

# **Official Street Spec Rules**

Volume 3, February 1998

These are the current, "New" Street Spec rules. There really are no changes other than adding a few more things that you are NOT allowed to do, and making some of the things that you could a bit clearer. We hope this will make it easier to tech and be more helpful when building and tuning your car.

## **IF THE RULES DO NOT SPECIFICALLY SAY YOU CAN DO SOMETHING, DOING IT IS ILLEGAL!**

All chassis must be "Street Spec Legal" approved models only.

Current approved models are produced by Trinity, TRC and Bolink.

Chassis with body must retail for a maximum of \$165.00.

Chassis with body, motor and battery must retail for a maximum of \$199.99.

Chassis must be raced as it comes in the kit. You may not cut, drill, lighten or modify the chassis and its components in any way. The only exception being 2 holes for servo mounting screws, and 2 holes in the front axle plate of old Trinity and current Bolink cars to attach posts as stops to keep front steering blocks from locking over in an accident.

No swapping of parts between Stocker/Trucks and Touring chassis styles, Stocker/Truck chassis must run only in Stocker/Truck races, and Touring cars only in touring events.

Any replacement chassis part must be of the same make and type as which comes with the original car kit. You may not swap parts between Trinity, TRC, Bolink nor any other Street Spec legal cars, except for the Street Spec legal bodies.

Replacement parts must come from the original kit manufacturer and be the same as included in current kits. This includes the main chassis plate, pod plates, T bars, secondary chassis plates, hubs, axles, steering blocks, dampener washers, front axles plates, body posts and uprights, etc.. Parts may not be upgraded with look alike graphite or aluminum components.

In Street Spec racing there are no after market hop up parts allowed, (I.E. graphite chassis, light weight hubs etc.) unless otherwise noted in these rules, (I.E. bearings, bumpers etc.)

Screws must remain the same as on the original car kit. You may not swap steel screws for aluminum.

Front suspension springs may be replaced with any aftermarket spring.

Front wheel ball bearings are allowed.

Dampening is allowed by putting a lubricant on the kingpins. No mechanical dampening systems are allowed, (shocks, dampener tubes, O rings etc.).

Dampening may be changed in rear by use of any type of dampening fluid.

Front caster may only be changed with the use of washers, and/or after market caster blocks as manufactured by Associated and Robinson. Caster change only blocks are legal. Blocks that change caster and camber are not legal. You may not bend the kingpins or axles to change the caster or camber. Caster must be the same on both sides, you can not shim the left and right sides different on the TRC car.

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Camber may not be changed on the Trinity or Bolink cars by making the front axle plate non-parallel with the chassis plate by the addition or subtraction of spacers from one side. Both axle and chassis plate must be parallel when viewed from the front.

Radio gear may be mounted any place on the chassis, except "T" bar.

Steering servo may be screwed to chassis or front axle plate. After market servo mounts may be used.

Stock steering linkages and ball ends must be used. Turnbuckles are not legal. Steering rods may not be bent.

4/40 nuts may be added to steering linkage ball ends on steering blocks and servo saver.

2 small holes may be drilled into the front axle plate of older Trinity and all Bolink cars for the sole purpose of adding 2 screws and nuts to act as stops for the steering linkage. These stops are to keep the front wheel from locking over in a crash. Trinity cars now have these holes so additional holes are illegal.

Battery pack must be mounted across chassis and centered from side to side in the original factory provided position. Battery pack may be taped, O ringed or tie wrapped in place. Battery pads or any other device that raises or lowers the battery mounting position is not legal.

Stealth and or Lexan antenna holders may be used.

Ball bearings may be used in right side diff hub.

No carbide diff balls or ceramic diff rings are allowed. Diff washers may be glued or taped to hub, but may not be pinned.

No after market diff parts like aluminum cone washers are allowed.

Solid steel rear axle must be used, and may not be shortened.

Flat spots may be filed into rear axle only where left side hub screws make contact.

Any unmodified 28 tooth pinion and 120 tooth spur gear may be used.

Rear track may be 8.5" wide maximum and 7" minimum on stock car and trucks. Addition of axle spacers (plastic, steel or aluminum) may be used to space rear axle out to maximum width. Thrust washers or thrust bearings are not legal. Tires must be under body at all times.

Rear hubs must be those supplied in current kits. Trinity kits now come with an aluminum left side hub, so all previous Trinity cars may use this aluminum hub, (EV4009).

Ride height adjustors must be the same as come in original car kit. Associated #4 ride height adjustors are not legal.

The Bolink car's rear pod plates now have ride height adjustors, so these plates may be used on all previous Bolink cars, (5166A left bulkhead, 5165A motor mount). Bolink cars using new rear pod plates must use off-set ride height adjustors as come with the kit.

After market front bumpers are legal. Bumper must not extend outside of the body shell.

Silicone tubing may not be added to front of the ride height adjuster post on Trinity or Bolink car.

Teflon tape may not be used on damper washers or top pod plate.

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Rear damper springs may not be changed.

Extra "O" rings or other foreign objects may not be wedged under "T" bar to tweak chassis. Tweak screws are not legal. Nothing may be mounted to "T" bar in front of motor like receiver battery packs, ballast etc.

Body posts must be stock, but can be cut down so they do not stick too far out side of body. Body must be held on in the same manner as comes stock in the kit, I.E. clips/nuts may not be replaced with screws or body post collars. Any body clip is legal. Foam body washers may be used.

Transponder may be mounted anywhere on chassis or inside body. After market transponder holders are legal.

Minimum weight of chassis with body, motor and battery pack ready to race less transponder is 43 oz.

Ballast may be added to chassis to make legal weight.

Legal Stocker/Truck car kits:

Trinity S-Spec 10 (SS2222, SS2223, SS2240, SS2241)

TRC Spec-10 (TR8000, TR8010, TR8005, TR8015)

Bolink (BL1394C, BL1394T, BL1395C, BL1395T)

Legal Touring car kits:

Trinity S-Spec10T (SS2230, SS2231)

Tires: You must use Street Spec tires only. These are only available and only produced by from Trinity, TRC and Bolink.

Street Spec legal tires are easily teched because of the white band that is on the inside edge of the tire.

"Street Spec" front tires must retail for \$10.99 per pair.

"Street Spec" rear tires must retail for \$11.49 per pair

"Street Spec" Tires come in 3 front compounds, (Orange, Green, Blue) and 2 rear compounds, (Green, Blue).

Tires may be retrued, but may not be narrowed.

Tires must be mounted so that the white band faces the center of the car.

Stock Cars must use stock car wheels and tires, and Touring cars, touring car wheels and tires.

Tire compounds may be mixed from side to side if necessary to suit track conditions (oval).

You may not mix Stocker and Touring tires.

Tire traction additives are legal.

Bodies: All "Street Spec Legal" bodies, either stock car, truck or touring car must retail for \$15.99

Touring car bodies must be based on the European touring car series, i.e., BMW, Mercedes, Lancias, Mondeo etc.

All bodies must be realistically mounted trimmed and painted. Bodies may not be trimmed above the molded in body line. All cars/trucks are to have the windows intact and they must be clear.

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Wheel wells must be cut out. If body has wheel well lines molded in, the body has to be at least cut to these lines. If there are no wheel well lines 100% of the tire has to be visible through the cut out wheel wells with the body mounted.

The rear of the body may not be cut above the bottom of the rear bumper. Back of body must be intact.

Flaring or bending of any part of the body is illegal.

Bracing the body (I.E. under truck beds) is illegal.

The use and dimensions of rear wings if allowed, is at the discretion of the race director. Wings should only be used if necessary because of track conditions, (foams on concrete, polished wood floors, really slippery tracks). Wings can either be mounted to the body or to the chassis with the use of after market chassis wing mounts. Chassis wing mounts must be mounted to the upper rear pod plate to the rear of the motor. Body may be trimmed to allow wing wire to pass through body. These holes will be no more than 1" diameter.

2" maximum height rear spoilers are legal on trucks and stock car bodies.

Touring car wings must be those supplied with body.

All cars will have 3 realistically placed and sized numbers.

Any Street Spec body may be used on any model car.

#### Legal Bodies:

##### Trinity

SS2018 T-Bird Stocker

SS2232 BMW Touring

SS2238 Opel Touring

SS2242 Chevy Truck

##### TRC

TR3218 Lumina

TR3220 T-Bird

TR3222 Ford Truck

TR3224 Chevy Truck

##### Bolink

BL2284 Ford Truck

#### Batteries:

Battery packs must be either 4 or 6 cell Sanyo Ex-Spec assembled stick battery packs.

Packs must remain stock and must use supplied connector. Battery leads may not be shortened.

Battery pack must have shrink wrap and sticker intact at all times to remain legal.

Battery pack may not be altered in any way.

The 4 cell pack is handy for running on really small tracks, indoor carpeting and on slippery tracks. 4 and 6 cell packs may not be used in the same class.

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**Motor:**

The only legal motor is the Trinity "Street Spec" Stock motor.

Spec: 21 turns of 21 Awg. 12 Timing. Locked Commutator.

List Price \$29.95 maximum.

Motor may not be opened.

Commutator may not be retrued. Endbell hardware must remain stock and may not be altered in any way.

You must use "Street Spec" brushes (part # SS2229 or SS2229NT no terminal). Brushes may not be cut, sanded, contoured, drilled or altered in any manner. You may cut off eyelet and solder shunts to brush hoods.

Stock Motor Springs (part # RC4532) must be used, but they may be rebent.

Motor must retain motor sticker intact. Any attempt to remove sticker will destroy it. Care should be taken when cleaning motors as some sprays will damage motor stickers.

Torque rings and motor can heat sinks are legal. Any type of motor heatsink/spacer that moves the position of the motor in the pod is illegal.

Plastic spacers may be used between pinion and back of motor can to fill the space on the shaft. This will keep the armature from moving towards the endbell in case of a bad crash and helps to keep the endbell from being knocked off the motor.

Any suspect motor will be torn down immediately. If motor is legal it will be replaced. If found illegal, driver will be disqualified.

**Legal Motors:**

Trinity SS2228

Bolink BL4008

**Speed Controls:**

All electronic speed controls must have a Manufacturers Suggest Retail Price of no more than \$129.99.

Speed Controls must be in original case with original sticker intact.

Reversing speed controls may not be used.

Wires may not be changed to a bigger gauge on speed controls, but may be shortened or lengthened. Original gauge wire must be used. Speed control must have same number of wires as original. No doubling up or removing wires.

Mosfets may not be jumped or shunted.

Speed control has to use original "Tamiya" style battery connector.

Any receiver servo and radio is legal, as is the use of receiver battery packs.

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Some legal speed controls are:

Tekin:  
TSC412P  
F-10  
Command 10

Novak:  
N1900 Explorer  
N1950 Duster  
N1960 Duster 2

LRP:  
8341 Sprinter  
8346 Indy 200 Digital

M.troniks  
MT250 Monster Fet

Dynos:

Dynos will not be allowed in the pits or at the track on race day. Anyone caught with a dyno whether using it or not, will be disqualified for the day.

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# TRINITY

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## PRODUCT PRESS RELEASE

12/7/97

Name: New Street Spec Legal Bodies

Part #: SS2023 Street Spec Monte Carlo  
SS2243 Street Spec Dodge Truck

Price: \$15.99

Fits: All Street Spec cars

Description: 2 new bodies have been approved for official Street Spec racing. These bodies will become legal on April 20th 1998.

Discount: Standard

Available: April 15th

\* Please note this item not in new Trinity catalog!

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