



Rules Version 4.1.04

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T-Spec is a natural evolution of the highly successful Street Spec race format. Spec racing was started by Trinity as a low cost format where drivers skill and car tuning abilities were more important than the amount of money he could afford to spend for the latest hop-ups. The Street Spec class was very successful and still is very strong in parts of the country (i.e. Bill Henning's East Coast ORL series) but as basically an oval class has always been limited by the lack of multiple venues to hold races through out the country. Now with the advent and popularity of touring car racing it was a logical progression to morph Street Spec into T-Spec with an all new program based on a low cost touring car. T-Spec is the perfect feeder series for stock and modified touring classes at your local track and of course a perfect low cost, low maintenance class for the racer that wants to be competitive but does not have the dollars or time to devote to the hobby.

The T-Spec program is designed to run only the T-Spec chassis (only chassis with stamp is legal), body, motor, battery and tires (T-Spec foam or rubber depending on local rules) with **no modifications other than those listed below which are considered tuning options.**

To keep rules simple the following is the main rule that T-Spec will be run by:

“If we do not say you may do it in the list below, it is illegal”

1. You may run any 32 or 48 pitch pinion & spur gear combination, (72 is biggest that fits).
2. When racing with T-Spec Foams you may use the T-Spec foam tires in any combination of compounds to tune your car (TRI90805, 06,07, 08). You may also use track approved tire traction.
3. When racing with T-Spec pre-mounted rubber tires, (TRI90803) you may use track approved tire traction.
4. You may use any shock oil, shock springs or pistons, you

may drill pistons if so desired.

4. You may polish or replace differential rings and balls.
5. You may remove the rear sway bar.
6. You may mount your radio gear any where on the chassis.
7. You may add a lexan or kydex transponder mount to the chassis. Its sole purpose must be to hold the transponder.
8. You may only replace original parts with T-Spec original parts.
9. You may rebuild your T-Spec motor by cutting comm, replacing brushes with unmodified Spec brushes (SS2229) and you may use any springs.
10. You may cut off excess body mount length, use any body clips and foam body washers.
11. You may trim front bumper to clear body.
12. You may use any unmodified in any form speed control up to a MSRP of not more than \$140.00
13. You must trim, spoiler, paint and mount body to ROAR specifications, (A-Machine REF1003, S-Machine REF1003,

Any modifications other than those list above will be considered illegal and will result in 1 lap lost off your final qualifying time if found during the heats and total disqualification if found after the Main.

All T-Spec races will be 4 minutes in length and will follow the procedures of the local track. (i.e. number of qualifying heats, ground clearance, placement of transponders, legal tire traction compounds, etc.).