



TRI-STATE

CHALLENGE SERIES

Any one hundred and four inch (104") wheelbase maximum four (4) passenger sedan type car, foreign or domestic, and equipped with a four (4) cylinder carbureted or injected engine. All cars shall be brightly painted and maintained in a neat manner. Primer is not acceptable as paint. Dents are to be kept to a minimum.

BODY:

There must be an open space at the top of the windshield for the class sponsor

Option 1:

Stock fenders, roof, quarter panels. Door may be stock or aluminum. Hoods may be stock or fiberglass NO aluminum. Front & rear bumper cover may be stock or aftermarket. Firewall must be stock. **Floor pan must be stock and must go from rocker panel to rocker panel/pinch rail or subject to penalty by adding weight to the right side.** Spoiler must be no wider than quarter panels and no taller than six inches (6"). Must have a full windshield and can be Lexan. Doors, hood, trunk lid, roof may be gutted. Battery must be in a covered box behind the driver. Fuel cell must be in steel in the trunk and no less than twelve inches (12") from the back bumper. Body must be the same as the chassis. Wing windows no greater than ten inches (10").

Option 2: See WEIGHT

All cars must have a steel roof, A & C pillars, complete bodies, trunk/deck lids, hoods, fenders, etc. Front fenders and rear quarters can be Steel, Aluminum, Plastic or Fiberglass (Fivestar or AR Bodies only). Fenders may be homemade. No exotic materials such as carbon fiber or kevlar. **Floor pan must be stock and must go from rocker panel to rocker panel/pinch rail or subject to penalty by adding weight to the right side.** Door panels may be steel or aluminum but must be stock appearing and securely fastened. Complete hood is required; may be lightened. Hood can be Fiberglass or Aluminum, no exotic materials (ie carbon fiber). Front hoods must use hood pins. Rear lids/trunks, if operable, must use hood pins. Side skirts allowed. Side skirts are between the front and rear wheels. Front splitters allowed. Rear spoilers allowed; must be securely fastened to back only (see A below). No forward mounted spoilers; no air dam style mounting; this includes sides and middle of spoiler. Rear spoilers cannot be wider than the width of the mounting surface and cannot impair rear vision. No dirt-style wings allowed. Maximum height as measured from deck/mounting point at a right angle to the top of the spoiler will be 6". The maximum spoiler material is 8". Single plane aluminum or clear polycarbonate (no Plexiglas), or replacement in stock configuration for make and model of car. Sunroofs must be removed and covered with minimum 20-gauge steel. No aluminum. Wheels/tires can protrude 3" maximum from the body. 64-inch track width center to center. 104" max wheel base. No channeling air on side of car or on top of quarter panels. You may use any late model body; however, it must maintain the stock roof.

ALL bodies must be in the spirit of the class

ROLL CAGE:

Roll bars are required and must be of at least one and one-half inch (1 1/2") O.D. round steel pipe, one-eighth inch (1/8") wall thickness, one and one-half inches (1 1/2") by ninety-five hundredths (.095) wall thickness on tubing. All roll bars have to have three (3) door bars on the driver's side connected with three (3) vertical bars in center. Front hoop ok.

ENGINE HEAD:

Option 1:

Head must be stock OEM. NO porting, polishing, deburring, port matching. Bigger valves and milling ok. Hydraulic camshaft only or Toyota solid ok. Adjustable timing gear and billet idler shaft ok. Lifters must de-pump full stroke. NO stacking of lifters, NO rollers, NO flat tappets, NO titanium valves, NO aluminum heads, NO work off center in bowls.

Option 2:

Cylinder head must be OEM for make of car (must have casting number and make emblem on it). No racing heads allowed (i.e. Yates, Ford Motorsports, Cosworth, etc.) No aftermarket heads of any kind. No 2.3 or 2.5 aluminum heads.

Porting and polishing allowed only on two-and three-valve per cylinder heads only. No porting or polishing allowed on four-valve heads or fuel injected engines.

Four valve heads to be used on correct cc motors as per factory.

Any aftermarket or OEM valve-train component allowed.

Cylinder heads must be a production head and available and must have casting number and Ford emblem on it.

BLOCKS:

Must be stock OEM

EXHAUST MANIFOLD & EXHAUST:

Option 1:

Stock cast iron OEM or OEM header. NO porting, NO port matching or deburring. MUST run muffler and pass 95db

Option 2:

Modifications, aftermarket and adapters allowed. Mufflers are mandatory. Maximum noise level is 95db at 100 feet. This is a track mandated rule. Any exhaust system mounted through car must be covered in a clean, safe manner and is subject to tech. Must be securely mounted. If an exhaust system is exiting out the passenger side of car, it must be flush with the body.

INTAKE MANIFOLD:

Option 1:

Must be stock OEM no porting, polishing, port matching, or deburring.

Option 2:

Modifications, aftermarket and adapters allowed.

ROTATING (RODS, PISTONS, CRANK)

Option 1:

Crank and stroke must be stock OEM (2300cc) or less. Pistons and rods can be aftermarket. Engine must match make and model.

Option 2:

Internal parts modifications are allowed, aftermarket allowed.

OIL SYSTEM:

Wet sump only. No external oil pumps. Aftermarket pans ok.

RADIATOR:

Can be aluminum. NO antifreeze. Must have a catch can.

CARBURETOR:

4412 500 CFM max. **Tool legal**. Aftermarket ok. Choke horn can be cut off.

CARBURETOR SPACER:

One and one-half inch (1 ½") spacer max. NO CNC machined.

CLUTCH:

Option 1:

One (1) cast iron OEM flywheel and must be no less than one inch (1") thick. One (1) clutch disk. Steel OEM pressure plate. NO racing clutch. Escort flywheel ok.

Option 2:

Any clutch and Flywheel is allowed.

TRANSMISSION:

Stock OEM with all gears.

REAR END:

Option 1:

Stock OEM with same make/model; may be locked. NO lockers. NO limited slip. NO disk brake.

Option 2:

MUST be stock OEM only. Rear End MUST match make. Can be locked. Eight inch (8") or nine inch (9") OK. NO floaters. NO aluminum. NO lockers.

DRIVELINE:

Must be steel and PAINTED WHITE. Driveline hoop must be twelve inches (12") behind transmission.

BRAKES:

Must have stock OEM brakes and all four (4) must work. Aftermarket pedals ok. **NO aluminum calipers**.

WEIGHT:

Option 1:

Up to 2300cc cast hydraulic camshaft or Toyota solid, stock OEM intake, stock exhaust cast or header, NO porting, cast OEM flywheel and steel pressure plate.

Weight: 2200 min

Left: 56% max

Rear: 47% max

2A:

Up to 2359cc solid roller, ported, racing clutch ok, header ok. Any aluminum or steel single adjustable shock or strut per manufacturer. Rebuildable shocks/struts allowed. One shock/strut per wheel. No canister or external reservoirs. Subject to \$150 per shock or strut (\$150 per corner of car) claim. (see general rules for claim guidelines). Bump stops are NOT allowed for shocks. Rear disk brake okay. Independent rear okay.

Weight: 2300 min

Left: 56% max
Rear: 47% max

2B:

2400cc MIN to 2600cc MAX; solid camshaft, solid roller camshaft, ported ok. Aftermarket intake, aftermarket header. Racing clutch ok.

Weight: 2400 min
Left: 56% max
Rear: 47% max

2C:

Dual overhead camshaft. Header ok. NO porting on head or intake. Racing clutch ok. Independent rear ok. Fuel Injection okay. **Stock per make and model.** No S-2000.

Weight: 2400 min - 1800cc & up
Left: 56% max
Rear: 47% max

2D:

Single overhead camshaft aluminum. Carbed. Front wheel drive & rear engine cars.

Weight: 2000 min
Left: 56% max
Rear: 47% max

2E:

Independent rear

Weight: 2400 min
Left: 56% max
Rear: 47% max

SHOCKS:

Option 1:

MUST be stock OEM and in stock location. Coil covers only on coil over cars. NO rebuildable shock. NO external adjustment. NO canisters or external reservoirs. NO bump stops. NO aluminum.

Option 2:

Any aluminum or steel single adjustable shock or strut per manufacturer. Rebuildable shocks/struts allowed. One shock/strut per wheel. No canister or external reservoirs. Subject to \$150 per shock or strut (\$150 per corner of car) claim. (see general rules for claim guidelines). NO bump stops.

RIDE HEIGHT:

Four inch (4") minimum at the lowest part of frame.

A-ARMS:

MUST be stock OEM per make and model. NO Heims. NO adjustable.

TRAILING ARMS:

Stock OEM or tube non adjustable and stock dimension. Mounts may not be altered. NO adjustable or heims.

SUSPENSION:

MUST be stock OEM spindles per make and model. Weight jacks ok. Sway bar one piece only. Stock OEM "K" members only.

IGNITION:

Aftermarket OK. NO crank triggers. NO electronic tuning.

FUEL CELL:

MUST be located in trunk and sealed off from driver. **MUST** be no less than twelve inches (12") from bumper. **MUST** be covered in twenty (20) gauge steel. Fuel line **MUST** be in conduit if, located in driver's compartment. **MUST** be no less than eight inches (8"). O-berg anti-siphon valve recommended.

FUEL PUMP:

Electric fuel pump **MUST** be located in rear, near fuel cell. Mechanical fuel pump ok. **Oil pressure shut off is mandatory on electric fuel pumps.**

WHEELS:

Seven inch (7") or eight inch (8") steel racing wheel.

TIRES:

Hoosier 700. **NO** soaking. The tire you qualify on, you **MUST** start the main event on. Qualifying tires will be stamped at the scales prior to qualifying.

SAFETY:

MUST have race padding on all bars that your hands and head can reach. **MUST** have a window net. **MUST** have three inch (3") wide shoulder belts. **ALL** belts must be five (5) years or newer. **MUST** have two inch (2") sub belt. **MUST** have a fire extinguisher. **MUST** have master electrical shut off behind driver's seat. **Helmet MUST** be **SNELL 2010** or newer; **NO** motorcycle helmets. Head and neck restraint recommended. **Fire resistant** Driver's suit must be clean with no visible holes. **Fire resistant** Racing gloves must be worn at all times. Holes around shifter must be covered. Seats must be aluminum. 2" belt okay with HANS or Youth.

TRANSPONDER:

Location:

Right rear frame rail; fifteen inches (15") behind center of rear end.

CAR NUMBERS:

Doors:

Twenty inch (20") **MINIMUM**

Roof:

Twenty six inch (26") **MINIMUM**

If it does not say you can, you cannot. Please build to the rules, not around them

These rules can be adjusted anytime to even competition