



Additional Approved Tri-State Pro Stock Challenge Series Rule Packages:

Petaluma Legal Super Stocks - except for 4BBL carburetors

Chico/Silver dollar Legal Super Stocks - except for 4BBL carburetors

Antioch Super Stocks - except NO 4Bar rear suspension, 5" minimum springs, stock front clip.

Western Pro Stock Legal - except 2,850lbs open motor and 2,700lbs crate motor.

Marysville Super Stocks – except for 4BBL carburetors, 11-1/4" tread width tires, NO limited late models, NO 4Bar suspension.

If you have a current Pro Stock/Super Stock type car that does not fall under any of these rules, please submit your class rules for approval prior to the event!

Additional

- NO electronic traction control or timing control devices of any kind
- NO fully fabricated chassis allowed ALL Cars must have stock front clip with stock lower control arms in stock location.
- NO rack and pinion steering, NO 4Bar/Birdcage suspensions
- Belts older than 3 years MUST be replaced, NO belts older than 3 years from the date stamped on the seatbelt, Racing Suits and Gloves Mandatory!
- Tri-State Challenge Series drivers will be required to help tech for 2-3 events during the season.
- All rule infractions penalties will be determined on a case by case situation (The penalty will fit the crime - Loss of points for that event, Loss of championship points, Loss of finishing position, DQ or All of the above!)

- Any DQ or Loss of points for event due to failed tech cannot be used as throw out race!
- Line-ups, Pill draw, Qualifying will be determined as a per event /per track procedures.

***** Tri-State Pro Stock Challenge Series reserves the right to make changes/clarifications to any and all rules to keep a competitive level playing field in the best interest of the class. Changes may be made mid-season in order to clarify grey areas not covered in the rules set forth above. *****

The interpretation and application of all rule options contained herein as well as all amendments, supplements and revisions that may be implemented shall be at the sole discretion of the Tri-State Pro Stock Challenge Series and shall be final and binding. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rule options shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

It is the responsibility of the competitor to obtain and become familiar with the current rule options in which he/she chooses. Any item not covered in the rule options must be approved by Tri-State Pro Stock Challenge Series. If any item being considered is not in your rule options that you choose the competitor is required to contact Tri-State Pro Stock Challenge Series for a judgment as to acceptability. The rule options and regulations set forth herein are designed to provide for orderly conduct of racing events. These rule options shall govern the conditions of all events, and by participating in these events all participants are deemed to have obtained, read and understood a copy of their current rules, and complied with these rules.

Car owners and drivers are responsible for the conduct of everyone associated with their car, whether they are in the pits or grandstand area, male or female, in any and all matters pertaining to the race, the driver shall be the sole spokesman for his or her car owner and pit crew. Verbal abuse, cursing or threatening another person can result in the ejection of violator and possible disqualification of car associated with it. Fighting on the premises will not be tolerated at any time, anyone fighting with an official will be subject to fine, suspension and/or permanent expulsion, any unsportsmanlike behavior is subject to fine and/or suspension. If a dispute arises ONLY car owner or driver has the right to approach the official and discuss the issue in a calm and professional manner.

Racetrack officials have right to DQ or penalize drivers for on-track incidents and Tri-State Pro Stock Challenge Series will uphold their decisions.

SAFETY ALL CARS MUST PASS SAFETY INSPECTION OR YOU WILL NOT BE ALLOWED TO RUN. Car inspection – All cars are subject to a safety inspection at any time or prior to taking part in any event, If the Inspector deems a car has not met the track safety standards, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of a driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to an event.

PROGRAM FORMAT DRAW AND QUALIFYING SHOW FORMAT:

1. Draw or Qualify for heat race position. Numbers will be drawn for qualifying order or group qualifying. All numbers are to be drawn prior to drivers meeting, anyone not drawing will be placed at the front or rear of the qualifying.
2. Qualifying positions the lowest numbers will be first out or in first group, if a car misses his or her drawn qualifying position or group, they will be added to the rear of the heat races.
3. The pole position on heat 1 will be the lowest number that was drawn or fastest qualifier. The pole of heat 2 will be the second lowest number drawn or second fastest qualifier and alternating across heats until lineups are complete. Cars that arrive after wheel-pack has begun will be placed at the back of a heat in the next open spot. Number of heats determined by total car count and racetrack.
4. A driver may attempt to qualify only once during qualifying heats.
5. Driver changes are not allowed once car is qualified for that event.
6. We will run at least two heats if total car count is 1-12 cars. We will run three heats when we exceed 18 cars and will run four heat races when car count reaches 24 or higher. When four heat races are run; we will have a 20-car feature event. * Heat counts are determined by racetrack and time constraints.
7. A-main will be lined up by their finishing positions in heats. Winner of heat 1 will be pole of A-main and winner of heat 2 will be outside front row Winner of heat 3 will be starting inside second row, Second Place In heat 1 would start outside second row and alternating across until lineup is complete. (this example based on 3 heat races)
8. Depending on total car count, number of transfers from the heats and semi-mains could vary to fit program, If there is enough cars for B-main the top 4 cars for 4 heats would make top 16 spots in A-main, The next finishers from each heat will go to the B-main, lined up by their finishing order from the heat race, there will be no inversion for the B-main. Four transfers from the "B" will tag the rear of the A-main.

9. All cars must take the initial green flag to be eligible for payoff and points. Any car unable to start the race may not join the field after the initial green flag lap is waved, even if the start is called back.
10. It is the responsibility of the driver to report changes to the officials of any driver change prior to an event.
11. **Tri-State Pro Stock Challenge Series intent is to use these race formats at all events. Format could change due to car counts or racetrack procedures it is the driver's responsibility to understand race procedures and lineups and any format changes.**

FLAGS

Green Flag

- The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) traffic lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.
- If one or both front row starters jump the start on original start, one or both may be moved back one row for the next start.
- Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.

White Flag

- The white flag indicates one lap remaining in the event.
- Should the race be stopped on the last lap, the restart will consist of Green/white together.
- All Main events will end on a green, then white and then checkered on mains. (If we go yellow on the second attempt at Green/White/Checker, we will revert to Green/White together.)

Black and White Checkered flag

- A checkered flag will indicate the end of an event.
- If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

Red Flag

- A red flag condition is considered a race stoppage. Cars that deliberately drive past the crash scene will be penalized or disqualified. Stop as safely as possible, safety crew on track to help driver involved.
- Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
- Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Line up at the rear will be in the order of the last scored lap. (No courtesy laps on red).
- If a car is involved in an accident, only emergency personnel are allowed at the car.
- Persons not directly involved with the car(s) involved in the accident must stay back. Violation of this will result in a fine.
- Red Flag The field is frozen and will revert back to the last completed lap scored.

Yellow Flag

NO RACING BACK TO THE FLAG STAND ON YELLOW FLAGS

- A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up.
- Cars entering the work area during a yellow flag condition that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Lineup will be in the order of the last scored lap.
- Cars involved in the race stoppage that go to the work area will be given the time it takes the field to complete two laps past the flagman to make repairs when the field is correct on the track, The laps begin when the last car arrives in the work area and line up on track is correct. Returning line up will be in the order of the last scored lap.
- If you go to your pits there are no courtesy laps, but you may return under the next yellow. (work area will be indicated at driver's meeting)
- No pit crews are allowed on the racetrack during yellow flag.
- Any car that receives two charged stops in a heat or main event race (Yellows or yellow/red) in any one race will be black flagged for the remainder of that race, But will receive starting points if earned and/or any position gained at the finish of that race
- A charged yellow will be when a car brings out the yellow flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes if the black flag. (Stop to avoid – no contact with another car, pointed in racing direction).

Black Flag

- If a driver receives a black flag during an event, driver must enter work area for explanation. If driver does not go to work area; he will not be scored past that point.

- Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.
- If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine.
- A furlled black flag will be a warning against on track violations.

Lap Counts All races will be lap count and or time limit

Tristate Payout

- Tri-State Pro Stock Challenge Series will do everything to keep to minimum payout car counts and things beyond our control could affect event payouts.
- Tri-State Pro Stock Challenge Series goal is to provide winning purse via sponsor to all Tri-State Pro Stock Challenge Series events the racetracks are responsible for the rest of the payout.

Minimum payout for racetracks utilizing Tri-State Pro Stock Challenge Series rules

Under 9 cars	10-19 cars	20+ cars
1. \$400.00	1. \$500.00	1. \$600
2. \$200.00	2. \$300.00	2. \$400
3. \$125.00	3. \$150.00	3. \$250
4. \$75.00	4. \$100.00	4. \$150
5. \$75.00 & down	5. \$100.00 & down	5. \$100 & down

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