



2019 Pro Stock Rules

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

1. GENERAL BODY REQUIREMENTS

- 1.1 All cars must be 1960 or newer, full size or intermediate, American made passenger cars. No convertibles, trucks, station wagons, front or 4 wheel drive.
- 1.2 All cars must maintain a stock OEM or Approved aftermarket body. The body may be updated through current models, but must exactly replace early sheet metal. Original bodylines must be maintained and stock appearing. Bodies may be sheet metal or aluminum. All front ends must retain basic general lines of body style running. Approved aftermarket plastic nose **and fenders** may be used. Fiberglass hood may be used, hood scoops must be completely sealed. No fiberglass fenders allowed. No slab bodies.
- 1.3 Hood and deck lid pins are required. A minimum of 2 pins across front of hood and 2 across rear of deck lid. (4 pins are required when hinges are removed.)
- 1.4 All chrome, trim and glass must be removed.
- 1.5 Front inner fender panels may be removed. Fenders may be trimmed for tire clearance. Any gutting of interior sheet metal must meet Tech approval.
- 1.6 Full stock floorboards and firewalls required. All holes must be covered (sealed) by minimum 22 gauge sheet metal.
- 1.7 All doors must be welded, strapped or bolted in place.
- 1.8 Replacement bodies must be pre-approved by Tech Official. All cars must pass an appearance check prior to any racing event.
- 1.9 Cars must be painted/presentable. Cars in primer are allowed a two (2) grace race maximum.

2. DETAILED CAR BODY REQUIREMENTS

- 2.1 Approved front spoilers are permitted.
- 2.2 OEM rear spoilers are permitted, must match make and model of car, homemade spoilers 5" tall and width of body are allowed.
- 2.3 You must replace the windshield with a full heavy gauge 1" inch x 2" inch wire screen, with minimum 1/4" inch x 1" inch center bar or a full clear Lexan windshield minimum 0.125" inch thickness may be used. A minimum of two evenly spaced metal straps 1/8" inch x 1" inch metal must be installed inside the windshield. Straps must be attached to roof panel or roll bar and dash panel.
- 2.4 A rear window made of minimum 0.125" inch clear Lexan may be installed. Rear window must be secured with two exterior metal straps not less than 1" inch x 1/8" inch bolted to roof panel and deck support panel.
- 2.5 All door windows and quarter glass must be removed. Clear Lexan polycarbonate quarter windows are permitted.
- 2.6 **ONE MIRROR NO LONGER THAN 26" ALLOWED AND IT MAY NOT EXTEND ANYWHERE OUTSIDE OF BODY. SUBJECT TO MANAGEMENT AND TECH APPROVAL.**
- 2.7 Stock or approved bumpers are required. Ends of bumpers must be fastened to fenders.

3. CHASSIS

- 3.1 Cars with full frames must remain stock, no modifications allowed.
- 3.2 Cars without perimeter frames may tie the front clip to the rear clip with a minimum 2" inch x 2" inch rectangular steel tubing.
- 3.3 Unibody type cars may add frame extensions for roll cage mounting.
- 3.4 Moving or cutting on the front cross member is not permitted.
- 3.5 Car must have front and rear way to lift and tow vehicle. Either well mounted chains or hooks.
- 3.6 The 1980 and newer cars SUSPENSION will be approved by TS Officials and anything that is not to TS liking will be fixed by the next race.

4. ROLL CAGE

- 4.1 The roll cage must be acceptable to Tech Officials.
- 4.2 Roll cage must be constructed of round steel tubing with a minimum outside diameter of one and one half (1-1/2") inches and a minimum wall thickness of 0.095" inch. All welds must be of professional quality.
- 4.3 Minimum six point roll cage, with a minimum of (3) three door bars on the left side and (2) two on the right side. If the roll cage is bolted to the floor pan, a 6" inch x 6" inch x 1/4" inch steel plate must be bolted to the top and bottom of the floor pan to weld roll bars to. Angled rear supports may extend into trunk area.
- 4.4 Short front supports may be angled downward from dashboard height to the frame, full front hoops are allowed.
- 4.5 A radiator protection hoop may replace the stock radiator support (core support). Must be made with a minimum of 1" x 0.095" inch round steel tubing welded or bolted to the top of the left frame horn across to the top of the right frame horn.
- 4.6 It is required that the driver's side door bars be plated with steel plate minimum .125" inch thickness. .125" inch steel plates welded into the door bar gaps is also an approved method.
- 4.7 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.

5. WEIGHT, WHEELBASE

- 5.1 All cars must weigh 3100 lbs. except those with a 602 crate. They get a 50 lb weight break and must weigh 3050 lbs.
- 5.2 Management reserves the right to make adjustments in total car weight to keep proper balance in competition.
- 5.3 All weights are for car and driver on TUCSON SPEEDWAY scales.
- 5.4 Minimum wheelbase 101", MAY NOT be altered from factory specifications, left or right.
- 5.5 602 GM CRATE MOTOR CARS ALLOWED 50 LBS. WEIGHT BREAK – 3050 lbs.
- 5.6 54% MAXIMUM LEFT SIDE WEIGHT.
- 5.7 Your declared weight must be posted on the top right side of the windshield pillar.

6. BALLAST WEIGHT

- 6.1 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 the car number clearly visible on each piece, and must be securely attached with a minimum of two (2) 1/2" inch grade 5 minimum bolts with lock nuts.
- 6.2 No pellets or tungsten allowed.
- 6.3 In the interest of safety, a \$10.00 per pound fine **may** be assessed to the driver of any car that loses a ballast weight on the track surface. This fine will be paid to and verified by Tech, prior to further competition.

7. SUSPENSION

- 7.1 **Stock OEM lower control arms only on all cars.** No crossing of OEM lines and no modifications allowed. **Tubular magnetic steel upper A-arms are permitted on all cars.**
- 7.2 Only rubber, neoprene or urethane bushings may be used in the upper and lower control arms.
- 7.3 Performance coil springs allowed, 5" inch minimum spring diameter.
- 7.4 Spacers for front spring buckets are allowed. Adjustable upper spring buckets allowed. **Weight jacking bolts are allowed on all cars (cars with weight jacks on front are allowed to relocate front shocks).**
- 7.5 Sway bars must be stock style and mounted in their stock location.
- 7.6 Performance coil springs allowed, on rear coil spring cars, 5" inch minimum spring diameter.
- 7.7 Only rubber, neoprene or urethane bushings must be used in upper and lower rear trailing arms.
- 7.8 Performance leaf springs allowed, on rear leaf spring cars. All leaves must be the same length from center pin forward. Only rubber, neoprene or urethane bushings may be used front and rear of springs. Adjustable rear shackles and sliders permitted. Lowering blocks are allowed. **Adjustable/slider lowering blocks are allowed.**

- 7.9 Racing shocks allowed. Only one shock per wheel. No external or internal adjustable shocks allowed. No rebuildable shocks that can be taken apart are allowed. Maximum retail \$99.00.
- 7.10 No lower than 4 inches for frame, body and ballast. (With driver).
- 7.11 No spring rubbers allowed.

8. STEERING COMPONENTS

- 8.1 A quick release steering wheel is recommended.
- 8.2 Tilt columns are not allowed. Steering column must be collapsible. Two U-Joints are acceptable.
- 8.3 Center-top of steering wheel must be padded with at least two (2") inches of resilient material.
- 8.4 Aftermarket performance type power steering pump is permitted.
- 8.5 Steering quickener is OK.

9. BRAKES

- 9.1 Four wheel brakes mandatory.
- 9.2 Brake rotors, hubs and calipers must be steel OEM type. Steel rotors cannot be lightened or modified in any way. May be drilled for different bolt pattern or larger studs.
- 9.3 Master cylinder must remain stock production and in stock location.
- 9.4 Brake pedal assembly must remain stock and in stock location.
- 9.5 Brakes must be functional at each wheel during competition.
- 9.6 Rear disc brakes allowed. Must use OEM style steel calipers.

10. WHEELS

- 10.1 Steel racing wheels mandatory, maximum eight (8") inches wide, fifteen (15") inches diameter.
- 10.2 Wheels on right side must be plated or heavy duty steel. Aftermarket steel racing wheels are recommended.
- 10.3 Minimum Heavy duty 9/16" inch wheel studs are required.
- 10.4 No air bleeders permitted.
- 10.5 Wheel spacer's optional, 1/2" inch maximum per wheel.
- 10.6 No wheel weights are allowed.

11. TIRES (**Hoosier D800**)

- 11.1 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.
- 11.2 All competition tires must be 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.
- 11.3 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.
- 11.4 On opening day, each competitor who has a car in the pits that attempts to qualify and compete in that evenings evens may record a maximum of Six (6) new tires.
- 11.5 On each race day, after the first race event that TS holds a 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.
- 11.6 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.
- 11.7 Each tire will be branded, logged and recorded by TS Tech Officials.
- 11.8 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.
- 11.9 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.

- 11.10 There will be no banking of tires at TS tire barn facilities.
- 11.11 The tires you qualify on must be ran for the heat and main events that evening.
- 11.12 No swapping of tires with other teams.

12. DRIVE TRAIN

- 12.1 Stock type flywheel only, No lightening allowed. No aluminum flywheels permitted.
- 12.2 Performance OEM style clutches are permitted. Minimum diameter 10- $\frac{1}{2}$ " inches.
- 12.3 Multiple disc clutches are not permitted.
- 12.4 Aluminum assemblies are not permitted.
- 12.5 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 must be in the bottom of the bell housing, to see the clutch & flywheel.
- 12.6 Only standard volume produced domestic type transmissions are permitted. No aftermarket production transmissions are permitted. All gears, including reverse, must operate. Stock-style converter required.
- 12.7 Automatic transmissions are allowed, must have an oil cooler and must be vented to a minimum of a one (1) quart catch can.
- 12.8 Driveshaft must be steel, painted white and have car number on it. No aluminum drive shafts allowed.
- 12.9 It is **REQUIRED** that two (2) 360° degree **2 inch by $\frac{1}{4}$ inch** steel driveshaft guards (loops) be installed around the driveshaft and fastened to the floor of the car to contain it upon failure.
- 12.10 Rear end must remain stock, in stock location, with stock suspension mounting points.
- 12.11 Rear end may be locked open. Floater type rear ends are permitted.
- 12.12 A Ford rear end may be used in a non Ford vehicle. Must be mounted exactly per OEM specification for year, make and model of chassis.

13. EXHAUST

- 13.1 Stock cast iron manifolds may be used. No port matching or grinding is permitted.
- 13.2 Aftermarket tubular headers not exceeding 1- $\frac{5}{8}$ " inch O.D. with a collector no larger than three (3") inches allowed.
- 13.3 Exhaust pipes must extend past driver and turn down or to the outside of car.
- 13.4 Maximum sound level of 105 Decibels at fifty (50') feet.
- 13.5 Complete exhaust system must be in place at all times.

14. ENGINE COOLING SYSTEM

- 14.1 Radiator must be mounted in original location. Aluminum radiators are permitted. No modification to hood allowed for radiator clearance.
- 14.2 Radiator protection must not extend past the hood or grill.
- 14.3 The radiator overflow outlet must exit outside the body at the right lower corner of the windshield area (passenger side).
- 14.4 Absolutely no antifreeze (ethylene glycol) allowed.
- 14.5 Free spin or clutch fans are not permitted.
- 14.6 Electric fans must be mounted on the back side of the radiator.
- 14.7 A fan shroud must be installed. 180 degrees minimum, centered at the top. Not required with electric fan.
- 14.8 **An air box may be built in front of the radiator for the purpose of directing air to the radiator. It can be no more than $\frac{1}{2}$ an inch wider than the radiator and can extend no farther forward than the rear most edge of the front bumper. This box is for the express purpose of cooling the radiator, it must use light gauge steel or aluminum and cannot be used to reinforce the front bumper.**

15. ENGINE/CAR ELECTRICAL SYSTEM

- 15.1 Only OEM factory production distributors permitted. OEM factory electronic ignition permitted. Performance electronic ignition components, performance ignition coils and dual point distributors will not be permitted.
- 15.2 All cars must be capable of starting under their own power.
- 15.3 Battery must be mounted in the driver's compartment or trunk only, securely held in an approved steel container. Battery must be strapped down inside this container to prevent movement.
- 15.4 All electrical switches must be located within easy reach of the driver. All cars must be equipped with a Rotary type master electrical switch labeled ON/OFF located directly to the right of the driver for accessibility from the right or left side windows. The switch must be within easy reach of the driver and safety crew.

16. GENERAL ENGINE REQUIREMENTS

- 16.1 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. **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.**
- 16.2 Engines will be GM to GM, Ford to Ford, etc.
- 16.3 Engine must remain in stock location as produced from the factory. May not be moved front to rear or left to right.
- 16.4 Must remain at same height in chassis as produced by the factory.
- 16.5 Engine mount location on the frame must remain in the same location as produced by the factory. Performance steel engine mounts are permitted. No homemade mounts. If rubber mounts are used, two engine tie down chains (one to the left and one to the right) from the front of the motor to the frame must be used.
- 16.6 Maximum cubic inch displacement:
 - 16.6.1 GM: 360 cubic inches
 - 16.6.2 Ford: 360 cubic inches
 - 16.6.3 Chrysler Corp: 366 cubic inches
- 16.7 Engine blocks must be of standard factory production cast iron with standard external measurements in all respects. No aluminum blocks permitted. No portion of the piston may protrude above the deck of the block. **Aftermarket high performance main bolts/studs allowed.**
- 16.8 All cylinder heads must be cast iron only and limited to two valves per cylinder. Vortec heads are allowed. Must remain stock, untouched and meet the following requirements:
 - 16.8.1 Cylinder heads must be stock cast iron production only, limited to two (2) valves per cylinder. No port matching or flow work is permitted. No angle cutting of the head to block mating surface. The head stud or bolt holes cannot be offset or drilled off-center for the purpose of moving the head in any direction. Sealing holes will be drilled in the 2nd and 3rd head bolts on the right side of each head, to accept a wire seal after inspection. No 305 heads on a 350 block, must be 350 head to 350 block. Aftermarket high performance cylinder head bolts/studs allowed.
- 16.9 Three (3) angle valve jobs are permitted. When cutting the valve seat angles, grinding or cutting in the port bowl between the valve seat and the valve guide is not permitted.
- 16.10 All valves must be identical in appearance and construction as an OEM type valve. Intake valve maximum head diameter 1.94" inches. Exhaust valve maximum head diameter 1.50" inches for GM engines. Intake valve maximum head diameter 2.02" inches and exhaust valve maximum head diameter 1.60" inches for Ford and Chrysler engines. Valve stems must have a minimum diameter of 11/32" inch. No air directional devices will be permitted on any of the valve surfaces.
- 16.11 All valve springs, valve spring retainers and locks must remain stock production diameter and height. Valve springs and spring retainers must be magnetic steel.
- 16.12 External modifications will not be permitted. Combustion chamber must remain the specified size for its casting number. **Valves may be undercut stainless steel.**

- 16.13 Internal polishing, porting and/or any other internal modifications will not be permitted. Must install a 1' diameter pipe plug to inspect crankshaft, or remove pan.
- 16.14 Only OEM factory production style replacement pistons permitted. Must have three (3) ring grooves and four (4) valve relieves in the top of piston. May be cast or forged pistons (no light weight pistons or wrist pins permitted).
- 16.15 The maximum compression ratio shall not exceed 9.5:1.
- 16.16 Cylinder compression cannot exceed 190 lbs. dry.
- 16.17 Only OEM factory production steel or cast iron crankshafts permitted. Grinding of journals permitted, balancing permitted. No modifications (lightening, drilling or cutting) permitted.
- 16.18 Only OEM style factory production magnetic solid steel connecting rods permitted. Performance bolts and re-sizing of crank end only. No other modifications allowed. Must be the same length as installed from the factory.
- 16.19 Only cast iron camshafts are permitted. Camshaft dimension (lift and duration) must remain similar to stock production.
- 16.20 Nothing larger than 355 lift on the cam lobe.
- 16.21 Double roller timing chain permitted. No belt drives allowed.
- 16.22 Only steel hydraulic valve lifters permitted. Solid lifters, roller tappets, Rhodes lifters, mushroom valve lifters are not permitted. Lifters must be the same size as OEM.
- 16.23 Rocker ratio to remain stock for year, make and model of engine. Stock style and ratio magnetic steel roller tip rockers allowed.
- 16.24 Screw-in rocker arm studs with guide plates are allowed. Poly lock nuts permitted.
- 16.25 Aftermarket rocker arm covers, oil pans, water pumps and pulleys permitted.
- 16.26 Intake manifold may not be altered in any way to increase flow. No painting or clear coating of the intake allowed.
- 16.27 Any alterations to allow air to be introduced into the engine below the opening of the carburetor venturi, is not permitted.
- 16.28 Any carburetor adapter max 1" high with gaskets no thicker than 1/8".
- 16.29 Carburetor must be a stock 2 barrel OEM, unaltered unit. Must have casting and model numbers. Choke shaft and plate may be removed, with choke shaft holes filled with epoxy.
- 16.30 Carburetor throttle plates will be a maximum diameter of 1-11/16". Throttle shafts, butterflies, boosters and venturies must remain stock O.E.M. No alterations or modifications allowed.
- 16.31 All cars must have a minimum of two (2) throttle return springs.
- 16.32 Holley 4412 C casting is the only approved carburetor.
- 16.33 Spec intake manifold and carburetor Option – All items Must be box stock!
 - 16.33.1 GM engines – Edelbrock Performer P/N # 2101 manifold – Vortec heads P/N #2116 or #2121. No LS1 intakes allowed.
 - 16.33.2 Ford engines – Edelbrock Performer P/N # 2181 manifold.
 - 16.33.3 Holley P/N # 4412 C casting # 3250 carburetor. **Choke horn may be removed with a square mill cut. Edges may not be radiused, filed, or otherwise deburred.**
- 16.34 A one piece, paper gasket, maximum thickness 0.065" inch that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and adapter. A one piece paper gasket, maximum thickness 0.065" inch must be installed between the adapter and the intake manifold.
- 16.35 Aftermarket air filter housing permitted. Must be used during all competition.
- 16.36 **CRATE ENGINE OPTIONS:**
 - 16.36.1 The GM Circle Track Crate Engine P/N #19258602.
 - 16.36.2 The GM Crate Engine Part # 12486041 (see note 2 & 3.)
 - 16.36.3 All Circle Track Crate Engines must be factory sealed at the intake manifold, cylinder head, front timing cover and oil pan.
 - 16.36.4 All competitors competing with the Crate Engine option must provide officials with a copy of the serial numbers of engine used.
 - 16.36.5 All Crate Engines must use a "Box stock" Holley 4412 S or C (casting # 3250). Carburetor. The choke linkage and butterfly may not be removed and must be wired fully opened.
 - 16.36.6 A one piece, paper gasket, maximum thickness 0.065" inch that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor

and adapter. A one piece paper gasket, maximum thickness 0.065" inch must be installed between the adapter and the intake manifold.

NOTE: 1.) This engine must use either the GM P/N # 12366573 or the Edelbrock P/N # 2116 or 2121 intake manifold.

NOTE: 2.) This engine is subject to teardown tech at anytime.

16.37 **Crate Engine Seal Details:**

Crate Engines may be rebuilt and will be considered resealed. As an option GM 602 Crate may be rebuilt. If you have a crate engine rebuilt you can use aftermarket parts as long as they are equivalent to GM 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 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 a 602 Crate 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.

17. FUEL SPECIFICATIONS

- 17.1 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.
- 17.2 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.
- 17.3 Pump gas may be bought from a gas station.

- 17.4 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 17.5 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 17.6 Pressure systems will not be permitted.
- 17.7 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 17.8 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.
- 17.9 No nitrous oxide or additives of any kind allowed.
- 17.10 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.
- 17.11 Fuel is subject to testing at any time.

18. FUEL SYSTEM

- 18.1 The use of a commercially manufactured fuel cell is mandatory. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22 gallon maximum capacity. Fuel cells with rubber bladders are highly recommended.
- 18.2 Fuel cell must be encased in a container of no less than 22 gauge steel.
- 18.3 Must be filled from inside trunk area.
- 18.4 Must be mounted in center of trunk area, left to right, and as far forward as possible.

Fuel cell must be a minimum of 10 inches from ground at all times. A steel framework of no less than a minimum of 1 inch x .065 tubing must be welded to the frame. Framework must include a minimum of 3 bars running in the direction of the car and two running perpendicular to the racecar. A fuel cell protector bar MUST be included in the frame work, the bar must be no less than 1 ½ inch and 0.090 steel tubing. The bar must extend two inches greater than the cell on both sides and two inches below the cell in the rear. All cells must have tie down straps of no less than 0.125 by 1 inch flat stock. If fuel cell is in the trunk of the car straps must go over the top and down the sides of the cell and attach to the trunk floor with a minimum of 3 inch grade 5 bolts and large body washers under the trunk floor. Minimum of two straps front to rear and left to right. Cell area must be completely sealed from the drivers compartment using a minimum of 22 gauge steel.

- 18.5 Rear protection for fuel cell permitted inside trunk area. Tubing maximum O.D. 1-½" inch secured to frame and/or rear roll cage supports.
- 18.6 Gas lines through driver's compartment must be encased in steel tubing welded to front and rear fire walls, and securely attached to floor pan. (No conduit allowed).
- 18.7 Fuel pump must be in stock location. No electric fuel pumps permitted. Must be O.E.M. type.
- 18.8 Technical inspectors will reject any fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. **Fuel cell vent pipe check valves are mandatory.**

19. PERSONAL SAFETY EQUIPMENT

- 19.1 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.
- 19.2 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.
- 19.3 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.
- 19.4 Seats must have a built-in padded headrest behind head.
- 19.5 Padded rib protection and leg extensions are recommended.
- 19.6 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.

- 19.7 ALL BELTS MUST BE FIVE (5) YEARS OLD OR LESS. Any visible damage, fraying or sun damage, may require replacement.**
- 19.8 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.
- 19.9 The driver must use the seat belt restraint system at all times on the race track, in accordance with the instructions and or recommendations of the system supplier and or manufacturer.
- 19.10 IT IS THE RESPONSIBILITY OF THE DRIVER, NOT TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT/ HEAD AND NECK RESTRAINT SYSTEMS AND ALL COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
- 19.11 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.
- 19.12 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.
- 19.13 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.
- 19.14 An approved Head and Neck restraint system is recommended. Neck collar is required.
- 19.15 During race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.
- 19.16 During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.
- 19.17 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.
- 19.18 Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification.
- 19.19 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.
- 19.20 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.
- 19.21 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.
- 19.22 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.
- 19.23 All entrants must have a 10 lb. Halon 1211, ABC or equivalent fully charged fire extinguisher in their pit area.

20. IDENTIFICATION AND MARKING

- 20.1 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.
- 20.2 Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- 20.3 Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- 20.4 Cars must have 6" tall numbers front and rear.
- 20.5 All numbers must be of a contrasting color to the area of the car on which they are displayed.
- 20.6 Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- 20.7 Car owners must register choice of car number with the track management prior to the start of the season.
- 20.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.

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

20.10 Top 4" inches of the windshield is reserved by Management for a division sponsor.

21. COMMUNICATION

21.1 Two way radios with a spotter or a RACeiver with one way communication from the tower is required.

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

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

22. ELECTRONICS

22.1 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.

22.2 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.

22.3 Microprocessors or electronic memory chips will not be permitted.

23. UNSEALED COMPONENT VIOLATION

23.1 Speed enhancing alternation or modification of unsealed component(s) is not permitted. Components in violation will be confiscated and subject the driver and or owner to automatic disqualification from the event; loss of one-hundred (100) Driver championship points; forfeiture of any or all event monies and/or contingency awards; and a one (1) race suspension.

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.

NOTES: We will maintain a tech sheet for each car.