SM/TR
1/10/24

2024 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 No convertibles, trucks, station wagons, front or 4 wheel drive.

1.2 All cars must maintain a stock OEM or Approved aftermarket body (same or similar to 5 Star or AR Street Stock w/steel roof). 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 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. (minimum 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 Original OEM style steel body allowed 7" spoiler. Homemade spoilers 5" tall and width of body are allowed on aftermarket bodies.

2.3 You must replace the windshield with a full heavy gauge 1″ inch x 2″ inch wire screen, with minimum ¼" 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 If stock bumper 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 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.

4.2 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.

4.3 Short front supports may be angled downward from dashboard height to the frame, full front hoops are allowed.

4.4 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.

4.5 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.

4.6 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.

4.7 The roll cage, mounting, construction, welding, padding, etc., must be acceptable to Tech Officials.

5. WEIGHT, WHEELBASE

5.1 602 GM Crate Motor minimum weight is 3025 lbs w/2 bbl / 3050 lbs w/4 bbl

5.2 602 GM Crate Motor built according to yellow book min. weight is 3025 lbs w/2 bbl / 3050 lbs w/4 bbl

5.3 9.5:1 and rebuilt crate minimum weight is 3100 lbs.

5.4 10.5:1 minimum weight is 3200 lbs. (This option possibly going away at the end of 2024.)

5.5 All weights are for car and driver on TUCSON SPEEDWAY scales.

5.6 Minimum wheelbase 101", MAY NOT be altered from factory specifications, left or right.

5.7 54% MAXIMUM LEFT SIDE WEIGHT.

5.8 Your declared weight must be posted on the top right side of the windshield pillar.

5.9 Management reserves the right to make adjustments in total car weight to keep proper balance in competition.

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) ½" 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 model 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 Only rubber, neoprene or urethane bushings must be used in upper and lower rear trailing arms.

7.7 Performance leaf springs allowed, on rear leaf spring cars. All leafs must be the same length left to right. 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.

7.8 Any steel shock that retails for $225.00 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, or any other means of adjusting gas pressure, 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.

7.9 No lower than 4 inches for frame, body and ballast. (With driver).

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 permitted.

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 Brakes must be functional at each wheel during competition.

9.4 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 Minimum Heavy duty 9/16″ inch wheel studs are required.

10.3 No air bleeders permitted.

10.4 Wheel spacer's optional.

10.5 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 2024 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 evening's events 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 tires as permitted by the tire schedule. During special events, tire allotment may be adjusted at the discretion of the Tech 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 Tire/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 Tech 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 10-½" 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 transmissions are permitted. All gears, including reverse, must operate.
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. Stock-style converter required.
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 ¼ inch** steel driveshaft guards (loops) be installed around the driveshaft and securely fastened to the floor of the car, or frame rails, to contain it upon failure.
12.10 Rear end must remain stock, in stock location, with stock suspension mounting points.
12.11 Spooled rear ends required. 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.

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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 1-5/8" 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 100′ 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. Water Wetter or like additives permitted.
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 ½ 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 a point type, single or dual, or electronic system is permitted.
15.2 Electronic distributors, single or dual point distributors, or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered, digital or computerized systems that are designed to vary spark curve are not permitted.
15.3 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.

15.4 No crank trigger ignition systems allowed.
15.5 No adjustable timing controls allowed.
15.6 No ignition system equipment or wiring may be located in the driver's side door area.
15.7 All ignition system equipment must be securely mounted, accessible to tech inspection and out of drivers reach.
15.8 All wires from MSD/Spark Amplifier to distributor must be visible with NO open connections.
15.9 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.
15.10 All cars must be capable of starting under their own power.
15.11 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.
15.12 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 center intake bolts and one (1) carburetor bolt with one (1) adapter bolt on the right side must be drilled adjacent to each other for sealing. If the seal is broken or missing, at any time after a race, it will result in disqualification.
16.2 Engines must be the same manufacturer as the chassis; ie. GM to GM, Ford to Ford, etc.
16.3 Engine must remain in stock location as produced from the factory. No relocation allowed.
16.4 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.
16.5 Maximum cubic inch displacement:
16.5.1 GM: 360 cubic inches
16.5.2 Ford: 360 cubic inches
16.5.3 Chrysler Corp: 366 cubic inches
16.6 Engine blocks must be of standard OEM 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.**
16.7 All cylinder heads must be cast iron only and limited to two valves per cylinder. Replacement Head Part Number ENQCH350(H) or (C) is allowed – 170cc/64cc – 1.94 Intake & 1.50 Exhaust. Vortec heads are allowed. Must remain stock, untouched and meet the following requirements:
16.7.1 Cylinder heads must be limited to two (2) valves per cylinder. No port matching or flow work 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. Aftermarket high performance cylinder head bolts/studs allowed.
16.8 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.
16.9 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. **Valves may be undercut stainless steel,** stems must have a minimum diameter of 11/32″ inch. Modifications to the inlet tract or any surfaces thereof intended to promote swirl or tumble of the mixture are not permitted.
16.10 All valve springs, valve spring retainers and locks must remain stock production diameter and height. Valve springs and spring retainers must be magnetic steel.
16.11 External modifications will not be permitted. Combustion chamber must remain the specified size for its casting number.
16.12 Internal polishing, porting and/or any other internal modifications will not be permitted.

16.13 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 10.5:1.
16.16 Only OEM factory production steel or cast iron crankshafts permitted. Grinding of journals permitted, balancing permitted. No modifications (lightening, drilling or cutting) permitted.
16.17 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.
16.18 Only cast iron flat tappet camshafts are permitted. Camshaft dimension (lift and duration) must remain similar to stock production.
16.19 Nothing larger than .367 lift on the cam lobe or .550 at valve head.
16.20 Double roller timing chain permitted. No belt drives allowed.
16.21 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.
16.22 Stamped rocker arms or roller rockers are permitted. Rocker ratio must remain as OEM.
16.23 Screw-in rocker arm studs with guide plates are allowed. Poly lock nuts permitted.
16.24 Aftermarket rocker arm covers, oil pans, water pumps and pulleys permitted.
16.25 Intake manifold may not be altered in any way to increase flow. No painting or clear coating of the intake allowed.
16.26 Any alterations to allow air to be introduced into the engine below the opening of the carburetor venturi, is not permitted.
16.27 Any carburetor adapter max 1" high with gaskets no thicker than 1/8".
16.28 All cars must have a minimum of two (2) throttle return springs.
16.29 Holley 4412 S, C or XP casting is the only approved carburetor, must remain unaltered except as follows. Carburetor must fit Go/NoGo gauges. **Choke horn may be removed with a square mill cut. Edges may not be radiused, filed, or otherwise deburred**. Choke plate shaft and all linkage must be removed for inspection purposes. Identification numbers must be legible and unaltered.
16.30 GM 602 may use a box stock 4150 series Holley 650 4bbl carb with additional 25 lbs of weight.
16.31 Aftermarket air filter housing permitted. Must be used during all competition.
16.32 Any commercially available cast iron or aluminum one-piece intake with no modifications is allowed on open motors.
16.33 **CRATE ENGINE OPTIONS:**
- 16.33.1 602 Crate Motor w/2bbl: 3025 lbs
- 16.33.2 602 Crate Motor w/4bbl: 3050 lbs
- 16.33.3 Maximum 6200 RPM requiring a rev limiter. (Recommend MSD Part #8727CT Soft Touch Digital Rev Limiter.) Rev limiter must be mounted out of reach of driver and accessible to tech inspection.
- 16.33.4 This engine is subject to teardown tech at any time.

16.34 **Crate Engine Seal Details:**
A 602 GM Crate motor must be left as "Factory" or "IMCA" sealed. At this time factory is the "bottle cap" seal. Crate engines that need repaired, have been rebuilt or modified in any manner must be discussed with Race Director. No modifications except PAC 1210X or equivalent valve springs allowed.

Oil pan swaps to the 604 pan and oil pump and pickup arrangement are allowed on factory sealed 602 crates but must be performed with tech oversight OR by an approved engine shop. The procedure by an approved engine shop is pictures of the process throughout and a numbered seal installed in a visible place on driver's left side. The engine shop must provide this to tech – Pan swap must be completed in a 2-hour period as evidenced by time stamps on images taken during the process. If the swap cannot be completed during the allotted time, it will require tech be present when the pan is installed to ensure rules compliance.

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. Klein Engines is the only approved Certified Engine Re-builder for Tucson Speedway at this time. Engines can only be rebuilt one time per year. Any other repairs/rebuilds must be authorized by the Race Director.

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 may 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 Driver championship points as identified; 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 regular production passenger car use, the **BURDEN OF PROOF IS ON YOU**! At any time, 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 Pump gas may be bought from a gas station.
17.3 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
17.4 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
17.5 Pressure systems will not be permitted.
17.6 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
17.7 Only 1 metal alloy 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.
17.8 No nitrous oxide or additives of any kind allowed.
17.9 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. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers.
17.10 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. Must have a positive locking cap and rollover valve in the vent line.
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 Fuel 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 and be marked as such).
18.7 Fuel pump must be in stock location. No electric fuel pumps permitted. Must be stock 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 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. Any modification to safety equipment for any purpose must not detract from its effectiveness. Please refer to manufacturer installation and usage guide lines and adhere to them.
19.2 Aluminum professionally built high back racing seat required. No plastic, etc.
19.3 Padded headrest required.
19.4 Seat must be securely bolted to and mounted on an 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.
19.5 Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
19.6 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.
19.7 Cotton harness components prohibited.
19.8 SFI or FIA approved Safety harnesses/seat belts valid for two (2) years from date of manufacture per SFI standards. If necessary, proof of purchase may be required. Any visible damage, fraying or sun damage, may require replacement.
19.9 Full-face helmets are required and must be worn at all times while racing. Helmet must be 2015 Snell standard or better and have a sticker visible for inspection.
19.10 Window net mandatory SFI or FIA approved 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. Any visible damage, fraying or sun damage, may require replacement.
19.11 SFI or FIA approved fire suit, gloves and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
19.12 Eye protection is mandatory and must be in proper place at all times.
19.13 All cars must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type with at least a 2 lb. UL rating. Must have an operating pressure gauge which must be visible to tech inspection. If hand held type extinguisher must be securely mounted to the right of the driver's seat, and readily accessible for use. Steel mounts only, no plastic.
19.14 Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.

19.15 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.
19.16 Car and driver will be required to make safety rule violations comply PRIOR to any on track activity.

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 legible and of a contrasting color to the area of the car on which they are displayed. No reflective/mirrored doors, quarter panels or numbers.
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.
20.10 Top 4″ inches of the windshield is reserved by Management for a division sponsor.

21. COMMUNICATION

21.1 Two-way radio for communication with a spotter is mandatory.
21.2 Each competitor must have a spotter in the designated location. It is recommended the spotter monitor TUCSON SPEEDWAY race control.
21.3 Each car must have spotter during practice sessions.
21.4 One car radio, one wiring harness and antenna only.
21.5 Spotters must display car # affiliation for spotter official to see.
21.6 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.
21.7 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. ELECTRONICS

22.1 NO Traction Control Devices of any kind - If any ‘traction control’ device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a $15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all Tucson Speedway events.
22.2 No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
22.3 No digital dashes will be allowed.
22.4 Cellphones, smart watches or bluetooth devices will not allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

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.

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