



2017 Tucson Pro Trucks

This set of Tucson Pro Trucks Rules is intended to allow a variety of typical Trucks 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. Tucson Speedway will adjust weight or left side percentage to insure fair and even competition.

1. BODY

- a. Chevy Colorado, Ford Ranger, Dodge Dakota, Toyota Tacoma, Chevy S-10.
- b. Rear spoiler maximum height 6", 58" maximum width.
- c. No spoiler mounting in front of spoiler.
- d. Wheel size 15 x 8.
- e. **Cars must be painted/presentable. Cars in primer are allowed a two (2) grace race maximum.**

2. ENGINES

- a. **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) right 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.**
- b. **Nothing larger than 355 lift on the cam lobe.**

3. ENGINE OPTION 1: 602 Crate

- a. The GM Circle Track Crate Engine P/N 88958602.
- b. The GM Crate Engine Part # 12486041 (see note 2 & 3)
- c. All Circle Track Crate Engines must be factory sealed at the intake manifold, cylinder head, front timing cover and oil pan.
- d. This engine must use either the GM P/N # 12366573 or the Edelbrock P/N # 2116 intake manifold.
- e. This engine is subject to teardown tech at anytime
- f. Must use **6200** rev limiter chip. Chip must be out of reach of driver.
- g. 10 ½" crank height, at 4" ride height, with driver.

4. ENGINE OPTION 2: 9.5.1 OPEN

- a. 360 cubic inch displacement or less.
- b. Flat tappet camshafts only.
- c. Aluminum water pumps & pulleys are allowed.
- d. After-market power steering pumps are allowed.
- e. Must have cast iron cylinder heads, original valve angle and location.
- f. Crankshafts cannot weigh less than 49 lbs. Must install a 1" diameter pipe plug to inspect crankshaft, or remove pan.
- g. No titanium anywhere.
- h. Aftermarket air filter housing permitted and be used during all competition.
- i. No acid dipping, no pressure porting.
- j. Stamped rocker arms or roller rockers are permitted.
- k. Screw-in rocker arm studs are okay and stud girdles are allowed.
- l. Polly locks are okay.
- m. No dry sump oil systems.
- n. 10 ½" crank height, at 4" ride height, with driver.

5. CARBURETOR AND INTAKE (for both Option 1 and 2)

- a. Holley P/N # 4412 S or C casting # 3250 carburetor. Choke horn may be removed with a square mill cut. Edges may not be radiused, filed, or otherwise debarred. The Holley is a box stock carburetor. TS will determine what is allowed.
- b. Spec intake manifold and carburetor option – All items Must be box stock! GM engines – Edelbrock Performer P/N # 2101 manifold; Ford engines – Edelbrock Performer P/N # 2181 manifold.
- c. No electric fuel pumps will be allowed.

6. CARBURETOR ADAPTER (for both Option 1 and 2)

- a. Any carburetor adapter max 1" high with gaskets no thicker than 1/8".

7. WEIGHT RULES – WITH DRIVER BEFORE RACE

- a. 602 Crate Engine: 2700 lbs. and 56% maximum left side weight.
- b. Engine Option 2: 2750 lbs. and 56% maximum left side weight.
- c. Your declared weight must be posted on the top right side of the windshield pillar.
- d. 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.
- e. No pellets or tungsten allowed.
- f. 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.

8. DRIVE TRAIN

- a. Stock type flywheel only, No lightening allowed. No aluminum flywheels permitted.
- b. Performance OEM style clutches are permitted. Minimum diameter 10-½" inches.
- c. Multiple disc clutches are not permitted.
- d. Aluminum assemblies are not permitted.
- e. Approved heavy duty explosion proof bell housing or approved 180° degree shield over the top and down both sides must be installed. Conveyor belt material if properly installed is acceptable. A 1" hole in bottom of bell housing, in line with the clutch flywheel assembly, is mandatory.
- f. Falcon or Brin type transmissions are allowed. All gears, including reverse, must operate.
- g. A GM, 2 speed direct drive transmission with clutch pedal dump or clutch less valve body can be used. The use of a hand operated, hydraulic valve transmission lock-up system (band apply) is also permitted. This system allows the TRUCKS to be push started.
- h. Minimum weight of transmission is 95 pounds, without fluid. Lightening of internal transmission parts or case is not legal or allowed. No coatings, no polishing, no deburring or lightening in any way. No adding weight to inside of case or to inside of transmission pan. All transmissions subject to technical inspection by Luke's Transmission at any time.
- i. No tail house bearings, billet input shafts are permitted.
- j. Transmissions must be vented to a 1 quart catch can of metal construction only or re-vented to tail shaft housing.
- k. Driveshaft must be steel, painted white and have car number on it. No aluminum drive shafts allowed.

9. SUSPENSION

- a. 2 5/8" coil-over springs are allowed. No barrel or progressive springs allowed.
- b. No bump stops or coil bind allowed.

- c. Upper a-arms may be tubular style, 8" – 9" length only.
- d. Sway Bar 1 ¼ max.
- e. Lower a-arms cannot be more than 16" long from center of ball joint to center of heim joint.
- f. Solid 3 link rear suspension allowed.
- g. 4" ride height with driver, at any time. This includes body and chassis.
- h. Max tread width, **front and rear**, is 63", measured from inside of right tire to outside of left tire.
- i. Wheel base must be 108", with ¼" tolerance.
- j. Front springs must be taped to check for coil bind.

10. SHOCKS

- a. Must use non-adjustable shocks. Can be re-buildable.
- b. Non-nitrogen, hydraulic shocks only.

11. STEERING

- a. Stock style gear box only. No rack & pinion steering allowed.

12. SAFETY

- a. All safety equipment is the sole responsibility of the driver, not the track, 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.
- b. A professional racing seat is required. Approved seat must be made of .125 aluminum and manufactured specifically for auto racing. No fiberglass, plastic, or homemade seats.
- c. Seats must be securely bolted to a seat mount assembly that is an integral part of the roll cage. **MINIMUM 4 BOLTS ON BOTTOM OF SEAT AND TWO BOLTS TO THE ROLL BAR NEAR SHOULDER AREA.** Seats must not be mounted to the floor.
- d. Seats must have a built-in padded headrest behind head.
- e. Padded rib protection and leg extensions are recommended.
- f. Each car must be equipped with an approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3") inches wide.
- g. **ALL BELTS MUST BE 5 YEARS OLD OR LESS WITH NO VISIBLE DAMAGE.**
- h. The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer. A minimum ½" Grade 5 bolt must be used to mount seatbelts.
- i. 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.
- j. **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.**
- k. Driver's side window net is required and must be dated within FIVE (5) YEARS. 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.
- l. 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.
- m. 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.
- n. An approved Head and Neck restraint system is recommended. Neck collar is required.
- o. During race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.

- p. During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.
- q. 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.
- r. Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification.
- s. 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.
- t. 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.
- u. 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.
- v. 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.
- w. All entrants must have a 10 lb. Halon 1211, ABC or equivalent fully charged fire extinguisher in their pit area.

13. IDENTIFICATION AND MARKING

- a. Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- b. Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- c. Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- d. Cars must have 6" tall numbers front and rear.
- e. All numbers must be of a contrasting color to the area of the car on which they are displayed.
- f. Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- g. Two (2) digit numbers are recommended, however, three (3) digit numbers are permitted.
- h. Car owners must register choice of car number with the track management prior to the start of the season.
- i. Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- j. Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.
- k. Top 4" inches of the windshield is reserved by Management for a division sponsor.

14. COMMUNICATION

- a. **Two way radios with a spotter or a RACEceiver with one way communication from the tower is required.**
- b. Spotters must also use a RACEceiver to monitor communication from tower.
- c. One car radio, one wiring harness and antenna only.
- d. During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

15. TRANSPONDERS

- a. 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.

- b. On-board computers, traction control devices, automated electronics, telemetry devices, other than those issued by track management, or digital readout gauges will not be permitted without written approval.
- c. Microprocessors or electronic memory chips will not be permitted.

16. TIRES

- a. All cars will run Tucson Speedway (TS) tires purchased from TS Tire Barn. The track specified tire for the 2015 season is the 8" Towel City. 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.
- b. 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.
- c. On Opening Day, each competitor that 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.
- d. There will be no banking of tires at TS tire barn facilities.
- e. No bleeder valves will be allowed.
- f. Swapping tires between teams will not be allowed.
- g. Tires that are qualified on must be used for all heat and main event races.
- h. On each race day, after the first race event that TS holds, a NASCAR Modified/ Pro Stock event, each competitor who has a car eligible and ready for competition will be allowed to record one (1) tire. During special events, tire allotment may be adjusted at the discretion of the Competition Director.
- i. 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.
- j. Each tire will be branded, logged, and recorded by TS Tech Officials.
- k. 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.
- l. 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 consideration.