



2019 Modified Rules

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

1. THE CAR, BODY & SPOILERS: (See pages 10 - 13 for body details.)

- 1.1 Open to 1960 or newer American made compact cars and frames. Full tube frames with stock front clip is permitted.
- 1.2 Cars must use aluminum, steel or fiberglass, full size, stock appearing roof.
- 1.3 No side windows or "slab" bodies allowed.
- 1.4 Handmade body parts may be constructed of steel, aluminum, or fiberglass.
- 1.5 No wings or any other ground effects are allowed anywhere outside or inside of the car.
- 1.6 Engine compartment will remain open, No side panels are allowed.
- 1.7 Hood sides may have a maximum 4 inch drop and a maximum of a 3 inch rake and be sealed off from the driver's compartment.
- 1.8 Body is not to extend farther forward than back of engine block.
- 1.9 All forced air openings must be used for radiator or brake cooling only.
- 1.10 Driver and passenger side windows must have at least 12 inch vertical opening.
- 1.11 All cars must be equipped with approved side rail bars and scrub rails.
- 1.12 Side kick-offs must extend to the outside of the rear tires one inch and taper inward to the body toward the front of the car.
- 1.13 Steel bumpers must be used both front and rear at all times and securely mounted with minimum 0.375-inch bolts. Must be made of minimum 1.25-inch OD tubing, 0.065 wall thicknesses on front - 0.095 wall thicknesses on rear, and must be able to support car if lifted by wrecker. Two-bar front bumpers must be mounted frame end-to-frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.
- 1.14 Front Bumper can be no wider than 4 inches of the front frame rails. Rear bumper must not extend beyond the width of the rear tires.
- 1.15 The rear bumper can be no more than 4 inches wider than body.
- 1.16 May be constructed of tubing or flat stock, no sharp edges.
- 1.17 A rear spoiler, non-adjustable by the driver may be attached to the rear deck-lid.
- 1.18 The spoiler may not to exceed 5 inches in height and 66 inches in length, or the width between the quarter panels.
- 1.19 It must be 1/8" metal or 1/4" Lexan and control the flow of air over one surface only.
- 1.20 A maximum of three supports may be installed on the rear spoiler. No rudders or forward mounting brackets allowed.
- 1.21 Minimum frame height is 4", with driver in seat.
- 1.22 Cars must be painted/presentable. Cars in primer are allowed a two (2) grace race maximum.
- 1.23 **Lucas Oil Modified Body Rules: (See page 12-13)**
 - A. Tar and 5 star racing type bodies with windows are allowed.
 - B. Firewall is mandatory. Minimum 0.125-inch aluminum, or 16 gauge or 0.060-inch steel, complete floor required. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, no Carbon Fiber.
 - C. All cars in competition must have a complete paint job, no reflective doors or quarter panels.
 - D. Wickers (air-flow): 1" tall on the nose and roof only. No wicker on top of any type of body roll. (Like a 5 star nose).
 - E. Rear Spoiler/Allowed 4" tall, top 3" clear plastic cannot be wider than rear body. 240 square inches max. 3 inches tall spoilers can be over 60 inches wide, but not wider than

the rear body or over 240 sq. inches. We do not want any end cap support going forward. You can have a support in the center going forward, but it must be 12 inches from the end cap and cannot be longer than 10 inches and must taper down from the top of the spoiler to zero.

- F.** Engine compartment will remain open, no side panels; hood sides may have maximum four-inch drop and must be enclosed at rear of hood; maximum hood scoop height - six inches. Passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least eight inches high. No panel in front of right door to engine compartment. No inner panels.
- G.** Engine must be enclosed from driver, (hot water, oil and fire) full windshield, or back of hood blocked off will be allowed. No open holes between motor and driver.
- H.** Mirrors are allowed.
- I.** Sail panels must closely resemble examples shown on body diagram and be the same on both sides of car. Reinforcing lips on rear of sail panels must be 180 degree bends.
- J.** Rear quarter panels cannot be over 2 inches difference left to right (THIS IS NOW A FIX OR GO HOME RULE).
- K.** No inner fender well.
- L.** The body may not go past the rear bumper. The front nose may go past the front bumper three inches.
- M.** Doors, you can have a two inch step in the door panel (body line) no higher than the center line of the wheel base. (center of front hub or rear axle).
- N.** Body not conforming to the spirit of the rules - IS A FIX OR GO HOME RULE. See body dimensions. PAGE 12.
- O.** Windows - Right side and left side must be the same size opening.

2. WINDSHIELD, GLASS & MIRRORS:

- 2.1** Front and rear Lexan windshields are optional, but recommended.
- 2.2** 5/16" steel bars evenly spaced and securely mounted in front of driver are required "if Lexan is not used".

3. FRAMES:

- 3.1** 1960 or newer, American made, passenger car frames only.
- 3.2** Frame may be cut at the rear only at a point not further than 36 inches from center of rear end housing.
- 3.3** Frame may not be widened or narrowed, must be full and complete on both sides.
- 3.4** Front cross member may be notched for radiator clearance only.

4. ROLL BARS:

- 4.1** All cars must have a steel roll cage consisting of continuous hoop not less than 1-3/4 inch outside diameter and must have a wall thickness of at least .095.
- 4.2** Cage must be mounted in at least six places with proper bracing to protect the driver.
- 4.3** Earnhardt bar is recommended; a vertical support down tube from upper halo to cage to add support to upper halo.
- 4.4** Minimum of three driver side door bars, parallel to the ground and perpendicular to the driver door. Door bars must be welded to the front and rear of roll cage.
- 4.5** Bar across back of engine with vertical rub rails for protection of feet is required.
- 4.6** Steel door plate, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat.
- 4.7** No brace bars forward of cage may be higher than stock hood.
- 4.8** Down bars cannot pass through the hood!

5. ENGINE SPECIFICATIONS:

- 5.1** 360 cubic inch displacement or less.

- 5.2 602 Crate Motor or 9.5:1 motor: 2375 pounds 58% left-side weight. (Engine must pump under 10:0, no exceptions).
- 5.3 10:5 Open Motor: 2450 pounds, 57% left-side weight. (Engine must pump 10.5 or less no exceptions).
- 5.4 604 Crate or Ford Crate Motor: 2450 pounds, 57% left side weight. (25 pounds visible weight added on front of motor plates). Tech may adjust weights as needed.
 - 5.4.1 604 Crate Rebuild may use 1.5 or 1.6 aluminum roller rocker arms, GM 12499224 Beehive valve springs, 6.5" aftermarket oil pan and approved aftermarket harmonic balancers and pulleys.
- 5.5 Maximum 11.1 Open Motors; 2550 pounds, 56% left side. (Engine must pump 11.1 or less no exceptions).
- 5.6 Flat tappet camshafts only except 604. No roller lifters.
- 5.7 Aluminum water pumps & pulleys are allowed.
- 5.8 After-market power steering pumps are allowed.
- 5.9 Must have cast iron cylinder heads, original valve angle and location except 604 crate engine.
- 5.10 All Modifieds will be required to use a rev limiter with a 7,000 rpm chip. Crate engines will have a 6600 chip. Chip must be out of reach of driver.
- 5.11 Crankshafts cannot weigh less than 49lbs. Must install a 1" diameter pipe plug to inspect crankshaft, or remove pan.
- 5.12 No titanium anywhere.
- 5.13 Aftermarket air filter housing permitted and be used during all competition.
- 5.14 No acid dipping, no pressure porting.
- 5.15 Stamped rocker arms or roller rockers are permitted.
- 5.16 Screw-in rocker arm studs are okay and stud girdles are allowed.
- 5.17 Polly locks are okay.
- 5.18 No dry sump oil systems.
- 5.19 Engine must be at least 72 inches from the back of the block to the center of the rear end housing.
- 5.20 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.
- 5.21 **Crate Engine Seal Details:**
Crate Engines may be rebuilt and will be considered resealed. As an option GM or Ford Crate's may be rebuilt with full rockers and stud girdles. If you have a crate engine rebuilt you can use aftermarket parts as long as they 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. **Contact the race director for a track approved Certified Engine Re-builder before having any work done.** Rebuilt 602, 604 and Ford Crate engines must present the build sheet at time of pump and whistle. If you do not present the build sheet you will be considered an Open Motor and must meet that weight requirement. If you cannot meet these requirements you will tag and receive last place points and money.

Engines shipped from engine manufacturers and/or track approved Certified Engine Re-builders come as a sealed unit. Alteration and/or tampering with engine seals deems that engine in-eligible for competition and will be confiscated; subjecting the driver to any or all of the following penalties; fines; or suspensions.

Penalties for these violations are not subject to appeal and decisions are final.

1. All cars must have a Carburetor seal and Engine seal after any race. If you do not you will be disqualified. If you are caught tampering with the seal(s) you will be disqualified for that night and lose all points for the season and potential suspension for two races. Tucson Speedway will provide the first set of seals at no charge. All seals after that will cost \$5.00 each. If the seal is removed you must have it resealed before any on track competition.
2. Alteration or modification of any sealed component will cause that component(s) to be ineligible for competition and will subject the driver and or owner to disqualification from the

event, confiscation of the component(s); forfeiture of any or all event monies an indefinite suspension; additional fines and penalties as deemed appropriate by Officials.

3. Seals deemed tampered with or altered cause the engine to be ineligible for competition and will be immediately impounded. Impounded engines will be sent to a track approved Certified Engine Re-builder, at the expense of the driver and or car owner for engine re-certification. At the conclusion of testing, the engine has been deemed altered or modified, the offending driver and or owner will be subject to automatic disqualification from the event; loss of one-hundred (100) Driver championship points; forfeiture of any or all event monies and/or contingency awards; confiscation of the engine; an indefinite suspension, additional fines and penalties as deemed appropriate.

NOTE: Absolutely no removal of, alteration of, or covering of casting numbers, part numbers, manufacturers name, logo, insignia, etc., from **ANY ITEM** on the race car. To do so makes a part illegal and will be treated as such. If you come up with a **RARE PART** that we cannot find listed for passenger car use, the **BURDEN OF PROOF IS ON YOU!** At anytime you may be asked to remove a head, manifold or possibly an entire engine for inspection. Failure to comply will result in the same penalty as if it were illegal.

6. EXHAUST:

- 6.1 Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. All exhaust must go through the muffler, two per car, and one per header. One large muffler is allowed.

7. CARBURETOR:

- 7.1 Holley P/N #4412 C or XP casting #3250 carburetor, no more than 500cfm. 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. All carburetors must pass Go/No-go gauges.

8. CARBURETOR ADAPTER:

- 8.1 Any Carburetor adapter max 1" high with gaskets no thicker than 1/8".

9. INTAKE MANIFOLD:

- 9.1 *Spec intake manifold and carburetor option – All items Must be box stock!* GM engines – Edelbrock Performer P/N # 2101 manifold or Bowtie Intake #24502574 (LS1 Intake) or Vortec Intake #2116 or #2121; Ford engines – Edelbrock Performer P/N # 2181 manifold.
- 9.2 Intake found to be illegal will lose all prize money for that night and points for that season.
- 9.3 The GM or Ford Crate engines can run the intake that comes on it as long as it is sealed.

10. IGNITION:

- 10.1 Only a point type, single or dual, or electronic system is permitted.
- 10.2 No magnetos or computerized systems are allowed.
- 10.3 The distributor must mount in the stock location and maintain the same firing order as for factory engine and the make and model engine being used.
- 10.4 No crank trigger ignition systems allowed.
- 10.5 No adjustable timing controls allowed.
- 10.6 No ignition system equipment or wiring may be located in the driver's side door area.
- 10.7 All ignition system equipment must be securely mounted, with an unobstructed view, and to the driver's right.
- 10.8 All wires from MSD to distributor must be visible with NO open connections.
- 10.9 All cars must be equipped with a master electrical switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from the left side of the car. On/Off must be clearly marked.

11. COOLING SYSTEM:

- 11.1 Cooling system may be modified.
- 11.2 Radiator and oil coolers must not protrude above interior.
- 11.3 Catch can must be securely mounted.

12. TRANSMISSION:

- 12.1 No 5 speed transmissions or "in and out" boxes allowed.
- 12.2 Automatic transmissions are allowed.
- 12.3 Internal clutch transmissions are allowed such as Bert and Brinn.

13. CLUTCHES AND DRIVE SHAFT:

- 13.1 No aluminum or light alloy clutch assemblies are allowed.
- 13.2 No carbon or carbon fiber clutches are allowed!!
- 13.3 No aluminum or carbon fiber drive shafts, yolks, or slip yolks allowed.
- 13.4 Driveshaft must have a 360-degree drive shaft loop and must be constructed of at least (1) 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-Joint preventing the shaft being dislodged and dropping onto the racing surface.

14. REAR END:

- 14.1 Any passenger car or truck type rear-end is permitted.
- 14.2 Quick change rear ends are allowed provided steel tubes and mounts are used. (Can only run common 9" rear end gears and must be sealed and no changing gears between races at the track).
- 14.3 Full spool, mini spool or welded rear ends only.
- 14.4 No open or unlocked rear ends.
- 14.5 Aluminum lowering blocks, axle caps, and drive plates are allowed.
- 14.6 No cambered rear-ends or titanium axles or lower shafts are allowed.
- 14.7 No rear sway bars are allowed.
- 14.8 Rubber devices or spring devices in the rear control arms are no allowed.
- 14.9 No pull bars allowed.
- 14.10 Locking devices like Gold Track are NOT allowed.

15. BRAKES:

- 15.1 Working calipers or drums on all four wheels is required.
- 15.2 OEM type brake parts only.
- 15.3 No carbon fiber.
- 15.4 No aluminum calipers.
- 15.5 No aluminum components.
- 15.6 Rotors cannot be lightened or drilled, and must not be less than .060 inches of minimum. (i.e. Minimum stamped on rotor is 1.2 inches, cannot be measured less than 1.14 inches).
- 15.7 No solid-type rotors allowed.
- 15.8 Racing type brake pedals and master cylinders permitted.
- 15.9 Brake bias adjustments or adjuster valves are permitted.

16. TREAD WIDTH:

- 16.1 79 Inches maximum, measured from the outer most part of the tire at spindle height, zero tow in front and rear, with driver in the car, as presented for inspection – ¼" tolerance. Must fit TS gauges before the race.

17. WHEEL BASE:

- 17.1 Wheelbase no shorter that 108". (1" variance allowed for Caster settings) or you could say NLT 107" (Zero tolerance).

18. SUSPENSION:

- 18.1 Must be unaltered OEM stock replacement in stock location and must be replaceable by stock parts from same type.
- 18.2 Lower A-frames cannot be moved. Lower A-frames must be same length left and right.
- 18.3 Tube type steel upper A-frames permitted.
- 18.4 Aluminum cross shafts permitted.
- 18.5 Heim joints and steel sleeves and mono balls will be permitted on the front suspension provided the component is not modified to accommodate use.
- 18.6 Hubs and A-frames cannot be made of aluminum; any other aluminum suspension parts are also not allowed.
- 18.7 No fiberglass suspension parts allowed.
- 18.8 Stock style slapper sway bar only **or** splined sway bars.
- 18.9 No weight changing devices to be mounted so that that they may be operated from inside of the Car.

19. SPINDLES:

- 19.1 Stock OEM passenger car spindles only. No fabrication of spindles allowed.
- 19.2 Aluminum spindles not allowed.

20. STEERING:

- 20.1 Steering box must remain within one original bolt pattern for type of frame used.
- 20.2 No rack & pinion steering.

21. SHOCKS / SPRINGS:

- 21.1 Any steel shock that retails for **\$200** or less. Only one steel, nonadjustable, unaltered shock absorber per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. Schrader valves are not allowed. External shock dampening adjustment of any kind is not allowed. Internal, stationary base valves, meant to reduce gas pre-load, are not allowed. Coil or leaf spring allowed. Coil springs will be at least 4.5" outer diameter. No torsion bars, air bags, or pressurized springs. One spring per wheel. Four shock absorbers total.
- 21.2 Internal or External Bump stops are not allowed.
- 21.3 Only shocks that are cataloged from a reasonably recent period at less than **\$200** racers net are allowed. It is the responsibility of the Driver / Owner to prove the cataloged pricing upon request from a TS Technical Official. Failure to provide the requested pricing will result in disqualification.
- 21.4 Coil springs a minimum of 4-1/2 inches in diameter permitted on the front or rear of the car. Rear of car may use the 4-1/2 coil over kit.
- 21.5 No torsion bars in rear allowed.
- 21.6 Front springs must be taped to gauge for coil bind.
- 21.7 **No spring rubbers.**

22. WHEELS:

- 22.1 Steel wheels mandatory, maximum eight (8") inches wide, fifteen (15") inches diameter.
- 22.2 Wheels on right side must be plated or heavy duty steel. Aftermarket steel racing wheels are recommended.
- 22.3 Minimum Heavy duty 9/16" inch wheel studs are required.
- 22.4 No air bleeders permitted.
- 22.5 Wheel spacer's optional.

23. TIRES: (Hoosier D800)

- 23.1 All cars will run Tucson Speedway (TS) tires purchased from TS Tire Barn. The track specified tire for the 2019 season is the 8" Hoosier D800. 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.
- 23.2 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.
- 23.3 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.
- 23.4 There will be no banking of tires at TS tire barn facilities.
- 23.5 No bleeder valves will be allowed.
- 23.6 Swapping tires between teams will not be allowed.
- 23.7 Tires that are qualified on must be used for all heat and main event races.
- 23.8 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.
- 23.9 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.
- 23.10 Each tire will be branded, logged, and recorded by TS Tech Officials.
- 23.11 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.
- 23.12 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.
- 23.13 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.

24. WEIGHT:

- 24.1 See engine rules for weight.
- 24.2 Weight rules are subject to change per level of competition at TS Officials discretion.
- 24.3 Your declared weight must be posted on the top right side of the windshield pillar.
- 24.4 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.
- 24.5 No pellets or tungsten allowed.
- 24.6 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.

25. FUEL:

- 25.1 Racing fuel 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.

- 25.2 Racing fuel shall not be blended with any other additives, nitro compounds. No adding any other oxygen containing compounds. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers. You can mix pump gas and racing fuel.
- 25.3 Pump gas may be bought from a gas station.
- 25.4 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 25.5 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 25.6 Pressure systems will not be permitted.
- 25.7 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 25.8 Only 1 metal gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to TS officials.
- 25.9 No nitrous oxide or additives of any kind allowed.
- 25.10 Fuel is subject to testing at any time.

26. IDENTIFICATION AND MARKING:

- 26.1 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.
- 26.2 Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- 26.3 Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- 26.4 Cars must have 6" tall numbers on front and rear.
- 26.5 All numbers must be of a contrasting color to the area of the car on which they are displayed.
- 26.6 Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- 26.7 Car owners must register choice of car number with track management prior to the start of the season.
- 26.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- 26.9 Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.
- 26.10 Top 4" inches of the windshield is reserved by Management for a division sponsor.

27. COMMUNICATION:

- 27.1 Two way radios with a spotter or a RACeiver with one way communication from the tower is required.
- 27.2 Spotters must also use a RACeiver to monitor communication from tower.
- 27.3 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.
- 27.4 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.
- 27.5 Spotters must display car # affiliation for spotter official to see.
- 27.6 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

28 ELECTRONICS:

- 28.1 No transmitting or listening devices.
- 28.2 No electronic monitoring computer devices capable of storing or transmitting information except tachometers.
- 28.3 No digital gauges, timing retard controls or oxygen sensors allowed.
- 28.4 No electronic traction control devices allowed.

29 FUEL CELL:

- 29.1 The use of a racing fuel cell is required, and must be mounted by at least two steel straps 2 inches wide around the cell.
- 29.2 Fuel cells must be enclosed in metal container, and must also be protected in rear with roll-cage tubing and securely mounted behind the rear-end.
- 29.3 Fuel cell height 6 inches minimum measured to bottom of cell from ground 4" in front of rear bumper.
- 29.4 No part of fuel cell should be lower than protective tubing.
- 29.5 Fuel cells must be vented out upper left rear corner with a flapper or check valve in the vent tube.
- 29.6 No glass or plastic fuel filters are allowed.
- 29.7 Steel braided fuel lines or lines sealed in pipe or conduit are required.

30 SEATS AND SAFETY EQUIPMENT:

- 30.1 For all safety equipment. It will be the sole responsibility of the driver, not track management, 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.
- 30.2 Aluminum professionally built high back racing seat required. No plastic, etc.
- 30.3 Padded headrest required.
- 30.4 Seat must be securely bolted to and mounted on an assembly that is an integral part of the roll cage.
- 30.5 Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- 30.6 A five- (5) point safety harness, with quick release is mandatory! 3" wide lap belt, 2" or 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum ½" grade 8 hardware and safety cables.
- 30.7 Cotton harness components prohibited.
- 30.8 Safety harnesses/seat belts may be no more than five (5) years old. If necessary, proof of purchase may be required. Any visible damage, fraying or sun damage, may require replacement.
- 30.9 Safety helmet must meet Snell 95 testing standards, bear proper identification, and have no signs of previous damage. Snell 2000 is recommended.
- 30.10 Window net mandatory and may be no more than five (5) years old! Minimum 1" ribbon with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. No close mesh off-road type allowed.
- 30.11 Fire suit mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- 30.12 Approved racing gloves mandatory. No welding gloves, gardening gloves, etc.
- 30.13 Approved racing shoes mandatory. No nylon shoes permitted.
- 30.14 Eye protection is mandatory and must be in proper place at all times.
- 30.15 Current test date (2 pound minimum) fire extinguisher to be installed in the car within drivers reach while strapped in. Steel mounts only, no plastic.
- 30.16 Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- 30.17 All cars will be required to have in their pits a minimum of one 5 pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crew members. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.
- 30.18 Car and driver will be required to make safety rule violations comply PRIOR to racing any event.

COMPETITIVE RULE: If there is a rule violation that does not result in a competitive advantage, the Track Officials may issue a correction notice to the car/cars for inspection at the next class race, to be presented for inspection prior to any qualifying or heat races. If the car is not presented and/or the correction not made, the car is subject to disqualification at that race.

OUT-OF-TOWN CARS: TS invites all Out of Town competitors. Due to differing levels of competition, TS reserve the right to adjust gear, total weight or bias on an individual basis.

Officials reserve 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.

1. BODY DETAILS:

<u>LETTER</u>	<u>MAX.</u>	<u>MIN.</u>
A.	N/A	108"
B.	38"	28"
C.	45"	34"
D.	120"	106"
E.*	72"	OR Past Back of Block
F.	27"	22"
G.**	52"	42"
H.	18"	12" Vert. Opening
I.	66"	53"
J.	50"	44"
K.	56"	41"

L. Left rear tire must be partially outside body and nerf bar and visible from front, rear and top.

M. Drivers compartment must be totally sealed from engine and race track.

N.*** 8" Min/90 Degree Angle

O. 20" 16" From ground to center of bumper.

X. Must have gradual slope from roof to this point.

Y. 4" Max interior slope front to rear. See 'Z' on car.

Z. Interior slope is 4" front to rear and flat across. If you stay flat the front half of the interior you have used up 50% of your 4" so then from behind driver to rear you may use only 2". Also the top of the interior must be flush with the top of door and quarter panels. An optional escape hatch right side may be used by bringing the metal from top of right door down drivers compartment no higher than 12" from floor pan. Front and rear hatch must be 90 degree angle to interior.

2. DIAGRAM:

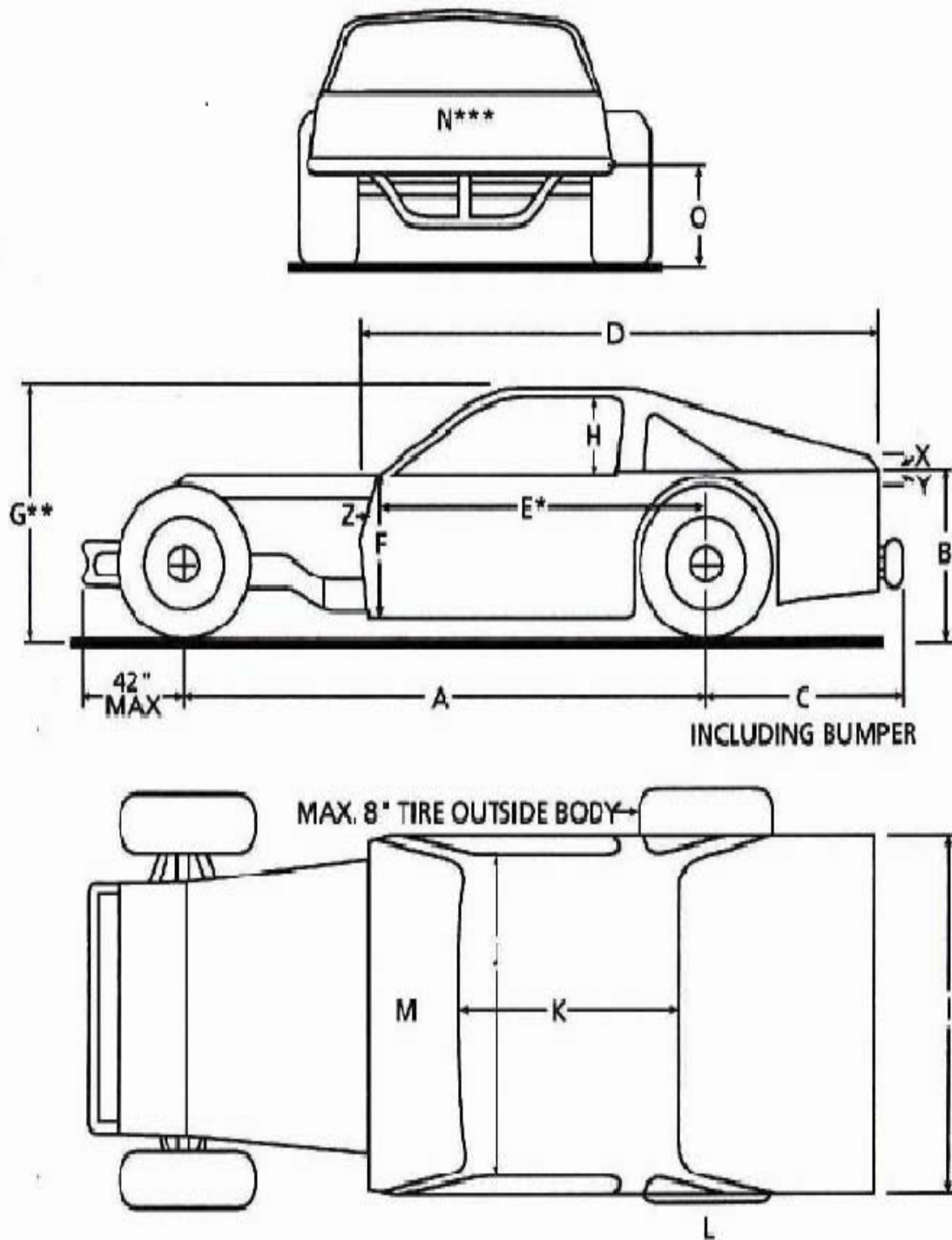
* = Right Side. Left side may extend forward to cover foot box.

** = Roof Rake using four foot level. Must have less than 2" clearance at rear of roof and 5" at front.

*** = Rear panel must be solid and attach to deck and extend to quarter panels and be securely fastened.

- Lexan may be used in 1/4" windows ONLY!

3. BODY MOUNTING:



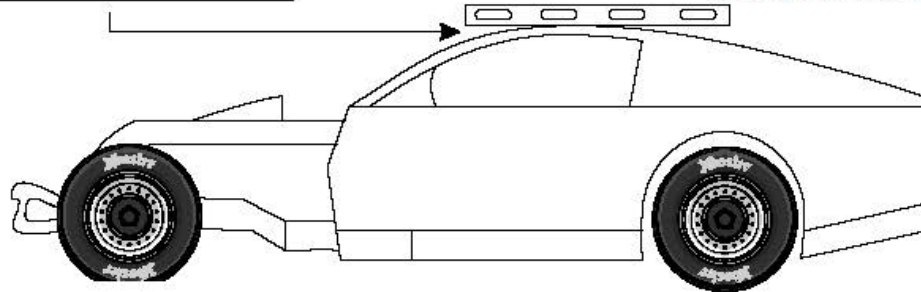
4. Lucas Oil Modified Body Rules

A MODIFIED BODY DIMENSIONS

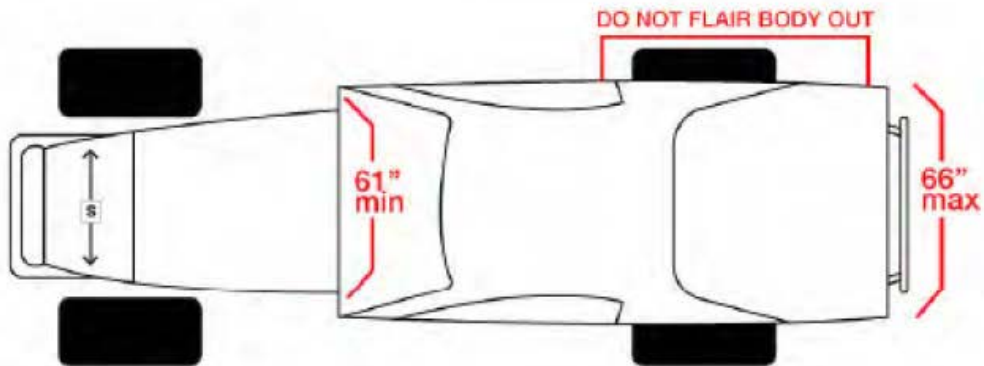
**ROOF RAKE: 5" MAX
HIGHEST POINT TO 2" BACK
OF FRONT WINDSHIELD.**



Rear quarter panel cannot be over 2" different left to right.

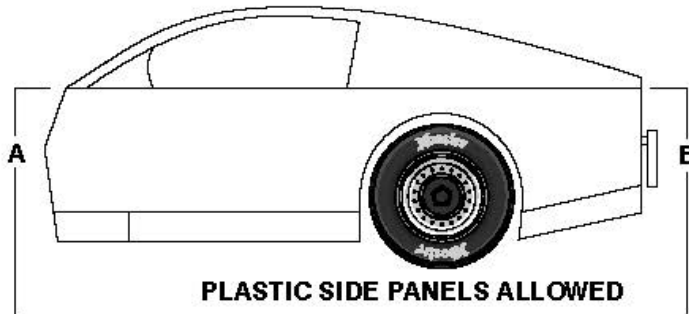


- S: 45½" WIDE MAXIMUM BRAKE AIRDUCTS ALLOWED



THE BODY MAY NOT GO PAST THE REAR BUMPER. THE FRONT NOSE MAY GO PAST THE BUMPER 3" MAX.

FRONT OF DOOR TO REAR OF QUARTER PANEL 5" MAXIMUM A TO B



**Rear quarter panel cannot be over 2" different left to right in total height.
No flat or concaved roofs.
Sail panels must be the same on both sides of the body and in the same location.**

MODIFIED BODY DIMENSIONS

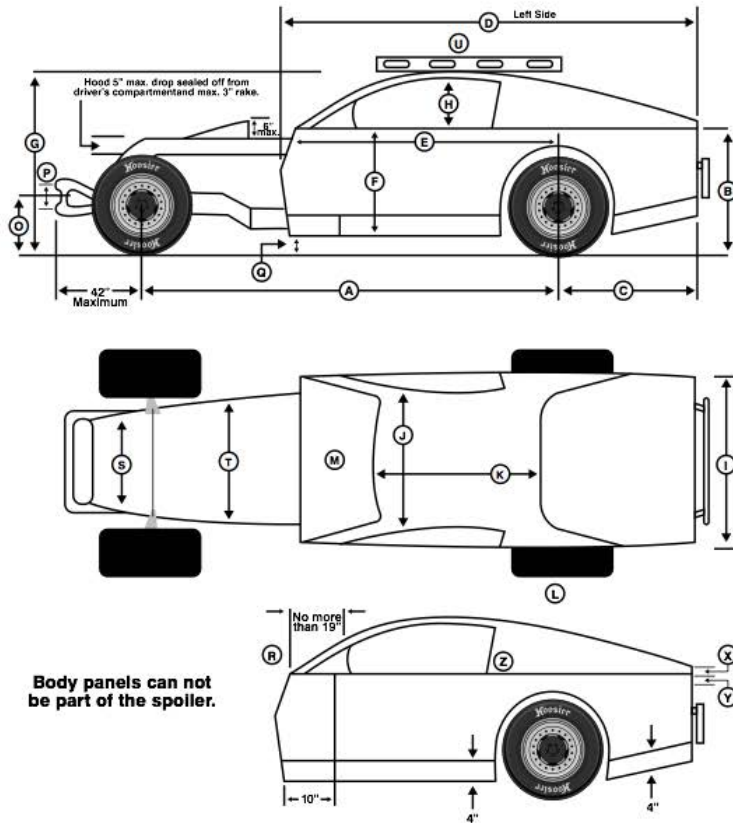


	MAX.	MIN.
A	-	108"
B	38"	28"
C	48"	34"
D	120"	106"
E	72"	Or not past back of block
F	31"	22"
G	54"	42"
H	18"	12" opening, both sides.
I	66"	61"
J	52"	44"
K	56"	41"

* Right side, left side may extend forward to cover foot box

	MAX.	MIN.
L	Tire 1 inch outside of body	
M	Drivers windshield must be sealed from engine compartment.	
N	8" Sailpanel	
O	20"	16" (ground to center of bumpers, front and rear)
P	-	6.5" (center to center)
Q	-	3.5" Frame
R	19"	Must be same on both sides.
S	-	45.5" nose must be flat and flush with sides.
T	-	24" must cover radiator.
U	Using a level and/or straightedge, must have between 1/2" and 2" clearance at rear of roof. 1/2" to 5" at front.	

	MAX.	MIN.
X	Two inch maximum at rear of car. Must have gradual slope from roof to this point.	
Y	5" maximum interior slope from front to rear.	
Z	Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 5" so from behind the driver to rear you may only have 3". Top of interior must be flush with top of door and quarter panels. Optional escape hatch from driver to passenger door allowed.	



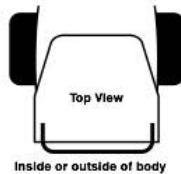
EXAMPLES

Sail panels must be the same on both side of body plus or minus 2"



Rear bumper must be capped, with no sharp edges, and bent forward on the ends at a 90 degree angle.

Fuel cell must be protected from bumper down to bottom cell.



Rear quarter panel cannot be over 2" different left to right.

