



3rd Annual Turkey Shoot 125 Laps

Super Late Model 125 Laps / King of the Hill 75 Laps

Track: Tucson Speedway
Promoter: John Lashley

Track Address: 11955 S. Harrison Road
Tucson, AZ 85747

Race Dates: November 23-24, 2018

Divisions: Super Late Models / King of the Hill

125 Lap Super Late Model Feature\$4,000 to Win / \$300 to Start (minimum of 15 cars)
75 Lap King of the Hill.....\$2,000 to Win / \$150 to Start (minimum of 15 cars)

PRELIMINARY SCHEDULE (subject to change)

Thursday, November 22 nd		Track will be open for Early Registration entrants, Motor Homes and Campers to park
Friday, November 23 rd	8:00am	Registration/Pit Gates Open
	8:30pm	Tech and Tire Barn Opens
	9:45am	Mandatory Drivers Meeting
	10:00am – 3:15pm	Practice for cars running this event
Front Gate opens 3:30pm	3:30pm	Qualifying – Super Late Models
	4:55pm	Opening Ceremonies
	5:00pm	Super Late Model – 50 Lap Main(s)
Saturday, November 24 th	8:00am	Registration/Pit Gates Open
	8:30am	Tech and Tire Barn Opens
	11:00 – 2:00pm	Scheduled Practice (for both classes)
	2:15pm	Mandatory Drivers Meeting
Front Gate opens 3:00pm	3:00pm	Qualifying – Super Late Models
		Qualifying – King of the Hill
	3:55pm	Opening Ceremonies
	4:00pm	Driver Introductions
		Turkey Shoot 125
		King of the Hill Main (75 Laps)

HOOSIER TIRE ALLOTMENT FOR TURKEY SHOOT 125

Super Late Model: The maximum tire allotment available for this event is as follows: **eight (8) NEW Hoosier 10" F-80 tires (4 race and 4 practice tires)**. Tires from previous Tucson Speedway events may be used, as long as the tires are the same codes supplied by Hoosier Tire for use at Tucson Speedway. All Cars must race the Turkey Shoot 125 on the four (4) tires they qualify on. Competitors may choose to race B feature on other Hoosier 2040 tires (purchased from Tucson Speedway), but must race the Turkey Shoot 125 on their qualifying tires. All 125 laps will be ran with NO BREAK and no scheduled tire changes. Tires can ONLY be changed if FLAT during the main event.

King of the Hill: *NO RULES / Run what you brung. OPEN Tire rule.* Tires will be available for purchase at Tucson Speedway.

QUALIFYING PROCEDURE

The decision of what constitutes an official qualifying attempt shall be at the discretion of the Tucson Speedway official in charge of the event. Two consecutive qualifying laps, faster lap determines qualifying position. Adjustments or repairs may not be made on the car after the car has taken the green flag at the start/finish line. Tucson Speedway reserves the right to have more than one car engage in qualifying runs at the same time. **Starting field for the "Turkey Shoot 125" is limited to 30 or less starting positions.** Failure to present car in the order determined by officials will result in one (1) qualifying lap at the end of qualifying.

STARTING POSITIONS AND STARTING POSITION PROCEDURES

The following will be the procedure for determining eligibility for and assigning the starting positions for the 2015 Turkey Shoot 125. The "B" Features will be 30 laps if there are more than 30 cars registered for the event. **The Turkey Shoot 125 field will consist of 30 or less starting positions; including 2 promoters choice positions.**

TURKEY SHOOT 125 SPECIAL RULES/ELIGIBILITY REQUIREMENTS

Competition Rules and Car Eligibility

- This event will be run in accordance with Tucson Speedway rules, the provisions of this entry form, special rules applicable to this event and any amendment(s) made prior to the race date. In the event of a conflict between the Tucson Speedway rules and the entry form, the Tucson Speedway race director's decision will be final.
- All cars must pass inspection before entering the track for practice and qualifying.
- Radios and spotters are required for this event.
- ALL cars will be required to have a transponder at all times, if your car does not have a transponder you will not qualify or be scored. You can purchase or rent transponders from Tucson Speedway. Transponders will be located 13'6" or 162 inches back from the leading edge of the nose of the car and mounted on the right rear of car.

Bodies

- Bodies must be fiberglass or aluminum; all bodies must maintain original dimensions. The body must be installed in a professional manner and meet manufactures guidelines. No exotic wedge type or homemade bodies allowed.
- Minimum 47" roof height required, measured 10" back from top edge of the front windshield. **Minimum ground clearance of 4" (measured with driver out of car) on any part of the frame (excluding front cross member and side skirts are a minimum of 3"). The front cross member and side skirts are the only part allowed under 4".** Maximum 46" from center of spindle to front of nose (front overhang). Maximum 35" quarter panel height at rear panels. Maximum 15" ground clearance at rear bumper cover.
- Rear spoiler height may not exceed 6-1/2" and may not exceed the maximum length of 60" wide. The maximum width of the spoiler will be measured across the rear of the spoiler.
- No under car panning outside of frame rails and no further then the drivers' box front or rear.

Tires and Wheels (Super Late Model)

- Hoosier **F-80** is the only tire permitted. Soaking, softening, or otherwise altering the composition of tires is not permitted. Tires may be replaced after practice. Cars must run the Turkey Shoot 125 on the same tires on which they qualified. Only steel wheels with a maximum width of 10" are permitted.
- No bleeder valves allowed.
- Blowers and/or ductwork for the purpose of cooling tires are prohibited. Brake Blowers are allowed.

Track Width/Wheel Base

- Maximum track width permitted is 68", front or rear; measured at spindle height on the inside wheel bead of the right wheel and at the outside wheel bead of the left wheel.
- Minimum wheel base of 101". All wheelbase measurements will adhere to the 1/2 "plus or minus on the opposite side.
- **Rear end must be mounted with solid tube, including top link (no torque arms, no rubber bushings, no moving devices, etc.).**

Engine and Weight Rules

**** Cars that have not passed Tucson Speedway technical inspection should bring two 25 lb. weights. If cars are deemed to be outside the parameters of the competition, tech officials may add 25 lb. of weight at a time to the car, up to a maximum of 50 lbs., and may adjust the left side percentage to insure fair, even competition. Any motor used in qualifying must be used in the heat races and feature race unless there is engine failure and tech officials authorize a replacement motor.**

Weight

- Tucson Speedway Engine with P/N 4150 Model 80507 carburetor = **2900 lbs**
- GM 604/ Ford Crate Motors with P/N 80541-1 carburetor = **2800 lbs**
- LVMS Spec Engine w/open carburetor = **2850 lbs**
- Brodix Spec Heads (up to 360 c.i.d.) = **2,925 lbs**
- Tour 9.5:1 Engines w/Holley "tour legal" 390 carburetor = **2,900 lbs**
- 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.) Engine must meet all specifications of the CT 525 P/N 88958759 technical manual second edition. Ignition system P/N 19171130 is mandatory and will be limited to 6800 rpm. The ignition box may not use a chip. Timing limited to 28 degrees. All other requirements for ignition systems currently in rule book will be enforced. 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. 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. **TUCSON TECH will install the curve and maximum rpm. Tucson Speedway can make changes to these rules at any time to make competition fair.**
- Seal Engine Program **McGunegill, Hamner, Progressive, SSPE = 2925 lbs** – Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Holley 750 CFM P/N 4779 or 80528 must be used. 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. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges . **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. Absolutely no crank trigger pickups permitted. Engines may be inspected during post race tech to monitor adherence to spec rules.
- Any other Engine option = **2,975 lbs**
- Compression ratio 11.6:1 and higher – add 25 lbs.
- Left-side weight may not exceed 58%. Tucson Speedway scales will be the only method for determining a car's weight.
- Tucson Speedway Engine & Carburetor (approved by officials) See TUCSON SPEEDWAY RULES for specs. If a Holley 4412 (model #3250) 2 barrel carburetor is used, your minimum weight may be 2850 lbs.
- LVMS Spec Engine – See LVMS SPEEDWAY RULES for specs. If the car competed in the LVMS fall classic it will be considered legal for the Chilly Willy.
- USLMA engine 2950 lbs. and 57.5% maximum left side weight and maximum track width 66 inches.
- Non- Spec Engines and Miscellaneous:

- Engine rules are established based on the use of a wet sump oiling system; the use of an external oil pump is permitted.
- Dry-sump systems are permitted on all non-spec engines. An accusump-type auxiliary oil reservoir is permitted.
- Max. Compression ratio is 11.5:1. **(25 lb penalty if 11.6:1 and higher)**.
- LVMS Open motor cars using the Aluminum Brodix Spec head and open carburetor; weight is 2950 lbs.
- For any other engine configuration, Tucson Speedway will determine weight and left side percentage at any time.
- Factory GM 604/Ford Crate engines must be from factory, untouched, unopened and sealed with Data Sheet matching serial numbers. GM 604 Must have GM 6 3/4" harmonic balancer, part# 12551537 or the GM harmonic balancer that comes with the crate engine. The use of GM Valve Springs part# 12551483 and 1.5 ratio rocker arm part# 12367345 is mandatory. The 6.5 aftermarket oil pans are allowed. 6700 rpm chip.
- 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.
- No operator controlled, computer controlled, or automatic weight transfer, weight shifting devices or techniques will be allowed. No engine, chassis, or shock adjustments are allowed from the driver's compartment. (Compartment is defined as anything the driver can touch while seated in the driving position).
- Engines must be located so that the forward most spark plug hole is within 2" of the center line of the upper ball joints.
- Firing order of engine must maintain OEM firing order and rotation.
- Crankshaft must be centered within 1" of the vehicle's frame rails.
- Minimum clearance between the center of the crankshaft and the ground must be 10".
- Tucson Speedway officials reserve the right to adjust those weight advantages/penalties in the interest of fair competition.

Carburetor / Intakes

- Intake Manifold: Standard open-plenum mass produced/readily available intake manifold with (1" maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.
- **An approved one piece carburetor adapter/spacer with a minimum of 1.000" inch thickness may be installed between the intake manifold and the carburetor.**
- Any Holley carburetor is permitted with a maximum base plate hole diameter of 1-11/16"/ 1.680".
- Tour Engine option must run Holley "tour legal" 390 carburetor.
- The carburetor for the Factory Sealed 604 GM/Ford Crate motor must be a "BOX STOCK" Holley 4150 – 650 CFM (P/N 80541-1).
- CT 525 Engine can run a 650 or gauge legal maximum, stock with no modifications.
- Seal Engine Program **McGunegill, Hamner, Progressive** must run the same restrictor they qualify with.
- Holley 4412 (model #3250), 2 barrel carburetor is 50 lbs. weight break must meet carburetor gauges.

Fuel

- All cars must use Tucson Speedway approved fuel. No additives of any kind.
- Fuel must be purchased from Tucson Speedway fuel station. Fuel will be checked and enough quantity must be purchased to compete in all events for the weekend. Purse money and points will be forfeited if enough quantity has not been purchased.

Pit Area Parking & Rules

- Pit area parking will be on a first come first served basis; pre-registered participants can park early on Thursday, November **22, 2018**.
- **A dry camping area will be set up for RV's at the track – Wednesday thru Sunday – NO CHARGE.**
- Trailers may be left in the pit area overnight. The pit area will be secured each night of the event.
- Pit area speed limit is **5 mph** for **ALL vehicles**.
- One tow vehicle is allowed in the pit area, all additional vehicles must be parked outside the pit area.
- All minors must have a signed minor's release, and pay for pit entry prior to entering the pit area.

Tech Inspection

- All cars must go through tech inspection prior to going on to the track for practice. Engine displacement and vehicle weight will be recorded. The vehicle must adhere to the specifications.
- Once you have completed the initial tech inspection, you will not be required to go through tech until prior to qualifying and prior to the features. All cars are subject to tech inspection before and/or after qualifying and racing.
- Scales will be set up all weekend for your use in reaching your proper weight for the event and will be monitored by track officials.
- Post feature tech, including pump and whistle, will be required for the top 5 finishers and any randomly selected competitors.
- NO Traction Control Devices of any kind – If any “traction control” device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$10,000 fine is paid. Additionally the driver and owner will receive a lifetime ban from all Tucson Speedway events.

Any questions regarding rules or race procedures should be directed to:

Tim Rominger – 520-248-0582 or tim@tucson Speedway.com

Tow Money Policy: There will be **NO Tow/Travel** money paid for this event.

Team Crew Chief: _____

Purse winnings to be paid to: _____ (a W-9 form must be filled out)

Car Sponsors: _____

(Pre-entry MUST be received by Tucson Speedway no later than November 16, 2017)

Super Late Model: _____ Pre-Entry Fee (Car & Driver – 2 days) - **\$175.00** _____ Regular Gate Fee (Car & Driver – 2 days) - **\$225.00**

King of the Hill: _____ Pre-Entry Fee (Car & Driver – 2 days) - **\$100.00** _____ Regular Gate Fee (Car & Driver – 2 days) - **\$150.00**

Crew: _____ Pre-Entry Crew Pass (2 Days) - **\$ 50.00** _____ Regular Crew Pass (\$30 each day) – 2 days) - **\$ 60.00**
(this covers crew members for all classes)

Kids: _____ (10 and under) \$10.00 each day

Total Amount Due for Pre-Registration \$ _____

Names for Prepaid Pit Pass

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

Car & Driver entry fees allow access into pit area for 2 days (Friday & Saturday)

Car must pass through tech inspection before being allowed onto track.

Anyone entering into pit areas must have a pit pass (\$30.00 per person/per day or \$50.00 for the 2 day pass).

2 Day Passes valid Friday & Saturday. Per day is a one day pass only.

Total Amount to be paid: _____

Payment via: _____ Check _____ Visa _____ MasterCard _____ AMEX _____ Discover

Card Number: _____ Expiration Date: _____

Name on Card: _____ Security Code: _____

Billing Address for Card: _____

City: _____ State: _____ Zip: _____

E-mail for receipt: _____

Signature: _____

Date: _____