

2021

Tri-State Pro Stock Challenge Series Rules Option #1

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.

2021

Tri-State Pro Stock Challenge Series Rules Option #2

I. Models

- A. American sedans, hardtops, and convertibles.
- B. 108 inch minimum wheel base.

2. Chassis

- A. Factory production complete full frame, 1960 or newer American passenger car frame or frame clip from unibody car only.
- B. Full frames may be cut at or behind the firewall to resemble unibody front clip.
- C. **NO** fully fabricated chassis allowed.
- D. 2700 lbs. minimum weight **WITH** driver **AFTER** race.

3. Bodies

- A. Full fendered steel, aluminum, or fiberglass bodies. **MUST** be stock appearing. All panel edges to be smoothed or rolled.
- B. .040 Aluminum or .0265 plastic wedge nose allowed. Center of front wheel to the furthest point of nose will be a maximum of 45 inches. Molded plastic stock appearing front

bumper allowed. OEM body **MUST** run stock appearing front bumpers or molded plastic stock appearing front bumper.

- C. All body parts must remain stock appearing and must remain in place unless otherwise approved by Tech. Aluminum hood, fenders, doors, and trunk are allowed with a minimum thickness of .040.
- D. Bumpers must be braced to prevent hooking onto other cars and must not exceed the width of the outside tires.
- E. Race car appearance should be kept neat and clean at all times.
- F. Fenders may be trimmed and rolled for tire clearance.
- G. No open holes in hood or trunk except for air cleaner.
- H. Rear spoilers are optional. Maximum 6" blade length attached to trailing edge of deck lid.
- I. Stock firewall optional. Replacement firewall and dog housing optional. Interior sheet metal minimum 22-gauge steel or .040 aluminum.
- J. All chrome and trim pieces must be removed from body panels.
- K. Doors must be securely fastened.
- L. Windshield must have a minimum of (3) 3/8" solid steel or 1/2" tubing in front of driver's line of sight. **NO REAR VIEW MIRRORS ALLOWED.**
- M. Aftermarket body must be a commonly used Pro Stock or Late Model type.
- N. Nerf bars to be no wider than the tires. Rub rails to be attached flat to body. Both must be made a maximum 1-1/4" tubing with NO open holes.
- O. All cars will be numbered with a minimum of 18" numbers on both sides and top of car. Numbers to contrast the body color.

4. Engines

- A. Any size or make V-8 engine.
- B. Any cast iron heads. NO aluminum heads or blocks.
- C. Engine location: #1 spark plug can be no further back than the center of the lower ball joint. ***Any chassis with engine setback beyond the center of the lower ball joint must add 100lbs ahead of the motor plate.*** Weight must be securely fastened and easily removed for inspection.
- D. Any single carb manifold.

- E. Any hydraulic or solid lifter cam allowed. NO roller camshafts.
- F. Any style header is allowed as long as it meets track specific rules.
- G. Any V-8 stud and ball mounted rocker arms. NO full roller or roller tip rocker arms allowed.
- H. NO electronic traction control or timing control devices of any kind.
- I. ALL cars must meet track specific decibel rule.
- J. Any single carburetor allowed.
- K. Any gasoline fuel allowed. NO nitrous oxide, nitro methane, or alcohol.
- L. Engine must be self starting.

5. Front Suspension

- A. Stock lower control arms must be in stock location.
- B. Lower control arm ball joint area may be modified for strength and ball joint placement.
- C. Aftermarket upper control arms allowed in any location.
- D. Steering box must be stock OEM and remain within original bolt pattern of frame used.
- E. NO rack and pinion.
- F. Tie rods can be radius rod type with stock type inner tie rod end and a minimum 5/8" rod end.
- G. Weight jacks allowed.

6. Rear Suspension

- A. May be radius type 3 link or stack leaf. Mounts may be adjustable and multi positioned.
- B. Coil springs must be mounted no lower than top of rear end housing within 6" of center line of the rear end housing; front or rear. Cannot be mounted on trailing arm.
- C. Leaf springs may use sliders.
- D. Top link on coil spring 3 link can be no longer than 28" center to center.
- E. NO coil springs with less than 4-1/2" OD.
- F. Steel body, non-adjustable racing shocks allowed. One shock and spring per wheel.
Weight jacks are allowed.
- G. J-bars allowed in place of panhard bars. NO cushions or biscuits. The following items, specifically, CANNOT be used: coil overs, coil over eliminators, biscuit bars, lift bars, pull bars, push bars, mono leafs, bird cages, Reese bars, traction bars, spring bars, z-link or any

other bar that goes from rear end housing to rear of car, brake shocks, brake floaters, or any other non-stock type item.

H. All rear suspension must be swedge tube and heim style connectors. NO rubber bushings allowed.

7. Rear End

- A. Any OEM manufacturer type rear end will be allowed. NO aluminum housing or carriers.
- B. Floater rear ends allowed.
- C. Locked differential allowed. Mini spool, full spool, or welded spider gears ONLY.
- D. NO Gold-Track, True Track, or similar type traction controls.

8. Transmission

- A. OEM standard or automatic transmission only. Must have 2 forward and 1 reverse gear.
- B. All automatic transmissions must run converter.
- C. Standard transmissions must run steel or iron flywheels and standard 10-1/2" – 11" OEM clutch. NO aftermarket racing clutches.
- D. 180 degree 1/4" steel plate shield MANDATORY on automatic and standard transmissions. Scattershield type bell housing required.
- E. NO aluminum bell housings.

9. Cooling system

- A. Any radiator allowed. MUST remain in front of engine.
- B. All radiators must have overflow hose directed at ground inside frame rail.

10. Seats and Seatbelts

- A. High back, left turn aluminum seat only.
- B. Seat MUST be mounted to framework within roll cage and frame.
- C. 5 Point seat belts MANDATORY. 3" lap belts and shoulder harness MANDATORY. All belts must be in good appearing condition.
- D. Belts older than 3 years MUST be replaced no later than 3 years from the date stamped on the seatbelt.
- E. Belts must be mounted to roll cage or frame.

II. Roll Cage

- A. Roll cage must consist of continuous hoops not less than 1.625" outside diameter and must have a wall thickness of at least 0.090".

- B. Six point cage required. Roll bar padding in driver compartment is required. Drivers head cannot protrude above cage with driver strapped in the drivers seat with helmet on. Must have at least one cross bar in top halo of roll cage.
- C. Low carbon, mild steel tubing is recommended. Arc, MIG, or TIG welded only.
- D. A minimum of 4 driver side door bars and 3 passenger side door bars at least 1-1/2" OD and must be parallel to frame rails and perpendicular to drivers body. Door bars must be welded to the front and rear down bars of the roll cage. Steel door plate is required, 18 gauge or .049" must cover the area from the top of the door bar to the bottom door bar and from the rear down bar to 5' in front of the seat.
- E. No brace bars forward of the cage may be higher than hood height. Main cage no further forward than the engine plate.

12. Wheels and Tires

- A. Stock wheels must have full double centers of 3/16" plate.
- B. Stud size: minimum 9/16", must stick through lug nut.
- C. Bead locks allowed on right rear ONLY. NO bead locks screws or other tire locking devices on any other tire.
- D. Any 8" G-60 type tire will be allowed. Hoosier #3025, 3035, 3045, 3055, F45, F55, and F56 – 10" slicks, (take offs) will be allowed and must be mounted on 8" or 10" racing wheels.
- E. Siping and grooving are allowed.

13. Safety

- A. Helmets are required and must be rated SNELL2005 or newer. Helmets must be worn at all times while on the track and must accompany the vehicle at time of inspection.
- B. Approved fire retardant driver suit, neck brace, and gloves must be worn by the driver. Fire retardant gloves and shoes must also be worn.
- C. Full-size (16'X20") window net is required.
- D. Window net or arm restraints required in convertible vehicles.
- E. A clearly marked ON/OFF switch within easy reach of the driver is required.
- F. A 360 degree drive shaft loop of 1/4" X 2" steel strap or 1" tubing is required. Must be mounted within 6" of the front of the driveshaft.
- G. Driveshafts must be steel and painted white.

2.5 pound fire extinguisher mounted in a quick release bracket within easy reach of the driver and safety personnel is required.

- H. All cars must have a hook, chain, or eye welded to the front and rear of the car for quick and easy removal from the track.
- I. Racing fuel cells are required. Must be mounted by at least 2 (2" X 1/8") solid steel straps. Fuel cells must be mounted in steel containers and must be mounted securely behind the rear axle. Fuel cells must be protected by roll cage tubing that extends past both sides of the fuel cell. Fuel cells are limited to a maximum of 32 gallon capacity and must have a rollover valve in the vent. Fuel cells must be mounted at least 4" ahead of rear bumper and cannot have the fuel pickup underneath the cell.
- J. Exhaust system must be mounted so that gasses are directed away from cockpit and any area where a fuel spill could occur.
- K. Battery must be mounted securely, outside of cockpit area and shielded properly.
- L. Any weight added must be made of steel or lead and securely mounted and painted white.
- M. NO electric fuel pumps.

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 QAULIFING 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 furred 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

***** 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. *****