension. NO WARNINGS, NO EXCEPTIONS, NO FIGHTING !!!

2) Sanctioning Fee : There will be a 1 time \$30.00 Sanctioning Fee for The Entire Season, or you can pay a \$15.00 Sanctioning Fee to run 1 Event. It is The Driver's Responsibility to make sure you have paid your Sanctioning Fee and register with T.S.M.A. If you do not pay your Sanctioning Fee and Register, you can not Race. NO EXCEPTIONS !!!

3) Radios : NO 2-Way Radios of any kind, NO In- Cockpit, Driver Controlled Electronic Devices of any kind !!!

4) Weigh In Procedures : All Cars must weigh with The Driver in The Car. The TOP 3 Cars must weigh after Heat Races and Consolation Races. The TOP 5 must weigh after The Feature Event. After all Races. GO DIRECTLY TO THE SCALES , failure to do so will result in a Disqualification, No Points, No Money.

5) Inspections : All Cars will Inspected before any Event. Your Helmet must be in your Car during Inspections. Officials may Inspect your Car at ANY TIME !

SECTION - B : SAFETY

1) Fire Extinguishers : All Cars must have a fully Charged Fire Extinguisher with a Gauge. The Fire Extinguisher must be Securely Mounted (NOT TAPED), and within The Driver's reach. An Onboard Fire Suppression System is highly recommended, but not Mandatory !

2) Kill Switch : All Cars must have a Kill Switch, within The Driver's Reach, and must be able to be reached standing outside the Driver's Side of the Car. The Kill Switch must Clearly be marked ON / OFF !

3) Helmet : All Drivers must wear a Helmet, it must be in good condition, with no visible flaws. Full Faced Helmets Highly Recommended. Helmets must at least meet Snell 95 Standards.

4) Protective Clothing : All Drivers must wear a Fire Resistant Suit, 2 Piece Suits are allowed. All Drivers should wear Fire Resistant Gloves and Shoes. Clothing must be in good Condition.

5) Seat : An Aluminum Construction Racing Seat is required. The Seat must be mounted to The Roll Cage or The Frame Members, (No less than 4 Bolted Locations). Seat Pads must be Fire

Resistant.

6) Seat Belts : Seat Belts must be Competition Style Seat Belts, (5 Point Safety Belt Shoulder Harness). Seat Belts must be mounted to The Roll Cage or The Frame. Seat Belts should be no more than 3 Years Old. No Frayed or Torn Webbing on The Belts.

7) Battery : Batteries should not be mounted inside The Driver's Compartment. All Batteries that are inside the Driver's Compartment MUST be Mounted in a Marine Style Battery Box, which is securely Mounted, and The Box must have a lid that securely fastens down.

8) Fuel Cells & Fuel : All Cars must have a Fuel Cell, and must be securely Fastened down by 2 Steel Straps, 2" Wide by 1/8" Thick and must be enclosed in a Steel Container, and mounted behind The Rear Axle. The Fuel Cell Breather Hose should have a Loop in it and extend below The Fuel Cell. Bladders are permitted, and will be mounted the same as a Fuel Cell.

SECTION - C : ROLL CAGE

1) Roll Cage : A minimum 4 Point Competition Style Cage is required. The Roll Cage must be constructed of Magnetic Steel Tubing that is a Minimum of 1 ½ inches O.D., and a Minimum of .095 Wall Thickness. The Roll Cage must be securely welded to the frame of the car. The Roll Cage must be kept within the confines of the body of the car. The Roll Cage must be Welded together. Must have at least 3 Horizontal Door Bars on The Driver's Side, and at least 2 Horizontal Door Bars on The right side. Radiator protection Bars and Engine Protection Bars are Permitted. Front and rear protection bars that pass through the Front and Rear Firewalls are permitted. All bars near The Driver should be covered with Fire Resistant Padding. Three Driver's Protection Bars should be mounted in The Windshield Area, with a Minimum of ¼ inch Round Stock, and should also be covered by a Mesh Type Screen. The Driver's Head must be at least 2 Inches below the Top Bars of The Roll Cage.

SECTION - D : BRAKES

1) Brakes : All Cars must have Brakes in Operating Condition on all 4 wheels. 4 wheel Disc Brakes are permitted, no aftermarket Calipers or Rotors, no drilling holes in rotors. Brake Bias Adjusters are permitted, for Front to Rear only, NO right front shut offs !

SECTION - E : WHEELS AND TIRES

1) Tires : Any 8" Racing Tire, Any Brand, Any Compound, No D.O.T.'s !

2) Wheels : Any 8 Inch Steel Wheels are permitted, Any 8 Inch Racing Wheels are permitted. Bead Locks are permitted on all 4 wheels. All wheels must be Fastened by 1 Inch Lug Nuts ! No Aluminum Wheels !

SECTION - F : WEIGHT

1) Weight : Any Car with an Aluminum Body must Weigh 3200 Pounds, with The Driver in The Car, 2 or 4 Barrel Carburetor.

2) Steel Bodied Cars can weigh 3000 Pounds with The Driver in The Car, with a 2 Barrel Carburetor ! With a 4 Barrel you must weigh 3200 Pounds !

3) All weights must be securely fastened to the car using Bolts, no weights are to be mounted inside The Driver's Compartment, all Weight must be mounted under The Body. All weights should be Steel or Lead Type weights. All weights must be Painted White, with The Car Number painted on them.

SECTION - G : BODIES

1) Bodies : American Manufactured Steel Bodied, Production Passenger Cars are permitted. Uni-Body Cars are permitted, but must be tied together from The Front Sub-Frame to The Rear Sub-Frame with a Minimum of 2 Inch by 2 Inch Boxed Tubing. No Fiberglass Bodies, No 2 Door Coupes, No Station Wagons. No 4 Wheel Drives, or All Wheel Drives, No Independent Rear Suspensions. Bodies must be mounted in The Stock Location, centered between the Wheels !

2) Older Bodied Cars : Older Bodied Cars are permitted to be Mounted on a Minimum 108 Inch Full Frame. For example A 57 Chevy Body can be Mounted on a 1984 Monte Carlo Frame. A 57 Thunderbird can be Mounted on a 1990 Crown Victoria Frame. The Bodies must be mounted and centered between the wheels. This is for The Fans, they love to see The Older Bodied Cars out there Racing !

3) Appearance : All Cars should remain neat in Appearance and Safe, any damages should be repaired before the next Race. All Car Numbers must be at least 18 Inches high, and 3 Inches thick, and placed on the Roof and both doors, the numbers must be CLEARLY VISIBLE and easy to read.

4) Tow Hooks : All Cars must have Adequate Tow Hooks, on The Front and Rear of The Car at all times.

5) Spoilers : Spoilers are not permitted.

6) Side Skirts : Side Skirts are permitted, 3 Inches Max, below The Body.

7) Visors : A 6 Inch Front Windshield Visor will be permitted.

8) Bumpers: Tube Style Bumpers are permitted on the Front and Rear. The corners must be rounded and Capped off, and with The Confines of the Body of The Car, NO SHARP EDGES ! The Front Bumper MUST remain behind the Front Bumper Cover.

9) Rub Rails: Rub Rails are not permitted. Nothing shall extend beyond the Confines of The Body of The Car, with the Exception of Tow Hooks.

10) Hoods & Trunk Lids : The Factory Latches must be removed. All Cars must have at least 2 Hold Down Pins and Hinges on the other end, or at least 4 Hold Down Pins with no Hinges.

11) Exterior Body & Panels : The Bodies must remain Stock Appearing ! Aftermarket OEM Style Nose Pieces are permitted, NO LATE MODEL STLYE NOSE PIECES ! The Rear of the Car can remain open, you do not have to run a Rear Bumper Cover, but you must have Adequate Push / Impact Bars back there. 5 Star Aftermarket Body Panels are permitted, Aluminum or Steel. You can Make your Own Bodies if you are Capable of doing so, but keep in Mind if you decide to make your own Body Panels they MUST BE STOCK APPEARING ! No straight Sided Bodies, these Cars must be recognizable as to what type of Car it is ! No unnecessary Chopping of The Body will be permitted. You are permitted to cut the Wheel Wells for Tire Clearance, you are permitted to cut a hole in the center of the Hood for The Air Cleaner, you are permitted to cut the Roof off for Cage Installation, but it must be put back in its Factory Location.

12) Interior & Floor Pans : The Interior must be COMPLETELY GUTTED, No Glass, No Carpet, No Factory Seats, No Mirrors. NO COCK-PITS. A Dash Board may be Constructed for Switches and Gauges. The Floor Pans must remain Stock from The Front Firewall to The Rear of The Driver's Seat, and from Left to Right. You may box in The Area behind The Driver's Seat from Left to Right, and to The Front of Your Trunk Lid with Steel or Aluminum. You must have a Trunk Area, with a removable Trunk Lid ! The Driver's Seat can be mounted to fit The Driver, on the Left Side of The Car. No Center Mounting, or Right Side Mounting of The Seat will be Permitted.

13) Inner Wheel Wells & Trunk Area: The Front and Rear Inner Wheel Wells may be removed for Tire Clearances. The Trunk Floor Area may be removed. The Area around The Fuel Cell should be strongly Re-Enforced.

14) Firewalls : The Front Firewall may be Modified for Clearance Issues, but it must be Re-Constructed with STEEL ONLY and Completely Sealed off. All holes must be Patched with STEEL, all Seams must be welded. The back side of the Hood towards the Driver must be completely sealed off.

A Rear Firewall must be Constructed, behind the Driver's Seat Area, completely sealing off the Trunk Area from The Driver ! From The Rear of The Driver's Seat to The Front of your Trunk Lid may be Boxed in using Steel or Aluminum.

Hatchback Cars must Construct a Rear Firewall, and have a Trunk Area , with a removable Trunk lid. The Trunk Floor area may be removed.

SECTION - H : WHEELBASE, FRAMES & UNI - BODIES

1) Wheel Base : Any Full Framed or Uni-Bodied Type Passenger Cars are permitted, with a MINIMUM Wheel Base of 101 Inches, and The Wheelbase must match The Car. (Example 101 Inch Wheel Base Mustangs, Newer Body Style Camaros, Firebirds) are Permitted, GM Metric Frames must Maintain a Minimum Wheel Base of 107 Inches.

2) Frames : Your Frame must match The Type of Body you are running. (Example Chevy / Chevy , Ford / Ford, Dodge / Dodge.) NO FRAME SHORTENING ! You are permitted to replace your Frame from The Rear of The Wheel opening to the back of the Car. X-Bracing of The Frames is Optional.

3) Uni -Bodies : Uni -Body Cars are permitted, and The Front and Rear Sub-Frames MUST be Tied together with 2 Inch by 2 Inch Boxed Tubing.

SECTION - I : SUSPENSION

1) Weight Jacks : Manual Type Weight Jacks or (Jack Bolts) are Optional ! No Hydraulic or Electric Type Weight Jacks, Manual Type ONLY !

2) Shock Mounts : Front Shock Mounts can be Re- Located. The Rear Shock Mounts must remain in the stock location !

3) Front Suspension : Aftermarket Tubular Upper Control Arms are Permitted. Stock Type Control Arms may be reinforced along the edges. The Lower Control Arms must remain Stock, and mounted in The Stock Location, they may be reinforced along the edges. Aftermarket Ball Joints are permitted. Coil Springs must remain in The Spring Pockets. Stock Type Passenger Car Spindles only no Fabricated Spindles !

4) Rear Suspension : The Rear Suspension must be Stock and match the Type of Car you are running. (Coil for Coil, Leaf for Leaf). Rear Trailing Arms must be Factory Type arms, Factory length to the Type of Car that you are running (GM METRIC / GM METRIC - CHEVELLE / CHEVELLE). No Adjustable type of arms, No Adjustable Mounting Brackets ! Torsion Bars from The Transmission to The Rear End are permitted ONLY if it came Factory on The Car. (Example, Newer Body Style Camaros and Firebirds.) Coil Springs and Spring Pockets must remain in The Stock Location. Leaf Springs must be Mounted in The Stock Location, NO SLIDERS. Shackle Style Mounts are permitted on The Rear Mounts of The Springs. Leaf Springs must be Steel Multi-Leaf Construction. No Mono or Composite Type.

5) Shocks : 1 Shock per wheel ! Steel Bodied Racing Shocks are permitted. No Aluminum Shocks, No Air Shocks, No Adjustable Shocks of any kind. No Coil over or Helper Springs allowed.

6) Struts : Struts are permitted only if they are Factory to the Type of Car you are running. Steel Aftermarket Struts are permitted, must be OEM Type Struts, No Aluminum Struts

7) Springs : All Coil Springs are to be at least 4 ½ Inches in Diameter, and must be Steel !

SECTION - J : STEERING

1) Steering : All Steering Components must remain in The Factory OEM Location. After market Steering Components are permitted, (Example Different Ratio Steering Boxes are permitted), but must be mounted in The Stock Location, and must be Stock Appearing. The Steering Shaft

may be Re-Located for Clearances, and positioned to suit The Driver, and must stay on The Left Side of The Car. Aftermarket Steering Wheels and Quick Release Hubs are permitted, Collapsible Steering Shafts are permitted. Rack and Pinions are permitted but MUST Factory on the Car. Aftermarket Quick Ratio Rack and Pinions are allowed, be must be mounted in The Factory Location, and must be Stock Appearing. No Rear Steer Cars permitted.

SECTION - K : DRIVETRAIN

1) Transmissions, Clutches and Bell Housings : Manual and Automatic Type Transmissions are permitted. No " IN or OUT " Boxes. With the motor running, and the car in a still position, the Driver must be able to engage the Transmission and move the Car Forward, then stop and engage the Transmission and move Backwards. No Type of Quick Change Transmissions permitted. Triple Disc Clutches are permitted. Manual Transmissions must have an Explosion Proof Steel Bell Housing, or if you prefer, you can create a Shield of at least ½ X 6" Steel, covering The Clutch area 180 Degrees, and must be firmly Fastened. All Transmissions must have at least 1 Forward Gear and 1 Reverse Gear, plus The Neutral Position, and must be able to be shifted by The Driver. All Race Cars must join the Line-Up on demand, unaided or they will go to the rear of that Race.

2) Rear Ends : Any OEM Passenger Car or Truck Type Rear Ends are Permitted. Floater Type Rear Ends are permitted, Ford 9 Inch Rear ends are Permitted in any Type of Car. NO Quick Change Rear Ends !

3) Drive Shafts : The Drive Shaft must be Steel and must be Painted white. Aftermarket Drive Shafts are permitted, and should be at least 2 Inches in Diameter. You should have at least 1 Catch Hoop mounted no more than 8 Inches from The Front of The Drive Shaft.

SECTION - L : CARBURETORS & FUEL SYSTEMS

1) Carburetors : Any 2 or 4 Barrel Carburetors are permitted. Carburetor Spacers are allowed, as long as it does not make your Intake Height more than 6 Inches. (See Intake Section for Height measurements) Carburetor Linkages should be an Adjustable Rod Type Design, with an Adequate Return Spring.

2) Fuel Injection : Fuel Injection is NOT permitted.

3) Fuel Pumps : No Electric Fuel Pumps, No Belt Driven Fuel Pumps. The Fuel Pump must be a Mechanical Engine Mounted Fuel Pump.

4) Fuel Types : Gasoline is the Only Fuel Type allowed. No Alcohol or Fuel Additives of any kind. No Nitrous Oxide, No Turbo Systems.

SECTION - M : ENGINES, OILING & COOLING SYSTEMS

1) Engines : The Engine must match The Body of the car that you are running. (Example GM/ GM, Ford / Ford, Dodge / Dodge). Engine Blocks and Cylinder Heads must be

Cast Iron. There is no Cubic Inch Limit on the Engines. NO ALUMINUM BLOCKS OR HEADS !

2) Engine Set Back Tolerances : The Number 1 Spark Plug can align with The Centerline of The Upper Ball Joint, NO FURTHER BACK, NO EXCEPTIONS !

3) Oiling Systems : Wet Sump (In Pan) Oiling Systems only, No Dry Sump Oiling Systems !

4) Cooling Systems : Cooling Systems may be Modified, The Heater Core may be removed and By- Passed. Aftermarket Aluminum Radiators are permitted, and must be mounted in Front of The Engine.

SECTION - N : INTAKE & EXHAUST SYSTEMS

1) Intakes : Cast Iron and Aftermarket Aluminum Intakes are permitted, and shall have no more than a 6 Inch Rise, measured from the top of The Front End Rail on The Block, to The bottom of The Carburetor. You can run a Carburetor Spacer but this is included in your Height Measurement.

2) Exhaust : Headers are permitted, and Spent Exhaust Gases must exit away from The Driver, and exit The side of The Car parallel to The Track Surface.

SECTION - O : IGNITION, STARTING & CHARGING SYSTEMS

1) Ignition Systems : Battery Type Ignitions only, No Magnetos. Maximum one Ignition System and / or Multiple Spark Discharge Box Allowed. An Ignition System includes, but is not limited to : Multiple Spark Discharge Box, Coil, Battery, E.T.C.

2) Starters : All Cars must have a working Starter, and be able to start at all times, you will not be Push Started each and every week ! Aftermarket High Torque Starters and Gear Reduction Starters are permitted.

3) Alternators : All Cars should have a working Alternator, if you run an Alternator, Aftermarket Alternators are permitted, Single Wire GM Type Alternators are permitted.

SECTION - P : DISCLAIMER

1) You must be able to Jack your Car up and place it on 4 Jack Stands, TSMA Officials may require you at ANY GIVEN TIME to do so for Inspections. Failure Comply, will result in Dis- Qualification, and a loss of Points, and a possible Suspension !

2) No covering The Backs of The Cars, or The Wheel Wells, while in The Pit Area. The TSMA does not permit any types of Covers on The Cars, you should have nothing to hide from anyone !

3) Anyone caught Cheating or Fighting can be Suspended for The Season, and face a possible Lifetime Ban from This Series !

For any questions concerning The TSMA Stock Car Division Rules, you can reach me at 1-740-849-2548, or E-Mail me at kdale@columbus.rr.com.

TSMA Stock Car Division Director

Kevin Dale