



9th Annual Turkey Shoot 125 Laps

Super Late Model 125 Laps / Thunder Trucks 50 Laps

Track: Tucson Speedway
Promoter: John Lashley

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

Race Dates: Nov 29 – Dec 1, 2024 **Divisions:** Super Late Models / **Thunder Trucks** / CAN-AM Sprints

50 Lap Super Late Model Feature – SATURDAY.....\$1,500 to Win / \$200 to Start (minimum of 20 cars)
125 Lap Super Late Model Feature – SUNDAY.....\$7,500 to Win / \$400 to Start (minimum of 20 cars)
50 Lap **Thunder Truck** Feature – SUNDAY.....\$1,500 to Win / \$200 to Start (minimum of 15 trucks)

SPONSOR: Ed Morse Automotive Group – Sierra Vista PRELIMINARY SCHEDULE (subject to change)

Thursday, November 28 th	8:30am	Track will open for Early Entrants, Motor Homes and Campers.
Friday, November 29 th	10:00am	Registration/Pit Gates Open
	12:00pm	Tech and Tire Barn Opens
	1:00pm	Optional Drivers Meeting (Intended for New Drivers to the Track)
	1:30 – 5:30pm	Practice Day - \$200 per car (includes up to 8 crew)
	5:30pm	CAN-AM Sprints Race (25 Laps)
Saturday, November 30 th	8:00am	Registration/Pit Gates Open
	8:30pm	Tech and Tire Barn Opens
	9:30am	Mandatory Drivers Meeting
	10:00am – 1:30pm	Scheduled Practice (all classes for the event)
Front Gate opens 2:00pm	2:15pm	Qualifying –Super Late Models
	3:55pm	Opening Ceremonies
	4:00pm	CAN-AM Sprints (25 Laps) Super Late Model – 50 Lap Qualifying Main(s)
Sunday, December 1 st	8:00am	Registration/Pit Gates Open
	8:30am	Tech and Tire Barn Opens
	9:30am	Mandatory Drivers Meeting
	10:00 – 11:30am	Scheduled Practice (all classes for the event)
Front Gate opens 12:00pm	12:00pm	Qualifying – Thunder Trucks
	12:45pm	Opening Ceremonies
	1:00pm	CAN-AM Sprints (25 Laps) Thunder Trucks Main (50 Laps) Super Late Model Turkey Shoot 125 (On Track Introductions)

HOOSIER TIRE ALLOTMENT FOR TURKEY SHOOT 125

Super Late Model: The maximum tire allotment available for this event is as follows: **twelve (12) NEW** Hoosier 10" **3035/F50** tires (8 race and 4 practice tires). **4 additional practice tires allowed for Thursday practice.** Tires from previous Tucson Speedway events may be used, as long as tires are the same codes supplied by Hoosier Tire for use at Tucson Speedway. All Cars must race the Turkey Shoot 125 on the four (4) tires they qualify on. Competitors may choose to race qualifying mains on other Hoosier **3035/F50** tires (purchased from Tucson Speedway), but must race the Turkey Shoot 125 on their qualifying tires. Tires will be impounded after qualifying. All 125 laps will be run with NO BREAK and no scheduled tire changes. **Flat tires can ONLY be changed if left is 10 lbs or right is 18 lbs or less during the main event. Tire selection based on date and time registration is postmarked or received by e-mail.**

Thunder Truck: The maximum tire allotment available for this event is **four (4) NEW D800** tires. Tires from previous Tucson Speedway events may be used, if tires were registered by Tucson Speedway. You must race the main event on the qualifying tires. Tucson Speedway Thunder Truck rules apply to this event.

QUALIFYING PROCEDURE

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

STARTING POSITIONS AND STARTING POSITION PROCEDURES

The following will be the procedure for determining eligibility for and assigning the starting positions for the **2024** Turkey Shoot 125. The Qualifying Mains will be 50 laps. **The Turkey Shoot 125 field will consist of 30 or less starting positions; including 2 promoters choice positions.**

TURKEY SHOOT 125 SPECIAL RULES/ELIGIBILITY REQUIREMENTS

Competition Rules and Car Eligibility

- This event will be run in accordance with Tucson Speedway rules, the provisions of this entry form and rules applicable to this event and any amendment(s) made prior to the race date.
- All cars must pass inspection before entering the track for practice and qualifying.
- Radios and spotters are required for this event (spotters should monitor race control).
- ALL cars will be required to have a transponder when on track, including practice. If you do not have a transponder, you will not practice, qualify or race. You can purchase or rent transponders from Tucson Speedway. Transponders will be located 13' 6" or 162 inches back from the leading edge of the nose of the car and mounted on the right rear of car.

Bodies

- Bodies must be fiberglass or aluminum; all bodies must maintain original dimensions. The body must be installed per ABC Body rules. No exotic wedge type or homemade bodies allowed. Five Star Gen 6 Body is allowed w/wide spoiler.
- All body's may be measured.
- No ride height rule but must fit referee.
- No under car panning outside of frame rails and no further than the drivers' box front or rear. 29" maximum radiator box.

Tires and Wheels (Super Late Model)

- Hoosier **3035/F50** is the only tire permitted. **3035 Left and F50 Right.** Soaking, softening, or otherwise altering the composition of tires is not permitted. Tires may be replaced after practice. Cars must start the Turkey Shoot 125 on the same tires on which they qualified. Only steel wheels with a maximum width of 10" are permitted.
- No bleeder valves allowed.
- Blowers and/or ductwork for the purpose of cooling tires are prohibited. Brake Blowers are allowed.

Track Width/Wheel Base

- Maximum track width permitted is **67"**, front or rear; measured at spindle height on the inside wheel bead of the right wheel and at the outside wheel bead of the left wheel.
- Minimum wheel base of 101". All wheelbase measurements will adhere to the 1/2 "plus or minus on the opposite side.
- Rear end must be mounted with solid tube, including top link (no torque arms, no rubber bushings, no moving devices, etc.).

Engine and Weight Rules

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

Weight (all carburetor's must be gauge legal) (Spooled rear-ends will receive a 25 lb. weight break from posted weights).

- Tucson Speedway Engine with P/N 4150 Model 80507 carburetor = **2825 lbs**
- GM 604 with P/N 80541-1 carburetor = **2725 lbs**
- FORD 347 w/650 carburetor = **2750 lbs**
- LM425 w/650 carburetor = **2800 lbs**
- Wegner 6.2 Sealed Engine w/390 carb = **2825 lbs**
- Brodix Spec Heads (up to 360 c.i.d.) = **2825 lbs**
- Tour 9.5:1 Engines w/SRL Legal 390 or 750 carburetor = **2825 lbs** – 8200 RPM maximum.
- S.E.A.L. Engine Program McGunegill, Hamner, Progressive = **2850 lbs** – Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Holley 750 CFM P/N 4779 or 80528 must be gauge legal. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges. Ignition System Specifications: **7600** Maximum Rev Limit. Crank trigger pickups not permitted. Engines may be inspected during post-race technical inspection.
- Southern Super Parts Engine (SSPE) = **2850 lbs** – Per SRL 2023 Rules the maximum racer cost of this engine is capped at \$24,000 and as a result may be claimed for \$24,000. Maximum displacement is 362 ci. Maximum compression ratio 11.5:1 with +.5 tolerance. Maximum **7800 RPM** Rev Limiter must be fully functional. Any flat top piston with 927 wrist pin (no titanium) and minimum ring thickness 1mm x 1mm x 2mm only. Pistons must not extend out of the top of engine block. Cast iron engine blocks only. No lightened blocks. Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford Part #: Edelbrock 2928, 2929 or 2934 only. Chevy Part #: Edelbrock 2814 and 2892 only. Crankshaft must have a minimum weight of 40 lbs (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250. Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. No titanium rods permitted. Minimum rod weight 540 grams. Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports or combustion chambers. Ford Part #: SP STS T-1 F STD 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 STD 227-SSPE. Must retain minimum valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel. No titanium valve springs permitted. Titanium retainers permitted. Lock angles not specified. Starting in 2024 no valve springs less than a minimum OD of 1.500. SSPE spec Camshaft must be Competition Cam Part #21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm. Magnetic-type push rods only. No keyway guided lifters permitted. Maximum 5 stage dry sump oil pump permitted. All stages must be straight tooth or straight rotor with a maximum rotor of three lobes. Starting June 1, 2023, no high helix pumps permitted. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (No windage tray/scrapers, etc.) Ignition system must mount on the right side of the car out of reach of the driver. Absolutely no crank trigger pickups permitted. Carburetor must be an unaltered 750 CFM 4779, 80528 Holley. Carburetor must pass inspection at any time.
- CT 525 Engine = **2825 lbs** – (15 lbs of weight mounted forward of bellhousing on right side frame rail and 15 lbs must be mounted forward of bellhousing on left side frame rail, up high as possible.) Engine must meet all specifications of the CT 525 P/N 88958759 technical manual second edition. Ignition system P/N 19171130 is mandatory and will be limited to 6800 rpm. The ignition box may not use a chip. Timing limited to 28 degrees. All other requirements for ignition systems currently in rule book will be enforced. Be prepared to remove your ignition box. Boxes may be swapped with a competitor's box or a box provided by the track at any time. Laptops are not allowed to be connected to boxes while in Tucson Speedway Technical Inspection Area without an official present. Laptops or laptop wiring may not be in any portion of the drivers' compartment while in TS tech area unless an official is present. Tucson Speedway

Technical Inspection Officials will install the curve and maximum RPM. Tucson Speedway can make changes to these rules at any time to make competition fair.

- Any other Engine option = **2875 lbs**
- Left-side weight may not exceed 58% at all times. Tucson Speedway scales will be the only method for determining a car's weight.
- Tucson Speedway Engine & Carburetor (approved by officials) See Tucson Speedway Rules for specifications. If a Holley 4412 (model #3250) 2 barrel gauge legal carburetor is used, your minimum weight may be **2800 lbs**.
- LVMS Spec Engine = **2775 lbs** – See LVMS SPEEDWAY RULES for specs.
- USLMA engine = **2850 lbs**. and 58% maximum left side weight and maximum track width 66 inches.
- Non- Spec Engines and Miscellaneous:
 - Engine rules are established based on the use of a wet sump oiling system; the use of an external oil pump is permitted.
 - Dry-sump systems are permitted on all non-spec engines. An accusump-type auxiliary oil reservoir is permitted.
 - LVMS Open motor cars using the Aluminum Brodix Spec head and open carburetor; weight is **2875 lbs**.
 - For any other engine configuration, Tucson Speedway will determine weight and left side percentage at any time.
 - Factory GM Crate engine must be from factory, untouched, unopened and sealed with Data Sheet matching serial numbers. GM 604 Must have GM 6 ¾" harmonic balancer, part# 12551537 or the GM harmonic balancer that comes with the crate engine. The use of GM Valve Springs part# 12551483 and 1.5 ratio rocker arm part# 12367345 is mandatory. The 6.5 aftermarket oil pans are allowed. 6600 rpm chip.
 - Performance air filter and housing permitted but must not protrude through the hood. No tubes, funnels or any device which may control the air flow are permitted inside or outside of the air cleaner or between the air cleaner and the carburetor. Cold air boxes are permitted.
 - No operator controlled, computer controlled, or automatic weight transfer, weight shifting devices or techniques will be allowed. No engine, chassis, or shock adjustments are allowed from the driver's compartment. (Compartment is defined as anything the driver can touch while seated in the driving position).
 - Engines must be located so that the forward most spark plug hole is within 2" of the center line of the upper ball joints.
 - Ford & Chrysler engines are allowed a 3 inch setback.
 - Firing order of engine must maintain OEM firing order and rotation.
 - Crankshaft must be centered within 1" of the vehicle's frame rails.
 - Minimum clearance between the center of the crankshaft and the ground must be 10".
 - Tucson Speedway officials reserve the right to adjust those weight advantages/penalties in the interest of fair competition.

Carburetor / Intakes

- Intake Manifold: Standard open-plenum mass produced/readily available intake manifold with (1" maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.
- An approved one piece carburetor adapter/spacer with a minimum of 1.000" inch thickness may be installed between the intake manifold and the carburetor.
- Any Holley carburetor is permitted with a maximum base plate hole diameter of 1-11/16"/ 1.680".
- Tour Engine option must run Holley "tour legal" 390 or 750 carburetor. Unaltered 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time. Boosters must remain unaltered or gauge legal, 750 Holley carburetors (4779 or 80528) with the All-Star Performance Adjustable Base Plate with 1.200 inserts.
- The carburetor for the Factory Sealed 604 Crate motor must be a Holley 4150 – 650 CFM (P/N 80541-1) that is gauge legal.
- CT525 Engine may run a stock 650 or gauge legal carburetor.
- S.E.A.L. Engine Program McGunegill, Hamner, Progressive must run 750 CFM 4779, 80528 Holley, gauge legal.
- SSPE must run a 750 CFM 4779, 80528 Holley gauge legal carburetor. Maximum 1" carburetor spacer permitted on Ford Motor only. Maximum ½" carburetor spacer permitted on Chevrolet Motor only.
- Holley 4412 (model #3250), 2 barrel carburetor is **25 lbs**. weight break must meet carburetor gauges.

Fuel

- All cars must use Tucson Speedway fuel; fuel must be purchased from Tucson Speedway fuel station.
- No additives of any kind; fuel may be tested at any time throughout the event.
- 110 TORCO Race Fuel is available for purchase at the track for \$12.00 per gallon or pre order your 55 gallon barrel for **\$630.00**.
 - Note: Please let us know how many gallons you will be using so we can ensure adequate quantity on hand.

Pit Area Parking & Rules

- Pit area parking will be on a first come first served basis; *pre-registered participants can park early on Thursday, November 28, 2024.*
- **A dry camping area will be set up for RV's at the track – Wednesday thru Sunday – NO CHARGE.**
- Trailers may be left in the pit area overnight. The pit area will be secured each night of the event.
- Pit area speed limit is **5 mph** for **ALL vehicles**.
- One tow vehicle is allowed in the pit area, all additional vehicles must be parked outside the pit area.
- All minors must have a signed minor's release, and pay for pit entry prior to entering the pit area.

Technical Inspection

- All cars must go through technical inspection prior to going on to the track for practice. Engine displacement and vehicle weight will be recorded. The vehicle must adhere to the specifications.
- Once you have completed the initial tech inspection, you will not be required to go through tech until prior to qualifying and prior to the features. All cars are subject to technical inspection before and/or after qualifying and racing.
- Scales will be set up all weekend for your use in reaching your proper weight for the event and will be monitored by track officials.
- Post feature tech, including pump and whistle, will be required for the top 5 finishers and any randomly selected competitors.
- Traction Control Devices are not permitted – 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.
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

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

Tech Director – Dan Garber – 509-868-4577 or dgarber@hotstart.com

Race Director – Tim Rominger – 520-248-0582 or competition@tucson Speedway.com

General Manager – Shelly McGriff – 520-603-8751 or shelly@tucson Speedway.com

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

9th Annual Turkey Shoot @ Tucson Speedway Registration
125 Lap Super Late Model / 50 Lap Thunder Truck

INSTRUCTIONS: Print or type all requested information and sign. Entry will be rejected if all information and signatures are not provided. This entry application must be completed & returned to:

Tucson Speedway
Attn: Shelly McGriff or E-mail:
PO Box 985 shelly@tucson Speedwayaz.com
Vail, AZ 85641

In order for this entry application to be eligible, this entry application must be completed in full and submitted to Tucson Speedway in accordance with the conditions set forth in this document. Notwithstanding the foregoing, any entrant who performs an act or participates in actions deemed by Tucson Speedway officials as detrimental to the sport or to Tucson Speedway, or fails to abide by the provisions set forth in this entry blank, shall be subject to the loss of all purse and/or fine and/or suspension as determined by Tucson Speedway. Driver and car owner must abide by all Tucson Speedway rules, regulations and decisions as well as the stipulations in the entry form.

Agreements:

In consideration of Tucson Speedway's approval of this entry application and for the opportunity to participate in this event, each of the undersigned warrants that all information provided herein is true and accurate and each of the undersigned further agrees as follows:

Acknowledgment and Agreement to Abide by Rules.

I acknowledge that I have read and understand all terms and provisions in the Official Entry Registration, in the applicable Tucson Speedway rule book and the track rules regulations and procedures, and that I will abide by all such terms and provisions as they may be amended from time to time, and by all decisions by Tucson Speedway or its officials interpreting and applying them.

Personal Injury and Property Damage Release

I hereby release and waive any and all claims pursuant to the RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT.

Entrants "Good Faith to the Public Pledge"

In recognition of the support of the racing fans, and the effort and monies expended by the sponsors, Tucson Speedway and the promoter in connection with this event, I agree to use my best efforts to compete in the event, including related practice and qualifying activity, and I will not withdraw from competition without the consent of Tucson Speedway's racing operations manager or his designee. If the driver for any reason is unable to compete, the car owner will use his/her best efforts to identify and use a substitute driver in order to compete.

Date: _____

Drivers Name: _____ Car #: _____ Drivers email: _____

Driver/Car Owner Signature: _____ Drivers Phone #: _____ Cell#: _____

Address: _____ City: _____ State: _____ Zip: _____

Home Track: _____

Year of Car: _____ Chassis: _____

Manufacturer of Car: _____ Model of Car: _____

Super Late Motor (Circle One): GM 604 / Ford Crate Motor * Non Spec Motor (less than 360 c.i.d.)
CT 525 Crate Motor * Non Spec Motor (more than 360 c.i.d.)
McGunegill, Hamner, Etc. Other (Specify) _____

_____ **Thunder Truck Registration**

*must be approved by tech/added weight may be necessary

Team Crew Chief: _____

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

Car Sponsors: _____

(Pre-entry MUST be received by Tucson Speedway no later than November 18, 2024)

Super Late Model: _____ Pre-Entry Fee (Car & Driver – 2 days) - **\$225.00** _____ Regular Gate Fee (Car & Driver – 2 days) - **\$275.00**

Thunder Truck: _____ Pre-Entry Fee (Car & Driver – 1 day) - **\$150.00** _____ Regular Gate Fee (Car & Driver – 1 day) - **\$200.00**

Crew: _____ Pre-Entry Crew Pass (2 Days) - **\$ 60.00** _____ Regular Gate Crew Pass (2 days) - **\$ 80.00**

_____ Pre-Entry Crew Pass (1 Day) - **\$30.00** _____ Regular Gate Crew Pass (1 Day) - **\$40.00**

Kids: _____ (10 and under) **\$30.00 (3 Days) / \$10.00** each race day

Can-Am: _____ Entry Fee (Car & Driver – 3 days) - **\$120.00**

FRIDAY ONLY – Practice Day: _____ Per Car **\$200.00** Per Car (includes up to 8 people)

110 Fuel: _____ **\$12** per gal / **\$630** barrel _____ **SLM Turkey Shoot & Chilly Willy double registration discount (\$100.00)**
Total due for both races \$425.00

Total Amount Due for Pre-Registration \$ _____ + 3.5% Credit Card Fee

Names for 2 Day Prepaid Pit Pass

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

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

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

Anyone entering into pit areas must have a pit pass (\$40.00 per person/per day or \$80.00 for the 2 day pass).

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

Total Amount to be paid: _____

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

Card Number: _____ Expiration Date: _____

Name on Card: _____ Security Code: _____

Billing Address for Card: _____

City: _____ State: _____ Zip: _____

E-mail for receipt: _____

Signature: _____ Date: _____

HOST HOTEL: \$99 + tax HILTON GARDEN INN – TUCSON AIRPORT – 520-741-0505 – Say you are with Tucson Speedway.