

2021 REPAIRABLE VEHICLES.COM TRI-STATE LATE MODEL SERIES RULES

(Changes in red) Updated 2-9-21

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 RULES SHALL GOVERN THE CONDITION OF ALL SPEEDWAY EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL SPEEDWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

GENERAL RULES

Tri-State Late Model Series rules are required to be followed at all Tri State sanctioned events. All drivers are expected to know and follow the rules stated below. Any person caught not following the rules will be subject to disqualification for the night and or 2 week suspension from upcoming series events based on severity of offense. Decision on suspension will be decided by Tri State Series management.

Every driver must inspect the racing surface and the race track area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe, and the driver shall report that condition in writing to a Tri-State Series official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

GENERAL SAFETY RULES:

1. **Helmets:** All helmets must be SFI 31.1/2010 or Snell rated SA2010, SA2015 or SA2020. Open face helmets are not allowed.

Manufacturer tag and SNELL/SFI sticker must not be removed. Helmet is required when the car is on the track.

2. **Head and neck restraint:** Minimum requirement is a foam neck collar but a Hans or Defender type device are strongly recommended.

3. **Drivers suit and gloves:** A driving suit and gloves of a flame-retardant nature is required to be worn by all drivers. For a two-piece suit, both the top and the bottom are required. It is recommended that there be a one-piece, minimum three-layer quilted suit of fire resistant material and under-wear, socks, shoes and hood of fire resistant material.

Seat Belts: A competition shoulder harness, at least three (3) inches wide, and a lap belt at least three (3) inches wide are required. Month, year and date of manufacture must be on all belts. Belts must not be over 3 years old. No stock type seat belts allowed. Belts must be secured to the frame of the car. When using a Hans or DeFender type head and neck restraint, you may use an SFI approved 2 inch belt system. These belts may only be used when using the head and neck restraint device.

1. **Seat:** A full containment seat is strongly required.

2. **Fire suppression:** An onboard fire suppression system is strongly recommended.

SECTION 1: WHEEL BASE

1. The minimum average wheelbase is 103 inches. Measurement taken from center of front hub to center of rear hub, on right side. No tolerance.
2. Rear suspension is optional, but no devices allowed of any kind that are designed to change the wheel base of the car while in competition will be permitted.
3. Control arms with springs or rubber bushings not permitted on the rear of the car. Limiting devices will be allowed.

SECTION 2: ENGINES

1. Engine Set-Backs

- a) All competing models using an engine larger than 364 cubic inches are allowed a maximum engine set back of 6 inches (Maximum of 25.5" from the center of the bottom ball joint to the front of the engine plate/engine bell housing flange).
- b) All competing models using a Ford or Chrysler engine 364 cubic inches or smaller, including 525, 602 & 604 crates and the Wissota Concept are allowed a maximum engine set back of 10 inches. If measurement from the center of the bottom ball joint to the front of the engine plate/engine bell housing flange is between 25.5" and 27.5" no added weight required. Measurements from 27.5" and maximum 29.5" will require 25 LB weight in front of the mid plate.

SECTION 3: FUEL AND FUEL CELL

1. Gasoline (Preferred VP 110 or VP Late Model +) No propylene, Fuel testing with a digitron dielectric meter reading must be +2 or below.
2. E-85 allowed.
3. Methanol (No additives allowed)
4. Commercially manufactured fuel cells mandatory, fuel cell capacity may be from 5 to 32 gal including fill spout.
5. Fuel cell cannot extend below rear end tubes.
6. All fuel cells must be encased in a metal container.
7. All fuel cells must be mounted securely to the frame of the car, and must be mounted in framework.
8. Fuel cells must have non-vented caps, rollover valves in return and vent lines, must pickup from the top of the fuel cell.
9. All cars must be equipped with a fuel guard that is mounted separate to the fuel cell and is mounted securely to the frame of the car.
10. Fuel cell guard must be made of at least 1" tubing and must extend to the bottom of the fuel cell.
11. No electrical fuel pumps allowed. (Belt driven fuel pumps or mechanical pumps will be permitted)

SECTION 4: WINDSHIELD SCREENS ROLL CAGES, FRAMES

1. All cars are recommended to have a screen in front of the driver, with a frame and at least 4 vertical bars in the frame besides the sidebars. Screen to have openings no smaller than ½ X ½ and no larger than 2" X 2".
2. All cars are required to use a roll cage with at least 3 horizontal bars across the driver's door and be 083 thickness.
3. All competing models will be required to have a vent window bar and a bar in the center of the roll cage over the driver's head.

SECTION 5: CARBURETORS AND AIR CLEANERS

1. Any eligible carburetor may be used. Approval of carburetor means approval for all competitors within the same guide lines.
2. All carburetors must use a cast or billet main body with float bowl design and power valves. All carburetor boosters must be of the original shape of the Holley booster, no cross shaft booster tubes. Must have 4150-style billet metering plate, and can use up to a 5" air cleaner flange. No floatless carbs.
3. Carburetor hold down studs must be drilled above the hold down bolts for possible sealing.
4. Any eligible dry element round air cleaner will be permitted. (Min.12" Max. 17" in diameter and maximum 5" height.)
5. Only round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be of the same diameter. A max. of a 1" lip will be permitted from the air filter element to the top edge of the air filter-housing top and bottom. The air filter housing must be centered and set level on the carburetor. It is permissible to attach a shield to air filter housing. The shield can be no higher than the height of the air filter element. Tubes, Funnels or any device which may control the flow of air will not be permitted inside of the air cleaner or between the air filter housing and carburetor.
6. Cowl induction may be used as long as the air box is designed to draw air from under the hood.
7. One side or end of the air box must be open. Hood scoops will be permitted to be open in the rear only.
8. No carburetor air dams or devices allowed increasing the airflow to the carburetor, either inside or outside air cleaner.

SECTION 6: CYLINDER HEADS, INTAKE MANIFOLDS, SPACER PLATES, AND IGNITION SYSTEMS

1. No MSD Rev Limiting Chip Rule. (See section 14 engine options)
2. Any eligible cylinder head may be used. Approval of cylinder heads means approval for all competitors within the same guidelines.
3. Intake must be stock configuration of OEM. Manifold. (Inside of the bottom intake manifold must be flat. No devices permitted inside of intake manifold to disrupt the air flow to the engine)
4. Any aluminum intake may be used with a maximum total height of 7 ¼" from top of intake to floor of plenum. Up to a 2" spacer may be included in the 7 ¼" height. (A,B,C,D,F,G Motor options only) (option I, K and M follow SLMR intake and spacer rules)
5. A spacer plate may be used between the carburetor and the intake. May be a 1-hole or 4-hole spacer plate, with nothing inside of the spacer plate to enhance or increase the airflow to the engine.
6. No onboard computer, micro-controllers, processors, automated electronics, recording devices, Electronic memory devices, memory chips, or digital readout gages of any kind permitted. Digital Tachometers will be allowed.
7. Only one (1) electronic firing module amplifier is permitted, if used.
8. Only one ignition coil permitted.
9. NO Traction Control of Any Kind.

SECTION 7: CLUTCH, FLYWHEEL AND BELL-HOUSING

1. High speed multiple disc clutches are permitted.
2. All cars must be able to be put in and out of gear with the engine running and the car sitting still.
3. All competing models must be equipped with the flywheel and an operable starter.
4. A production manufactured steel bell housing or a heavy duty explosion proof aluminum bell housing may be used on all models.

SECTION 8: TRANSMISSION, DRIVE-SHAFTS, REAR ENDS AND AXELS

1. OEM. Production manufactured 2 to 4 speed transmissions that are cataloged through dealer channels will be permitted. Bert, Brinn, and Falcon circle track transmission are permitted.
2. All transmissions must have at least 2 speeds forward and one reverse.
3. No 5 speed, over drive or automatic transmissions allowed.
4. All transmissions must bolt directly to the rear of the bell housing which bolts directly to the rear of the engine block.
5. All cars must have a 360-degree hoop toward front of drive-shaft, made of at least 1/8 by 2" steel strap.
6. It is recommended to have a drive-shaft safety hoop built out of 4 or 5-inch diameter by 6 inch long round tubing.
7. Rear end must be quick-change type and series approved.
8. Rear end coolers may be used, but cannot be mounted inside of the driver's compartment.
9. No open tube rear ends allowed.
10. No cambered rear ends permitted.
11. Axles must be made of steel only.

SECTION 9: BATTERY, MIRROR, WINDOW NET, RADIATOR, FAN BLADE, WATER PUMP, AND OIL COOLER

1. All batteries must be mounted in a safe and approved manner.
2. No mirrors permitted inside or outside of car.
3. Recommended all cars to have an approved 18 x 22 window net in the driver's door.
4. Only 1 radiator permitted for the purpose of cooling water. Radiator must be mounted in front of the engine.
5. Water pump must mount in stock location.
6. No electric fans permitted. No flat bladed fans permitted (Electric fan permitted with ct525)
7. Oil reservoirs must be mounted in front of rear end housing.
8. Oil reservoirs or oil coolers cannot be mounted inside or driver's compartment.

SECTION 10: BODIES

1. If a body is WOO or Lucas Oil legal it will be Tri- State legal.

SECTION 11: REAR SPOILERS AND REAR DECKS

1. All competing makes and models will require rear spoiler to be 8" in height. Exceptions as follows: 602 and 604 engines may have 10" spoiler but must be sealed, Wisconsin concept 10" and 525 8.5".
2. All spoiler measurements will be made from the deck and will be a measurement of all spoiler material.
3. 1 or 2 piece rear spoiler is allowed and a maximum rear spoiler width of 72"
4. Maximum rear deck height will be 39" (measured before the race).
5. All competing models will be permitted to use 3 spoiler braces. Spoiler braces may be 18" maximum at base but cannot extend past the rear roof posts.
6. All spoiler braces will be no higher than 4" at the front of the base and can be no higher or extend rearward past the rear spoiler.
7. Spoiler braces will be permitted to have up to a 1/2" break in them.

SECTION 12: SHOCKS

1. No electronically adjustable shocks are allowed.
2. No cross connected or rod through designed shocks allowed.
3. Air shock allowed on LR only.

SECTION 13: TIRE RULES

1. The series tire will be Hoosier WRS 2-D55. Option for uncut Hoosier LM 40 on rear only. Hoosier W30 tire is allowed on the front only. (no grooving or siping allowed)
2. 11.0/88, 11.0/90 or 11.0/92 only will be permitted
3. The composition and character of the tire may not be altered from original. This includes NO soaking, softening, and conditioning, chemicals of any kind or recapping. D-55 tire should be no softer than 55 points on the durometer, warmers and any other means of artificially warming tires are prohibited.
4. Recommended washing tire with water only. Warning soaps and cleaning products may be detected as chemicals or altering the tires and is subject to disqualification.
5. No grooving, siping or needling allowed on any tires. Grinding is allowed.
6. The series may schedule races that have a different tire option. The specific tire option will be reflected on the final schedule release for every race. (estimated completion in March)

SECTION 14: WEIGHT RULES FOR ENGINE SPECIFICATIONS: All weight rules are to be met after all races.

Weight rules may be changed at any time as determined by Series Officials to equal the competition. **A Tri State Engine option and weight sticker must be displayed on or near window pillar (written on duct tape with marker is fine). Any option not listed must be approved by tri-state series prior to racing.**

OPTION A:	2200lbs	602,604 GM crate Motors (must be sealed)
OPTION B:	2300lbs	GM ct525
OPTION C:	2300lbs	IMCA Spec Motor
OPTION D:	2250lba	Chevrolet Motors 364 cu in or less, steel block with compression ratio 11 to 1 or less
OPTION F:	2375lbs	Chevrolet Motors under 364 cu inch, steel block with compression ratio over 11 to 1, with standard valve angle(23 degree) ported steel or aluminum heads.
OPTION G:	2375lbs	Wissota Spec motor (Rev limiter not required)
OPTION H:	2400lbs	Chevrolet Motors (steel or aluminum) 365 through 410 cu inches, with standard valve angle, ported steel or aluminum heads with (4) 1.100 restrictor. (See note 1 below)
OPTION I:	2400lbs	LS or open aluminum or steel motor with unrestricted valve angle, 365 cu inches or greater, with (4) 1.100 restrictors. (see note 1 below)
OPTION J:	2375lbs	Open aluminum or steel motors with unrestricted valve angle, 365 cubic inch or less, with (4) 1.375 restrictor (see note 1 below)
OPTION K:	2375lbs	A: STEEL BLOCK: Aluminum Head, Chevrolet motors with track 1 style head over 375cu in with a max 14.1 to 1 compression ratio with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.350 to 2.354. (4) 1.100 restrictors. (SLMR Rule 7A)
	2375lbs	B: STEEL BLOCK: Aluminum Head, Chevrolet motors over 375cu in with a max 14.1 to 1 compression ratio with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.349 or less. (2) 1.050 restrictors and (2) 1.100 restrictors. (SLMR Rule 7B)
OPTION L:	2325lbs	Wissota concept motor, meet Wissota rules,(7800 rpm rev chip required)
OPTION M:	2375lbs	A: STEEL BLOCK: Aluminum Head, Chevrolet motors with track 1 style head under 375cu in with a max 14.1 to 1 compression ratio with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.350 to 2.354. (4) 1.150 restrictors. (SLMR Rule 6A)
	2325lbs	B: STEEL BLOCK: Aluminum Head, Chevrolet motors under 375cu in with a max 14.1 to 1 compression ratio with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.349 or less. (2) 1.100 restrictors and (2) 1.150 restrictors. (SLMR Rule 6B)

1. Aluminum Blocks must have **25 lbs** in front of motor plate. (not 525 crate)
2. All weights must be in block form of no less than 5lbs and must be painted white with the car number on them.
3. All weight must be bolted to the frame of the car in a secure manner. Should use at least 2 half inch bolts for each weight that is bolted to the car. No stacking of weights permitted.
4. Any weight mounted behind the fuel cell must be mounted below the frame of the car.
5. Weight is NOT permitted to be bolted inside of the driver compartment or above the interior of the car.

Our goal is to have a competitive series with all of our motor packages. Therefore changes can and will be made as needed to keep the racing competitive. Changes will be made no less than 5 days prior to next race.

SECTION 15: LINEUPS AND RACE PROCEDURES

1. All drivers will draw for heat races.
 - a. Top 4 in heat will scale and go through tech
 - b. Two heats top 3 redraw and 3 or 4 heats top 2 redraw. Rest of field lined up by heat finish (heads up).
 - c. Top 5 in feature will scale and go through tech
2. Cut off for the draw will be 30 minutes before the start of the 1st heat race.
3. All cars must start the heat race ASSIGNED or they will start last in their assigned B Feature.
4. 20 cars will qualify to start the A Feature event through qualifiers unless 30 or more cars are entered. Then 22 cars will make the A Feature event through qualifiers.
5. Heat race & B Features will restart single file.
6. A Feature will use Delaware double restart. Single lead car with double file behind, second place car choosing high or low.
7. Any driver with 2 single car yellows will be asked to go to the pits.
8. After completion of race if a driver goes to their pit stall and fails to cross scale they will be disqualified.
9. Season points go to the driver.
10. Driver point provisional's and race provisional's will be covered in the Driver Series membership form. (This form will be available in February. At that time information will be posted on facebook and website.)

SECTION 16: CONDUCT

1. The driver is responsible for the actions of his pit crew in all respects. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters.
2. No participant shall engage in improper behavior on or off the track, in or out of the race car, nor shall he or she subject any Tri State official, track official, track employee or another participant to any abusive or improper language at any time. A participant who verbally assaults or threatens any Tri State official, track official, track employee or another participant may be suspended for up to two weeks. Loss of points and pay are at the discretion of the Tri State officials and based on the severity of the violation.

The Tri State Late Model Series relies on each tracks corner officials and flag man to make calls on our races. Their call is FINAL.

EIRI (except in rare instances) Decisions of the officials are final and binding without exceptions! Any rule changes or clarifications during the course of the year will be approved by series management and will be published, and considered as an official part of the rules.

Direct all questions to Mike Gross 605-310-9591 call or text