



2023 Tri-State Pro Stock Challenge Series 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. Weight must be securely mounted with a minimum of two (2) ½" bolts each.
2. CRATE ENGINES: All cars utilizing a GM604 /602. Crate engine must use max 6,800 rpm rev limiter chip. See ignition for rules on rev limiter and ignition box. Must use unaltered sealed GM #88958604 or #19318604 crate engine with additional Cable-Lok system -NO EXCEPTIONS. 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. \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.
3. Any 2- or 4-barrel intake manifold allowed. Single plane intakes ok.
4. Zoomies and 180's Allowed.
5. Any OEM spec cast iron block allowed (after-market blocks OK). NO lightening allowed, MUST remain as cast iron. NO aluminum blocks.
6. Any OEM spec degree cast iron head allowed. NO lightening allowed, MUST remain cast. NO aluminum heads. Intake and exhaust porting allowed.
7. Electronic ignitions OK. NO programmable ignition boxes or two step ignition boxes allowed. **No traction control devices.**
8. NO exotic carburetors, including but not limited to, Predators or Dominators. NO fuel injection, superchargers or turbochargers allowed. Must be based on 4150 Holley Carburetor
9. Minor radiator protection allowed.
10. No dry sumps.
11. All accessories must drive off front of engine, NO bellhousing driven pumps or accessories
12. All cars are subject to inspection at ANY time and may require removal of some components.

Transmission:

1. OEM transmission and aftermarket race transmission with internal clutches allowed.
2. Any automatic transmission allowed

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 the 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 and are subject to tech approval.
5. Spoilers allowed but not exceeding eight (8") Material length.
6. Sail panel and spoiler side must: have a minimum of 5" 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 except for clearance for fuel pump and steering shaft. Factory clip must have min of 19 inches in front of and aft of the bit bolt, No coil over front suspension
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
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 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).
18. Steel rotors only, Aluminum aftermarket calipers OK.
19. Racing shocks can be used must be steel only. No more than five (5) steel 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.

20. Steel tube quick change rear end and 9" floater rear ends allowed, no cambered rear-ends, no gold track or ratchet rear ends allowed.

21. Coil-overs with a minimum of 5" diameter spring. Weight jacks allowed. Coil-over eliminators OK. No more than five coil springs allowed to include pull bar/ lift bar assemblies must be 5" Minimum diameter.

Tires and Wheels Minimum Weight:

Option #1 – Hoosier G60, Hoosier 10.5" Asphalt takeoffs Minimum weight 2700 pounds min. with driver.

Option #2 – Hoosier Late Model tires, Maximum tread width of 11" with min. Durometer of 55 right side tires - no durometer required left side. 2900 pounds min. with driver. No Soft Right Side Tires

Option #3 – Hoosier RC 4 2900 pounds min. with driver.

Option#4 - Any Hoosier tire 8" that is Under 55 durometer (right side) 3100 pounds min. with driver.

***All tires must be of Hoosier manufacture for the 2023 season, 2024 will be M1 through M4 in the 11" size only.**

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

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 bracing required – minimum X or 3 door type bars.
9. Front cage hoop required.

Safety Cont.:

10. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in the driver's compartment must be fire retardant.
11. Nerf bar may extend up to two (2) inches beyond factory body and must terminate inward and contain no sharp edges.
12. 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.

*******Snell 2020 helmet rating will be required in 2024*******

Driving Gear:

1. Driving suit, gloves, shoes Required must be SFI approved fire-retardant. SFI approved Hans/Hutchins/hybrid type neck restraint systems required. 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 or two (2) inch shoulder for neck support devices OK
3. All seat belts must be securely mounted to the roll cage. Shoulder belts must not be mounted to any rearward facing bars.
4. Belts may be no more than three (3) years old from date of purchase
5. NO worn or sun-rotten belts. Tattered fibers, nonfunctional clasps, and insufficient mounting points will cause car to fail tech inspection. Tech inspectors' decision final.

Window Nets:

1. Window net will be mounted so it can be accessible by the driver and safety crew.
2. 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 required (containment type seat)
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 cells are 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 rollover valve.
3. Fuel cell must be mounted by at least two (2) – 2 x 1/4" steel strap completely surrounding the cell.
4. If fuel cell is plastic, it must have 18-gauge steel surrounding it
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 lines must not touch the ground at any time. 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 the drivers' compartment.

Drivers Compartment:

1. No adjustment devices allowed – Exception, Brake Bias (front to rear allowed) Within drivers reach.

******* 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. *******