



2021 Tri-State Pro Stock Challenge Series Rules Option #I

Car Specifications/engines:

1. The center of the forward most spark plug hole shall be no further back than the upper ball joint centerline. Maximum set back will be measured from the centerline of the rear end housing going to the back of engine block and can be no less than 72". Cars with motor set back beyond the #1 spark plug at ball joint will be penalized by adding 100lbs in front of the motor plate, 50lbs on each side of the car (additional weight is in addition to total minimum weight). Weight must be securely mounted with a minimum of two (2) ½" bolts each.
2. Any 2 or 4 barrel intake manifold allowed.
3. Single plane intakes ok.
4. Zoomies and 180's Allowed.
5. Any cast iron block allowed (after-market blocks OK). NO lightening allowed, MUST remain as cast iron. NO aluminum blocks.
6. Any cast iron head allowed. NO lightening allowed, MUST remain cast. NO aluminum heads.
7. Electronic ignitions OK. NO programmable ignition boxes or two step ignition boxes allowed.
8. Maximum of 800cfm carburetor. NO exotic carburetors, including but not limited to, Predators or Dominators. NO fuel injection, super chargers or turbo chargers allowed.
9. Minor radiator protection allowed.
10. No dry sumps.
11. All cars are subject to inspection at ANY time and may require removal of some components.
12. All accessories must drive off front of engine, NO bellhousing driven pumps or accessories.

Transmission:

1. OEM transmission and aftermarket transmission with internal clutches allowed.
2. Any automatic transmission allowed.
3. NO ram couplers.

Body and Suspension:

1. Minimum wheelbase of 103.5 maximum deviation side to side of one (1) inch.
2. Cars must always conform to minimum weight with driver dependent of what tire choice, motor setback or additional weight additions listed in rules. All added penalty weight will be in addition

to the minimum weight of tire selection. It is the driver's responsibility to know the rules and add additional weight in proper location to meet the rules.

3. Steel and aluminum aftermarket bodies OK, subject to tech approval. Performance Bodies are OK.
4. Bodies to keep semi-stock look no wedge offset bodies, Bodies to be kept in good shape.
5. Spoilers allowed but not exceeding six (8) inches in total height (8" total material height).
6. Sail panel and spoiler side must: have a minimum of 6" space between sail panel
7. Driver cannot be sitting over driveline.
8. Front clip does not have to match engine.
9. Front Clip must be unaltered OEM up to the motor plate/bellhousing, Frame may be homemade with .095 inch tubing behind the motor plate/bellhousing. The main 4-point cage must be attached to the frame with a minimum of 1.50 inches .095 wall round tubing.
10. Suspension attachment points on rear and front upper control arms can be modified.
11. Heim joints OK in front steering, pan hard, pull bar, rear trailing arms, and shocks.
12. No bird cages, No Z links No 4 Bar rear suspension or lift arms allowed.
13. Driver must not be able to adjust suspension from inside the car.
14. OEM lower control arms only – "ball joint cup/shock mounts can be modified" – NO tubular lower control arms.
15. Steering quickeners OK
16. Steel or aluminum tubular adjustable upper control arms with heims allowed.
17. Spindles must be OEM or OEM replacements. Aftermarket steel spindles allowed and must bolt 25lbs in front of the motor plate.
18. Rotors, and calipers must be OEM or OEM replacements. Wilwood stock replacement or equivalent. Aluminum calipers OK.
19. Racing shocks can be used and re-mounted. Weight jacks allowed. Coil-overs with a minimum of 5" diameter spring. Coil-over eliminators OK.
20. No more than five (5) shocks per car: four (4) one for each tire, and one (1) for the rear end dampener. NO dial adjustable shocks or remote canister shocks. Schrader valves are OK.
21. Steel tube quick change rear end and 9" floater rear ends allowed, no cambered rear-ends, No gold track or ratchet rear ends allowed.

Tires and Wheels:

Option #1 – Hoosier G60, Goodyear 8" Short Track Special, Hoosier Asphalt take-offs (27x10x15 and compounds 3025, 3035, 3045 and 3055), and American Racer Asphalt take-offs (27x10x15 and compounds AR153, EC-31, EC-84 EC-85) allowed with minimum weight (with driver) of 2,750lbs at all times. Max 10" steel wheels, Must run option #1, #2 or #3 – NO COMBINATIONS

Option #2 – A maximum tread width of 11" measured at the inside edge of the outside tread bar with ¼" variance. 10" steel wheels only, A minimum tire duration of 55 (examples: D55, Hoosier I600) must be run on the right side of car. Car must weigh a minimum of 2,900lbs (with driver) at all times in order to run 11" tires. Must run option #1, #2 or #3 – NO COMBINATIONS

Option #3 – Hoosier Dirt Boss Tire – Medium compound tire, Steel wheels only, Car must weigh a minimum of 3,000lbs (with driver) at all times, Must run option #1, #2 or #3 – NO COMBINATIONS

Tire rule change to optional series tire in 2022

1. Tire may not protrude more than four (4) inches past the bodywork.
2. Bead locks allowed on all four (4) corners.
3. Any STEEL wheel not to exceed ten (10) inches allowed. No aluminum or wide five wheels allowed.
4. Wheel stud threads must protrude from lug nuts. One (1) inch lug nuts mandatory.
5. Bleeder valves OK.
6. No defacing of tire markings will be allowed.
7. No grinding, siping, grooving or modification on outside tread bar or side walls allowed (Grooves in outside tread bar allowed if tire comes from factory with them). Grinding, siping, and grooving allowed on tread face only within the 11”.

Safety:

1. The roll cage shall be constructed using 1.50 or 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness -095 inches.
2. No tubing on the car can be greater than 2 inches in diameter.
3. Six-point cage consisting of four-point center section and “kicker bars”. Kickers may be “X” braced.
4. Center section of cage must consist of main hoop with “X” bracing and halo that clears the driver’s head when he/she is strapped in with his/her helmet on.
5. The four points of the cage center section must be securely welded to the car’s frame rails or mounted on a steel 4x4 pad welded to uni-bodies.
6. Windshield bars required.
7. A minimum of three (3) driver’s side door bars are required to be plated with 18-gauge metal plating.
8. Passenger side “Z” bracing required – minimum.
9. Driver and passenger doors may be gutted as necessary to fit the cage.
10. Doors must be securely fastened, if running two (2) seats, passenger side needs to be the same requirements as driver’s side door.
11. Front cage hoop permitted, inner fender wells may be removed.
12. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in driver’s compartment must be fire retardant.
13. Nerf bar may extend up to two (2) inches beyond factory body and must terminate inward and contain no sharp edges.
14. Every cage must have at least one halo bar.

Helmets:

1. Drivers must have Snell 2005 or better rated helmet. No motorcycle rated helmets.
2. The strap and clasp must be in good functional condition.
3. Helmet cannot have any cracks.
4. Helmet must be worn at all times while vehicle is on the track and must accompany vehicle at time of inspection.

Driving Gear:

1. Driving suit, gloves, leather shoes or leather boots and neck brace are mandatory and must be SFI approved fire-retardant. SFI approved socks and Hans/Hutchins device are highly recommended. Drivers using Hans/Hutchings devices are exempt from using neck braces. * No driver will be allowed to race with street shoes * All safety gear must be in good condition.
2. Seat belts must be five-point and three (3) inch minimum.
3. All seat belts must be securely mounted to roll cage. Shoulder belts must not be mounted to any rearward facing bars.
4. Belts may be no more than three (3) years old.
5. NO worn or sun rotted belts. Tattered fibers, nonfunctional clasps, and insufficient mounting points will cause for vehicle to fail tech inspection.

Window Nets:

1. Window net will be mounted so it can be accessible by the driver and safety crew.
2. Arm restraints allowed.
3. Webbed net only, minimum of 16x20.
4. Window nets must be SFI approved.

Seats:

1. All vehicles must have an aluminum seat fastened to the roll cage ONLY. Side bolsters and side impact head supports recommended.
2. Seat covers and padding must be fire retardant.
3. Seat must be mounted with at least four (4) 3/8" bolts, in at least four (4) points.

Fire Extinguishers:

1. Each race team must have a fire extinguisher in or on the trailer or rear of the tow vehicle. Must have car number painted on it and accompany driver to pre tech.
2. Fire extinguishers must be visible and accessible.
3. In-car fire extinguishers must be securely mounted. If not secure, it will need to be remounted or removed. No zip-tied extinguishers.

Drive Shafts:

1. Drive shaft loop required.
2. Drive shaft must be painted white and kept clean and have car number on it.

Fuel Cell:

1. Fuel cell is mandatory. Must be located in the trunk mounted securely. If fuel cell is below the car it must be surrounded by 18-gauge steel. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material.
2. Each fuel cell must be fuel tight and have a functional roll over valve.
3. Fuel cell must be mounted by at least two (2) – 2 x ¼” steel strap completely surrounding the cell.
4. If fuel cell is plastic, it must have 18-gauge steel covering the lower half.
5. Only steel fuel filters are to be used. No plastic or glass filters allowed.
6. Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at anytime. Fuel cells must have ground clearance of at least ten (10) inches.
7. Race fuel and methanol OK. No nitrous or nitromethane.
8. Must have ground strap on fuel cell.
9. No exhaust components are allowed in drivers’ compartment.

Drivers Compartment:

1. If running a two-seater, passenger side must be same as driver’s side.

***** 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. *****