# 2017 Super Late Model Rules

***If the rules don't say you can't, don't assume you can. Tucson Tech has the final say.***

This set of Super Late Model Rules is intended to allow a variety of typical Super Late Models/ Late Models to compete on an equal playing field. Track management reserves the right to make changes to the rules on a when and as needed basis.

## 1. CAR BODY REQUIREMENTS:

1.1 Please refer to the ABC official rulebook version 9.0 for all body specifications. http://abcbodies.com/images/ABCrulebook-web.pdf

1.2 Bodies must be constructed of steel, aluminum, fiberglass, Kevlar or carbon-fiber. Flat or slab-sided bodies are not permitted. All bodies must maintain original dimensions. Must be installed in a professional manner and meet manufactures guidelines. No wedge, down force, or aero type bodies allowed. Belly pans/ Under pans will not be allowed.

1.3 If the car excessively contacts the track, driver will be black-flagged. The maximum front overhang from the front centerline of the spindle to the leading edge of the lower air dam at the centerline is 46". At all times, the ABC "A" measurement must maintain a minimum of 11-½". A minimum length of 20" is permitted for the nose, measured from the bottom leading edge at center, up to the hood seam. Minimum 47" roof height required, measured 10" back from top edge of the front windshield. Top of front fenders, doors, and rear quarter panels must maintain the same plane front to rear. The maximum of 34-½" plus or minus ½" measured at quarter panel/deck lid/rear bumper cover intersection on both sides. The nose/fender may flare out in front of the tire on the front and rear of the vehicle; it may be a maximum of 1" past the outside of the tire measured at spindle height. The fender in back of the tire on the front and rear of the vehicle may roll in a maximum of 2", measured on the outside of the tire and measured at spindle height. Adjustments will be permitted during an event and must be done in a manner that results in the car maintaining body height requirements.

1.4 Roof rails are permitted with a maximum of 1" lip only. No other vertical rails allowed on window or deck lid. **NO "shaping" or contour modifications of panels or nose permitted in any way**. The tech director reserves the right to add weight accordingly to non-conforming body measurements. Weights will be determined by the officials and are non-negotiable.

## 2. ENGINE REQUIREMENTS – GENERAL

**Please Note: Track Officials have the option to tear down any vehicle at anytime.**

2.1 Minimum 311 C.I. to 366 C.I Max., except for CT525 and Sealed Engine Options E.

2.2 No titanium, carbon fiber, aluminum, or stainless steel connecting rods allowed.

2.3 A ¾ inch plug must be installed in the oil pan for inspection, that access hole must be in line with a connecting rod journal.

2.4 All engines must be located so the center of the forward-most spark plug hole of the engine is 2 inches rearward of the center line of the upper ball joint.

2.5 Ford & Chrysler engines are allowed a 3 inch setback.

2.6 All engines must be centered in the frame, within a maximum of 1 inch offset for header clearance.

2.7 Crankshaft height is 10 inches minimum, with frame sitting on 4" blocks.

2.8 Dry sump system is allowed.

2.9 Roller cam and lifters are allowed. Lifters and push-rods must be magnetic steel. Belt drive, chain or gear drives timing chain allowed.

2.10 Shaft type rockers are allowed.

2.11 Every engine will be pumped/whistled and sealed at the beginning of the season. Tucson Speedway reserves the right to pump/whistle any engine at any time, regardless if the engine is sealed. Two (2) right side center intake bolts and two (2) carburetor bolts must be drilled for sealing. If the seal is broken or missing, at any time after a race, it may result in disqualification.

## 3. Engine Options: A

A ASA / 604 GM / Ford legal crate motor with 650 CFM Holley Carb.
A1 Supplemental information regarding the use of the 604 GM / Ford crate motors:
A2 Ignition systems will be limited to 6600 rpm. Chip must be out of reach of driver. All other requirements for ignition systems apply.
A3 Approved aftermarket harmonic balancers and pulleys will be allowed.
A4 1.5 Or 1.6 aluminum roller rocker arms are allowed.
A5 GM 12499224 Beehive valve springs are allowed.
A6 The 6.5" aftermarket oil pans allowed.
A7 ASA Legal Engines are allowed provided that they meet ASA rules. Some specific remanufactured engines (McGunegill) may be subject to additional weight penalty by Officials discretion.
A8 Crate engines may be rebuilt by Larry's Marine & Engine, and will be considered resealed. As an option, 604 GM and Ford Crates may be rebuilt with full roller rockers and stud girdles by Larry's Marine or Performance Engine. If you have a crate engine rebuilt you can use aftermarket parts as long as there are equivalent to GM or FORD spec sheet in weight and size. Engine builder will produce a build sheet showing parts and part numbers used in the engine.
A9 Crate engine protest – if you feel the engine builder build sheet is not true, pay $ xxxx.xx protest fee to have the engine checked. If the engine is legal or illegal part of the money will go to the shop that checks it and the rest will go to the win or lose party and a $100 to the tech official.

## Engine Options: B

B Tucson Speedway Engine (approved by officials).
B1 Engines may be interchanged with any approved body. Only cast iron engine blocks permitted and must retain all stock external dimensions.
B2 Maximum engine displacement is 366 cubic inches including wear.
B3 Maximum engine compression ratio is 11.1:1.
B4 Any aluminum piston may be used with a minimum of three (3) rings per piston is required.
B5 Titanium valves and valve spring retainers permitted but no other titanium is permitted in the engine.
B6 Cylinder heads may be cast iron or aluminum. GM type engines must have no less than 23 degree of valve angle as measured from the crankshaft centerline. There are no restrictions on valve size. The valve stem centerlines must remain in the OEM location and dimension of the heads being used.
B7 Any magnetic steel roller or flat tappet camshaft is permitted.
B8 Independent stud, roller-tip rocker arms, stud girdles and split shaft rocker arm assemblies are permitted.
B9 Only standard magnetic steel or cast iron production design crankshafts will be permitted. If aftermarket crankshafts are used, they must be designed and manufactured the same as an OEM crankshaft for the approved standard production engine. Stroke may be increased or decreased and balancing is permitted.
B10 Connecting rods must be solid, magnetic steel. Aluminum, titanium, stainless steel or hollow rods are not permitted.
B11 Engines may use a wet sump or dry sump oiling system. An accusump type auxiliary type oil reserve is permitted.
B12 The oil pan must have an inspection plug with a minimum diameter of one (1") on the driver's side allowing visibility of the crankshaft and connecting rods. (Moroso part # 23970 is recommended).
B13 Any cast, one piece intake manifold may be used.

## Engine Options: C

C NASCAR Elite Division Engine (this includes SRL legal with 390 Carb).
C1 NASCAR Elite Division legal motors are allowed – must comply with NASCAR rulebook including amendments. (390 SRL legal)

## Engine Options : D

D **CT 525 Engine** = 2,900 lbs – (15 lbs of weight mounted forward of bellhousing on right side frame rail and 15 lbs must be mounted forward of bellhousing on left side frame rail, up high as possible.)
D1 Engine must meet all specifications of the CT 525 P/N 88958759 technical manual second edition.

D2 Ignition system P/N 19171130 is mandatory and will be limited to 6800 rpm.
D3 The ignition box may not use a chip.
D4 Timing limited to 28 degrees.
D5 All other requirements for ignition systems currently in rule book will be enforced.
D6 Be prepared to remove your ignition box. Boxes may be swapped with a competitors box or a box provided by the track at any time.
D7 Laptops are not allowed to be connected to boxes while in TS tech area without an official present. Laptops or laptop wiring may not be in any portion of the drivers compartment while in TS tech area unless an official is present.
D8 **TUCSON TECH will install the curve and maximum rpm. Tucson Speedway can make changes to these rules at any time to make competition fair.**

### Engine Options : E

E Seal Engine Program **McGunegill, Hamner, Progressive,** SSPE = **2925 lbs** – Any tampering of seals or established construction of these engines is grounds for immediate disqualification.
E1 Holley 750 CFM P/N 4779 or 80528 must be used.
E2 The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions.
E3 Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges.
E4 IGNITION SYSTEM SPECIFICATIONS – 7600 Maximum Rev Limit. May use any standard oval track racing ignition box. Racers responsibility to have chip that tests 7400 rpm or below and covered at all times.
E5 Absolutely no crank trigger pickups permitted.
E6 Engines may be inspected during post race tech to monitor adherence to spec rules.
E7 **Tucson Speedway can make changes to these rules at any time to make competition fair.**

## 4. CARBURETOR:

**You may use either a 4 barrel (4150HP, Model # 80507) carburetor or 2 barrel (Holley 4412, Model #3240). The only approved modifications apply to both carburetors as follows:**

4.1 **A Holley 4150HP Series Model # 80507 (4) barrel carburetor may be used with a minimum weight of 2900 lbs. Holley 4412 Model #3240, 2 barrel carburetor may be used with a minimum weight of 2850 lbs.**
4.2 The choke air horn may be removed with a square mill cut.
4.3 The butterflies may be drilled with one (1) 3/16 idle hole each.
4.4 The choke and linkage may be removed, but holes must be permanently filled.
4.5 No polishing, grinding, coating or drilling of holes permitted in the carburetor body.
4.6 Screw in air bleeds is permitted.
4.7 Keith Dorton Carburetor Part # 0-80583-1 not permitted.
4.8 Butterfly screws may be replaced with pan head type screw.
4.9 Venturi area may not be altered in any manner. Casting ring must not be removed.
4.10 Base plate cannot be altered in size, shape or finish.
4.11 Throttle shafts must remain standard and cannot be thinned cut or altered in any manner.
4.12 Boosters may not be changed. Size or shape must not be altered. Height must remain standard.
4.13 Accelerator pump system is open.
4.14 Power valves, metering blocks and floats may be modified.
4.15 Performance air filter and housing permitted but must not protrude through the hood. No tubes, funnels or any device which may control the air flow are permitted inside or outside of the air cleaner or between the air cleaner and the carburetor. Cold air boxes are permitted.
4.16 A minimum of 2 throttle return springs are required and must be mounted from separate locations.
4.17 Maximum gasket thickness is .065”.
4.18 No tubes, funnels or anything which may control the flow of air is allowed inside of the air cleaner or between the air cleaner and the carburetor. No forced air devices are allowed.

4.19 A fresh air deflector will be permitted (if not utilizing a cold air system) from the center of the leading edge of the windshield directly under the cowl air opening in the hood. The deflector will not exceed 20" in width and will be centrally located on cowling. The top and bottom of the air filter housing must be solid and must be the same diameter. A maximum of a one inch lip will be permitted from the air filter element to the edge of the air filter housing top and bottom. Only one round dry paper type air filter element is permitted. No treating or soaking air filters.

4.20 No electric fuel pumps will be allowed.

4.21 Two (2) right side center intake bolts and two (2) carburetor bolts must be drilled for sealing. If the seal is broken or missing, at any time after a race, it may result in disqualification.

4B **In addition to the above modifications, below are rework guidelines for the 4150 HP: (under advisement)**

B1 Boosters: 0.620 OD minimum – 0.450 maximum

B2 Tube: 0.218 minimum

B3 Venturi: 1.0625 maximum

B4 Baseplate: 1.4375 maximum

B5 Baseplate Thickness: 0.715 minimum

B6 Throttleshaft: 0.200 minimum

B7 Any carburetor modifications not specifically covered in these rules will not be permitted.

B8 All carburetors must pass the Go/NoGo gauges.

## 5. CARBURETOR ADAPTER / SPACER & FILTER:

5.1 An approved one piece carburetor adapter/spacer with a maximum of 1.000" inch thickness may be installed between the intake manifold and the carburetor.

5.2 A one piece, paper gasket, maximum thickness 0.065" inch that matches the exterior dimensions of the carburetor throttle plate and must be installed between the adapter and the carburetor and a second gasket of the same size and dimensions must be installed between the adapter and the intake manifold.

5.3 Any alterations to allow air to be introduced into the engine below the opening of the carburetor venturi is not permitted.

5.4 Performance air filter and housing permitted but must not protrude through the hood. No tubes, funnels or any device which may control the air flow are permitted inside or outside of the air cleaner or between the air cleaner and the carburetor. Cold air boxes are permitted.

## 6. MINIMUM WEIGHT RULES WITH DRIVER BEFORE RACE:

6.1 Engine Options: A 2800 lbs. and 58% maximum left side weight.

6.2 Engine Options: B 2900 lbs. and 58% maximum left side weight.

6.3 Engine Options: C 2900 lbs. and 58% maximum left side weight.

6.4 Engine Options: D 2900 lbs. and 58% maximum left side weight.

6.5 Engine Options: E 2925 lbs. and 58% maximum left side weight.

6.6 All cars 58% maximum left side weight.

6.7 Your declared weight must be posted on the top right side of the windshield pillar.

6.8 All added weight that is not contained in the frame rails or in steel tubing welded to the frame, must be painted white, must have car number clearly visible on each piece, and must be securely attached with a minimum of two (2) ½" grade 5 minimum bolts with lock nuts.

6.9 No pellets or tungsten allowed.

6.10 In the interest of safety, a $10.00 per pound fine **may** be assessed to the driver of any car that loses a ballast weight on the track surface. This fine will be paid to and verified by Tech, prior to further competition.

## 7. SPOILER:

7.1 A spoiler, non-adjustable by driver, must be attached to the rear deck-lid, with a maximum surface area of 6 ½ inches in height and maximum 60 inches in length.

7.2 Must be 1/8 inch metal or 1/4 inch Lexan, the top 3 ½ inches of rear spoiler must be ¼ inch clear Lexan, and control the flow of air over one surface only.

7.3 No rudders or forward mounted brackets are allowed.

7.4 Spoiler braces may be used.
7.5 Front air dam height no less than 2 inches, no wider than 78 inches, with no other directional air devices allowed.

## 8. FRAME/ ROLL BARS AND GROUND CLEARANCE:

8.1 Ground clearance is 2" if a car excessively contacts the racing surface the driver will be black flagged.
8.2 Full tube or stock sub frames are permitted. Perimeter or straight rail chassis permitted. Mainframe rails or clip sections may not be pierced, drilled, or otherwise altered for reducing weight. Absolutely no holes will be tolerated in the mainframe rails or sub frames except to facilitate component attachment and /or brackets.
8.3 Mainframe rail structure of the chassis, defined as the primary structure to which the roll cage center section mounts to must be constructed of steel having a minimum perimeter of 10"(2"x3"ect) and be a minimum .095 wall thickness in that portion of the frame contained within the wheelbase. Front and read sub frame sections extending from the center section must also be 10" perimeter members but may have a minimum wall thickness of .083. If the frame rails are 12" perimeter (3"x3") minimum wall thickness may be .090. All frames are subject to approval. Any frame rejected by the Tucson Speedway officials for poor workmanship will not be approved until necessary changes have been made.
8.4 A roll cage is required. Roll cage minimum 1x3/4" x.095 round ERW or DOM tubing. Roll cage must have main hoop. Roof hoop **2** A-post bars, dash and main hoop spreader bars and main hoop diagonal bar. Minimum of **3** door bars on left side and a minimum of **2** door bars on the right side. Left side door bars must radius out to within 1" of the door skin. Door bars must be tied to the frame at center. An upright brace between each door bar shall be welded into place. Right side door bars may straight between hoops instead of curving out to bodyline. Bars must be of the same materials as roll cage and similarly gusseted. A windshield bar (Earnhardt Bar) from roof halo to dash bar is required.
8.5 Roll bars must be padded anywhere driver may come in to contact with the bars. A driver's side door bar pad is permitted.
8.6 Tucson Speedway requires the installation of steel plates, 10" gage or 1/8" thickness metal, must be securely welded to the door bars on driver side. Plate must cover the area from the top door bar to the bottom door bar and from the A post to the B post. The plates must be visible for inspection.

## 9. TREAD WIDTH:

9.1 All cars must maintain a maximum allowable tread width of 68 plus or minus 1/2 inches front and rear. Must fit the TS gauge as presented for inspection. Measured from the inside of the right tire to the outside of the left tire, at zero toe in at spindle height. No tolerance.

## 10. WHEEL BASE:

10.1 101 inches minimum. No tolerance.

## 11. BRAKES:

11.1 All four corners must have operational brakes. No floating type brake rotors. Brake rotors must maintain a minimum of 85% of the original specification for the rotor being used. No solid type rotors are allowed. No carbon or carbon fiber components are allowed in the braking system.
11.2 Brake blowers are allowed. Tire blowers are not allowed.

## 12. SUSPENSION:

12.1 Rear suspension must be three link. No spring or dampening devices are allowed to be incorporated in the trailing arms. Independent rear suspension is not permitted. Rear suspension may be either a three (3) link type suspension or a four (4) link with two (2) upper arms. Rear springs must be mounted in the same manner/location on each end of the rear end housing.
12.2 No Truck Arms allowed.
12.3 Adjustable shocks allowed.
12.4 Bump stop packers are allowed.
12.5 No driver's adjustments allowed.

## 13. IGNITION/COOLING SYSTEMS:

13.1 Only a point type, single or dual, or electronic system is permitted. All ignition systems are subject to approval by track management and tech officials. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted and will be limited to 8000 RPM. (Subject to change at official's discretion).

13.2 No magnetos or computerized systems are allowed.

13.3 The distributor must mount in the stock location for the make and model engine being used. No crank trigger ignition systems allowed. Each car may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary / backup switch(s). The ignition systems must consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal / external). RPM limiting devices must be approved by management and tech officials and be attached and wired to the ignition amplifier boxes in a visible manner.

13.4 The radiator must be located in front of the engine and must have a minimum 1 quart catch can securely mounted. No ethylene glycol or similar coolants allowed. Water Wetter and Motor max are permitted.

13.5 A labeled on/off master switch is required and must be located in the driver's compartment so that it is accessible from both sides of the car. On/off must be clearly marked.

13.6 The on/off switch must be connected to the battery cable in such a manner that would cut off all electrical power the car. Engines must stop running when master switch is off.

## 14. EXHAUST:

14.1 Mufflers recommended.

## 15. MIRRORS:

15.1 Rear view mirror with a maximum width of 26 inches will be permitted.

## 16. COMMUNICATIONS:

16.1 Two way radios with a spotter or a RACEceiver with one way communication from the tower is required.

16.2 Spotters must also use a RACEceiver to monitor communication from tower.

16.3 Only one radio, one wiring harness and one antenna will be allowed.

16.4 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

16.5 Transponders for automatic lap scoring/timing is required and must be mounted on the right side frame rail, 13'6" from the furthest point of the nose and no higher than 12" off the ground.

16.6 Spotters must display car # affiliation for spotter official to see.

16.7 During the event, start to finish, spotters must be in the designated location any time their car is on the race track. If the spotter leaves the designated location during the event the car may be black flagged.

## 17. DRIVE TRAIN REQUIREMENTS:

17.1 All clutch assemblies must meet the following requirements and are subject to track approval.

17.2 High-speed multiple disc clutches are permitted but no light alloy assemblies are allowed.

17.3 Clutch must be mounted inside of the bell housing.

17.4 Clutch & Flywheel must attach to crankshaft in a conventional manner and rotate with crankshaft at all times.

17.5 No carbon or carbon fiber clutches.

17.6 Standard production transmissions which are cataloged and available through regular dealer channels may be interchanged.

17.7 One forward and reverse gear must be in working order. Two-speed, three- speed, and four-speed transmissions are permitted. No direct drive assemblies of any kind are allowed. Clutch must be a minimum of 5-1/2 inches in diameter. Or internal clutch type transmission.

## 18. DRIVE SHAFTS:

18.1 Steel or aluminum drive shafts only.
18.2 No carbon fiber drive shafts, yolks or slip yolks allowed.
18.3 Driveshaft must be painted white and have a minimum of two, 2 inch wide X ¼ inch thick 360 degree brackets placed around the drive shaft and fastened to the floor or cross member preventing the shaft from being dislodged and dropping onto the racing surface.

## 19. REAR-ENDS:

19.1 No open tube or independent suspension rear-ends are allowed.
19.2 No cambered rear-ends are allowed.
19.3 No titanium axles or lower input shafts are allowed.
19.4 No rear sway-bars are allowed.
19.5 Quick-change rear ends allowed. Must have steel axle tubes. No aluminum tubes allowed.

## 20. WHEELS:

20.1 10 inch steel, approved racing wheels are mandatory.
20.2 No wheel weights are allowed.

## 21. FUEL SYSTEM REQUIREMENTS:

21.1 FUEL CELL: Fuel shall not be blended with any other gasoline or any additives, nitro compounds, or other oxygen containing compounds. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers. Icing or cooling of fuel systems will not be permitted in the pit or racing areas. Pressure systems will not be permitted. Any concealed pressure type containers, feed lines, or actuating mechanisms will not be permitted, even if inoperable. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system. Only 1 gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to track Officials. The use of a fuel cell is required and must be isolated from the driver by a fire-wall. The fuel cell shall have a positive locking cap or approved dry break and must be vented with a flapper or check valve in the vent tube. Fuel cell must be enclosed in an approved metal container. Fuel cell must be fitted within the container so that the maximum capacity, including filler spout and overflow does not exceed 22 gallons. It is suggested that fuel cell dimensions be 33 X 17 X 9 inches. Fuel cell and container must be installed as far forward as possible in trunk compartment with an equal distance between frame rails. Fuel cell and container must be installed in recessed well, and must be secured with steel straps not less than two lengthwise and two crosswise. Straps must be made of 1" X 1" square tubing bolted to frame rails. Fuel cell container must be supported by 3 straps minimum, of 1 inch square tubing, secured to frame an equal distance from each end. All fuel lines must be steel braided line or enclosed in pipe or conduit. Fuel cell height is 9 inches minimum measured from cell to ground. No glass or plastic fuel filters are allowed. A reinforcement plate of not less than 1/8 inch magnetic steel must be installed behind the fuel cell. The plate must be welded to cage and must extend the entire width and height of the fuel cell.
21.2 Only racing fuel will be permitted and must be purchased from TS directly. Competitors may be required to show a purchase receipt from TS for fuel on the race day. If no receipt is provided, winnings will be withheld until the fuel is tested and the costs of fuel testing will be deducted from the winnings.
21.3 Pump gas may be bought from a gas station.
21.4 You can mix pump gas and racing fuel.

## 22. TIRES: (Hoosier 2040)

22.1 **All cars will run Tucson Speedway (TS) tires purchased from TS Tire Barn. The track specified tire for the 2017 season is the Hoosier 2040 10". No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. A minimum durometer reading may be enforced at all time. Tire limitation rules apply.**
22.2 TS has a "Tire limitation rule" in an effort to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in affect for the tires that

are eligible to race on, not practice on. Below are the requirements, rules and guidelines for the Tire Limitation Policy.

22.3 On Opening Day, each competitor who has a car in the pits that attempts to qualify and compete in that evening's events may record a maximum of Six (6) new tires.

22.4 There will be no banking of tires at TS tire barn facilities.

22.5 No bleeder valves will be allowed.

22.6 Swapping tires between teams will not be allowed.

22.7 Tires that are qualified on must be used for all heat and main event races.

22.8 On each race day, after the first race event, that TS holds a NASCAR Super Late Model event, each competitor who has a car eligible and ready for competition will be allowed to record a pre-determined allotment of tires based on a 4-2-2-4….schedule. In other words, on the first race of the season, each competitor will be allowed to record Six (6) tires, and will be allowed to record four (4) tires every fourth race. Each competitor will be allowed to record two (2) tires every 2nd and 3rd race.

22.9 Cars must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of TS officials. If the car does not attempt to qualify and compete, the tire/ tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires, unless, the race that the competitor did not qualify or compete was a two (2) tire race, and the next race is a four (4) tire race, then the competitor will be allowed to purchase a maximum of two (2) tires.

22.10 Each tire will be branded, logged, and recorded by TS Tech Officials.

22.11 In the event that a competitor is unable to attend or compete on Opening Day, at their first race to TS they may record four (4) new tires.

22.12 In the event that a competitor flattens or damages more than one tire in an accident, only one (1) new tire may be recorded for replacement. The Competition Director may approve additional tires to competitors damaging more than one tire in an event. Competitors must present all damaged tires to Track Officials before the end of the night to be eligible for replacement. The replacing tire must be of similar age and quality of the tire it is replacing; i.e. a new tire replaces a new tire or a used tire replaces a used tire.

22.13 Tire Tickets must be used to purchase tires, and will be available from track officials. Be aware, No Ticket, No Tires. Tires will be available for purchase when the TS Tire Barn is open, normally on Wednesdays prior to race weekend, Fridays prior to race weekend (If practice is scheduled), and Race day.

## 23. OUT-OF-TOWN CARS:

We invite all competitors from Out of Town to come and compete. Because of differing levels of competition and components, management reserves the right to adjust car weight or weight percentages on an individual competitive basis.

## 24. PERSONAL SAFETY EQUIPMENT:

24.1 All safety equipment is the sole responsibility of the driver, not TUCSON SPEEDWAY, their agents, officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation and usage guide lines and adhere to them at all times.

24.2 A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing. No fiberglass, plastic, or homemade seats.

24.3 Seats must be securely bolted to a seat mount assembly that is an integral part of the roll Cage, FOUR BOLTS IN BOTTOM OF SEAT AND TWO IN SHOULDER AREA ATTACHED TO ROLL BAR.

24.4 Seats must have a built-in padded headrest behind head.

24.5 Padded rib protection and leg extensions are recommended.

24.6 A five (5) point safety harness, with quick release is mandatory! #' wide lap belt, 2" or 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum 1/2" grade 8 hardware and safety cables.

24.7 The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer.

24.8 The manufacturers label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. The date of manufacture should remain visible on the belts at all times and may be no more than five (5) years old. Any visible damage, fraying or sun damage, may require replacement.

24.9 The driver must use the seat belt restraint system at all times on the race track, in accordance with the instructions and or recommendations of the system supplier and or manufacturer.

24.10 IT IS THE RESPONSIBILITY OF THE DRIVER, NOT TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT/ HEAD AND NECK RESTRAINT SYSTEMS AND ALL COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED. NOTE: Seat belts and shoulder harness must not be older than three (3) years.

24.11 Driver's side window net is required and must be dated within five (5) years.

24.12 Window net must have dated tag by manufacturer. Net material must be a minimum of ¾" inch wide and have openings of at least 1″ inch. Net must be equipped with a quick release device on the top left front corner.

24.13 Drivers must wear a full-face helmet, carrying at least a valid SA 2000 or SA 2005 Standard Snell and or a valid SFI 31.1, SFI 31.2 or SFI 31.1/2005 label at all times on the race track.

24.14 The driver should wear the helmet in accordance with the directions provided by the helmet supplier and or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.

24.15 An approved Head and Neck restraint system is required.

24.16 During race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.

24.17 During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.

24.18 IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER NOT THE TRACK OFFICIALS OR THE PROMOTER TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

24.19 Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification.

24.20 Each driver must also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification. It is recommended that underwear, head socks and socks meet the SFI 3.3 specification.

24.21 During race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform meeting the SFI 3.2A/1 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended.

24.22 IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT TRACK OFFICIALS, OR THE PROMOTER TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

24.23 Car must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type at least 2 lb. UL rating, with an operating pressure gauge, securely mounted to the right of the driver's seat, and readily accessible for use.

24.24 All entrants must have a 10 lb. Halon 1211, ABC or equivalent fully charged fire extinguisher in their pit area.

## 25. IDENTIFICATION AND MARKING:

25.1 Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by the track officials to be in poor taste or otherwise detrimental to the betterment of the sport.

25.2 Side numbers must be at least 18″ inches high and neatly lettered on both sides of the car.

25.3 Roof numbers must be at least 24″ inches high and readable from the passenger side of the car.

25.4 Cars must have 6" tall numbers on fromt and rear.

25.5 All numbers must be of a contrasting color to the area of the car on which they are displayed.

25.6 Driver's full name must be a minimum of 3″ inches high on the left and right edge of the roof.

25.7 Car owners must register choice of car number with track management prior to the start of the season.

25.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.

25.9 Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.

25.10 Top 4″ inches of the windshield is reserved by Management for a division sponsor.

25.11 Cars must be painted/presentable. Cars in primer are allowed a two (2) grace race minimum.

## 26. ELECTRONICS:

26.1 On-board computers, traction control devices, automated electronics, telemetry devices, automatic lap scoring/timing devices, or digital readout gauges other than those issued or approved by TUCSON SPEEDWAY, will not be permitted without written approval.

26.2 Microprocessors or electronic memory chips will not be permitted.

## 27. COMPONENT VIOLATION:

27.1 Speed enhancing alternation or modification of unsealed component(s) is not permitted. Components in violation will be confiscated and subject the driver and or owner to automatic disqualification from the event; loss of all driver/car points; forfeiture of any or all event monies and/or contingency awards.

**TUCSON SPEEDWAY reserves the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.**