



## 2022 RULES

### 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, (additional weight is in addition to total minimum weight). Weight must be securely mounted with a minimum of two (2) ½" bolts each.
2. **CRATE ENGINES:** All cars utilizing a unaltered sealed GM604 crate engine must clearly display on both front roof posts the word "CRATE". Must be contrasting in color from body, minimum two inches tall. Markers not acceptable. **Crate engine cars must run under tire rule option #1 only. Crate engine must use max 6,800 rpm rev limiter chip.** This may be accomplished using one unaltered, non-adjustable, 12 volt ignition box with one high-end rev-limiter chip, an external setting, or an internal preset. No electronic advance curve ignitions allowed. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev control easily accessible facing up or out for inspection. All wiring must be visible for inspection. Must use unaltered sealed GM #88958604 or #19318604 crate engine with additional Cable-Lok system - NO EXCEPTIONS. (cable-lok required by 2016). Upon inspection, any different, altered or missing GM seal bolts or Cable- Loks will result in disqualification, loss of all Tri-state Pro Stock points for the season, \$1,000 fine and a 3 race suspension from all Tri-state Pro Stock events. GM seal bolt exception is WPS approved and issued Cable-Lok repair system, oil pan may be replaced by a certified repair center with Champ pan #CP100LTRB and Champ pickup #100SB. \$500 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$500 fine for utilizing altered rev-limiter components.
3. Zoomies and 180's Allowed (All cars must meet track sound rules). No exhaust components are allowed in drivers' compartment.
4. Any cast iron block allowed (after-market blocks OK). NO lightening allowed, MUST remain as cast iron. NO aluminum blocks.
5. Any cast iron head allowed. NO lightening allowed, MUST remain cast. NO aluminum heads.
6. Electronic ignitions OK. NO programmable ignition boxes or two step ignition boxes allowed.
7. Maximum of 800cfm carburetor. NO exotic carburetors, including but not limited to, Predators or Dominators. NO fuel injection, super chargers or turbo chargers allowed. No electric fuel pumps
8. No dry sumps.
9. All accessories must drive off front of engine, NO bellhousing driven pumps or accessories.
10. NO electronic traction control or timing control devices of any kind

### Transmission:

1. OEM transmission and aftermarket transmission with internal clutches allowed.

2. Any automatic transmission allowed.

### **Drive Shafts:**

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

### **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, Bodies to keep semi-stock look no wedge offset bodies, Bodies to be kept in good shape and are **subject to tech approval**.
4. Spoilers not exceeding six (8) inches in total height (8" total material height). Sail panel and spoiler side must: have a minimum of 6" space between end of sail panel and front edge of spoiler when looking at from side view. Spoiler side panels and braces max height 9" off deck.
5. Driver cannot be sitting over driveline.
6. No fully fabricated chassis allowed. Front clip does not have to match engine. Front Clip must be unaltered OEM from 12" in front of lower control arm 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 1-1/2 inches .095 wall round tubing.
7. Suspension attachment points on rear of car and front upper control arms can be modified.
8. Heim joints OK in front steering, pan hard, pull bar, rear trailing arms, and shocks.
9. No bird cages, No Z links No 4 Bar rear suspension or lift arms allowed.
10. Driver must not be able to adjust suspension from inside the car.
11. OEM lower control arms only – "ball joint cup/shock mounts can be modified" – NO tubular lower control arms.
12. Steering box to remain in stock location for clip used. Steering quickeners OK. No rack and pinion steering
13. Steel or aluminum tubular adjustable upper control arms with heims allowed.
14. Spindles OEM or OEM type replacements. Aftermarket steel fabricated spindles allowed and must bolt 25lbs in front of the motor plate. Wide 5 hubs will be penalized by adding 50lbs in front of motor plate, (additional weight is in addition to total minimum weight).
15. Steel rotors only, Aluminum aftermarket calipers OK.
16. Weight jacks allowed. Coil-overs with a minimum of 5" diameter spring. Coil-over eliminators OK.
17. Racing shocks can be used and re-mounted. No more than five (5) Steel bodied 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.
18. 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** – 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, #3 or #4 – **NO COMBINATIONS**

**Option #2** – A maximum tread width of 11” measured at the inside edge of the outside tread bar with ¼” variance. No grinding, siping, grooving or modification on outside tread bar or side walls, 10” steel wheels only, A minimum tire duration of 55 (examples: D55, Hoosier 1600) must be run on the right side of car. Left side tires open. Car must weigh a minimum of 2,900lbs (with driver) at all times. Must run option #1, #2, #3 or #4 – **NO COMBINATIONS**

**Option #3** - Hoosier RC4 tires **29.0/10.5-15 Maximum, Medium compound tire**, Car must run tires on all 4 corners of car. 8” or 10” steel wheels. Car must weigh a minimum of 2,900lbs (with driver) at all times. Must run option #1, #2, #3 or #4 – **NO COMBINATIONS**

**Option #4** – Hoosier Dirt Boss Tire – **265/60D-15 Maximum, Medium compound tire**, 8” Steel wheels only, Car must weigh a minimum of 3,000lbs (with driver) at all times, Must run option #1, #2, #3 or #4 – **NO COMBINATIONS**

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 wheels to meet tire options. No aluminum.
4. Wheel stud threads must protrude from lug nuts. One (1) inch lug nuts mandatory.
5. Wide 5 wheels will be penalized by adding 50lbs in front of motor plate, (additional weight is in addition to total minimum weight).
6. Bleeder valves OK.
7. No defacing of tire markings will be allowed.
8. No grinding, siping, grooving or modification on outside tread bar or side walls allowed on Tire option #2 (Grooves in outside tread bar allowed if tire comes from factory with them).
9. No changing tire options on car on race day once car has passed pre-tech car must compete under selected option for remainder of event.

## **Weight:**

**Minimum car weight dependent on tire option chosen, Drivers are responsible to maintain proper weight to meet rules, tire option selected and required penalty weight.**

Tire Option #1 - Car must weigh a minimum of 2,750lbs (with driver) at all times. Plus any additional weight penalty for components/engine setback.

Tire Option #2 - Car must weigh a minimum of 2,900lbs (with driver) at all times. Plus any additional weight penalty for components/engine setback.

Tire Option #3 - Car must weigh a minimum of 2,900lbs (with driver) at all times. Plus any additional weight penalty for components/engine setback.

Tire Option #4 - Car must weigh a minimum of 3,000lbs (with driver) at all times. Plus any additional weight penalty for components/engine setback.

### **Safety:**

1. The roll cage shall be constructed using minimum 1-1/2 or 1-3/4 inch outside diameter steel tubing or greater with a minimum wall thickness -.095 inches. No tubing on the car can be greater than 2 inches in diameter.
2. Six-point cage consisting of four-point center section and "kicker bars". Kickers may be "X" braced. 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. Front cage hoop mandatory.
3. 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.
4. Windshield bars required in front of driver.
5. A minimum of three (3) driver's side door bars are required to be plated with 18-gauge metal plating. Passenger side "Z" bracing required – minimum. Every cage must have at least one halo bar.
6. All Nerf bar and Bumpers may extend up to two (2) inches beyond body and must terminate inward and contain no sharp edges. All bumpers to be capped no open end bumpers. No sharp edges behind body panels. **subject to tech approval.**
7. Drivers must have Snell 2005 or better rated helmet. No motorcycle rated helmets. The strap and clasp must be in good functional condition. Helmet cannot have any cracks.
8. All Racing gear must be worn at all times while vehicle is on the track and must accompany vehicle at time of inspection
9. 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.
10. Seat belts must be five-point and three (3) inch minimum. All seat belts must be securely mounted to roll cage. Shoulder belts must not be mounted to any rearward facing bars. Belts may be no more than three (3) years old.
11. Webbed net only, minimum of 16x20 and SFI approved. Window net will be mounted so it can be accessible by the driver and safety crew.
12. Arm restraints allowed. Arm restraints mandatory if running without a roof
13. Aluminum seat only. Seat fastened to the roll cage ONLY. Side bolsters and side impact head supports recommended. Seat covers and padding must be fire retardant. Seat must be mounted with at least four (4) 3/8" bolts, in at least four (4) points.
14. 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.
15. All added weight must be painted white with car number on weight.

### **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.

#### **Fuel Cell:**

1. Fuel cell is mandatory. Must be located in the trunk area mounted securely. Fuel cell 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. Only steel or aluminum fuel filters are to be used. No plastic or glass filters allowed.
5. Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at any time. Fuel cells must have ground clearance of at least ten (10) inches.
6. Race fuel and methanol OK. No nitrous or nitromethane.
7. Must have ground strap on fuel cell.

**\*\*\*\*\* 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. **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!**

**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.

**All cars are subject to inspection at ANY time and may require removal of some components.**

**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!**

**Membership:**

- 1. All drivers competing in Tri-State Pro Stock Series races must be paid members to be eligible for full payout. Non-members \$50.00 of your winnings will go towards membership.**
- 2. All drivers must provide Tri-State Series current W-9 and current mailing address for payout.**
- 3. All tracks competing under Tri-State Pro Stock Series rules must require all drivers running under Tri-State Pro Stock Series rules to be members of the Tri-State Pro Stock Series.**
- 4. Tri-State Pro Stock Series membership fee \$50.00 for 1 calendar year (Calendar year starts Jan. 1<sup>st</sup> end Dec. 31<sup>st</sup>)**
- 5. All Car Owners must be paid members of Tri-State Pro Stock series and provide current W-9 and current mailing address for payout or checks will be made out to driver.**