



2019 Outlaw Late Model Rules

NOTE: Super Late Models are not allowed to run this division.

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

1. BODIES - OUTLAW

- 1.1 This class is converting to an Outlaw Late Model Body with aluminum panels. Fabrication Outlaw Body's are allowed with windshields.
- 1.2 47" Maximum front overhang (tip of nose to center of Hub – includes splitter).
- 1.3 46" Maximum rear overhang (back of rear quarter panel to center of Hub).
- 1.4 36" Maximum rear quarter panel height from the ground at the spoiler.
- 1.5 80" Maximum body width – Front and Rear. There is no minimum.
- 1.6 47" Minimum height from the ground to top of roof measured 10" back.
- 1.7 12" Maximum rear bumper height from the ground.
- 1.8 8" Maximum height of rear spoiler. **No solid forward spoiler mounts.**
- 1.9 10" Maximum rear filler panel height, mounted inside the rear quarter panels, flush to the rear of deck lid at top and not more than 4½" in at the bottom of the panel.
- 1.10 12" x 22" Minimum window opening.
- 1.11 34" Maximum door height at A-Pillar.
- 1.12 80 ¼" Maximum front nose width measured in front of front tire.
- 1.13 **Aluminum nose can be used as long as it resembles a plastic nose.**

2. BODIES – STOCK APPEARING

- 2.1 This class is open to most American-made passenger car production sedans and coupes. No station wagons, convertibles, or Jeeps allowed. American-made passenger car bodies only. If there is a question whether a body type is permitted, submit a written request to management for tech approval. Full tube frames, stock sub frames and straight frame rails are permitted.
- 2.2 All body parts must be made of steel, aluminum, or fiberglass. Carbon fiber and/or Kevlar components are not permitted.
- 2.3 The rear bumper or a full rear filler panel is required.
- 2.4 All other body parts must be securely attached without any sharp edges.
- 2.5 Belly pans are not permitted.
- 2.6 Interior of the car must be totally isolated from the engine compartment and fuel cell area with firewalls constructed of a minimum of 20-gauge steel. Aluminum firewalls are not permitted. All holes in the firewalls must be sealed. The interior floor of the car must be completely sealed and constructed of a minimum of 20-gauge steel or approved material.
- 2.7 Hood must be even with the top of front fenders.
- 2.8 Rear spoiler height may not exceed eight (8") inches, measured from any point along the deck lid to top of spoiler. Rear spoiler may be a maximum of eighty (80") inches wide. Spoiler must be made of clear non-tinted Lexan polycarbonate or similar non-flexible material.
- 2.9 All other body modifications must meet with prior tech approval.
- 2.10 Cars must be painted/presentable. Cars in primer are allowed a two (2) grace race maximum.

3. HEIGHT, WEIGHT, WIDTH and CHASSIS DIMENSIONS

- 3.1 This is a late model class with weight penalties that balance the field of cars with other tracks and chassis dimensions.
- 3.2 Late Model weight, 2950 lbs.
- 3.3 Maximum tread width is 68 inches measured at center of tire **spindle height.**
- 3.4 Stock front frame car must have a minimum of the stock frame 8" forward and 10" rearward of the front spring buckets.

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- 3.5 Maximum rear weight percentage on all cars is 52% (percent).
- 3.6 All weights are for car and driver on track scales. Track scales are the official scales.
- 3.7 The frame rails and all added lead weight must maintain a minimum four (4) inches ground clearance, with the driver in the car. All cars must maintain a minimum of eight (8) inches of ground clearance measured at the bottom of the fuel cell can. There must be a minimum of three (3) inches of ground clearance at the oil pan.
- 3.8 Stock front stubs, with 604 GM / Ford Crate 2 barrel Holley 4412 S, C or XP carburetor must weigh a minimum of 2950 pounds, with 56% left side maximum. Stock front with rack and pinion must add 25 pounds forward of steering box. No alterations allowed for stock clip.
- 3.9 Fabricated front stub, rack & pinion with fabricated lower control arms must weigh 2950 pounds with 50# of that weight added to nose in front of bell housing, with 55% left side maximum.
- 3.10 At the discretion of the promoter and track officials, adjustments such as, but not limited to, overall car weight/percentages, etc. may be imposed to equalize competition.
- 3.11 Your declared weight must be posted on the top right side of the windshield pillar.
- 3.12 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 and washers.
- 3.13 No pellets or tungsten allowed.
- 3.14 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.

4. SUSPENSION

- 4.1 Independent rear suspension is not permitted. Coil over suspension is permitted on rear only. Minimum coil spring diameter is 4½" inches (5" coil over kit) – the shock rule below applies to these coil overs. Leaf spring suspension is permitted.
- 4.2 Minimum coil spring diameter is four and one half (4 ½") inches. Bottom coil spring mounts must be located on the lower control arm and top mount must be securely attached to the chassis. No bump stops or coil binding. All suspensions must drop 2" from ride height and drop 2" when jacked up. Drop should occur simultaneously with jacking.
- 4.3 All control arms must be constructed of magnetic steel. Aluminum cross shafts are permitted.
- 4.4 Stock lower control arms are recommended. Tubular lower control arms are permitted with a weight penalty assessed by Tech Official. Lower control arms must be equal lengths.
- 4.5 The rear springs must be mounted in the same manner on each end of the rear end housing.
- 4.6 Static weight jacking devices are permitted. No weight may be moved while the car is in motion or on the racetrack.
- 4.7 Shocks may not have external reservoirs. Only one shock per wheel is permitted. Maximum cost of \$200 per shock.
- 4.8 Shocks must be steel bodied after-market, non-externally adjustable. No external shock reservoirs permitted.
- 4.9 Front springs must be taped to check for coil bind **and only one spring rubber is allowed per spring.**
- 4.10 No Truck Arms allowed.

5. STEERING COMPONENTS

- 5.1 An approved quick release steering wheel is required.
- 5.2 Steering columns must be collapsible. U-joints are acceptable.
- 5.3 Rack and pinion steering is permitted, with weight penalty assessed by Tech Official. Tech Official will dictate location of added weight **TBD.**
- 5.4 All steering heim joints and tie rods may be constructed of magnetic steel or aluminum.
- 5.5 All welding of steering components must meet with track approval.
- 5.6 Steering wheels must have a two inch thick pad in the center.
- 5.7 Spindles, Stock OEM front spindles or after-market spindles are permitted.

6. ENGINE REQUIREMENTS

- 6.1 Eligible engines will be production engines as determined, selected, and approved by track tech officials. Track tech officials must approve all major engine component parts prior to their being used in competition.
- 6.2 Engines may be interchanged within any corporate manufacturer's line.
 - 6.2.1 GM firing order 18436572 or 18236574 may be used.
- 6.3 Only stock, OEM, cast iron engine blocks are permitted. Aftermarket engine blocks are not permitted. The engine block must retain all stock external dimensions, excluding maximum allowable overbore. Angle cutting the engine block deck is not permitted.
- 6.4 Maximum engine displacement is 361 cubic inches including wear.
- 6.5 Maximum engine compression ratio is 11:1.
- 6.6 Any round aluminum piston may be used. A minimum of three (3) rings per piston is required.
- 6.7 No titanium is permitted in the engine with the exception of the valve retainers. Only magnetic steel valves and valve springs are permitted.
- 6.8 Cylinder heads must be track approved and all modifications must be submitted to track management before any proposed modifications will be eligible for approval. All manufacturers' identification and part numbers must remain on the part being used in competition.
 - 6.8.1 All cylinder heads must be of cast iron construction and produced by the OEM manufacturer in quantities readily available. Camel back and Vortec heads are permitted. Bow Tie heads are permitted. All cylinder heads for use on Ford or Chrysler engines must meet with prior tech approval before they will be considered legal for use in competition.
 - 6.8.2 Chevy and Ford Crate Motors can run aluminum heads.
 - 6.8.3 A maximum of three (3) angle valve job will be permitted. When cutting the valve seat angles, stone or grinding marks will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will not be permitted. Upon completion of the valve job, the bowl area above the valve seat to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. Hand grinding or polishing will not be permitted on any part of the head.
 - 6.8.4 Resurfacing or milling on the gasket surface only is allowed.
 - 6.8.5 Port matching of the head a maximum of 1/4 inch into the intake port is permitted.
 - 6.8.6 No other modifications are allowed. No porting (other than listed above), polishing, or removal of material from any surface of the cylinder head by any means mechanical, chemical or any other way not listed.
- 6.9 All valves must be identical in appearance and constructed as an OEM type valve. The valve stem centerlines must remain in the OEM location and dimension to the heads being used. The maximum valve sizes, as measured across the face of the valve, are as follows:
 - Intake – 2.050
 - Exhaust – 1.625
- 6.10 Camshaft must be a solid steel lifter type. Hydraulic or flat-tappet lifters are permitted and must maintain original manufacturer's stock diameter. Mushroom, roller or roller type lifters are prohibited. Camshaft must be designed so that each lifter maintains contact with each lobe at all times.
- 6.11 Independent stud, roller-tip rocker arms, and stud girdles are permitted. Shaft rockers are permitted.
- 6.12 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. Crankshaft must weigh a minimum of fifty (50) pounds and cannot be altered in any manner such as knife edging. Stroke must not be increased or decreased. Balancing will be permitted.

- 6.13 Connecting rods must be solid, magnetic steel. **Aluminum, titanium, stainless steel or hollow rods are not** permitted.
- 6.14 Aluminum or steel one-piece intake manifolds are permitted. The intake must remain stock as sold by original manufacturer. The intake may be port matched a maximum of 1/2 inch into the intake ports of the head.
- 6.15 A maximum one (1) inch thick adapter may be used between the carburetor and the intake manifold. Adapter may not be altered to accommodate carburetor and/or intake manifold.
- 6.16 A single Holley 4412 C or XP casting number 3250, no more than 500cfm, 2 barrel carburetor must be used. The ONLY approved modifications are as follows:
- 6.16.1 The choke air horn may be removed with a square mill cut.
- 6.16.2 The butterflies may be drilled with one (1) idle hole each, maximum of 3/16 inches diameter.
- 6.16.3 Cam and accelerator pump may be replaced with aftermarket.
- 6.16.4 The choke and linkage may be removed, but screw holes must be filled.
- 6.16.5 Carburetor must fit Go/NoGo gauges.
- 6.17 Dry sump is not permitted. An accusump type auxiliary oil reservoir is permitted.
- 6.18 On ALL cars the oil pan must have an inspection plug with a minimum diameter of one (1) inch on the driver's side allowing visibility of the crankshaft and connecting rods.
- 6.19 604 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.
- 6.20 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.
- 6.21 **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 ineligible 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. ENGINE LOCATION AND MOUNTS

- 6.1 Engine must be located so that the forward most spark plug hole is within two (2) inches of a line connecting the center of the upper ball joint.
- 6.2 Crankshaft must be centered within one (1) inch of the vehicle's front tread width.
- 6.3 All mounts must be securely bolted and adjustable mounts are not permitted.
- 6.4 Minimum clearance between the center of the crankshaft and the ground must be ten (10) inches.

7. ENGINE COOLING SYSTEM

- 7.1 Free spin or clutch fans are not permitted.
- 7.2 All cars must have a fan guard in place. Fan shrouds or ducts directing air to the radiator are permitted between the frame rails.
- 7.3 Electrical fans are permitted, but must be mounted on the back side of the radiator only.
- 7.4 Radiators must be stock appearing and remain in the stock location.
- 7.5 Anti-freeze is not permitted for use in the cooling system.
- 7.6 A minimum one (1) overflow catch tank is required in all cars. Catch tank may be located in the engine compartment with a hose protruding enabling the driver to see overflow.
- 7.7 Water pump must be mechanically driven, must be located in the stock location and must rotate in the same direction as the crankshaft. All water must flow in the same direction as the OEM production engine.

8. ENGINE EXHAUST SYSTEMS

- 8.1 Any exhaust manifold may be used.
- 8.2 Exhaust pipes from the header to the collector may not be larger than five (5) inches in diameter (O.D.).

9. DRIVE TRAIN

- 9.1 Any OEM or aftermarket manual transmission may be used. Transmissions with enclosed clutches are not permitted.
- 9.2 Minimum diameter of clutch plates and discs must be five and one-half (5-1/2) inches. The pressure plates and discs must be made of magnetic steel only.
- 9.3 Aftermarket scatter shields are recommended.
- 9.4 Flywheel must be constructed of aluminum or steel.
- 9.5 Drive shafts must be constructed of magnetic steel and painted white.
- 9.6 All cars must have a minimum of two (2) driveshaft safety loops constructed of no less than 1/8 inch by one (1) inch steel straps.
- 9.7 Quick-change rear ends are permitted. Two bolts must be drilled to seal after inspection. Gear ratios must be of Ford standard types. Aftermarket floater rear ends are recommended. Cambered rear ends are not permitted.

10. BRAKES

- 10.1 Only four (4) wheel disc brakes with magnetic steel, non-coated rotors are permitted. Drum type rear brakes are permitted.

- 10.2 Brake bias valves are permitted. Aftermarket, racing brake master cylinder assemblies are permitted.
- 10.3 Aftermarket calipers are permitted.
- 10.4 Brakes must be functional at each wheel during competition.

11. WHEELS

- 11.1 Fifteen (15) inch magnetic steel wheels with a maximum width of **eight (8) inches** are required. Wide five (5) pattern wheels are permitted.
- 11.2 Minimum wheel offset allowed is two (2) inches. Maximum wheel offset allowed is five and one-half (5 ½") inches.
- 11.3 Air bleeders are not permitted.

12. TIRES (**Hoosier D800**)

- 12.1 Tires will be available for purchase when the TS Tire Barn is open, generally Fridays (prior to race weekend if practice is scheduled) and Race Day.
- 12.2 All competition tires must be purchased from Tucson Speedway (TS) Tire Barn. The track specified tires 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.
- 12.3 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.
- 12.4 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.
- 12.5 On each race day, after the first race event that TS holds a Late Model 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.
- 12.6 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 tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires.
- 12.7 Each tire will be branded, logged and recorded by TS Tech Officials.
- 12.8 In the event a competitor is unable to attend or compete on Opening Day, they may record four (4) new tires their first race day at TS.
- 12.9 If you flatten or damage tires in an accident, only ONE (1) new tire may be recorded for replacement. The Competition Director may approve additional tires for 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.
- 12.10 There will be no banking of tires at TS tire barn facilities.
- 12.11 No bleeder valves will be allowed.
- 12.12 Tires you qualify on must be ran for the heat and main events that evening.
- 12.13 No swapping of tires with other teams.
- 12.14 No wheel weights are allowed.

13. ELECTRICAL SYSTEM

- 13.1 Electronic distributors, single or dual point distributors, or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered or computerized systems are not permitted.
 - 13.1.1 Rev chip must **not** be in reach of driver, 6600 RPM Crate Motors – No limit on Open Motors.
- 13.2 All cars must be equipped with a functioning starter located near the stock location.

- 13.3 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.
- 13.4 Batteries must be securely mounted within the confines of the body.
- 13.5 Batteries must be contained in leak proof, electrically insulated containers, if in driver's compartment. Dry cell batteries are not required to be contained in a leak proof container.

14. FUEL SYSTEM

- 14.1 Fuel may not be cooled by any means prior to entering the carburetor.
- 14.2 All cars must be equipped with a track approved fuel cell. Fuel cells must be securely mounted in the trunk area as far forward as possible.
- 14.3 Fuel cells must be mounted within a steel framework constructed of steel square tubing (1 inch x 1 inch, 0.065 inch minimum).
- 14.4 The framework must attach to the frame rails with a minimum of four (4) one-half (1/2) inch bolts. Framework may be welded to the main frame rails of the car.
- 14.5 Glass fuel filters, electric fuel pumps, and belt driven fuel pumps are not permitted. Fuel line may not enter the driver's compartment.
- 14.6 Fuel cell height is 9 inches minimum measured from cell to ground.

15. FUEL

- 15.1 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.
- 15.2 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.
- 15.3 Pump gas may be bought from a gas station.
- 15.4 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 15.5 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 15.6 Pressure systems will not be permitted.
- 15.7 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 15.8 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.
- 15.9 No nitrous oxide or additives of any kind allowed.
- 15.10 The fuel shall not be blended with alcohols, ethers or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. You can mix pump gas and racing fuel.
- 15.11 Fuel is subject to testing at any time.

16. CHASSIS AND ROLL CAGES

- 16.1 Full tube frames, stock sub frames and straight frame rails are permitted. Chassis must have equal length lower control arms.
- 16.2 Unibody cars may connect the front and rear sub frames.
- 16.3 Main frame rails must be OEM or constructed of a minimum two (2) inch by two (2) inch rectangular tubing having a minimum thickness of 0.120 inches.
- 16.4 Clearly marked tow hooks must be located in both the front and rear of the car for use by the safety crew.
- 16.5 Roll cages must be constructed of steel with a minimum outside diameter of one and three-quarters (1 3/4) inches and a minimum wall thickness of 0.095 inches.
- 16.6 The left side door area must have at least three (3) complete horizontal bars between the pillars and two (2) vertical bars extending from the windshield opening to the frame.
- 16.7 The right side door area must have at least two (2) horizontal door bars between the pillars and two (2) vertical bars extending from the windshield opening to the frame.

- 16.8 The roll cage must be attached to the chassis in a minimum of six (6) locations. The roll cage must be welded to the chassis and cannot be bolted.
- 16.9 Any areas of the roll cage that may in any way come in contact with driver must be padded using dense foam padding specifically manufactured for use as racing roll bar padding. The use of pipe insulation wrapping is not permitted.

17. SEATS AND SAFETY EQUIPMENT

- 17.1 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.
- 17.2 Aluminum professionally built high back racing seat required. No plastic, etc.
- 17.3 Padded headrest required.
- 17.4 Seat must be securely bolted to and mounted an assembly that is an integral part of the roll cage.
- 17.5 Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- 17.6 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.
- 17.7 Cotton harness components prohibited.
- 17.8 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.
- 17.9 Safety helmet must meet Snell 95 testing standards, bear proper identification, and have no signs of previous damage. Snell 2000 is recommended.
- 17.10 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.
- 17.11 Fire suit mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- 17.12 Approved racing gloves mandatory. No welding gloves, gardening gloves, etc.
- 17.13 Approved racing shoes mandatory. No nylon shoes permitted.
- 17.14 Eye protection is mandatory and must be in proper place at all times.
- 17.15 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.
- 17.16 Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- 17.17 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.
- 17.18 Car and driver will be required to make safety rule violations comply PRIOR to racing any event.
- 17.19 All cars must have a fully charged fire extinguisher, Halon 1222, ABC or equivalent type with at least a 2 lb. UL rating. Must have an operating pressure gauge, be securely mounted to the right of the driver's seat, and readily accessible for use.

18. WINDOWS

- 18.1 A windshield made of clear safety glass or Lexan must be used. Minimum thickness is 1/8 inch. Windshields must be supported between the dash bar and roof halo bar with a minimum of three (3) evenly spaced metal straps 1/8 inch by 1 inch or a single 1.75 inch bar in the center of the windshield welded to the dash bar and the roof halo bar.
- 18.2 Each car may have a rear window made of clear Lexan. Rear windows must be flat and not dished from roof to deck lid.

- 18.3 All side window glass must be removed. A right side window of any type is not permitted. Side quarter windows behind the “B” pillar can be replaced with Lexan. Driver side window net is required on all cars. Net material must be minimum 3/4 inch wide and have openings of at least one (1) inch. Net must be equipped with a quick-release device on the top left front corner.

19. IDENTIFICATION AND MARKING

- 19.1 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.
- 19.2 Side numbers must be at least 18” inches high and neatly lettered on both sides of the car.
- 19.3 Roof numbers must be at least 24” inches high and readable from the passenger side of the car.
- 19.4 Cars must have 6” tall numbers on front and rear.
- 19.5 All numbers must be of a contrasting color to the area of the car on which they are displayed.
- 19.6 Driver’s full name must be a minimum of 3” inches high on the left and right edge of the roof.
- 19.7 Car owners must register choice of car number with track management prior to the start of the season.
- 19.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- 19.9 Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.
- 19.10 Top 4” inches of the windshield is reserved by Management for a division sponsor.

20. COMMUNICATION

- 20.1 Two-way radio for communication with a spotter is mandatory.
- 20.2 During the race event, each competitor must have a spotter in the designated location and that spotter must monitor the TUCSON SPEEDWAY race control with a RACeiver or scanable radio.
- 20.3 Each car must have spotter during practice sessions.
- 20.4 One car radio, one wiring harness and antenna only.
- 20.5 Transponders are 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.
- 20.6 Spotters must display car # affiliation for spotter official to see.
- 20.7 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

21. ELECTRONICS

- 21.1 No transmitting or listening devices.
- 21.2 No electronic monitoring computer devices capable of storing or transmitting information except tachometers.
- 21.3 No digital gauges, timing retard controls or oxygen sensors allowed.
- 21.4 No electronic traction control devices allowed.

NOTE: Adding weight, requiring the loss of left side percentage, or requiring a carburetor restriction plate on a vehicle will be tools used by track officials to maintain fair competition.