

2024 REPAIRABLE VEHICLES.COM TRI-STATE LATE MODEL SERIES RULES

(Changes in red) Updated 5-14-24

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 31.1/2015 or Snell rated SA2015 or newer. 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 recommended.

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. ¼ inch tolerance 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. Super bowl carburetor's are allowed.
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 except certain options. **(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. All steel or aluminum driveshafts must be painted white.
8. Rear end must be quick-change type and series approved.
9. Rear end coolers may be used, but cannot be mounted inside of the driver's compartment.
10. No open tube rear ends allowed.
11. No cambered rear ends permitted.
12. 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, Lucas Oil, Wisconsin or IMCA legal it will be Tri- State legal. Exceptions, the body skew is required to be followed by all series. Will be looking closely at droop rule to implement at a later date.
2. **Body Skew:** All Cars will be required to meet this rule. Rear measurement 6' feet from the left rear quarter panel to the right rear quarter panel, then measure 8' feet forward along the right side door top (put mark), Then the diagonal measurement from that door mark to the bottom corner of the left rear deck/ spoiler, should not exceed 118" inches.
3. **Composite / Plastic can be used on hood, fenders, front filler panel, right door and right rear quarter panels.**

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. The maximum rear deck height is 40" measured at center of deck. No tolerance is allowed for over 40". (Deck measurement will be measured pre race). If deck height doesn't meet pre race requirement, you will be given opportunity while in staging to adjust.

- a. If unable to meet required deck height prior to race you will be sent to the pits and awarded last place points and money.
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" brake in them.

SECTION 12: SHOCKS/SUSPENSION

1. No electronically adjustable shocks are allowed.
2. No cross connected or rod through designed shocks allowed.
3. Air shock allowed on LR only.
4. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shocktype radius rods permitted.
5. All attaching (radius) rods must be straight with the exception of the left lower that can have a bend for axel housing mount clearance.

SECTION 13: TIRE RULES

1. The series tire will be NLMT #3 or W30 on all 4 corners. Grooving and siping will be allowed.
2. The NLMT #4 will be will be allowed as a right rear option. Grooving and siping will be allowed.
3. Hoosier WRS 2-D55 or LM 40 are allowed. Grooving and siping allowed.
4. Tire size 11.0/88, 11.0/90 or 11.0/92 only will be permitted
5. 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. Tire durometer will be used to check tires. Tire warmers and any other means of artificially warming tires are prohibited.
6. 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.
7. Tire grinding is allowed.
8. All tires are subject to being sampled by series or protested by criteria below.
9. Tire protest: any driver, owner, crew chief competing in the A feature event (car must take a lap) are eligible to protest tires for chemical compounds or conditioning. Cars being protested must have finished in the top 5 A feature positions. Protest fee will be \$400 for 1 tire – 1 test. All other tires on the same car can be tested for an additional \$350 per tire. Totaling \$1450 for all 4 tires on the same car being protested at the same event. Protest must be cash/bills must be in denomination of not less than \$20. Tire and Protest money must be presented within 15 minutes of the drop of the checkered flag to the Tri State tech official. Winnings of the protested tire will be held until test comes back along with any other winnings until the tests come back. Tire sample will be cut with a blade/tool provided by the person being protested. (one can be provided if needed)
10. Denial/refusal of tire test will result in disqualification for that night(loss of winnings and points) Loss of an additional 100 points and a \$500 fine due before you can compete with the Tri State Series again. Protester will receive money back if protest is denied.

11. *If testing proves tire is illegal you will lose winnings for the night you were protested and all the points accumulated in the season up to the protested date. \$500 fine due before you can compete with the Tri State Series again. You will not be able to compete in the next 3 Tri State events.(not to roll over to next season)*
12. *If the protested tire comes back illegal the person who protested the tire(s) will receive the protested driver's winnings for that event up to the amount that was used to protest.*

Section 14: Tech Rule infractions:

1. For minor and non performance enhancing infractions a fix it ticket will be issued. Most fix it ticket's will be fixed by the next race.
2. Major performance enhancing infractions will result in immediate loss of points and money for the night. Tire softening is considered a major violation.
3. Failure to make weight will result in being scored last place in that race.
4. Following a major rules disqualification the Tri State Officials will meet and determine if a fine, suspension, or loss in points is warranted based on severity of the violation.
 - a. Fine will be minimum \$250 and Maximum \$1000.
 - b. Suspension will be 1-2 races.
 - c. Minimum Point loss will be 100 with a maximum of 500.
 - d. A DQ race or a suspended race will not be considered as a throw away in series points thus scored 0 points for that event.
 - e. Fine will be paid prior to participating in another Tri State Series Event.
 - f. In the event a tire is ruled to be chemical altered the testing lab bill will be added to the drivers fine.

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 weight sticker must be displayed on or near window pillar (written on duct tape with marker is fine).**

- OPTION A: 2200lbs 602,604 GM crate Motors (must be sealed)
- OPTION B: 2250lbs GM ct525 (Must meet Wisconsin 525 timing curve) Max RPM is 7200
- OPTION C: 2250lbs IMCA Spec Motor
- OPTION D: 2200lbs Chevrolet Motors 364 cu in or less, steel block with compression ratio 11 to 1 or less
- OPTION F: 2325lbs 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: 2325lbs Wisconsin Spec motor (Rev Limiter not required)
- OPTION H: 2350lbs Chevrolet Motors (steel or aluminum) 365 through 410 cu inches, with standard valve angle, ported steel or aluminum heads with (4) 1.100 restrictor.
- OPTION I: 2350lbs LS or open aluminum or steel motor with unrestricted valve angle, 365 cu inches or greater, with (4) 1.100 restrictors.
- OPTION J: 2325lbs Open aluminum or steel motors with unrestricted valve angle, 365 cubic inch or less, with (4) 1.375 restrictor
- OPTION K: 2325lbs 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. Gasoline Only (SLMR Rule FB)
- 2325lbs 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. Gasoline Only (SLMR Rule FB)
- OPTION L: 2250lbs Wisconsin concept motor (7800 rpm rev chip required) required to meet all Wisconsin specified rules.
- OPTION M: 2325lbs A: STEEL BLOCK: Aluminum Head, Chevrolet motors with track 1 style head under 375cu in with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.350 to 2.354. (3) 1.150 restrictors and (1) 1.200. Gasoline Only (SLMR Rule FA)
- 2325lbs B: STEEL BLOCK: Aluminum Head, Chevrolet motors under 375cu in with a 23 –degree valve angle plus or minus 2 degrees with the valve center of 2.349 or less. (1) 1.100 restrictors and (3) 1.150 restrictors. Gasoline Only (SLMR Rule FA)
- Option N: 2325lbs For Wagner cars that use Wagner Option D.

1. All weights must be in block form of no less than 5lbs and must be painted white with the car number on them.
2. 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.
3. Any weight mounted behind the fuel cell must be mounted below the frame of the car.
4. 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. Qualifying start procedures (primary method)
 - a. All drivers draw for heat races.
 - b. Timed qualifying will be done by heat groups.
 - c. Heat races will be heads up by qualifying time
 - d. Feature lineup: Heat winners redraw top spots then 2nd place redraws. Heads up afterwards by heat finish
2. Draw start procedures (if used)
 - a. All drivers will draw for heat races.
 - b. Two heats top 3 make redraw, 3 heats top 2 make redraw, 4 or more heats top 2 make redraw.
3. Cut off for the draw will be 30 minutes before the start of the 1st heat race.
4. All cars must start the heat race ASSIGNED or they will start last in their assigned B Feature.
5. Heat race & B Features will restart Delaware.
6. A Feature will use Delaware double restart. Single lead car with double file behind, second place car choosing high or low.
7. Any car causing 2 yellows will be sent to the pits.
8. Top 3 in heat will scale and go through tech
9. Top 5 in feature will scale and go through tech
10. After completion of race, if a driver goes to their pit stall and fails to cross scale they will be disqualified.
11. Season points go to the driver.

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 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 the race track. 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 questions to:

Series Director Mike Gross - 605-310-9591

Race Director Dereck VanDerBrink - 712-470-1850